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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., JUNE 26, 1895

No. 25.

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.

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CURRENT TRADE CONDITIONS.

ONTARIO.

ATTENTION during the past week in business circles has been directed to the annual bank reports, and the addresses of the leading bank managers that accompanied these, and are looked upon as reflecting the trade situation. Generally, so far as reference to the past year is concerned, the reports have been of a depressing character. Bank earnings have suffered with the curtailment of profits in every branch of commerce. Specific reference, as has been their usual custom, was made to the lumber trade by Mr. B. E. Walker, general manager of the Bank of Commerce, and Mr. Geo. Hague, general manager of the Merchants' Bank. Their views we have printed in another column. Business of the week has not shown any special development. "Some trade is doing," is the usual response in conversation with lumbermen, but it is not of large size. Enquiries from the States are rather better than earlier in the season, but these continue comparatively light. Local trade in Ontario is not of a particularly lively character, orders being small. Prices for better stocks keep firm, as there is no heavy stocks on hand at any point, but common grades are suffering a little. Mill men, as is the case with several who might be named, who have carried over large stocks from last season, would like to see things moving better, and feel tempted at times to shade prices to secure sales. The continued and unusual length of the dry season so early in the year, will have a hurtful effect on the log output. The general manager of the Bank of Commerce estimates that probably 15 per cent. of the logs will be hung up, whilst there are others who place the figure as high as 25 per cent. This drought is general the Dominion over, correspondence from the Maritime Provinces telling the same story as lumbermen of Ontario and Quebec.

QUEBEC AND NEW BRUNSWICK.

Despite the reported dullness in the British market, shippers this side of the Atlantic are sending forward large cargoes to the United Kingdom. The conundrum that faces Quebec and New Brunswick shippers is how far will there be a margin left for them when stocks have been paid for. It is believed, however, that some little improvement, at least, is manifesting itself in the lumber trade of the United Kingdom. And yet how deal importers feel, is indicated by a remark of an Ontario mill man the other day, who is cutting deals for several shippers, that he had been cautioned more than once to go as gently as possible with the

output, as it was one thing to cut deals and ship them to Great Britain and another thing to sell them, and when sold to secure a price that would be paying. The past week in New Brunswick has shown the largest export of lumber, both to the British and United States ports, of the season.

BRITISH COLUMBIA.

Car shipments of lumber and shingles from Westminster and Vancouver to eastern points continue fair, but the competition at home, as also from Puget Sound mills, is having a baneful effect on profits. Orders in hand are numerous and manufacturers say that the demand warrants an increase in prices. Shipments to foreign ports by vessel are large. In fact the season is proving quite a successful one for vessel owners. R. P. Rithet & Co., Ltd., of Victoria, B. C., in their current monthly shipping report, say that the most encouraging list of lumber charters is presented this month, the business being fairly well distributed over the various consuming markets. The improvement in demand is now not confined to one quarter only, and it is permissible to hope that the advantage will be held.

UNITED STATES.

The lumber trade in the United States is being effected to no small degree by the crop prospects. With continued drought, jeopardizing the crop outlook in many leading states, current lumber trade is being restricted. Where in Illinois, Indiana and Ohio, it is expected that a fair trade would be done, with the crops looking poorly, orders are falling off. There is no doubt that present trade, and the situation in the fall, which lumbermen have been looking forward to with strong hope, will be effected favorably or adversely by the harvest. At Albany trade of the week has been slow, and whilst in Buffalo and Tonawanda there has been a little more activity, yet it has been of a limited character. Building operations in New York are not assuming the size that had been hoped for, and the lumber trade is effected accordingly, there being no steady business. Philadelphia is enjoying, apparently, a rational building boom and good quantities of lumber are going into consumption. The large demand for bill stuff is one of the encouraging features of trade, the railroads proving good customers this season. Yellow pine men in Arkansas are reported to be well filled up with orders, sufficient to keep them going for some months.

FOREIGN.

A rather cheerful view of the lumber situation in the United Kingdom is taken by Denny, Mott & Dickson in their cur-

rent wood circular. They say: "The signs of improvement in general trade, noticeable in April, were accentuated in May, and although profits are still difficult to realize, holders of stocks have been doing a sound steady business, which promises to increase in volume as growing confidence serves to stimulate the market." Of Canadian timber they say stocks in the north are light for first-class waney pine; enquiries, however, continue quiet for pine, oak and elm. Allison, Cousland & Co., in their monthly market report, say of Glasgow business, that the month opened well and the amount of business transacted is proving satisfactory, though it has not kept up as well as it started out. Household building is brisk, and a good season's trade is anticipated in Glasgow, both among builders and shipbuilders. Cabinet makers have a fair amount of work on hand and the outlook with them is healthier. Reports from the West Indies and South America are of a depressing character, with more hopeful news from Australia.

