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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., FEBRUARY 13, 1895

No. 6.

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.

WANTED—By young man with eleven years' experience in lumber business, both wholesale and retail, position as office manager, bookkeeper or salesman. A few references. Address "Mac," CANADA LUMBERMAN.

WANTED

A QUANTITY OF RED CEDAR SHINGLES. Parties communicating will give full particulars of stock, prices, etc., c/o B. Carr, Chatham. Address, P. O. Box 703, CHATHAM, ONT.

WANTED,

TEN (10) cords of 2 in. and 2 1/2 in. Hard Maple, 14 and 16 ft. long, 6 in. and up wide. Above stock to be at least 4 months on stocks. Parties having any of this on stocks should address at once, **BUFFALO HARDWOOD LUMBER CO.**, 940 Elk St., Buffalo, N. Y.

TO LUMBER MEN

WE are in the market for one million feet of 4 x 4 scantling, and three million feet of 2 inch plank, as follows: Plank to be good, common 12 and 16 feet long, 20 per cent. of it 6 inches wide, 50 per cent, 8 inches wide, and 30 per cent. 10 and 12 inches wide. Scantling to be 4 x 4 and 10 to 16 feet long, coarse, common, square-edged; all to be delivered between June and December, 1895. In quoting, state separate price for white and red pine, and quantity of each you wish to contract for.—**THE REID CO. OF TORONTO,** Ltd. Head office, cor. King and Berkeley Streets. No contract will be made for less than 100,000 feet.

TIMBER BERTH AND SAW-MILL FOR SALE CHEAP

BERTH NO. 1, PROUDFOOT TOWNSHIP. Area, 15 square miles, part of which is well timbered with good quality of Green Pine, Spruce, Tamarac, Hemlock, Birch,—well watered.

In connection with above, there is a Lumber and Shingle Mill, situated in the Village of Kearney, on the Mackinac River. The Ottawa and Parry Sound Railway is being built, which comes close to the mill, and will make good shipping facilities. Mill is furnished with two 10 h.p. engines, (nearly new) one 60 h.p. boiler, lumber and shingle machinery. Also, 2,000 pine logs a mill. Price, \$8,000 Cash. For further particulars, apply to

LOUIS LAHAY, Kearney, Ont., Can.

On the fourth page of the WEEKLY LUMBERMAN will be found market prices in detail from leading lumber markets of Canada and United States, carefully revised to hour of going to press.

CURRENT TRADE CONDITIONS.

ONTARIO.

THE severe weather of the past week has been an obstacle to immediate business. Even in the case of orders received for lumber it has been almost impossible to make shipments. Especially were these conditions aggravated during the closing days of the week when the storm assumed heavy proportions and the railroads were blocked in almost all sections. Lumber business, in fact, so far as the week is concerned, has taken on the general quietness that is a marked feature of business in all lines. Enquiries have been fewer than usual. The shape that national finances are taking in the United States is not liked by the lumber trade of Canada, who have unpleasant memories of what disturbances in monetary conditions in the neighboring republic meant to the lumber business a year ago. Careful and capable financiers, who are able from this side of the line, to view United States conditions with an impartial judgment, are not at all sure that that country will overcome its difficulties just as easily as people anticipate. The present situation is a culmination of troubles that have been growing for some time. Perhaps our neighbors have rested too much on their ability to turn a sharp corner. They have undoubtedly shown great skill and cleverness in this respect, but the finances of a great country cannot be made safe on measures of this kind. At the same time the present dullness is not causing lumbermen to lose heart. They feel sure, all other things being equal, that the lumber trade will take on encouraging conditions in 1895. There is none too much lumber, apparently, held either by Canadian or United States lumbermen. And even a fair measure of activity will mean a considerable demand. Prices are steadily holding their own. The work in the woods could hardly be better advanced. In some sections steps are already being taken to send some of the teams home.

QUEBEC AND NEW BRUNSWICK.

Outside of considering plans for the opening of spring trade there is no activity in lumber in Quebec. January was a dull month, and whilst it is thought that February will not close without evidences of spring business opening, just at the present time there is little difference between the conditions of the second month of the year, so far as it has advanced, and the month that preceded it. In the Maritime provinces there is a good deal of activity in the woods, and the number of logs that will be taken out is likely to exceed what was calculated upon earlier in the

season. There, as in Ontario, the weather has been more favorable than was expected and full advantage has been taken of these conditions. The shipments from week to week continue to run on the light side. Though the trade with United States being done from New Brunswick is not large, yet some of it is new business. And encouragement is given that when business does open out, owing to the advantage that will come from the new tariff, lumbermen of New Brunswick will find a market for considerable product in the United States that was before unknown to them. No official announcement has been made that the deal by the American syndicate for the purchase of over 800,000 acres of Nova Scotia timber limits has been consummated, yet unofficial information received gives good reason to believe that it has actually gone through. This being the case, the advantages that will come from enlarged and more active operations, as suggested in these columns a week ago, will likely soon commence to show themselves.

