

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, until, at least, April 30th, 1895. Of any intended change after that date due notice will be given the lumbermen at a conference to be held in February.

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 Carleton Place 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 Glenora, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½¢; Collingwood, Pennington, Coldwater, Waubushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½¢; Bracebridge to Toronto, 7¢; Utterson, Huntsville, Navor, Emblale, Katrine to Toronto, 7½¢; Burk's Falls, Berniciale 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 rates on hardwoods average about from 10 to 20¢ 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 softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10¢; Algoma, Cook's Mill, Massey, Spanish River and Whitefish to Toronto, 13¢; Ottawa to Toronto, 10¢ 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 14½¢ per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the Canadian 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, \$1.25 per M ft., (3,000 lbs. and under per M ft.); Armprior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, track delivered 15 cents; lightered 17 cents; Armprior to New York, track delivery 17 cents; lightered 19 cents; Ottawa to Boston, Portland and common points, local 15 cents; exports 13¢ per 100 lbs.; Armprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 5 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Armprior 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, 22½ 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.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have receded in part from their arrangement of a few weeks since when they combined and made the rates on hardwood from certain points to Toronto and Hamilton 8½¢ per 100 lbs. John Earls, W.D.F.A., of the Grand Trunk, has written the hardwood men as follows: "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 7½¢ 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 7½¢ from same points.

PROPOSED PURCHASE OF RAT PORTAGE LUMBER CUT.

W. M. Gunton, of Gunton & Co., Chicago, and G. J. Pope, representing D. S. Pate, are in the Rat Portage district considering the matter of securing control of the lumber output of that district. Interviewed at Winnipeg, Mr. Gunton said he hoped to develop a trade between the Rat Portage and Fort William country and the eastern markets. "Most of our stuff," said Mr. Gunton, "is shipped east. It is divided up and a certain grade goes east, while the balance finds its market in Chicago. Of course we don't know the working of your lumber dealers in Canada. We have got to find that out. We don't know why no effort has been

made to properly develop the timber industry here. From the situation of this point," he added, with his finger on the map at Port Arthur, "there is no reason why it should not become as great a lumber shipping point as Duluth, or Ashland. For the same conditions exist here as at those towns. You have a hundred and fifty miles of country on each side of this spot, which is rich, so we are given to understand, in timber belts. That point I have my finger on ought to drain that country and find its market to the south. Now down here," and he pointed to the town of Ely, in Minnesota, "is the nearest railroad connection from the south. We have a rail rate from Ely to Chicago of 17¢. The man who owns mills at Ely is a multi-millionaire, and he is able, if he wishes it to build all the connecting branches of railway required to gather the Canadian trade. We hear there are nine mills at Rat Portage cutting annually 100,000,000 feet. There is no reason why with a proper market that cut should not be increased to 400,000,000 feet yearly. No reason at all. It is a question of markets. A line to the south would render the mills independent of the desultory farmers' trade from the west. If we can make satisfactory arrangements as to price we will take their cut for this year, all there is of it, and market it in the east. Ten years ago I shipped lumber from Duluth to Rat Portage, now, we're going to reverse things."

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