

600 loads in May, 1895, and 602,000 loads during the same period in 1894. This increase is made up of sawn timber, the imports of logs showing a slight decrease. Notwithstanding the large quantity of sawn lumber which has been received, there is a reduced stock in the hands of shippers, and many cargoes have been disposed of immediately upon arrival.

The general tone of the market is such as to add further strength to the hands of shippers. At Liverpool the import of spruce deals does not meet the requirements, and nearly every cargo is placed before discharged. The conviction is gaining ground that there will be no drop in prices during the summer months at least. The present tendency is towards a further advance, but whether shippers are justified in asking it is a question. Scantlings have advanced, and there is a keen demand for almost every size. At London 2 1/2 and 2 in. battens and 1 and 3/4 flooring are the sizes chiefly in request. There is an extreme scarcity of small dimension stuff, and available stocks are eagerly sought for. Glasgow trade continues brisk in spruce deals, while at Hull the demand is active and prices rule firm. Hardwoods show an upward tendency, particularly mahogany, which has realized good figures at the recent auction sales.

STOCKS AND PRICES.
CANADA.

Playfair's mill at Midland, Ont., is cutting 150,000 feet of lumber per day.

During last week over 12,000,000 feet of deals, etc., cleared from St. John, N. B., for British ports.

The barque Chrysolite carried 944,072 ft. of deals and 32,674 ft. deal ends from Parrsboro last week, for Rumcorn.

Nine car loads of lumber were shipped east by the mills of New Westminster, B. C., during the week ending June 13th.

W. M. McKay shipped from Parisboro, N. S., last week, for Manchester, Eng., 1,704,890 ft. deals and 70,651 ft. deal ends.

G. G. & W. C. King's new mill at Chipman, N. B., has commenced operations. It has a sawing capacity of 20,000 feet per day.

The Canada Lumber Company's mills in Carleton Place have suspended operations at night for a time, owing to delay with the log drive.

Alex. Gibson's saw mill at Marysville, N. B., which has been closed down on account of a scarcity of logs, has resumed operations, his drives having come in as the result of the recent rains.

FOREIGN.

Demand for wide stuff at Boston is much improved, and receipts scarcely equal to the requirements.

Log run sells at Saginaw, Mich., at \$10 to \$20. Fair Canada stocks bring \$14, box lumber \$9, and bill stuff \$8 to \$8.50.

Perley, Lowe & Co., of Chicago, have placed an order for the entire cut of the Peshtigo Lumber Co., of Peshtigo, aggregating 25,000,000 feet.

A Chicago dealer reports a general scarcity of C selects. 2-inch shop com-

mon brings \$24. 1 1/4-inch B select, \$35 to \$36, and 2-inch B select, \$36 to \$37.

There has been shipped from Alpena, Mich., this season, 21,409,000 ft. lumber, 2,100,000 shingles, 610,000 pieces lath, 137,703 railway ties, 90,000 cedar posts, and 6,621 telegraph poles.

Shipments from Duluth for the first half of June were 15,000,000 feet of lumber, of which 10,000,000 feet went to Tonawanda. Shingle shipments were as follows: 358,000 to Sarnia, 1,375,000 to Buffalo, and 375,000 to Hamilton, Ont. No lath were shipped.

The following figures were realized at McDowall & Neilson's auction sale at Greenock, Scotland: 1st Quebec pine ends, 6/8 x 7 17 x 3, sold at 2s. 2 1/2 d.; 1st Quebec pine deals, 9 x 7 17 x 3, at 2s. 2d.; 2nd Quebec pine deals, 9 x 11 x 3, at 1s. 10d.; 2nd Quebec pine ends, 5 x 9 x 3, at 1s. 1d.; 3rd Quebec pine deals, 9 x 7 16 x 3, at 1s. 1d.; 3rd Quebec pine ends, 6/8 x 7/17 x 3, at 11d.; Quebec pine deals, 7 10 x 3, at 9d.; Quebec spruce deals, 12 13 x 9 x 3, at 9 1/2 d. and 9 3/4 d.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF THE "WEEKLY LUMBERMAN."

Frank Rounds, saw and planing mill, Welland, Ont., reports that sales have been good this spring, notwithstanding low prices and scarcity of money.

John E. Cutler, Welland, Ont., is doing a fair retail and general building timber supply trade. He reports a good spring, with prospects quite satisfactory.

Cook & Son, St. Catharines, Ont., lumber dealers and contractors, report a busy season. Trade has improved, and they have recently placed a large order with J. B. Smith & Sons, Toronto.

Jas. Harriman, Niagara Falls, Ont., reports business fairly good. Building stuff is in fair demand. Waugh & Robinson, of same place, find trade dull. Prices are low, and prospects none too bright.

