

white pine at Dulalo is so small that red cedars are getting the call.

GREAT BRITAIN.

The conditions in the British market are tending to confine operations to buying from stocks on hand. The importer is afraid to buy free-on-board at shipping points, fearing that prices may not yet have reached bottom. Russian shippers have made sharp reductions in their asking prices, but Swedish shippers have offered but slight reductions, while the Canadian exporter has refused almost emphatically to yield to the demands of importers for lower prices. It is generally believed that the time has now come when confidence will be restored to the timber trade, and that it is in the interest of shippers to hold their stocks for a while. It is significant that during the past year of depression very few financial embarrassments have occurred. The docks at London are now blocked with timber cargoes, but, as practically no midsummer buying was done, this situation will soon be relieved. Reports tell of a more hopeful outlook for pine than for spruce, which is showing weakness. A cargo of spruce deals and boards, from St. John, N.B., was sold at Liverpool, on July 12th, the deals realizing £5 10s per standard for fourth quality, unassorted ends £5 12s 6d, and inch boards £5 2s 6d. While at London and Liverpool spruce is weak, we hear that 3x9 and 11 inch spruce is stiffening in price at Manchester. In another column will be found the prices obtained for pine and spruce deals at a sale held in Hull.

STOCKS AND PRICES

The steamer Daventry is loading a cargo of timber and deals at Quebec for W. & J. Sharples.

The str. Wanderer is loading lumber at the Hastings Mill, Vancouver, B.C., for Sydney, Aus.

The steamer Dunmoor Head is loading a cargo of lumber at Montreal for Cork, and will sail this week.

The biggest raft of logs ever towed on Lake Superior reached Duluth last week. It contained about 8,000,000 feet and was towed 180 miles, making an average of one mile per hour.

The steamer Tectonia is loading grain, asbestos and lumber at Montreal, for Hamburg. The barque Bellas is loading deals at Chicoutimi, Que., for Lisbon, the cargo being supplied by Price Bros. & Co.

A dispatch from Bangor, Me., states that the past two weeks have been the dullest on record in any shipping season. The spruce mills are shut down, the old log supply having become exhausted and the new logs not having arrived on account of delays to drives.

It is announced that F. H. Clergue, of Sault Ste. Marie, Ont., has signed a contract with H. R. McLellan, of St. John, N.B., by which the latter has undertaken to cut and skid 300 cords of wood per day for two years. The wood is to be used for the purpose of making charcoal for the steel plant at Sault Ste. Marie.

In Chicago Norway piece stuff is scarce, with holders asking \$13, although some sales have been made at \$12.50. For 2x12, \$14.50 is asked. Good hemlock sells at \$9.25 to \$9.50. Cedar shingles have sold in cargoes at \$2.50 for 8-inch, and \$2.60 and up for 10-inch. The new list adopted by the Chicago dealers fixes the following quotations for lath in carload lots: White pine, \$3.75; mixed drv. \$3.25; No. 2, \$2.75.

Messrs. Foy, Morgan & Company held an auction sale of wood goods at Hull, England, on July 12th, when the following prices were realized for Canadian lumber: 3 by 11 unsorted spruce (Riviere du Loup), £7. 15s. to £8; 3 by 10 ditto, £7. 7s. 6d.; 3 by 9 ditto, £7. 7s. 6d. to £7. 10s.; 3 by 7 ditto, £6. 2s. 6d. to £6. 5s.; 3 by 14 ditto, £7. 17s. 6d. to £8 10s.; 3 by 11 10ft. 2nd Quebec pine, £15; 3 by 9 10ft. to 16ft. ditto, £12. 5s.; 3 by 8 ditto, £10. 15s.; 3 by 7 ditto, £10; 3 by 11 to 18in. 6ft. to 9ft. 1st ditto, £20; 3 x 10 and 11 12ft. to 16ft. 2nd ditto, £12. 15s.; 3 by 9 7ft. to 16ft. 2nd ditto, £11. 5s.; 3 by 8 ditto ditto, £11; 3 by 7 ditto ditto, £10; 3 by 10 and 11 8ft. to 16ft. 3rd ditto, £9. 10s.; 3 by 9 ditto ditto, £9; 3 by 8 ditto ditto, £8. 10s.; 3 by 7 ditto ditto, £8; first quality square white pine (Montreal), 2s. 2d. to 2s. 3d.; 3 by 11 9ft. to 22ft, 3rd Miramichi 3rd pine, £9. 15s.; 3 by 10 ditto, £8. 15s.