BRITISH COLUMBIA.

Some business is being done at nearly all important mills in the province. It cannot be said that any marked revival is showing itself in domestic trade. Both in British Columbia, and the Northwest, everything is quiet, and yet some shipments are being made into the interior, an evidence that business is moving. Lumber continues to go forward to California, and during the week ships laden for other foreign points have left the harbors here. Within a few weeks, it is expected that trade will commence to put on a larger measure of real business.

UNITED STATES.

With a year as dull as 1894 proved to be, it was natural for the lumber trade of the United States to look forward to the opening of the new year with a strong hope that things would change. This is the way that lumbermen entered January. They had, perhaps, been a little sanguine, and a reaction has come over their spirits since January closed and no real improvement, aside from an increased measure of confidence, has taken place. Still there are indications that trade will grow better. In New York, for example, the permits registered at the building department show a large increase over the past season, and this would seem to mean better times for lumber. We sometimes think, however, that lumbermen overlook the fact, with other materials used in the construction of buildings, growing rapidly in demand, that lumber is necessarily a smaller factor in building operations than was the case years ago. What has

been true of New York, in building, has found parallel conditions, in a measure, in other large cities. But after all the lumber situation calls for something better than this to place it on a very much improved plane. There must be a general revival of trade all over the country, so as to stimulate the extension of both public and private works. Will the situation take this shape? The events of the past week do not encourage the hope. Again the national finances have come under a cloud, and it is difficult to say what the issue will be. In legislation there are so many elements, pulling one against the other, that it looks at times as though a serious crisis would overtake this country of great activities and enterprise. And with the experience of a year ago before them, lumbermen may indeed tremble when they find somewhat similar troubles cropping up again just on the inception of the spring trade. No other difficulty of importance stands in the way of improvement in the lumber trade. But this is big enough to discount everything else. The extreme cold weather of the week has, of course, been a barrier to any activity in shipments, whilst it has at the same time, as for a week or two previous, put an end, just now, to all outdoor work, that to some extent was causing, in many parts, a fair demand for lumber. This same weather, nevertheless, has been of great benefit to all those engaged in the woods. Little, if any, shading in prices of lumber are heard of at any important points, and the conviction still holds strong that prices will not be cut this season.

FOREIGN.

Lumber business in Great Britain is far from proving of any great size. Transactions are reported to be circumscribed. Orders are being placed, but caution is the watchword, and no one is buying heavily. Cheaper woods are most in demand. The Timber Trades Journal says that whilst there are not any forward sales of pine and spruce to be reported, yet several transactions on a big scale are in course of negotiation. All this, insignificant in a measure as it is, is at the same time an improvement over 1894. Then business started off feverishly and fell off suddenly. "This year," to quote again from our English cotemporary "there appears a fixed determination on the part of buyers not to purchase too much ahead and a large quantity of the goods at present placed are destined for orders already in hand." These are healthy signs, and if the policy is adhered to, will keep the trade in good shape, even though the turn over of business will be smaller than might be desired. Deals are not cutting

a good figure in business as yet. Shepard, Morse & Co., who do business at Ottawa, and are heavy operators in New England, with a branch at Burlington, Vt., are authority for the statement that South American orders are proving slow indeed, and that the outlook at present is discouraging. Internal wars and the low prices of cereals are large influences creating these conditions.

HARDWOODS.

Some small lots of hardwood keep moving, but no one is making shipments of any large size. This is not to be deemed a discouraging feature of the situation. Business is not at a standstill, and later when conditions are more favorable, larger shipments will be heard of. The weather for the past week has proven, perhaps, more awkward for hardwood men than pine men, as in filling orders they have to draw from many different sources, and freight traffic is blocked nearly everywhere. In the sections from which hardwoods are drawn, great quantities of snow have fallen and impeded traffic. "No one seems disposed to cut prices," said a dealer to the writer the other day, "and this is a pleasant feature of the trade." It can hardly be said that any one class of wood is much more largely in demand than another at present.

SHINGLES.

