

hardwoods. While there is a general depression, first-class stocks meet with ready sale at current quotations. From Michigan the report comes to hand that, owing to the paralysis in trade, a large quantity of logs will be carried over until next season, while it is also stated that there will be very little done in the woods next winter. The Boston market shows signs of brightening as a result of a foreign demand for spruce from England and pine from South America. There is a better tone pervading, and prospects for better prices are said to be encouraging. Buffalo reports tell of some movement, though at unprofitable prices. Complaint is heard of a scarcity of the better grades of pine. The New York market presents little activity, and buyers are given concessions in the shape of a reduction in prices.

The early shutting down of many of the mills is now an assured fact. This is chiefly in white pine centres. Probably the first of September will witness the cessation of operations of a large number, the logs being carried over for next season.

FOREIGN.

The effects of the holiday season in Great Britain have not yet passed over, a condition which is shown in the extent of purchases by consumers. The position of lumber as a whole, however, is considered strong, and arrivals of Canadian goods are eagerly sought for. At many points building operations have not been as brisk for years. Some speculation is indulged in as to the quantity of Canadian goods which will yet go forward before the close of the season, as on this will largely depend the strength of the fall market. It is believed that the greater bulk has already been received, in which case the danger of an overstock would be removed. Spruce deals continue to hold their strong position. At Liverpool cargoes landing are being removed direct into consumers' hands, and prices remain firm. Quebec oak has been sold to railway companies and other large consumers, as is also the case with waney and square pine and elm. Floorings are selling well, agents reporting no difficulty in disposing of the lots they have to sell. Prepared boards in all sizes have met with a good demand. At West Hartlepool the pitch pine business is improving, while oak and other hardwoods are quiet. A correspondent of Timber, of London, writing from Cork, Ireland, says: "Messrs. Deaves Bros. are discharging a cargo of spruce deals from Quebec, and Mr. J. W. Richey has 374 stds. of Miramichi deals. Deals from the latter port seem to be growing in favor at the Irish ports, but there is a notable decrease in importations from St. John, but this is owing to tonnage being at other ports." The outlook for next season is quite encouraging, and if shippers are not too unreasonable in their prices, a healthy trade will probably be secured.

STOCKS AND PRICES.

CANADA.

Nearly 10,000,000 feet of deals cleared from St. John, N. B., for British ports last week.

McLachlin Bros., Arnprior, have sent sixty men to the Petewawa limits. The Hawkesbury Lumber Co. have dispatched twenty-six men to their limits.

The Chilean barque India has sailed from the Hastings mill, Vancouver, B. C., for Valparaiso. Her cargo consists of 797,311 ft. of dressed lumber valued at \$6,734.09.

Cross & Ewing, lumber dealers, Duds-well, Que., are having a large quantity of hemlock bark prepared, and propose to cut about two millions of spruce and hemlock the coming winter.

J. O. Gilbert & Son, Bishop's Crossing, Que., will cut two millions of lumber the coming winter for Cross & Ewing. They also have a considerable quantity of logs and shingle stock in pond at present, which they intend to cut at once.

Of the lumber cut on the head-waters of the St. John river, N. B., last winter, some 17,500,000 ft. is hung up. The estimate is as follows: Mr. Dickey, 5,000,000 ft.; Kilburn & McIntosh, 4,000,000 ft.; Stetson, 4,000,000; Nobles, 3,000,000; Cunliffe, 1,500,000. This makes 132,500,000 ft. cut on the head-waters last year. Nothing can be done with the stranded logs until next spring. On the Tobique waters are 6,000,000 ft. of stranded logs, which will have to remain until next year. Of this amount, R. A. Estey has 2,000,000, Upham 2,000,000, A. J. Beveridge, 1,000,000, and D. Fraser & Sons 1,000,000. The water in the river has fallen so much of late that 4,000,000 ft. of the corporation drive have been hung up near Grand Falls.

FOREIGN.

The lumber mills, lumber, etc., of H. McC. Hart, at Sheet Harbor, N. S., have been sold to Hon. A. R. Dickey, for \$60,000.

Over 15,000,000 feet of logs have arrived at Cheboygan, Mich., from Canada so far this season, and 30,000,000 feet is yet to go forward.

It is estimated that 70,000,000 feet of Canadian logs now in the river at Saginaw and Au Sable, Mich., will be carried over until next season.

The Bell Lumber Company, of Everett, Wash., has secured an order from W. A. Mears, of Portland, aggregating 1,000,000 feet, to be shipped to Japan.

Spruce frames continue to bring about \$13.50 at Boston. Short lumber is moving moderately. Shingles and lath are quieter and clapboards are in only fair request.

