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# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } \$1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

VOL. I.

TORONTO, ONT., APRIL 17, 1895

No. 15.

### CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

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Branch Office:

NEW YORK LIFE INSURANCE BUILDING,  
MONTREAL.

Weekly Lumberman, published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

Lumberman, Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

Subscription price for the two editions for one year, \$1.00.

### WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent will be allowed. This notice shows the width of the line and is set in Nonpareil type, and no display is allowed beyond the head line. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### BUSINESS DIFFICULTIES AND CHANGES.

The planing mill of I. Lennox & Co., Toronto, was destroyed by fire on Saturday 13 inst.

Geo Cassidy & Co., Ltd., Vancouver, B. C., have sold out their branch lumber yard at Nanaimo, to Mr. A. Haslam, of that place.

A license to cut over on 36 square miles of timber limits in the township of Lumsden, on the Vermillion River, will be put up at auction at Ottawa on the 18th inst.

Str. Joseph L. Coiby at New York, April 8th from Genoa, reports between Cape Hatters and Body Island, passed about 100,000 feet of lumber, apparently but a short time in the water.

Cushing's steam saw mill at Union Point, N. B., one of the largest of the St. John mills, was burned a few days ago. They employ 150 hands and cut annually some 20,000,000 feet of lumber for the States.

An Ottawa dispatch says that a big deal is on between a Philadelphia syndicate and the owners of several large tracts of timber lands on the upper Ottawa, by which the former will acquire possession of some of the heaviest timber limits in the district.

Susan M. McMaster, of Toronto, has presented a petition to the Circuit Court at Bay City, Mich., asking an injunction to restrain W. S. Cousins from removing machinery from the shingle mill there. The property has been advertised for sale under mortgage for enclosure by Mrs. McMaster for April 15th. She claims that Cousins has taken some of the machinery from the mills and has threatened to move other machinery. The injunction was issued.

Flat Bros. Canadian lumbermen, will ship a quantity of timber by boat from Ontonagon, Mich., to Quebec, there to be loaded on ocean vessels for England.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

THE middle of April shows that lumber trade is improving. There is nothing about this to enthrone over, for the volume of business is yet restricted. But general signs of things moving are manifest in many ways. The season for the starting of the mills has been late, but practically most of these are now cutting, and will likely keep up work throughout, at least, an average season. It will be an agreeable disappointment if we should learn of night and day staffs to any large extent. Trade, is not likely to develop in that direction. How far work on the drives will prove easy remains yet to be seen, though at present there are no great difficulties that appear to be in the way of getting down the logs in good time, and in sufficient quantities. Everyone has come pretty much to the conclusion that there is going to be no boom this year, but a steady, substantial and healthy business is expected. In Toronto a larger local trade than is usual will likely be done, as building will be more active than for several years past. Information from other cities and larger towns indicate that the season will by no means be a dull one. Shipments to the United States are growing, though the conservatism of buyers is very remarkable. Still later, everyone says, the demand will increase as stocks will have to be procured. The point is that just now business is not doing in the size that is usual for this period of the year.

#### QUEBEC AND NEW BRUNSWICK.

Moving from the lethargy that has surrounded the winter's lumber trade, so far as their has been any, the trade in Quebec are commencing to see things make a start, and it is believed by shrewd and careful lumbermen, that taking the season throughout it will be found that a very fair trade will have been done. Whilst uncertainty, and in some quarters, dullness still prevails, in the United Kingdom, yet at other points business is looking up, and the shipments to Great Britain will be on a fair scale. Last year prices for timber were low. This year they will show some improvement, at least. In the Maritime Provinces a good trade is anticipated with the United States, now that lumber is free. The condition of the spruce market is viewed with favor. And yet, though prices are stiff and it would seem advancing in the United States, it cannot be said that in New Brunswick and Nova Scotia a noticeable change in this respect has taken place. But it is expected that in sympathy with the United States trade, prices will advance some. The export trade to Great Britain from New

Brunswick is taking on some degree of activity.