The shingle trade is light enough just now. Workmen are not anxious to do shingling with such weather as the country is at present experiencing. And these are not the times when the trade carry heavy stocks, in any class of lumber, unless they see the likelihood of a demand near at hand. Quite a spurt has been made in red cedar shingles in the Washington territory. Ten cents advance has already taken place and another ten cents raise is anticipated before March. Seventy per cent. of the shingle mills in that state are not running a wheel, and stocks on hand are very scant. *A's have advanced within a month from 80c to \$1. and \$1.10, being very scarce. These conditions give hope to red cedar shingle men that prices will show a decided advance all along the line. With the duty removed on shingles between Canada and the United States, the Washington territory people are not without thought of pushing their product into British Columbia and Manitoba. As an offset, it may be remarked that British Columbia shingles in good quantities are to be found in Massachusetts and throughout the New England States in competition with the Washington product.

STOCKS AND PRICES.

CANADA.

The lumber cut in St. Martin's, N. B., is likely to be the largest in the history of the parish.

Edmund Hall is putting in 17,000,000 feet of pine in Ontario to be sent to his mill at Bay City, Mich.

Smalley & Woodworth are putting about 8,000,000 feet of logs into Georgian Bay waters, which will be rafted to their Bay City mill.

Turner & Fisher are cutting 30,000,000 feet of logs on the Whanapitae, Georgian Bay. These will be, in a large measure rafted to Bay City, Mich.

200,000 feet of red pine deals are being kiln-dried and made into flooring for the

United States market at Thackray's mill, Ottawa, Ont. Some of the lumber is already being loaded on cars for shipment.

Four car loads of lumber to be used in the construction of the new bridge across the Thompson at Ashcroft, have been shipped from the Brunette Saw Mills, New Westminster, B. C.

The American schooner W. F. Witzman has cleared the customs at Vancouver, B. C. for San Pedro, California with another load of lumber from the Hastings Mill, consisting of 493,000 feet.

The Whaley Lumber Co., Huntsville, Ont: "Business is slow, there being very little movement of stocks. Those in most demand are low grades. Stocks on hand in this locality are light and of good grade. Prices are holding firm."

Shipments from St. John, N. B., to British ports the past week embraced 2,000,000 feet of deals, etc., and 825 tons of lumber; to the United States 500,000 feet of long lumber, 1,000,000 lath and 1,500,000 shingles.

The sale of 146½ square miles of timber limits on the Upper Ottawa, noted in these columns a fortnight ago, has been finally closed. The limits were the property of Ald. Lauzon, of Ottawa. Robt. Thompson & Co., of Hamilton, are the purchasers, and the price paid is \$115,000 in cash.

R. R. Weir, Lindsay, Ont: "The lumber in most demand at the present time is basswood, ash and elm. Recent sales of shingles include 18 inch pine, xxx at \$3.30; C. B. 18 inch at \$2.30. Have a large quantity of cedar xxx clear and C. B. There is quite a quantity of shingles held by the lumbermen of the province. Have taken over the business of the Parkin Lumber Co."

The following are the current quotations for lumber at Vancouver, B. C., net in yard: Rough, \$8.00 per M ft.; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75. Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet... \$ 8.00 Deck plank, rough, average length, 35 feet per M... 1.00 Dressed T. and G. flooring, per M... 15.00 Fickets, rough per M... 8.00 Laths, 4 feet 6 in., per M... 1.90

A government culler has given the following estimate of the lumber cut for this season in the Sudbury district of Ontario:

	Feet.
Holland & Emery.....	40,000,000
Eddy Bros.....	25,000,000
Hale & Booth.....	20,000,000
Fisher & Turner.....	11,000,000
Georgian Bay Lumber Company... 10,000,000	
C. K. Eddy & Son.....	10,000,000
C. A. McCool.....	6,000,000
Alex. Fraser.....	5,000,000
Booth & Shannon.....	5,000,000
S. G. M. Gates.....	5,000,000
Saxe Bros.....	4,000,000
Joseph Chew.....	3,000,000
J. T. Hurst.....	4,000,000
O'Neal & Simpson.....	2,000,000
D. O. Conner.....	2,000,000
Total.....	162,000,000

The property known as Ward's limits, on the Rouge river, some sixty miles north-east of Ottawa, has been sold to E. J. Swan, of New York, the sum of \$100,000 being involved in the transaction. The area is about 550 square miles, the Rouge river running through them for about 68 miles. Mr. Swan proposes erecting mills on the property near the junction of the Rouge and Ottawa rivers, and

using the timber on the limits for the manufacture of matches, tooth picks, clothes pins, pulp, furniture of various kinds, and lumber generally. Several Ottawa capitalists are interested in the project, and the head office will be in that city.

UNITED STATES.

