

realizing that the building season is to be an average one, are purchasing in advance of present requirements. In Boston, apart from quartered oak and spruce, there is little activity. White pine has remained firm, but the amount of business has not added strength to the market. There is, perhaps, more life exhibited at Michigan points than has been the case since the opening of the year, especially in the yard trade, which is looked upon as indicative of a rising demand in the country. A report of some demand for pine comes from Buffalo, but prices leave a very small margin of profit. The demand is said to be irregular.

## FOREIGN.

The British market has been rather more quiet, although values have not declined. Consumers have apparently been holding off in the hope of a drop in prices, but a study of the conditions indicates that this is not likely to be the case, certainly not until the season is well advanced. At many points there is a shortage of stocks which must keep prices firm for some time. There is a very good inquiry for batten and scantling sizes, and dealers are experiencing difficulty in filling orders. Floorings are also firm, and show no indication of weakness. Exporters have large orders on hand which it will take some time to fill. Planed boards are also a firm commodity, and those ready for shipment are commanding higher prices. At Liverpool the arrivals have consisted chiefly of spruce deals and birch planks, which are finding a ready market. At the auction sale of Foy, Morgan & Co., London, Canadian goods were represented by a few lots of 3x11 1st pine regulars, which sold at £22 5s., 3x11 2nd ditto, at £15 10s., and 3x9 3rd ditto, at £8 10s. The hardwood trade is somewhat limited, and mostly confined to small lots. There is activity in the ship-building industry, which is improving the demand for lumber required for that purpose.

STOCKS AND PRICES.  
CANADA.

G. O. Buchanan, of Kaslo, B. C., has a stock of 1,500,000 feet of logs for sawing.

Hy. Hiese, of Preston, Ont., reports a demand for shingles. He is selling a mixture of 1st and 2nd cedar at \$2.

Dan O'Connor's saw mill at Echo Point, Ont., is now running to its full capacity, turning out 30,000 feet of lumber daily.

The first consignment of 250,000 ties purchased on Manitoulin Island last winter by G. H. M. Baker, arrived at Collingwood last week.

P. Potvin, of Midland, reports that the output of logs this year will be 60,000,000 ft. from Byng Inlet and 150,000,000 from French river.

Geo. B. Dunn estimates that 5,000,000 feet of logs will go out of the Aroostook river, N. B., this spring, as against 30,000,000 feet heretofore.

The Yarmouth Herald says the lumber business seems brisker on the Clyde river, N. S., this spring than for many years. Three cargoes have already gone, viz., the schooners Elnora, Manzanilla, and Coral Leaf, the two

former to Lynn and the latter to Boston. The Elnora has returned and is again loading for the same place. The schr. Roseneath has also gone to Boston with a load of lumber from Jordan river.

Smith & Patterson, of Port Hope, will handle 2,000,000 feet of lumber for J. W. Howry & Sons, of Fenelon Falls, to be shipped to Oswego.

About a million feet of lumber is hung up about the South Branch Falls, N. B., comprising all the logs cut at South Branch lake the past winter. The Smith Brothers have their drive out.

Playfair's barge and tug line has the contract from the Rathbun Company to carry about 200,000 ties from Manitoulin this season. Most of the ties will be delivered at Midland for shipment by rail.

## UNITED STATES.

The Saginaw Salt and Lumber Co., of Saginaw, Mich., have so far this month disposed of 3,000,000 feet of lumber.

John McAlpine, of Ashland, Wis., has sold 6,000,000 feet of logs to the South Shore Lumber Company, of Washburn, at \$8 per thousand.

A. Tyler, of North Tonawanda, N. Y., has purchased the dry stock of the R. D. Pike Lumber Co., of Ashland, Wis., at \$15.50 per thousand.

A sale of lumber reaching \$60,000 has just been completed between Perley, Lowe & Co., of Marnette, Wis., and A. S. Kibbe & Son, of Albany, N. Y. There was 3,000,000 feet in the lot. About 1,000,000 feet was also disposed of by the same firm to the John Spry Lumber Company, of Chicago.

## THE UPPER ST. JOHN DRIVES.

The following particulars of the lumber drives on the Upper St. John river, N. B., were collected May 20th, by Mr. A. E. Hanson, of Connor's Station:

McIntosh & Kilburn's drive of 9,000,000 ft., for W. H. Murray, is at Simmon's Farms, 40 miles from corporation limits, with the exception of 2,500,000, which are hung up at the Northwest Rapids, St. John river.

W. J. Noble's drive of 8,000,000, for Cushing & Dickey, is hung at Red Pine Grove, 80 miles from limits, with the exception of 1,500,000 left in Burnt Land brook.

Tower Bros., for F. H. Eaton, with 3,500,000, are tied in Chemungcook stream.

Gilman Bros., for W. H. Murray, 7,500,000, are still in Black river, 30 miles from limits, with small hopes of getting through.

John Sweeney, for King Bros. and J. A. Morrison, with 6,000,000, is at Poplar Island bar, 9 miles from limits, with good prospects.