#### BRITISH COLUMBIA.

The foreign cargo trade on the Pacific coast partakes of an encouraging nature. Compared with other years the size of sales, perhaps, do not show any very material difference, but the enquiries this year are growing, and would appear to be developing into good size. We see further evidence of this in shipping directions, where the call for charters is improving. It is believed that shipments to South Africa will assume a good size, and with some appearance of the insurrection in South America subsiding, trade at that point, which is always represented in fair figures will take on something like natural proportions. There can be no doubt that British Columbia mill men are increasing their trade in California. The mills must trace a good deal of the work they are to-day doing to the outlet that has been furnished by this new field. Of course, this fact is causing grumbling in Washington territory, but the Californians are evidently satisfied with the stock they are getting and the prices being charged, or this trade could not grow as it has done within a few months. Domestic trade this spring and summer will be better, it would appear than a year ago, and so with shipments from the coast into the Northwest territories.

#### UNITED STATES.

The same measure of activity is not to be found in northern pine districts of the United States this season as is the case where yellow pine finds its home. The reports from the south are that the mills are all running, and in some cases night as well as day gangs are at work, it not being the easiest matter to keep well up with orders that are coming along. This may mean one of two things, either that yellow pine is encroaching aggressively on the field of white pine, and to some extent supplanting it, or, and there is reason to believe that this is the case, that yellow pine is making a market for itself in uses for which it seems to be specially designed. Though trade in the south is still much disorganized, and prices have had to bear the brunt of many changes, at the same time the solid lumbermen of that district are getting closer together and holding firmer to prices. There is not as much confidence regarding the future of prices for white pine, as is desirable at this season of the year. No change is taking place. Trade has been slow enough in opening to give rise to fears of what the future may bring forth. At the same time the impression grows that prices for better stock throughout the sea-

son will remain unchanged, unless in the direction of a slight advance. Operations in railway construction will be on a larger scale than for some years, and considerable quantities of lumber will be consumed in this manner. In the leading markets of the Eastern States there are signs of spring trade having been reached. At Albany business is active. Things at Buffalo are still somewhat quiet. Again in New York trade is brightening a little.

#### FOREIGN.

The upward and better movement of lumber in the United Kingdom, is so slight that it is difficult to say much of improved conditions. Business is from all accounts improving, but except at particular points, it is hard to say that this improvement is of any great size. The past week or two in lumber in Liverpool has not developed a large share of strength. Healthy progress in the Glasgow trade, previously noted, continues. Weather conditions of the past few weeks have acted beneficially on trade generally and more confidence exists there in the timber trade. Building operations in this district are securing the benefit of this. New contracts for tonnage have been placed lately and as a consequence an increased demand for timber comes from ship builders. Of the Glasgow market, Timber says, the deliveries of deals from the storage yards proceed satisfactorily and will compare favorably with the corresponding months of previous years. Pine deals of all kinds are in fair demand, but spruce does not show any improvement except that extreme lengths are in active request. No very cheery news of a large demand for lumber comes from Australian points, nor yet from South America.

#### HARDWOODS.

What Canadian hardwoods are going into the United States are commanding a fair price. It can hardly be said that Canadian dealers are getting the full benefit of the removal of the \$2 duty, but it has in a measure worked in their favor. Enquiries from the United States are somewhat active and the trade generally, are able to take care of all orders that come to them. The hardwood market in Great Britain does not seem in a very healthy condition. The current issue of Timber Trades Journal, of London, Eng., tells of a shipment of ash that went under the hammer at prices that showed a sad depreciation for this formerly high class timber, the same may be said of the market for rock elm, of which buyers appear to be dull to the fact that the present f. o. b. cost is something like 15 5d per foot. Hardwood saw millers are likely to have a busy season.

## SHINGLES.

We are glad to hear from mill men at different points that this season they will either curtail the usual cut of shingles, or as in the case of the South River Lumber Co., will not manufacture any shingles whatever this season. No better policy could be pursued to help in bringing up the shingle market to something like a natural level.

## STOCKS AND PRICES.

## CANADA.

The schooner *Miranda* has left St. John, N. B., for Boston, with 536,000 laths shipped by A. Cushing & Co.