Box lumber is in good demand at Oswego, N. Y., whilst better grades are slow.

Since the first of the year the enquiry for C and better stock at Tonawanda, N. Y., has improved.

Geo Cassidy, of Standish, Mich., is ready to purchase 5,000,000 feet of hardwood lumber logs.

\$7 a thousand is being paid for elm logs at St. Louis, Mich., and \$7 to \$10 for black and white ash.

Chas. Zeizer, of Arthur Bay, Mich., will furnish 2,000 logs of basswood stave-bolts for a barrel factory at Green Bay

The Cosmopolis Shingle Mill Co., of Cosmopolis, Wash., has just shipped 6 car loads containing 912,000 shingles.

Buffalo received 24,000,000 feet of lumber last year by lake and 22,240 cars which would make the total 580,000,000 feet.

Red wood shingles from Washington territory are arriving in considerable quantities at Buffalo, N. Y. Hanes & Co. have 10,000,000 in stock.

The Linton Manufacturing Co., of Saginaw, Mich., has received an order for egg cases for shipment to South Africa and also for Germany.

The Michigan Head Lining and Hoop Co., of Coleman, Mich., has 2,000,000 feet of elm logs at the mill, besides a large stock of shingle timber.

The T. B. Scott Lumber Co., of Merrill, Wis., is busily engaged shipping on account of a sale of 1,000,000 feet of lumber made to Indianapolis parties.

Salling, Hanson & Co., of Graling, Mich., are shipping lumber products to Cape Town, Africa. The lumber goes directly to New York, and then by ship to its destination.

S. O. Fisher and J. T. Hurst, of Michigan, who recently purchased 200,000,000 feet of pine timber in Minnesota, from Sibley & Beringer have further augmented their purchase by 50,000,000 feet.

The total stock of lumber on hand at Albany, N. Y. on Jan. 1st, 1893 was 76,545,000 feet, of this amount 54,784,000 feet was white pine. On Jan. 1st, 1894 the stock was 86,616,000 feet, and of this 75,773,000 feet was white pine. On Jan. 1st, 1895 the total is 92,107,265 feet, there being 75,526,531 feet of white pine. The largest item of any one dimension in white pine is that of 10-inch shippers, 4,039,135 feet, with shippers 10-inch and wider; second 3,552,921 feet. The total of inch uppers is about 650,000 feet and inch box 1,300,000 feet of all widths.

Statistics of Port Huron Customs House show that during the past season 384,761,000 feet of lumber were shipped by boat from the ports in the Huron district. Bay City leads with shipments of 151,070,000, and is followed by Alpena with 111,505,000. The other ports show the following shipments: Oscoda, 51,857,000; East Tawas, 35,205,000; Saginaw, 31,850,000; Sand Beach, 3,034,000; St. Clair, 200,000 and Algonac, 40,000. Alpena also shipped 11,626 telegraph

poles, 1,032,000 staves and 528,234 rail-road ties.

A strong effort is being put forth by the spruce manufacturers of New England to form a combination, the annual output of which is 600,000,000 feet. The intention is to raise the price from \$13.50 to \$15 per thousand. The New England spruce men claim that for years they have been doing business for fun only. The present combined output of spruce of Nova Scotia, New Brunswick, Quebec and the New England States is estimated at one billion feet, of which about 400,000,000 goes into pulp. A combine therefore comprising 600,000,000 feet will prove an important factor in controlling prices.

The Collector of Customs for the port of Boston gives the following statement of traffic between Boston and the Dominion during the year 1894:

	M. ft.	Value.
Imports.		
Boards, deals, etc.....	23,058	\$1,700,000
Logs and unmanufactured lumber....	377	2,000,000
Timber hewed.....		1,000,000
Shingles.....	2,464	42,000
Total imports.....		\$2,700,000
Domestic Exports.		
Boards, deals, etc.....	6,435	\$14,000,000
Shingles.....	1,202	2,000,000
Logs.....		15,000,000
Lumber, all other.....		1,000,000
Total domestic exports.....		\$14,000,000
Foreign Exports.		
Boards, deals, etc.....	8,128	\$14,000,000
Logs.....		2,000,000
Total foreign exports.....		\$16,000,000

The above figures do not include cabinet woods.

Minneapolis is one of the points that entered extensively into the manufacture of lumber during the past year, having sawed 491,000,000 feet of lumber as against 409,000,000 feet in 1892 and 488,000,000 feet during the season of 1892, which up to the present was the banner year. A result is that stocks on hand at the close of the year are very large, amounting to 352,000,000 feet, which is 74,000,000 feet more than was on hand a year ago this time. The consumption of lumber in Minneapolis the past year amounted to 176,000,000 feet, as against 120,000,000 feet in 1892. The cut this year will likely be curtailed in order to let the trade out on the large stocks now held.

