

but vessel shipments have practically stopped and movements by rail are slow. The trade in coopeage stock has been good for the past two or three months, a large fruit crop, notwithstanding the frost in the spring, having created a good demand for barrels. In other coopeage lines there is not much demand.

## FOREIGN.

Business is almost over in Britain for the year, though a few cargoes are still expected in from Baltic ports. No further sales will probably be held till after the new year, and stocks to arrive will be kept till then. Interest centers on the prospect for the next year. So far as can be judged trade will be good. At present the market is buoyant, and prices well maintained. Stocks of spruce are light, and a Quebec timber merchant says that port ought to do a big business next summer, as large contracts will be made in Europe, for supplies of Canadian woods.

## STOCKS AND PRICES.

Messrs. Murdock Sutherland and Wm. Allison are lumbering back of Redbank, N. B.

The Messrs. Gilmour, of Trenton, Ont., are working their limits north of Haliburton this season.

The Holland Emery Lumber Co. are cutting extensively on the French River this season.

The mills of the Imperial Lumber Co., at Warren, Ont., have closed down after a very successful season's cut.

The lumber cut in Restigouche county, N. B., this winter, both of spruce and cedar will be larger than last year.

Mr. Neil Brown has a large contract for cutting logs north of Walford Station for the Spanish River Lumber Co.

Mr. D. E. Sprague, of the Winnipeg saw mill, has about sixty men engaged in his camp on the Rosseau river taking out logs.

Jones & McAfee have finished sawing 124,000 feet of lumber for Messrs. Barnes, Titus and Smith, Campbell settlement, N. B.

Nearly half a million of lumber, which has been hung up in the Pollet river, Albert county, N. B., owned by E. P. Eastman, has reached the owner's mill.

J. E. McAuley, of Lower Millstream, N. B., will get out several hundred thousand feet of lumber this winter along the head of the stream.

The tug Edward Blake arrived at Manitowaning a few days ago with 50,000 feet of lumber and 100,000 shingles for O. Hinds.

The mill at Cutler, on the North Shore, is one of the finest in the district and has a cut of about 1,300,000 feet per 11 hours. It employs 125 hands.

Lumber to the amount of 981,000 feet B. M., passed west bound through the Canadian Soo canal during the month of November. None passed east bound.

M. Stehelin, proprietor of the village of New France, Digby Co., N. S., has purchased 300 acres more of timber land from the Tasset River Lumber Co., for 000.

Orders for the timber berths in the township of Grant were opened at the Crown Lands Department last week. Mr. Macdonald secured berth No. 1; Mr.

P. Shannon of Pembroke, berths Nos. 2, 3 and 4, and Mr. S. Brennen of Sundridge, berth 5.

The Gates Lumber Co., from Michigan, already have a large quantity of logs cut and skidded a few miles north of Spanish Station, on the north shore. They have about 100 men at work.

Mr. Wm. Pe, an extensive American lumberman, who also operates in the Parry Sound district, has rebuilt the mill owned by Elliott, of Peterboro', and is taking out logs to be sawed there next season.

Mr. Manning, of Protectionville, N. B., has a number of men getting out supplies of spool wood, and will soon begin manufacturing operations. Mr. M. does a large business in spool wood every year.

Messrs. Mathews & Bolter, who had their portable mill sawing for Mr. McAuley last spring, and have since that time been sawing for Mr. West at Cole's Island, N. S., are now running their mill at Cody's.

Immense quantities of deals have been arriving at St. John from Gibson since the rise in the river permitted Mr. Gibson to run his mills at their full capacity. One day recently there were 23 scows at Gibson loading.

Messrs. L. W. and E. W. Pond, of Fort Fairfield, Me., drove some 70,000,000 feet of logs down the Madawaska river, N. B., this season. They had the handling of the Madawaska Log Driving Co.'s drive above Grand Falls, and have established the advantage of section driving.

There is on the docks at Duluth and Superior about 160,000,000 feet of lumber to be carried over. Some 60,000,000 feet are contracted for to go out in the spring, and the Northern Lumberman estimates that 50,000,000 feet will go out by rail before spring opens.

Reports received at the Hull timber agency show that the season's operations in the woods have been very brisk so far. It is possible that several of the firms will begin to withdraw camps shortly, as it is found that in some instances more logs are being taken out than will be really required.

S. H. White & Co., of Sussex, N. S., have manufactured at their Little Salmon River mills this season over three millions of lumber and are carrying over one million. They expect this winter to put out on the different branches four millions or over and will handle at points on the I. C. R. and Thorne's Brook upwards of four millions more, making this winter's operations a total of eight millions.

The Standard Oil box factory of Oswego, N. Y., has bought out the entire stock of box lumber in the yards of Gilmour and Hughson, of Hull Point, and W. C. Edwards, Rockland, Ont. It is understood about six million feet has been purchased from each firm. Their representatives are negotiating with Ottawa lumber firms for the purchase of their stock of this class of lumber.

D. T. Rumball, London Ont., wholesale dealer in hardwood lumber, reports a busy season. Stocks moved actively with him and prices were good and are advancing. Oak and ash are in good demand, and he recently made a large sale of white ash at \$27 per M. He says that the better class of stocks are scarce, white

ash and oak being extremely so. He belongs to the firm of Rumball & Nellens, of Rochester, N. Y., and says business there is good, chestnut being in very good demand but hard to get. He handles 10,000,000 feet per year.