J. R. Warner & Co., are shipping from St. John, N. B., to Boston, 113,538 plank, 12,000 boards and 35,000 laths.

Geo. McKean, of St. John, N. B., is shipping to the United Kingdom, 3,311 pieces of spruce deals and 101,925 sup feet.

The schooner *Ayr* is carrying to Newport for A. Cushing & Co., St. John, N. B., a shipment consisting of 123,265 boards and 220,000 laths.

W. C. Purvis has shipped from St. John, N. B., for City Island, per schooner *Wildon*, 157,389 plank, 149,080 deals, and per schooner *Ira D. Sturgus*, 1,450,000 laths.

Mr. Cook, manager of the South River Lumber Co., reports that they are getting out big stocks, consisting of hemlock, birch, spruce and pine, and will be kept busy cutting all summer.

It is believed that the British Columbia mills will ship to California this season 50,000,000 feet of lumber, which is about one-sixth of the receipts of pine in that State during 1894.

Randolph & Bake. have shipped from St. John, N. B., per schooner *Annie Laune*, for Boston, 130,132 boards. J. R. Warner & Co., for same point, per sch. *Essie*, 62,508 boards, 49,661 scantling.

The Brunette Saw mills Co., New Westminster, B. C., have shipped a cargo consisting of 638,000 feet of fir lumber and 336,000 laths per barkentine *C. C. Funk*, to San Francisco. This is the second cargo of lumber carried from New Westminster by the *Funk* this year.

A. Cushing & Co., of St. John, N. B., are exporting to Hamilton, Bermuda, a cargo consisting of 85,600 onion grates, 5,138 boards, 5,162 deals, 4,907 plank, 25,000 laths and 53,000 cords of fire wood. They are also sending per schooner *Maggie I. Chadwick*, to New York, 324,533 deals.

Exports from St. John, N. B., to United States, for the past week, consisted of 3,500,000 feet of long lumber; about 4,000,000 lath, over 2,500,000 shingles, and 300 cords of wood. The exports to British ports numbered 1,000,000 feet of deals; and a cargo of shooks, lath, etc., went to Bermuda.

James T. Hurst, of Bay City, Mich., who has an interest in the Holland-Emery Lumber Co., says that this concern has 52,000,000 feet in the Georgian Bay district. He has also let contracts for a number of million feet in Georgian Bay. The concerns in which he is interested will manufacture about 150,000,000 feet of logs in Bay City and Tawas this season.

## UNITED STATES.

Spruce of every grade is scarce at Albany, N. Y., more especially in 1 x 9 stock.

J. W. Fordney, of Saginaw, Mich., has sold 4,500,000 feet of logs to S. G. M. Gates, of Bay City, at \$11.50 a thousand where the logs lie.

The wholesale trade at Saginaw, Mich., for last week, is reported to have been unusually dull.

D. S. Pate & Co., Chicago, have made a contract for Puget Sound cedar shingles to the amount of one car load a day until Dec. 1st.

There is a revival in the Puget Sound lumber trade, so far at least as the American ports are concerned. At Tacoma 13 vessels are being loaded whose cargoes aggregate 9,000,000 feet. Four million feet of this shipment go to Australia; a million and a half to Chili, the balance being destined for Hawaii and China ports. Other mills on the Sound report large shipments. The prospects for developing a large Oriental trade this season are regarded as being unusually bright.

## FOREIGN.

Timber News, Liverpool, says: "Quebec square and waney board pine show an increase; sawn pitch pine logs, planks and boards show a considerable decrease, and hewn pitch pine a slight decrease; oak planks, a decrease; birch a decrease, while spruce deals and Baltic boards and planks are about on a par. with the corresponding period last year."

## DUTY ON RED CEDAR.

A decision has been handed out by the Board of United States General Appraisers, in the case of the protest of the British Columbia lumbermen, as presented by Mr. J. G. Scott, manager of the Pacific Coast Lumber Co., of New Westminster, B. C. The judgment is in these words and bears the signatures of Wilber F. Lunt, J. B. Wilkinson, jr., Thad. S. Sharretts, constituting the Board of Appraisers.