HARDWOODS.

Sales of hardwoods are perhaps showing a slight decline as the month advances. Furniture factories are disposed to curtail the output somewhat. Reports from New York City tell of a quiet trade there, with nothing special to boast of in Buffalo or Tonawanda. The best business in hardwoods, as in other woods, at the present time, is being done in Philadelphia, a market in which Canadian lumbermen have a good interest. Mills are into the sawing season, and in some cases the stock is needed as dry stock is pretty well exhausted in certain lines. Oak, above all other woods, keeps in strong demand.

BUSINESS DIFFICULTIES AND CHANGES.

A large saw mill is being erected at Pointe aux Trembles, Que., for Dr. LaRue, one of the proprietors of Beauport Asylum.

The planing mill of Mr. G. Scott, of Mount Forest, Ont., was destroyed by fire a week ago. Total loss \$3,000; partly insured.

The Cutler & Savidge Co. has shipped all its lumber from Leroy, and the iron is being taken up on its tram road. It is to be shipped by rail to Grand Haven and thence to the company's mill and lumbering operations in Georgian Bay. This removes the last vestige of one of Michigan's lumber concerns from the Wolverine state.

Hall & Murchie, it is said, will build a saw mill on the Tobique, six miles from Perth; and William Richard will build a mill on the Taxis, a short distance from Beckettown.

Robert Renwick, Dromore, Ont.: "I would not like to be without the CANADA LUMBERMAN, and I appreciate your efforts in its publication."

STOCKS AND PRICES.

Smith & Patterson, of Port Hope, Ont., recently shipped a schooner of white pine lumber to Oswego, N. Y.

Quite a quantity of sawn lumber from mills between Roberval and Chicoutimi is now being shipped at the latter mentioned port upon vessels in the Saguenay.

The Pacific Coast Lumber Co., New Westminster, B. C., are shipping considerable quantities of shingles to the East.

The David Moore Lumber Co., Ottawa, have cut 150,000 ft. of square timber on their Kippewa limits this year. This is about the same cut as last year.

Marks & Co., of Algoma, sent 6,000 cords of pulp wood to Michigan in rafts a few days ago. They anticipate sending large sized rafts to the same point every fortnight for the next six weeks.

The American barkentine Monitor, has left British Columbia with an export cargo of 199,300 feet of rough lumber, 63,380 ft. of dressed, and 27,000 laths, valued at \$2,200.

Mr. Edward Jack states that as near as he can find out, the total cut of spruce, pine and cedar on the St. John river, N. B., this year, will be 130,000,000 feet; 5,000,000 feet will probably be hung up.

Over 109 car-loads of sawn timber were brought down to Chicoutimi last week from the mills of Mr. Jalbert at Lac Bouchette, and loaded on sailing vessels lying in that port by means of two bateaux from Quebec and the steamer Spray. The movement of timber in this way is an experiment, but is proving very successful. Mr. Scott will send down 500 car-loads of timber, and Mr. Jalbert enough to freight several more sailing vessels.

The following charters have gone out from St. John, N. B.: Per sch. Cerdic, for New Bedford, by Miller & Woodman, 380,000 laths, 822,000 cedar shingles. Per sch. Harvard H. Harvey, for Boston, by A. Cushing & Co., 481,000 laths. Per sch. Donald Cann, for New York, by L. M. Jewett, 39,138 deals, 343,000 laths. Per sch. Tay, for Boston, by John E. Moore, 600 pieces piling. Per sch. Isaiah K. Stetson, for New York, by Randolph & Baker, 575,000 laths. Per sch. Sore, for Vineyard Haven, by Dunn Bros., 790,000 laths.

The Moines Bros' mill on John's Island in Georgian Bay has contracted to cut 10,000,000 feet for the Spanish River Mill Co.

The exports from St. John, N. B., for last week included 7 cargoes for British ports, aggregating 7,631,000 feet of deals, etc., 4,500,000 feet of long lumber, over 3,000,000 shingles, 2,500,000 laths, and 300 cords of wood, for United States ports.

The following shipments were made from the Port of Montreal during the week ending June 24th: S.S. Tritonia, J. Burstall & Co., 18,991 pieces deal ends; Dobell, Beckett & Co., 11,763 pieces deal ends; R. Cox & Co., 3,967 pieces deal ends, to Glasgow. S.S. Canadia, Dobell, Beckett & Co., 293 pieces pine deals, to Hamburg. S.S. Sarmatian, R. Cox & Co., 15,454 pieces deals and boards, to Glasgow. S.S. Averley, Dobell, Beckett & Co., 25,773 pieces pine deals, 3,599 pine deal ends, 1,891 spruce deals, 1,962 pine boards, 195 pieces ash timber, 10 pieces hickory,

222 pieces elm, 117 pieces oak, to Newcastle, England. S.S. Labrador, R. Cox & Co., 13,933 pine boards, 8,861 pine deals, 749 pieces deal ends, to Liverpool. S.S. County Dacón, Dobell, Beckett & Co., 459 pieces timber, 43,030 pieces deals, 7,674 deal ends, to London.