We give below an extract from a communication received by a Montreal lumber dealer from a Chicago firm, describing the market in the Western States: "As regards the demand for timber, it is something beyond past history. Even during the World's Fair year the demand did not seem nearly as great, because it was then simply locally, but now it is all over the country; there is certainly

a great era of prosperity in the United States at the present time; prices are weekly advancing and we do not know where it is going to end. We sold considerable stock from our mills to go direct east, which is leaving us short here—so much so, that what stock we cannot get out ourselves, it seems impossible to buy."

CANADIAN LUMBER SHIPMENTS.

The following shipments of lumber, etc., from Canadian ports are reported since last issue:

From Parrsboro, N.S.: Barque R. Morrow, for Barrow, Eng., deals, value \$9,672, by George McKean.

From Halifax, N.S.: Str. Belfast, for Kensale, Eng., 2,390,423 ft. lumber, value \$20,223. Str. Ocamo, for Demerara, British Guiana, 69,547 ft. lumber, value \$850.

From Chatham, N.B.: Str. Monte Allegro, for Cete, France, 578,554 ft. deals, etc., by J. B. Snowball & Co. Schr. Arthur M. Gibson, for Philadelphia, 1,850,000 laths, by A. F. Bentley.

From Hopewell Cape, N.B.: Schr. Hornerice, for Manchester, Eng., 2,532,664 ft. deals, scantling, etc., value \$22,168.32, by W. Malcolm Mackay. Str. Tantallon, for Sharpness, Eng., 3,132,827 ft. deals, plank, boards, etc., value \$28,452, by George McKean.

From Chatham, N. B.: Barque Kalos, for Brest, France, 805,000 ft. deals, etc., value \$7,920, by J. B. Snowball & Co. Str. Riplingham, for London, Eng., 2,659,527 ft. deals, etc., value \$29,705, by F. E. Neale. Str. Rydna, for Liverpool, 2,828,000 ft. deals, etc., value \$31,165, by F. E. Neale.

From Buctouche, N.B.: Schrs. Albert P. and Jessen, for Glace Bay, N.S., cargoes valued at \$560 and \$344 respectively, by M. McLaughlin Schrs. L. P. Churchill, Ethel Aggie, and Ocean Bride, for Summerside, P.E.I., cargoes valued at \$600, \$400, and \$300, by W. D. Deacon Schrs. Jaques and Divino, for Sydney, N.S.,

cargoes valued at \$480 and \$500, by H. R. Lockhart and J. D. Irving. Schr. Ocean Bell, for Guysboro, N.S., value \$500, by J. D. Irving. Schr. Julia Woods, for Murray Harbor, N. S. value \$400, by J. D. Irving.

From St. John, N.B.: Schr. Bessie Parker, for Philadelphia, 1,525,000 laths, by Stetson, Cutler & Co. Schr. Ayr, for New York, 100,206 ft. deals, 7,013 ft. scantling. Schr. Lottie B. Russell, for Wilmington, 1,587,000 laths, by Stetson, Cutler & Co. Schr. Abbie Verne, for Portland, 93,000 ft. boards, by John E. Moore. Schr. Anna, for Velencia Island, 215,385 ft. deals, 7,758 ft. ends, by W. M. Mackay. Barque Spind, for Cardiff, 384,513 ft. deals and battens, 110 ft. scantling, 30,340 ft. ends, by W. M. Mackay. Schr. Endicott, for Vineyard Haven, 151,663 ft. plank and scantling, 710,000 laths, by N. H. Murchie. Schr. Ettie Stimpson, for City Island, 373,152 ft. deals, by Stetson, Cutler & Co. Schr. Priscilla, for Boston, 12,292 ft. plank, 86,768 ft. boards, by A. Cushing & Co.; 676 bales pulp, by Cushing Sulphite Fibre Co. Schr. Lena Maud, for Boston, 110,966 ft. plank, 25,271 ft. scantling, by A. Cushing & Co. Schr. Progress, for Boston, 110,742 ft. plank, by Stetson, Cutler & Co. Schr. Druid, for Stoningham, 69,789 ft. spruce plank, 30,691 ft. deals, 17,636 ft. scantling, by A. Cushing & Co. Schr. Mura B, for Boston, 114,077 ft. plank and deals, by A. Cushing & Co. Schr. Clifford C., for Vineyard Haven, 114,628 ft. planks, by Stetson, Cutler & Co. Schr. G. H. Perry, for Boseon, 2,902 ft. planks, 27,688 ft. deals, 47,133 ft. scantling, by A. Cushing & Co.; 652 bales wood pulp, by Cushing Sulphite Fibre Co. Schr. Eva Hooper, for City Island, 272,630 ft. deals, 55,183 ft. planks, 125,623 ft. scant-

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