

**THE SPRUCE SITUATION.**

As a good deal of Canadian spruce, more especially from Quebec and the Maritime Provinces, finds its way to the Eastern United States market, anything relating to the situation, so far as that timber is concerned, must be of interest to our home manufacturers. In discussing the matter the Northeastern Lumberman has this to say:—

The actual consumption of spruce lumber has been much less this year than was expected in building operations, while the dealers have carried less stocks than usual, and withal the market has been dull and unsatisfactory during most of the current year. Of course this condition of affairs unsettles the market and affords an opportunity to the buyers to depress prices, especially in the case of those manufacturers who are disposed to force lumber upon the market at the best price obtainable.

There are very few instances, and none officially reported and testified to, among the association mills, of cutting the official scale of prices. Grave suspicions have settled upon two or three concerns, who seem to have had an unusual demand for their lumber product, while many of the other association mills were short of orders and were shut down; yet even these suspicions are not proven or are not sufficiently well certified to make formal and official complaints.

It is undoubtedly the fact at present that the outside mills on the lines of railroad, the numerous water mills in Maine which have never joined the association, and the enlarged production in the Provinces and in the Canadas, are fully able to supply the market independent of the association mills. The latter have made a manly struggle, and have been honorable towards their fellow members, and the recent action of the executive committee of the Northeastern Lumbermen's Association is fully justified in suspending the official price list until further notice.

From all the information we can gather there is an unusually small stock of logs at primary points at this season of the year, as compared with former seasons. In fact, the stock of logs at present on hand is not larger than the average stock that is usually carried into winter quarters. It is also true that the retailers, especially at interior yards, are not fully stocked. This is partly because trade has been dull at inland points, and partly because the dealers have not felt warranted in making purchases at association prices. Every stick of spruce which will be wanted if the retail yards carry their average stocks at the close of the season.

Under these circumstances it would seem hardly necessary for the association mills, or, in fact, for any mills, to make serious breaks in prevailing prices for spruce. Only selfish greed and senseless competition will cut prices to any extent. No one believes that the consumption of spruce will be increased by a resort to unremunerative prices. It is quite likely that many retailers will be induced to stock up with desirable lengths and sizes of railroad spruce, with a slight reduction in prices, and that members of association mills will still continue to secure fair prices for their product.

The most demoralizing element at Bos-

ton, Providence and other seaport markets has been the influx of Provincial spruce, which, though inferior in length, width and manufacture, yet has had a depressing influence upon market prices. Of course the large percentage of outside mills, which have kept as near association prices as possible, and yet secured orders, have been a heavy weight upon the attempt to make equitable and uniform rates for spruce lumber.

It is evident to the careful observer that if those large mills which have operated outside of the association, and which have been under the umbrella of its members since last February, had seen fit to join the association, and make a concerted movement to secure fair prices for lumber, there would have been no difficulty in making all sales on the basis of association price list. But these large manufacturers, as well as many small ones, have not been inclined to co-operate with the association, and of course have the satisfaction of knowing that they have prevented the spruce manufacturing trade from getting such profits as are their due the latter part of the season.

The English market is a trifle firmer, but not quotably higher. The South American market is in better shape than last year, with orders for occasional cargoes still in the market, some of which are unfilled. The New York market has held up well until lately, and, in fact, is not now overstocked, except in some narrow widths. The Albany market has been short of spruce throughout the whole season, and prices are comparatively higher there than at any other point.

What the effect of the suspension of the price list by the association will be upon the general market is difficult to foretell. Undoubtedly some undesirable lots may be sold at considerable discount from the official price list, while it is not likely that desirable dimension orders will be filled at any great discount from former price list. As a result of this action the market will not be controlled by a few mills outside of the association, and undoubtedly at some competing points, and for desirable orders, there will be a foolish competition between the association mills and the outsiders, to the mutual disadvantage of both.

For seven months the association mills have fought a good fight, and have certainly reduced the production of lumber, to the benefit of all concerned. It is unfortunate that the market this season for lumber is not sufficiently strong to consume the entire production of spruce as rapidly as it is manufactured and forwarded. Undoubtedly every stick will be wanted that is made during the next three months, but as it will come to market in advance of orders there will undoubtedly be some slaughter in the price of cargoes and carloads offered on a market where the retailers are disposed to take every advantage. We believe the benefits of the association, and the good which it has accomplished during the last seven months, will be such as to make it stronger than ever, with an increased membership for the coming year.

The Ontario & Western Lumber Co. are said to be making preparations to take out some fifteen million feet of logs during next winter. They are reported to have bought another limit in the Rainy Lake district.

**NORTHEASTERN LUMBERMEN'S ASSOCIATION.**

The following have been elected officers of the Northeastern Lumbermen's Association for 1895: President, E. J. Lawrence, Shawmut, Me.; Vice-Presidents, Geo. Van Dyke, Boston, Mass.; George R. Eaton, Lancaster, N. H.; W. A. Taft, Boston, Mass.; Secretary and Treasurer, George B. James, Boston, Mass.; Directors, George R. Eaton, Lancaster, N. H.; E. J. Lawrence, Shawmut, Me.; George Van Dyke, Lancaster, N. H.; Samuel Sterns, Bangor, Me.; William H. Gray, Boston, William Murchie, Calais, Me.; C. P. Stevens, Richford, Vt.; M. G. Shaw, Bath, Me.; John H. Henry, Lincoln, N. H.; William W. Bailey, Cookshire, Que.; W. A. Taft, Boston, Oscar C. Miller, Newport, Vt.; George M. Goodwin, Haverhill, Mass.; Melville P. Milliken, Richmond, Me.; O. H. Smith, Bartlett, N. H.; G. M. Phillips, Fairfield, Me.; and C. H. Stevens, St. Johnsbury, Vt.