Bliss & Van Auk, of Saginaw, Mich., expect to cut 14,000,000 feet of Canadian logs this season.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN."

Alfred Dickie, Lower St. Lawrence, N. S.: "Stocks are moving actively in this district. Spruce deals for shipment to British ports are in most demand. Several large cargoes have lately been sold in Liverpool, Eng., £5 15s per std. The stock of spruce lumber is not so large in Nova Scotia as last season; quality is good. The British market is firm and prices must eventually advance, as so much spruce is being diverted to the American market. We are now loading schooner Syanara, at Halifax, with a large cargo of laths, and 120,000 feet spruce deals, 6, 8, and 9 inches wide for New York. We will be sending several cargoes there within the next two months. We have six barques crossing the Atlantic that will load in July for British ports."

Emile Dube, Riviere Du Loup, Que.: "Stocks in this district are moving slowly at the present time. Ships are a long time coming over the Atlantic—head winds. There are a fair number of enquiries for spruce, though no important sales have been made, except by contracts in England for spruce deals. Stocks will be about the same as former years. Prices in the United States are improving, but in England are about the same as for some time past."

Finley McDonald, Blackville, N. B.: "Business is active with a good demand for spruce deals and hemlock boards, though prices are low. Hemlock boards are in demand for the local trade, and spruce deals are going to foreign points. Prices are firm. There is quite a quantity of logs hung up in the streams this year waiting for rain."

BANKERS ON LUMBER.

It is the custom of several of the leading bank managers in their review of the trade situation at the annual meetings to devote some attention to the lumber industry. The Bank of Commerce is considerably interested in lumber, and Mr. B. E. Walker, general manager, in his address a week ago, spoke as follows: "We have little to report of interest in connection with lumber. Those who understand the business thoroughly and have sufficient capital, are thriving about as usual. In the Ottawa and other eastern districts, large sales of deals have been made at good prices, and the trade in thin lumber for the same markets continues to grow rapidly. At the moment the market in England is not very satisfactory to the middlemen, but on the whole, that branch of our lumber trade is fairly prosperous. The trade with the United States is not so satisfactory, for while many dealers have made large sales at average prices, there is undoubtedly some holding back by buyers until pros-

perity is more generally assured. Meantime our manufacturers are unwilling to make concessions in price, and stocks will doubtless move off a little slowly. Lumber in these districts has been produced at about the same cost as in recent years. There has been trouble again with low water, and estimates as high as 15 per cent. of the whole output have been made of logs which will not come down this season. The quantity required for sawing will be readily supplied, however. It is thought that the Ottawa and Nipissing cut will be about 660 million feet board measure."

General manager Hague, of the Merchants' Bank said, that with regard to the products of our forests it should be an aim constantly to have them sent out with as much of our own manufacture upon them as possible. "The exporting of saw logs is an unwise business, and I am not sure that we have sent out a vast deal to much of square timber in an unmanufactured state. It is certain that our logs and timber go through various processes of manufacture before they reach their ultimate destination. Why then when our unrivalled facilities for manufacturing wooden work, should we not do all this at home? Our various lines of manufacture in Canada have been as profitable as they have been either in England or the United States. Our manufacturers generally are getting to have a command of their business and a thorough understanding of its wants and conditions. But it is perfectly true here, as it is of manufacturers everywhere else, that unless a manufacturer can make a specialty or specialities of some kind and conduct his business with extreme attention to detail, he can scarcely hope to make a reasonable profit."

THE DRIVES.

Head winds and low water is greatly impeding many of the drives. Part of the Congor Lumber Co., has been got over little Blackstone Lake and into Blackstone harbor. The balance of the drive, including a small stock for Mr. Peter, is coming down the Blackstone river. Mr. Fortune has his drive for the Parry Sound Lumber Co., completed, and Mr. James Ellis has his drive for Mr. Peter running into Mill Lake. On the Magnettawan, Johnson & Beveridge's drive is making forced time, with Erwin & McCormick's, crossing Big Deer lake. On the Nascountaong, the drives will soon be down. Part of the drives on French river are down, and several rafts have been sent to the United States, but it will be late before all the drives are down.

A report from Bay City, Mich., says that Canada logs in rafts in large quantities are now arriving at that point. Notwithstanding some heavy weather no rafts have thus far met with disaster.