W. L. Rice, Welland, Ont., retail lumber and planing mill, finds the demand increasing, but prices are low and money scarce. Fires have been frequent, and an increased amount of building is expected.

McLeary & McLean, Merritton, Ont., who retail lumber and manufacture sashes, doors, etc., find a good demand for building supplies, but the lumber business generally is dull and prospects give little encouragement.

A. Bigelow & Son, Lower Stewiacke, N. S.: Spruce and hardwood are moving freely. Most of the deals manufactured have been sold at a good advance over last season's prices. Our cut of spruce and hardwood is larger than last year. Prices are firm.

W. W. Carter, Fesserton, Ont.: First and second quality oak and soft elm and good pine in most demand. Common grades very dull. Am receiving a fair amount of orders for pine and hemlock bill timber. There is a heavy stock of pine in common grades left, but the better grades of 1 1/2 and 2 inch are all sold. Prices have changed very little, probably a slight decline.

Sauble Falls Lumber Co., Sauble Falls, Ont.: Business in this district cannot be said to be in a flourishing condition, though numerous inquiries about stocks would seem to indicate that prospects are brightening. We have sold for immediate de-

livery 200,000 ft. hardwood and 700,000 ft. hemlock of this season's cut. So far there is little demand for shingles or lath. Railroad contractors are in the field for timber supplies. We have just had an inquiry for 150,000 hemlock ties.

FIRES.

Chas. Warwick's saw mill at Shedden, Ont., has been destroyed by fire. Loss, \$4,500; insurance, \$2,500.

On the evening of the 19th inst., about 8:15, fire was discovered in Howry & Sons' lumber yard No. 1, at Fenelon Falls, Ont. Assistance was immediately asked for from Lindsay, Peterborough, Bobcaygeon and Port Hope. The local fire company turned out, and together with the pump in the saw mill, the flames were prevented from coming back and destroying the planing mill and box factory, saving about two million feet of lumber in yard No. 1. There were burned between 12 and 13 million feet. The loss is estimated at \$220,000 to \$240,000, fully covered by insurance. The bucket brigade, together with the assistance of the Lindsay and Peterborough teams, prevented the fire from extending to yards No. 2 and No. 3. There was a slight easterly wind, which assisted the local company in preventing the burning of the entire plant. There were several small cars and two Grand Trunk flats burned, which were loaded with lumber. Howry's locomotive during the fire pulled out a train of loaded cars, thus saving them from destruction. The employees of the company turned out and worked manfully to save the lumber and prevent the spread of the flames to adjoining property. The origin of the fire is unknown, except that it was first discovered in a small barn which stands close to the yard and which had presumably been occupied by children during the afternoon. Howry & Sons will at once rebuild the railroad tracks, their mill having started the next day, and will continue to run night and day during the season. The stock burned was principally 1 1/4", 1 1/2" and 2" selected pine put out for export, and most of it was sold to be shipped as soon as dry. There was also nearly five million shingles, three million lath and three thousand cords of wood burned. It was fortunate that there was only a slight wind prevailing at the time.

SHIPPING MATTERS.

Barkin. Trinidad will load lumber at Windsor, N. S., for Buenos Ayres at \$9; if Rosario, \$10.

Barkin. Eva Lynch will load lumber at St. John, N. B., for Buenos Ayres at \$8.75; if Rosario, \$9.75.

A charter has been made for a vessel, 510 tons, Quebec to Pembroke, at 19s. for timber and 41s. 3d. for deals.

From Miramichi, N. B., June-July tonnage to W. C. England is worth 42s. 6d. and for August, 45s. to 46s. 3d.

Steamer Terra, 1,778 tons, has been chartered to load deals at St. John, N. B., for Bristol Channel at 38s. 3d. Steamer San Domingo will load deals at Pugwash for W. C. E. at 41s.

The following charters are reported: Miramichi to west coast of England, 394 NV, deals, 46 s, sailer; St. John, N. B., to Bordeaux, deals, 40s.; a ship, 1,118 tons, Quebec to Buenos Ayres, lumber, \$9.50.

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, \$1.00 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.); Arrprior 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 50 M feet and over, \$2.50 per M ft.; under 50 M feet, \$1.25 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Arrprior to New York, lots of 50 M feet and over, \$3.00 per M ft.; under 50 M feet, \$1.75 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 12c. per 100 lbs.; Arrprior 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.; Arrprior 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 3,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charge 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, 3,000 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 Hephworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiar-ton 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, Creemore, Aurora, Barrie and other points in group B to Toronto, 6 1/2c.; Collingwood, Penetang, Coldwater, Waukegan, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Langford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor-Emudale, Katrine to Toronto, 7 1/2c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiar-ton to Toronto, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 10 to 20c. 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, Alymer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14 1/2c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION 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 under 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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PARKER C. RONAN, Manager