**OPERATIONS ON THE OTTAWA.**

Ottawa lumbering firms are still sending a few gangs up the river, but as a rule they have engaged nearly all the men which are required for the present, and will hold over the greater number till fall. The Bronsons and Weston Company, and J. R. Booth, have the largest number engaged so far, the former firm having already nine shanties opened up, while Mr. Booth has over a dozen. It is said that Messrs. W. C. Edwards & Co. will not begin taking on choppers for their limits on the Upper Gatineau before the first of next month. Lower town hotels are full of shantymen waiting for employment. It seems to be agreed on all hands that the operations of the coming season in taking out logs will fall considerably short of former years.

**A BIG RAFT.**

One of the largest rafts of square timber ever run through Des Joachims slide, on the Ottawa, was started down stream by the tug "E. H. Bronson." The raft was that of the D. Moore Lumber Company, containing 161 cribs, and was manned by 75 men, with Mr. Valiquette as pilot. The run of this large raft through the slide was made in 21 hours, the fastest time ever made at that place. The timber is of fine quality and will doubtless command the best price in the Quebec market.

W. Mason & Sons have two lumber camps in operation on the Upper Coulonge and Bryson & Fraser three, two taking out logs and one making waney timber, which is the class likely to be most largely taken to Quebec from the Ottawa next season.

**SHIPPING MATTERS.**

The Royal City Mills, New Westminster, B. C., are cutting a cargo of a million feet of lumber for foreign shipments.

The schooner John S. Parker is loading lumber at St. John, N. B., for New York. Capt. Robertson takes the place of Capt. Milberry as commander for this trip.

The bark Emblem, recently arrived at Grindstone Island, N. B., is taking on a cargo of deals. She is a fine looking craft of 1,400 tons, and hails from Sardefjord, Norway. The Emblem makes nineteen square riggers that have loaded in Shepody waters this season.

**BUSINESS DIFFICULTIES AND CHANGES.**

W. H. McAlpine, lumber, Montreal, is giving up business.

Child & Baimbridge intend erecting a saw mill on Union Creek, Alburni.

A. Y. Avans, planing mill, Kincardine, has assigned to J. M. Stewart.

Robert B. Elgie, Toronto, box manufacturer, 19 Alice street, has met his creditors at W. A. Campbell's office, and submitted a statement of his affairs. Real estate is the cause of his embarrassment, and an extension is not improbable, or possibly a compromise at 20 cents on the dollar.

The Waterloo Wood Manufacturing Company, of Waterloo, P. Q., has been put into insolvency on petition of Mr. Harmon Butler, one of the creditors. Judge Lynch has appointed Messrs. J. H. Lefebvre, G. Stevens, and H. E. Allen, liquidators. Putting the capital stock aside, the assets nominally exceed the liabilities by nearly ten thousand dollars, a surplus that ought to enable the liquidators, with good management to pay a small dividend, if not a hundred cents on the dollar. The assets are:—Stock in process of manufacture, \$9,094.96; machinery and plant, \$10,257.11; buildings, \$7,551.38; land \$800; lumber on hand, \$6,271.55; bills receivable, \$2,013.01, forming a total of \$36,088.01. The liabilities are:—Capital stock, \$17,194; bills payable, \$18,785.20; open accounts, \$4,843.59; mortgage, \$3,000; a total of \$43,823. Counting the shareholders as creditors there is a deficiency of \$7,735 between the assets and liabilities.

**FIRES.**

The steam barge Burlington, Capt. Bowen, on her way from Detroit to Mississauga River, Manitoulin Island, to load lumber, was burned to the water's edge on the 24th of August.

A large fire took place in the village of Caselman, on the line of the Canadian Atlantic Railway, on the 28th, which destroyed a saw mill, about 2,000 cords of wood, a million feet of lumber and 10,000 pieces of timber. The loss is about \$35,000.

Washington territory is suffering from forest fires. Reports from there say millions of feet of standing timber have been destroyed. It is probable the press despatches indicate a destruction much more severe than there has really been.

**LUMBER FREIGHT RATES.**

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 Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Winton 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, 6½¢; Collingwood, Penetang, Coldwater, Waubushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½¢; Brace, bridge to Toronto 7¢; Utterson, Huntsville, Navar-Emsdale, Katrine to Toronto, 7½¢; Burk's Falls, Berriedale and Sundridge, to Toronto, 8¢; South River, Powassan and Callender to Toronto, 9¢; Nipissing Junction and North Bay, 10¢. Rate from Goderich, Kincardine and Winton to Toronto, 6½¢. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½¢ per 100 lbs.; to Deseronto, 9¢; to Brockville and Prescott, 10¢; to Montreal and Ottawa, 11¢. The