Plavien Cheonard, for W. H. Murray, with 3,000,000, at head of Big Rapid, 6 miles from corporation limits; prospects good.

John Stevens, for E. L. Jewet, with 3,000,000, at Allegash Falls; good prospects of getting into limits.

Cunliffe Sons, for W. H. Murray, with 6,000,000, about 10 miles from Allegash Falls, with prospects good of getting into corporation limits.

Guy McCallum and Morrison Bros., for Miller & Woodman, and Oliver Genrette for W. H. Murray, combined drives of 9,000,000, in St. Francis river, with fair prospects of getting into corporation limits.

## FISH RIVER.

Laliberte's drive of 2,000,000, on Wallgrass, for George E. Barnhill, is likely to reach the corporation limits about the 26th inst.

Page & Mallet's drive of 4,000,000, for Miller & Woodman, is safe to reach the limits about June 1, except 1,000,000 hung up in the Red river and Pennington brook.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

## THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF THE "WEEKLY LUMBERMAN."

The Hamilton Cigar Box and Packing Case Co., who do a retail lumber trade, report prices low and trade fair. The box trade is good.

J. D. Roche, Masham Mills, Que.: Stocks are moving freely, especially 3 inch deals, and prices are firm. Large stock of coarse lumber on hand.

N. Wenger & Bro., Ayton, Ont.: Soft elm is in most demand. Have recently made sales of 1 car soft elm, at \$11, and 2 cars common maple, at \$6, f.o.b. Ayton.

Geo. Gillies, Preston, Ont.: Although prices are difficult to maintain, business is fairly good. The town is doing a lot of building in a small way, and the outlook is fair.

T. Kribbs, Hespeler, Ont.: Business is fairly good and prices are much the same. Prospects are fair, as much small building will be done. Will cut 800,000 feet this year, and import a large quantity.

Hon. J. K. Ward, Montreal: The retail business is fairly good, 3 inch culls and common lumber being in most request. Good spruce lumber is advancing in price, but common pine shows a tendency to decline.

D. Atchison & Co., Hamilton, Ont.: We have only lately opened up our yard and factory, and find business a little dull. Sashes and general building stuff are in slight demand, and business may improve as the season advances.

Robert Watt, Warton, Ont.: Stocks are moving actively. A shipping 40 to 50 cars per month. Hemlock for building timber receives most call. Have recently sold a cargo of basswood. Stocks of hemlock on hand are large, and prices are declining, as some mill men are cutting prices.

The Leishman, Maundrell Co., Woodstock, Ont.: Although inquiry for lumber is not brisk, stock plank and boards and building supplies are in fair demand. We sold a small cut of elm, No 1 and 2, at \$11. Very few logs were taken out in this section, and prices, if anything, are declining.

T. & W. Platt, foreign exporters of square timber, Hamilton, Ont., buy from Ohio and Michigan and ship direct to Great Britain. Their orders run from \$30,000 to \$80,000 each shipment. Prospects are fair, and from what they learn from their buyers in the United States, lumber may shortly improve. Millions of logs are stuck in the rivers of Michigan for want of rain.

## FIRES.

Jasper Martin's shingle mill at Hillsdale, Ont., was burned last week. Loss about \$3,000; no insurance. Mr. Martin will rebuild.

The saw mill and brick and tile works of Jervis & Kellar, at Stratford, Ont., have been burned. Loss, between \$3,000 and \$4,000; partially insured.

A saw mill at Norwood, N. S., owned by Capt. D. A. Saunders, together with 180,000 feet of lumber, has been burned. Loss, \$4,500; insurance on mill, \$1,300, on lumber, \$1,000.

The village of Deseronto, Ont., was swept by fire on the 26th inst. Mills, elevators, thousands of ties and posts, and millions of shingles, the property of the Rathbun Company, were burned, together with many dwellings. The loss will be nearly \$300,000.

## 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, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Arnprior to Montreal, \$1.50 per M ft., (3,000 lbs. and under 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, water delivery, lots of five cars and over, \$3.00 per M ft.; under five cars, \$3.25 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Arnprior to New York, lots of five cars and over, \$3.50 per M ft.; under five cars, \$3.75 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Ottawa to

Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior 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.; Arnprior to Albany, 12 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, 22 1/2 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 20,000 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 3,000 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 Tara or Hespeler 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 Place 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 Glenora, Greenore, Aurora, Barrie and other points in group B to Toronto, 6 1/2c.; Collingwood, Penning, Coldwater, Waubesa, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Langford, Gravenhurst and other points in group C, to Toronto, 7 1/2c. Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor, Emdale, Kattrine to Toronto, 7 1/2c.; Burk's Falls, Herriedale and Sundridge, to Toronto, 8c.; South River, Powassan and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Brockville and Prescott, 10c.; to Deseronto, 9c.; to Belleville and Picton, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railway, the rate is 14 1/2c. per 100 lbs. Regulations apply to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

## NOTIFICATION OF HARDWOOD RATES.

The Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men.

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7 1/2c. per 100 lbs. from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7 1/2c. from same points.

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