The merchandise is dressed lumber from the wood of a tree known botanically as "Thuya Gigantea," and popularly known as "Red Cedar" or "Canoe Cedar."

It was assessed for duty at 25 per cent. under paragraph 181, Act August 28, 1894, and is claimed to be exempt from duty under paragraph 676. Paragraph 676 provides free admission for "sawed boards, plank, deals and other lumber rough or dressed, except boards, planks, deals and other lumber of cedar, Lignum Vitae, Lancewood, Ebony, Box, Grana-dilla, Mahogany, Rosewood, Stainwood and all other cabinet woods." If the wood in question is cedar, of course it is excepted from the provision.

From an examination of lexicons and works of botany, and from expert testimony we learn that the true cedar, or cedrus, is a tree of the coniferous group, of which three species are known, viz., the Cedar of Lebanon, and Atlas Cedar of Algeria and the Himalayan Cedar. But the name of cedar is given to various coniferous trees of genera, nearly allied to cedrus. Some of these species are the Juniperus Virginiana, largely used at one time for making shingles, but now chiefly in the pencil industry, the white cedar of the Eastern States, the cedars of the tropics, which are not, however, of the coniferous family.

As the wood of the tree Cedrus is not an article of trade or commerce in or with the United States, it is necessary to enquire what kind of cedar did Congress intend to exclude from the provision for free lumber?

The appellants claim that the exclusion applies only to such cedar as is a cabinet wood, viz., to that which is commonly known as Spanish cedar.

The wood of Thuya Gigantea is but slightly fragrant, and it is soft, light and does not take a polish. It is not of the class of wood known as cabinet woods, and on this account we should be inclined to sustain the protest, but for the fact that Congress has shown in legislation that it did not intend to restrict cedar to classification as cabinet wood. Paragraph 219 of the Act October 1, 1890, was as follows: "Cedar: That on and after March 1, 1891, paving posts, railroad ties and telephone poles and telegraph poles of cedar shall be dutiable at twenty per centum ad valorem."

These articles are not the products of the kind of cedar used as cabinet wood, and we are therefore, of the opinion that the wood Cedar as used in the tariff must be construed in its common and commercial sense.

We find (1) that the lumber in question is sawn from a wood commercially known as cedar, the qualifying words red cedar or canoe cedar being generally used.

2. That it is not a cabinet wood. We further find, at the request of the appellants, that the Cedar la Olorato imported from the tropics is a cabinet wood, and is known as cedar.

The finding is, as has already been anticipated by the CANADA LUMBERMAN, and it is to be expected, of course, that red cedar will now be admitted into the United States free of duty, though in this connection there are yet difficulties to be overcome.

## CANADIAN LUMBER IN THE UNITED KINGDOM.

"The quietness in free-on-board business from the north of Europe ports," says the Timber Trades Journal, "is reflected in the pine trade, the inquiries for opening stocks being as dull as possible. Several leading shippers of Canada over here on their customary visit are prolonging their stay, doubtless in the endeavor to make the usual placements. The acknowledged shortness of Lower Port spruce stocks has helped business for white wood, though nothing like the customary briskness has been experienced by those who have been round the coast; still better results have attended the efforts of spruce sellers than the dull state of trade might have led them to expect. The large auction sales of pine in London have further impeded free-on-board business for high class goods, but there is plenty of time for the market to rally when the usual spring clearance of spot goods has been effected."

## THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN"

J. Lawrence & Son, Watford, Ont.: "In this section there is very little dry stock of either lumber or staves on hand. Ash and red oak are in most demand. Prices do not change very much, indicating neither a decline or an advance."

McCall & Mason, St. Williams, Ont.: "We cannot say that there is much immediate business doing. Stocks are moving slowly. Oak, B. ash, elm and maple are among the lumber most on call. Have contracted for ash, elm, maple at \$12, \$9 and \$10.25, 1st, 2nd and com. The tendency of prices is toward firmness. Have a million feet of logs, chiefly hardwood, to cut this season."

S. Schryer, Ridgetown, Ont.: "All the dry stock has been shipped from this district, and as yet little of the new cut is ready for market. Consequently, for the present there is little in the way of stock moving. Stocks will be of good size and fair quality, principally elm and B. ash; very little demand for white ash. Prices are firm at present. Black ash, I think, is held too high. The demand will not warrant it."

