

BOARD OF TRADE ON THE LUMBER SITUATION.

At the annual meeting of the Toronto Board of Trade, Alderman Jos. Oliver, chairman of the lumber section, presented his report in which he said:

"In the beginning of the year there were great expectations of a large export demand for lumber for the United States trade. These were based on the fact that there had been a six month's stoppage of trade, and that indications were now tending towards a revival of business. The stocks of lumber carried over from 1893 to 1894 were not even as large as usual, and prices were firm, but the delay on the part of the United States Congress and Senate in settling the tariff question held trade in suspense until about the first of August, and, as a result, the lumber business was at a complete standstill for nearly eight months, and buying confined to almost actual daily needs. In the city of Toronto the building trade has been almost suspended owing to the depression in real estate, and local business has been very light.

"For lumber manufacturers and dealers the year's business has been on the whole, slow and unprofitable. During the latter part of the season there was a fair demand from the Old Country for timber deals, and this branch of the business is said to have been profitable to those engaged in it. It is too early to forecast the future of the trade for 1895. It all depends upon the quantity of stock that may reach the mills, and the demand that may be created from outside points. The demand from the United States up

to the present time and the enquiries have not been as large as was confidently anticipated. However, trade is generally looked upon as being in a more healthy condition than it was a year ago, from the fact that stocks in retailer's hands are very light, and the mills in this portion of Ontario are not carrying any larger stocks than they were at the corresponding date in 1894. The general policy of those engaged in the business this winter has been to reduce the cut for the coming year. If this is done to the extent that it is anticipated, we hope by the fall to see the lumber business in a much better condition than at the present writing."

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, until, at least, April 30th, 895. 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 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, Barrie 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; Bracebridge to Toronto, 7c; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto, 7 1/2c; Burk's Falls, Berriestale and Sundridge, to Toronto, 8c; South River, Powasen and Callender to Toronto, 9c; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6 1/2c. The 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 softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c; Algoma, Cook's Mills, Massey, Spanish River and Whitefish 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 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, 10 cents per 100 lbs.; Armprior 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 13c. 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 10 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, 22 1/2 cts. 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 car load 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 8 1/2c. per 100 lbs. John Earl, 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 arrangement 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 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 7 1/2c. from same points.

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