Mr. Hutchison, a lumberman, of New Brunswick, has sustained a serious loss by a lot of his logs having floated out to sea. He had a quantity of logs hung up on the Renous, and to prevent them going out with the fall freshet or the spring ice he placed a boom around them, but the boom broke and they got away, passing the Northwest bridge at Chatham, at the rate of about fifteen per minute. The loss will be somewhat between 300,000 and 1,500,000 ft.

Messrs. Hale and Booth have just completed the purchase of berth No. 32 extending for thirty six square miles along the north shore of Lake Huron. The purchase was made from Messrs. Campbell & Sons, the Muskoka Mill and Lumber Company, Toronto, and the price paid was \$340,000. Messrs. Hale and Booth have already made purchases this year to the extent of \$700,000. They have great faith evidently in the future of lumber tributary to Lake Huron and Georgian Bay.

It is expected that about 200 standards of deals will go forward by each steamer of the Beaver line from St. John, N. B., this winter. Some of the deals will probably come from the province of Quebec. Regarding the shipment of St. John deals by this line, it will alter the trade there somewhat, as the deals will be placed in Liverpool in small lots. This will be an advantage to the shipper, but it will be the means of curtailing the number of other vessels that usually come there for deals. The Furness line also carries deals, but those lots go to London, where they mostly come in competition with the Baltic deals. The shipments by the Beaver line to Liverpool, where a large amount of N. B. lumber is now sent by vessels chartered by brokers, will, doubtless, partly interfere with the brokers' business.

## LONDON, ONT. NOTES.

S. H. Craig, in conversation with a representative of the LUMBERMAN, said that November had been an exceptionally good month, and the past year was one he felt satisfied with. Stocks are slow in moving now, but there are numerous buildings to be finished yet. Among his large orders have been the lumber for the Y. M. C. A. building and Lantou's large warehouse. He has just received an order for the needle beams for the bridges over Kettle creek and Mill Creek on the London and Port Stanley branch of the M. C. R. The beams are to be of Southern pine. He remarks, "Why did not the engineer specify our own pine and keep the money in Canada?"

The London Lumber Co., wholesale hardwood dealers, who supply the American market, report black ash slow, but there is a good demand for white ash, good oak and bass wood. The manager, Mr. R. McLeod, says that on account of the large stock held by the dealers, there will not be so much lumber cut next winter, except the better class of lumber, which will always be in good demand. Business has been brisk and the prospects for spring in manufacturers orders will be good. Payments have been prompt and the American dealers are considered safe.

Welster, Kernohan & Ferguson have had a successful season, in fact, the building operations during the past year have expanded the smile on the lumberman's face generally. Of course business now with them, like everybody else, is quiet, but the spring will open with increased trade.

J. D. LeBel, in the wholesale business, has found business good. Prices are declining a little, but cannot be expected to advance at this late period of the season.

T. G. Rumball finds a good demand for white ash and oak, but maple is slow. He is of the firm of Rumball & Nellens, of

Rochester, and they there find chestnut in good demand, but hard to get.

The numerous lumber firms of the city have nothing to complain of during the past season, and they all look forward to a prosperous spring.

## ST. THOMAS NOTES.

Ellison & Lewis report stocks moving fairly actively. Pine for general house purposes is mostly in demand, selling at about \$15. Prices are fair and spring trade promises well.

Chas Conrad has had a good season, but is thinking of retiring from business.

G. M. Green does a large lumber and contracting business, and with the rest has had a good summers trade.

## SHIPPING MATTERS.

SS Warwick, of the Donaldson line, has been chartered to take part cargo of deals from St. John, N. B., to Glasgow, at 425 6d.

SS Derwent Holmes has discharged a cargo of deals from St. John, N. B., at Liverpool and is coming back for another for W. C. England at 475 6d.

The str. Dorian, from Halifax for Jamaica, with white pine and other cargo, was totally wrecked on Phillips Reef, Nov. 11. About 75,000 feet of the pine has been saved.

The Lake Superior, the first vessel of the Beaver line to St. John, N. B., is now there loading. She takes in 200 loads birch timber and 250 standards deals for W. M. Mackay, besides some deals for Watson & Todd.

The Norwegian ss Florida, 2,302 tons, has arrived at Vancouver from Japan, and is loading lumber at the Hastings mill for South Africa. She will carry a larger cargo than the Jarlesberg, which loaded there recently for the same destination.

The Norwegian bark Crown Prince is at the Hastings Mill, Vancouver, loading for Cork, I. O. It is understood that her destination will be a port on the Baltic, probably Völgaster. In connection with this charter some very interesting facts will probably come to light at a later date. For some time Douglas fir has been steadily supplanting Baltic pine in the markets of South Africa, and many valuable cargoes have been shipped to the Cape from the large cargo mills on Burrard Inlet, B. C. and Puget Sound. Shipping a cargo of Douglas fir right into the heart of the Baltic pine regions is quite another matter, stranger even than shipping coal to Newcastle.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs.) and under per M ft.; Ottawa to Montreal, \$1.25 per M ft., (3,000 lbs.) and under per M ft.; Amprior to Montreal, \$1.75 per M ft., (3,000 lbs.) and under per M ft.; Ottawa to Quebec, \$2.25 per M ft.; Amprior to Quebec, \$2.75 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, 15 cents truck delivery 17 cents per 100 lbs lightered; Amprior to New York 12 cents truck delivery 9 cents lightered; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c per 100 lbs.; Amprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 27 1/2 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 300 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

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 Tam 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 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, Greenore, Aurora, Barrie and other points in group B to Toronto, 6 1/2c; Collingwood, Penetang, Coldwater, Waukegan, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c; Brace, bridge to Toronto 7c; Utterson, Huntsville, Navarre, Emdale, Katrine to Toronto, 7 1/2c; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c; South River