Bliss & VanAuken, Saginaw, Mich., received a large lake raft from Georgian Bay last week. The raft experienced some hard weather, but reached its destination in safety.

Albert Peck, of Bay City, Mich., received a raft of 4,500,000 ft. from the Georgian Bay last week. This is the ninth raft taken from Canada this season, aggregating 40,000,000 ft.

At Churchill & Sim's last auction sale at London, Eng., Canadian goods sold as follows: 14 pcs. 18 to 20 in., 679 ft., £2 16s.; 15 pcs. 18 to 20 in., 624 ft., £2 17s.; 1st pine, 12x3x11, £22 15s.; 13x3x11, £23; 10x3x11, £19; 12x3x 7/8, £15 5s.; 5th spruce, 12x3x9, £6 15s. and £6 10s.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF THE "WEEKLY LUMBERMAN."

Joliette Lumber Co., Joliette, Que.: There is little demand, the principal call being for 3x9 spruce, 13 ft. long. Stocks are generally large, and prices declining.

Seaman & Newman, Warton, Ont.: Hemlock and cedar are in most demand, other stocks slow. Have sold 200,000 feet of hemlock to J. & R. Miller, of Ingersoll, at a fair price. Stocks at most mills are large. We think prices in hardwoods are advancing a little; we have sold all our stock and expect to ship by vessel before the season closes.

Isaac Rutherford, Dobbington, Ont.: Only solicited orders are secured. The most demand is for 2" rock elm, 14 and 16 ft. long, 2" soft elm and winter cut basswood. Stocks are large at the mills, and nothing is wanted but No. 1 and 2 and clear, at a lower figure than usual. The prices are from \$1 to \$2 less than two years ago. I think the millmen should sell out for one year at least, and not stock up.

BUSINESS NOTES.

A. F. Lockhart, saw mill, Hartland, N. B., has assigned.

The liabilities of W. H. Treworgy, lumber merchant, of Boston, are \$365,000. A settlement has not yet been effected.

The Port Arthur Pulp-Timber Company, Port Arthur, Ont., is being incorporated, with a capital stock of \$200,000, to manufacture and deal in timber.

A dispatch from Saginaw, Mich., states that Merrill & Ring, one of the largest lumber firms in the Valley, have asked for an extension of time from their creditors. The assets of the firm are more than half a million dollars, but owing to the recent failures of other large lumbering firms, they are unable to meet obligations.

The Delta Lumber Co., of Detroit, Mich., are said to have filed a mortgage on all their property in Wayne and Schoolcraft counties for the sum of \$669,426.91. The assets of the company largely exceed the liabilities, although it is impossible to realize on the assets at the present time. The creditors are said to entertain friendly feelings towards the company.

SHIPPING MATTERS.

The steamers Cundall and Taff take in deals at Bangor, Me., for w. c. England, at 42s. 6d.

The steamship Brookside is on the way to the United Kingdom with a cargo of deals from Quebec.

The steamer Moldavia has been chartered by W. M. Mackay, of St. John, to load lumber at Halifax and Sheet Harbor.

The steamer Rawtor has sailed from Montreal for West Hartlepool, with a cargo of deals, consigned by McLean, Kennedy & Co.

The steamship companies at Montreal are taxed to provide space for goods. The rate on deals from that port to the United Kingdom is 42s. 6d., while last summer they were carried for 32s. 6d.

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 50 M feet and over, \$2.50 per M ft.; under 50 M feet, \$3.25 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Arnprior to New York, lots of 50 M feet and over, \$3.00 per M ft.; under 50 M feet, \$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 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 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 Hephworth 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, Creemore, Aurora, Harrie 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, Navor-Emsdale, 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 Warton 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 10c. 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, Aylmer 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 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 load 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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**JOHN B. SMITH & SONS,**  
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 Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**  
 Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by advertising.  
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 No 89 State St., BOSTON, MASS.  
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1 to 2 in.	1 and 2 Red Birch	6 in. and up.
1 to 4 in.	" Brown Ash	"
1 to 2 in.	" Plain Oak	"
1 to 3 in.	" Soft Elm	"
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Send lowest cash prices and full description of stock as to width, length and dryness.

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**Hardwoods and Mahogany** **BOSTON, MASS.**

**WANTED** 1 in. No. 1 and No. 2 Red Oak

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**RONAN LINE**  
 CONNECTION—Canadian Pacific Railway; Rome, Watertown & Ogdensburg; New York Central & H. R. Rd. Ronan Line.

**HUDSON RIVER LUMBER TRANSPORTATION.** Water Connection from Albany with lumber points in Canada via Canadian Pacific Railway to New York Harbor, Long Island Sound and inland waters of New Jersey. . . .

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