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# PETERBOROUGH, ONT., SEPTEMBER

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#### ANNOUNCEMENT.

WE have to announce to our subscribers that we have transferred our interest in the CANADA LUMBERMAN to Mr. A. G. Mortimer, who will assume control of it after this number, which will be our last.

We can confidently recommend our successor, Mr. Mortimer, to the friends of the Canada Lumberman, and to all interested in the timber trades and allied industries of the Domin ion. His connection for several years with the Mechanical and Milling News guarantees his fitness to conduct this journal and especially qualifies him for so doing. We can, therefore, ask for him a continuance of that support and patronage, for which, in speaking these words of farewell, we beg to tender our sincere thanks. The Peterborough Review Printing and

PUBLISHING CO. (LIMITED.)

Is connection with the above announcement concerning the change of proprietorship of the CANADA LUMBERMAN, we simply desire for the time being to acknowledge with thanks the kindly introduction given us by our predecessors. The first issue under the new management will contain our salutatory, from which the many readers of this paper will be able to form an idea at least of the various new features we intend to introduce. In this connection, however, it becomes necessary to state that the LUMBERMAN will hereafter be issued on the first day of every month, and the subscription price. which in the past has been two dollars per annum, has now been reduced to one-half that amount. We shall be pleased to send sample copies of any issue on application.

Respectfully, &c.,

A. G. MORTMER.

### TORONTO.

From Our Own Correspondent.

Our local market is fully supplied with most kinds of lumber, in fact some lines are in excess of the demands, although it is safe to say that in no other city on this continent, no matter what its size may be, can boast of a brisker building trade than our fair city can at the present time. New buildings in the course of section may be counted, not by the dozen merely, but by the hundred, and it is in just such busy times as the present that bad debts are likely to be made, and much care is needed on the part of dealers. The larger the flock, the more black sheep there are likely to be cars here.

there. Some speculative builders have already cleared out between the two lights this season leaving numerous creditors to morn over their ill placed confidence. If care is only exercised by dealers there is no reason to fear but that the season's trade will be good one throughout. Competition is keen however. amount of lumber being disposed of in our market has stimulated the growth of lumbermen like mushrooms, so that our city is industriously drummed from one end to the other by young men really having no knowledge of the business, but anxious to turn an honest dollar. The legitimate dealers with capital employed in the business, with teams and men to keep, taxes and other expenses to meet, find it hard to cope with this class of men, and so their profits are kept down to a small margin.

Business is also badly disorganized by the tariff of freights now in force. It was claimed by the men who inaugurated this scheme that lumbermen would know exactly how much ther lumber would cost them laid down here Instead of this being the case they are further at sea than ever. Previously they could make some approximate calculations as to cost, now they are never sure. There is a jumbled up mixture of several tariffs applied by the railway companies, depending entirely upon the weight the load of carried, and the capacity of the car on which the load is placed. The scheme was a failure from the beginning, and bound as it is with so much red tape, it is fast developing into a farce, and a costly one to the lumbermen at that. It is questionable if any two agents on any part of the railroad lines can be found who take the same meaning from the circulars issued by the freight agents for their guidance. and if they could be got into that delightful condition it would then require a justice of the peace at every shipping point, with bible in hand, to swear the man making the declar ation as to quantity, and then it would not be done, as nine-tenths of those who do the loading and shipping of cars know little and care less as to the quantity loaded, and in numerous cases the car is well under way towards its destination before the exact quantity on the car is There is one consolation howdetermined. ever, like all such crude schemes it will die a natural death : the sooner the better.

There is considerable lumber going over the docks, but not up to that of former years. Our local trade will show a large increase by the close of the year and our shipments a decided falling off.

Prices at the yards have not advanced as yet. Middlemen are keeping figures down below what it should be in view of the increased freight rates. Bill stuff cannot be sold at a profit for less than \$12 per M for 16 feet and under; yet it can be bought at \$11.50 f.o b. cars here.

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1886.

### MONTREAL.

From Our Own Correspongent.

Aug. 26—Trade generally in Montreal continues brisk, the lumber business proving no exception. Many of our lumber merchants say that the volume of business done to date this year is in excess of the corresponding period of last year by from 20 to 30 per cent. The large shipments to date is also a noticeable feature, embracing as they do upwards of 1,500,000 pcs. deals, deal ends, boards and battens, and over 22,000 pcs. of other lumber to Europe, and about 500,000 pcs. lumber to South America. An active demand for the time of year is noticed at the yards, and a large business is being done in carloads, and in retail lots, and some large lines have changed hands.