The Sweepstakes is on the way from Spanish river with a raft of 32,600 pine logs, for Bliss & Van Aukin, of Saginaw, Mich., and the Winslow with 57,372 logs from Blind river, Ont., for the Central Lumber Co., of Saginaw.

Two rafts from the Georgian Bay have arrived at Saginaw for the Saginaw Lumber & Salt Co.'s mill.

The drives on the Tobique, N. B., this season are among the cleanest for some time. So far about 22,000,000 feet of logs have come out. Almost equal success is

to be chronicled of the Corporation drives on the St. John above Grand Falls.

The drives of the late Robt. Connors are being brought to St. John, N. B., instead of being sawed up the river as in the past.

TRADE CONDITIONS IN THE EASTERN STATES

THE volume of trade does not keep up in New York. Low grade lumber is firm, but there is not much going out. A hopeful outlook is reported for the future, indicated by contracts made for a later period. Export trade from New York does not develop largely, though Australian conditions are reported to be more healthy, and one operator has concluded a deal of 100,000 feet of shelving for that market. Spruce holds a strong position, and some good sales are being made.

The trade in Buffalo are looking forward with greater confidence than before to the fall. Present business is fair and of a character that inspires hope. Receipts for pine by lake are represented by fair figures, the receipts last week comprising 8,607,000 feet of pine and 8,875,000 shingles. Pine is not any more than holding its own in the market. Collections are disappointing.

SHIPPING MATTERS.

The first ship of the season has arrived at Bathurst, N. B.

A steamship has been chartered to load lumber for Liverpool, Eng., at the rate of 33s 9d.

At Dalhousie, Bay Chaleur, N. B., 7 Norwegian barks were loading deals last week.

Freights from Bay City, Mich., to Buffalo are \$1.25 and very little lumber offering.

SS. Alsetia has been fixed to load deals at St. John, N. B., for W. E. England, at 33s 9d.

At Alpena, Mich., by June 10, there had been shipped 32,055,000 feet of lumber, 3,625,000 shingles, 952,000 pieces of lath, 212,000 cedar posts, 157,700 railway ties.

Senator K. F. Burns, the well-known New Brunswick lumberman, is dead.

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

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 Warrington 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, 6½c.; Collingwood, Penetang, Coldwater, Waubesaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navar, Einsdale, Katrine to Toronto, 7½c.; Burk's Falls, Perriendale and Sundridge, to Toronto, 8c.; South River, Powassan and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warrington to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. 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, 12c; 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 Canada 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, \$1.50 per M ft., (3,000 lbs. and under per M ft.); Arrprior to

Montreal, \$1.50 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.50 per M ft.; Arrprior to Quebec, \$2.50 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.; Arrprior to New York, \$3.50 per M ft.; Ottawa to Boston, Portland and common points, local 15 cents, exports 13c. per 100 lbs.; Arrprior 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.; Arrprior 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 point, 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., lumber not exceeding 300 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

MODIFICATION OF HARDWOOD RATES. The Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men.

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 Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points at 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 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. E. McKinn, Hepworth Station.

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Business Wisdom: 'He that follows pleasure instead of business will shortly have no business to follow.'

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, June 26, 1895.

CAR OR CARGO LOTS.

Table listing lumber prices for various grades and sizes, including 2x4, 2x6, 2x8, 2x10, 2x12, and various types of siding and shingles.

MARDWOODS—PER M. FEET CAR LOTS.

Table listing prices for various hardwoods such as Cherry, Elm, Hickory, Maple, Oak, Walnut, and Whitewood.

OTTAWA, ONT.

OTTAWA, June 26, 1895.

Table listing lumber prices in Ottawa, including Pine, Spruce, and Fir, with various grades and sizes.

QUEBEC, QUE.

QUEBEC, June 26, 1895.

Table listing lumber prices in Quebec, categorized by White Pine, Red Pine, Oak, Birch, and Spruce.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., June 26, 1895.

Table listing lumber prices in Buffalo and Tonawanda, including various grades of Pine and Spruce.

ALBANY, N.Y.

ALBANY, N. Y., June 26, 1895.

Table listing lumber prices in Albany, including Pine, Spruce, and various types of shingles.

NEW YORK CITY.

NEW YORK, N. Y., June 26, 1895.

Table listing lumber prices in New York City, including White Pine Lumber and Shingles.

SAGINAW, MICH.

SAGINAW, Mich., June 26, 1895.

Table listing lumber prices in Saginaw, including Uppers and Selects of various sizes.

Large table listing various lumber products and their prices, including Pine Common, Selects, and various types of shingles and boards.

LUMBERMEN'S SUPPLIES

Table listing prices for various supplies including Sugar, Syrups and Molasses, Rice, Fruits, Coffee, and Domestic goods.