Samuel Hotel, Clifford, Ont.: "Among the stocks moving most actively are common and good dressing pine and hemlock. In point of size stocks in this district are not nearly so large as last year. The tendency of prices is towards an advance. There is very little pine left now in this district."

Robert Christie, Chesley, Ont.: "Prospects are that stocks will show a fair

movement shortly. Basswood, B. ash, and birch are in demand, but there is a considerable enquiry for all classes of hardwood. Among recent sales may be noted, 75,000 ft. 1st and 2nd 1 1/4" maple at \$11.50 f. o. b. here from W. & J. Anderson. A fair stock of logs on hand, though little in maple. Prices have a tendency to advance."

M. F. Beach & Co., Winchester, Ont.: "Not much movement of stocks. Basswood is most active, inch ash and soft elm next. Last year's stock mostly disposed of, except small quantities of ash. This season's cut not ready yet—of which there will be a good-sized stock. Tendency of prices is firm, except ash, which is dull. Mostly small mills in this locality, but larger stocks than usual."

## SHIPPING MATTERS.

A ship is reported as fixed to load lumber at St. John, N. B., for Australia.

Ship *Loanda* will load deals at West Bay, N. B., for the United Kingdom.

Vessel freights are expected to open at Saginaw, Mich., at \$1.50 to Buffalo and Tonawanda.

Offers are being made by Montreal lumber shippers for boats to take lumber from Manistiquette, Mich.

The barque *William Gordon*, on her way to St. John, N. B., will get 37s 6d on deals to E. C. Ireland.

The schooner *Elma* has been chartered to load lumber at Bridgewater, N. S., for Las Palmas, \$6 American gold.

The S. S. *Architect*, now at Philadelphia, has been fixed to load deals at St. John, N. B., for Liverpool at 35s.

It is reported that the steamer *Nelson Mills* and consort have been chartered to carry 20,000,000 feet of lumber from Escanaba to Tonawanda at the going rate.

Barque *Dunvegan*, now on her way to St. John, N. B., from Middlesboro, will load deals for Belfast at 37s 6d.

Barkentine *Peerless* is chartered to load lumber at St. John, N. B., for Barbadoes or Port Spain, at \$7 and river towage.

The barkentine *Erema*, reported condemned at Bermuda, is to be sold at St. John, N. B. Her cargo of deals has been discharged.

The British ship *Earl*, of Hopetown, just arrived from Valparaiso, will load lumber at the Hastings Mill, Vancouver, B. C., for England.

For the first week of navigation at Albany, N. Y., 13 boats and one barge left for New York. This is considered encouraging for a start.

The schooner *Deerhill*, now at New York, has been chartered to load pitch pine at Jacksonville, N. B., for San Domingo, at \$6 and part charges.

The American schooner *Meteor* is at Port Angeles, Cal., on her way to New Westminster, B. C., to load lumber for the Brunette Saw Mill Co. Other schooners are expected on the same mission in a few days.

About 10,000,000 feet of lumber has been chartered to go forward from Duluth immediately to Buffalo and Tonawanda at \$1.75. It is believed the rate will settle down to \$1.62, remaining at this until the middle of the season, when it will drop to \$1.50.

Lumber rates from British Columbia and Puget Sound are quoted as follows: Valparaiso for orders, 38s 9d; Sydney, 30s; Melbourne, direct 40s. Port Price, direct 36s 9d to 40s, United Kingdom, calling at Cork for orders, 65s; Shanghai 47s 6d; Tientsin, 55s, nominal; South Africa, 63s 9d nominal.

Kommander Svend is to load lumber at Dulhouie, N. S., on account of Price Bros., of Quebec. This is the great Nova Scotia built ship *W. D. Lawrence*, which was sold to a Norwegian house and underwent a change of name. It is said the Kommander Svend carries 80,000 Quebec standards or 2,150,000 s. f. deals.