Advices from the country indicate that a large amount of building is being carried on in the rural districts as well as in the city.

Prices remain steady and are well maintained. Freights on lumber are quoted as follows: To the United Kingdom, 47s. 6d. to 50s. per standard, and to South America, \$11.00 to \$12 per M.

The following are the quotations at the yards:-

J			
Pine, 1st quality, V M	\$20	00@10	00
Pine 2nd " "	00	00@30	00
Pine, shipping culls, \$\mathcal{P} M	14	00&1G	00
Pine 4th quality deals ? M	10	00@12	00
Pine, mill culls, U.M	. 8	00g10	00
Spruce, PM	. 10	00(413	O.
Hemlock, & M	. 9	00@10	00
Ash, run of log culls out, 23	. 20	00(325	O
Bass, " " " " " " " " " " " " " " " " " "	. 18	00/120	ø
Oak, * M			
Walnut 37 M	. co	00 100	o
Cherry, & M	. 80	00 100	00
Butternut. 3 M	. 35	00(440	00
Birch, № M	. 20	003125	0.

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Hard Maple, W M	25 00@30 00
Lath. 29 M	1 50@ 0 00
Shingles, 1st, WM .	2 00@ 3 00
Shingles, 2nd, WM	2 500 0 00
Cattington, 2nd, T. M.	2 5000 0 00
) c	ORDWOOD.
Long Maule, ner cord-	
Long Birch 4	6 00@0 00
Long Beech	\$ 6 00@6 50 6 00@0 00 5 00@5 50
Tamarack "	5 0000 09
ARIUMINUS	0 0000 03
A	LBANY.
Pine, clear, W M	
Pine fourtha	50 00@13 00
Pine selects	42 00@47 00
	22 00@83 00
Dine common how	13 00@15 00
Dine, to in estable and	00 45@00 47
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rine, It-in, plank, cull	, each 00 25@00 27
il'ine boards, 10·in	00 30@00 32

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í	Pine, fourtha	~	00/419	~~
	Pine, selects	43	000013	~
•	nine, sciecus	33	0000341	27
•	Pine, good box	ZZ	Will state	w
•	Pine, common box	12	OOGIO	w
•	Pine, 10 in. plank, each.	w	45@00	47
,	Pine, 10-in, plank, culls, each	00	25@00	27
)	Pine, 10-in, plank, each	00	30(300	32
	Pine, 10-in. boards, culls	00	16@00	30
)	Pine, 10-in. boards, 16 ft., * M	28	00@32	00
)	Pine, 12-in. boards, 16ft	28	00@32	00
)	Pine, 12-in. boards, 13ft	23	00@00	00
)	Pine, 11 in. siding, select	40	00@13	00
)	Pine, 11-in. siding, common	15	00@18	00
•	Pine, 1-in. siding, select	40	00@42	00
)	Pine, inch siding, common	13	00(415	00
•	Spruce, boards, each	00	00(100	16
ř	Spruce, boards, each Spruce, plank, 11-in., each	00	00(400	20
	Spruce, plank, 2-in., cach	(X)	00/(00	30
•	Spruce, wall strips, each	00	12(400	12
	Hemlock, boards, each	00	00(000	14
	Hemlock, joist, 4x6, each Hemlock, joist, 21x4, each	00	00@r00	
ı	Hemlock, foist, 21x4, each	00	00/400	14
1	Hemlock, wall strips, 2x4, each	00	00/400	11
1	Black walnut, gook, & M	100	@120	ōō
1	Black waluut, 2 Inch	80	00/790	
i	Black walnut, 7 inch	ÕÕ	00.485	
	Black walnut, 3 inch Scaymore, 1 inch	23	00430	
	Scaymore, 5-inch	21	00/23	
	White wood, I inch and thicker	38	00/240	00
	White wood, 2-inch	28	000030	ÕÕ
	Ash. 1700d. 24 M	40	000/43	00
•	Ash, good, & M	25	00@30	
	Cherry, good, PM	ñ	00(485	
	Charm common 3) M		00(430	
,	Oak, good, et M		000143	
•	Oak weened quality 20 M		00/d25	
1	Rasswood, 23 M		000/30	
1	Oak, good, & M. Oak, second quality, & M. Rasswood, P. M. Hickory, & M.		000140	
i			00.330	
1	Maple, American, per M		00:423	
	Chestrut & V	38	00 240	ñ
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