

A \$100,000 LUMBER FIRE.

Between six and seven million feet of sawn lumber owned by G. Armour & Hughson went to ashes a few nights since at Ironsides. The loss is estimated at from \$100,000 to \$120,000, and embraced a considerable quantity of lumber of the better quality worth from \$20 to \$22 per thousand. A large part of the lumber had been sold to the Oswego Lumber Co., otherwise the Standard Oil Co., and a small quantity was owned by McArthur Bros & Co., (Ltd.), Toronto. The Ironsides yards were swept away by fire in 1871, the year of the great forest fires when the St. Louis dam had to be cut to save Ottawa. A coincidence, somewhat remarkable, was that the very day the remains of the late Col. Allan Gilmour, founder of the Ironsides yards, was laid to rest, the lumber yards he established should go to ashes. Mr. McArthur, of McArthur Bros. & Co., one of the losers, was buried the same day. The Ottawa district is suffering heavily of late from fires.

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 Wiar-ton 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, Waubaushe, 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.; Hurk's Falls, Ber-riedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiar-ton 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 1c. to 2c. 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, 10c.; Al-gonia, Cook's Mills, Mavey, Spanish River and White-fish to Toronto, 13c.; 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.

Lumber freight rates on the Canadian Atlantic Rail-way 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.); Am-prior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, 10 cents per 100 lbs.; Am-prior 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 de-livered 15 cents; lightered 17 cents; Am-prior to New York, track delivery 17 cents; lightered 19 cents.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Am-prior 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.; Am-prior 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.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have succeeded 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 8 1/2c. per 100 lbs. John Earle, W.D.F.A., of the Grand Trunk, has written the hardwood men as follows: "After careful consideration we have come to the con-clusion 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 be-tween 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 hard-wood 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.

CEDAR—ORDERS PROMPTLY FILLED FOR telegraph, telephone or electric poles, ties, posts, cedar shingles and cedar light wood; also hemlock di-mension lumber.—J. E. MURPHY, Hepworth Station.

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