R. P. Rithet & Co., Ltd., Vancouver, B. C., in their monthly shipping report, say: "In the lumber market the list of charters shows quite a large increase, and although it is true that many of the vessels are of comparatively small capacity there is undoubtedly a livelier enquiry and a more hopeful outlook. A promising feature locally is the trade with Southern California, which has recently developed."

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, until, at least, April 1st 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, 20,000 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 20,000 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 be higher than the specific rates named from Warrington to the same points. The rates from Cargill and Southampton to points east of Listowel and south west of Stratford will be the same as from Listowel, 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 hardwood 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, Enisdale, Kattine to Toronto, 7 1/2c. Burk's Falls, Herriehale and Sundridge, to Toronto, 8c. South River, Powassen and Callender to Toronto, 8c. Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wario 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 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, 12c.; 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 20,000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.00 per M ft., (3,000 lbs.

and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Arnprior to Montreal, \$1.40 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.00 per M ft., Arnprior to Quebec, \$4.50 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, five carloads or over \$3.00 per M ft.; Arnprior to New York, \$4.50 per M ft.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 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 20,000 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., lumber not exceeding 100 lbs. to the M feet. Ottawa rates apply on shipments from Lockland and Hawkesbury.

MODIFICATION OF HARDWOOD RATES. The Grand Trunk Railway and Canadian Pacific have decided 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 Park, 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 7 1/2c. per 100 lbs. from our Northern and Northern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarma 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 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.

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

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MISCELLANEOUS

Boiler Improvement, Peterboro' Steam Boiler Co., Peterboro'. Can. Office and School Furniture Co., Preston, Ont. Canada Atlantic Railway. Can. Photo Engraving Bureau, Toronto, Ont. Dominion Leather Board Co., Montreal. Dodge Wood Split Pulley Co., Toronto, Ont. Flint & Pere Marquette Railroad. Emery Wheels, Tanite Co., Stroudsburg, Pa. Illinois Central Railroad Co., Chicago, Ill. Lumber Truck Wheels, Montreal Car Wheel Co. Magnolia Metal Co., New York. Machine Knives, Peter Hay, Galt, Ont. Penberthy Injector Co., Detroit, Mich. Pike Poles, John Adamson, Toronto, Ont. Silver Solder, P. W. Ellis & Co., Toronto.

Business Wisdom: "I believe in neither idols nor demons. I put my sole trust in my own strength of body and soul."—Old Norseman.

The Price Lists that here follow will be revised each week up to the hour of going to press, and in connection with these we would draw attention to the week's trade review under the heading of "Current Trade Conditions" on the first page, immediately followed with matter marked "Stocks and Prices," which presents the lumber situation of the week, together with a record of the week's sales and transactions.

PRICES CURRENT.

TORONTO, ONT.

TORONTO, April 17, 1895.

Table of lumber prices in Toronto, Ontario, listing various types of lumber (CAR OR CARGO LOTS, HARDWOODS-PER M. FERT CAR LOTS) and their prices.

OTTAWA, ONT.

OTTAWA, April 17, 1895.

Table of lumber prices in Ottawa, Ontario, listing various types of lumber and their prices.

QUEBEC, QUE.

QUEBEC, April 17, 1895.

Table of lumber prices in Quebec, Quebec, listing various types of lumber and their prices.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., April 17, 1895.

Table of lumber prices in Buffalo and Tonawanda, New York, listing various types of lumber and their prices.

ALBANY, N.Y.

ALBANY, N. Y., April 17, 1895.

Table of lumber prices in Albany, New York, listing various types of lumber and their prices.

BOSTON, MASS.

BOSTON, April 17, 1895.

Table of lumber prices in Boston, Massachusetts, listing various types of lumber and their prices.

NEW YORK CITY.

NEW YORK, N. Y., April 17, 1895.

Table of lumber prices in New York City, listing various types of lumber and their prices.

SAGINAW, MICH.

SAGINAW, Mich., April 17, 1895.

Table of lumber prices in Saginaw, Michigan, listing various types of lumber and their prices.

OSWEGO, N.Y.

OSWEGO, N. Y., April 17, 1895.

Table of lumber prices in Oswego, New York, listing various types of lumber and their prices.