FOREIGN.

A cargo of some 600 loads of Kaun pine is now afloat from Newfoundland for Cape Town, and it is anticipated that this wood will in the future, become a serious rival to American wood. Indian hardwoods are now sent in considerable quantities to South Africa, being used principally in the furniture trade.

A recent sale catalogue of Singleton, Dunn & Co., British lumber merchants, comprised a good variety of Quebec pine and spruce deals and ends of recent imports. The goods were put up at auction in Glasgow, Scotland, and transactions to a considerable amount took place. Spruce deals in Glasgow continue in fair demand.

Chief amongst cargoes of lumber that have recently reached Liverpool are the "City of Lincoln" from St. John, N. B., with about 1,300 logs of birch timber for Messrs. Ellison, Murphy & Co., and the balance consisting of spruce deals, etc., consigned to Messrs. Farnworth & Jardine for sale on the market. Another cargo is brought forward by the Edmonston from Ship Island and consists of hewn and sawn pitch pine timber for Messrs. Robt Parker & Co., and part to be sold under instructions from Messrs. Alfred Dobell & Co. The Labrador from Halifax, N. S., is landing a quantity of maple, ash and hickory logs at Liverpool for various consignees.

SHIPPING MATTERS.

The barque Bunkeler is loading lumber at Hastings Mill, Vancouver, B. C., for Santa Rosalia.

Freights in the United Kingdom have reached a very low level. This fact, however, it is thought, may impart some slight stimulus to lumber business.

The following list of ships are on their way from St. John, N. B., to the United Kingdom loaded with lumber: Anareuth for Dublin; Hornet for Bidport; Marietta Bradley for Mumbles.

Vessels seeking lumber charters at Vancouver, B. C., are scarce at present and freights have gone up in consequence. As a result of these conditions, the mill men say that it will probably be a month before any more lumber vessels load at this port.

BUSINESS DIFFICULTIES AND CHANGES.

W. H. Wooten, cabinet maker, Burford, Ont., has assigned.

A. J. Augur & Co., lumber, Quebec, Que., have dissolved.

W. L. Hibbard's mill at Farnham, Que., was destroyed by fire a week ago.

H. C. Rees' lumber and saw mill at Woodstock, Ont., has been destroyed by fire.

Belanger & Prefontaine, sash and door makers, Valleyfield, Que., have dissolved. T. Prefontaine continues.

The saw and shingle mill of A. T. Mack, on Rifle river, Mich., recently destroyed by fire, is being rebuilt.

W. J. Davidson, lumber, St. John, N. B., is offering to compromise at 33 1/2 per cent. cash on liabilities of \$7,000.

C. H. Foster has retired from the wood-working factory of Strang, Foster & Mills, Strang & Mills continuing the business.

The Blind River Lumber Co., composed of W. R. Roul, R. Fuder, W. Hanes, and R. Wagle, all formerly of Essex county, correct the rumor that had been given circulation that they had sold out. They sold certain limits, but the new company purchased two limits and the mill property and have put 50 men at work.

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, Brantford, 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 Glencain, Creemore, Aurora, Harrie and other points in group B to Toronto, 6 1/2 c.; Collingwood, Penetang, Coldwater, Waubushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2 c.; Bracebridge to Toronto, 7 c.; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto, 7 1/2 c.; Hurk's Falls, Berriacale and Sundridge, to Toronto, 8 c.; South River, Powassan and Callender to Toronto, 9 c.; Nipissing Junction and North Bay, 10 c. Rate from Goderich, Kincardine and Warton to Toronto, 6 1/2 c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2 c. per 100 lbs.; to Deseronto, 9 c.; to Brockville and Prescott, 10 c.; to Montreal and Ottawa, 11 c. The rates on hardwoods average about from 10 c. to 20 c. per 100 lbs. higher than on softwoods. For a car 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 c.; Algona, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 13 c.; Ottawa to Toronto, 10 c. 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 1/2 c. 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.); Arnprior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, 10 cents per 100 lbs.; Arnprior 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; lighted 17 cents; Arnprior to New York, track delivery 17 cents; lighted 19 cents; Ottawa to Boston, Portland and common points, local 15 cents; exports 13 c. per 100 lbs.; Arnprior 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.; Arnprior 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 LUMBER 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 1/2 c. 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 arrangements for hardwood lumber, to the effect that the rate will be 7 1/2 c. 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 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 1/2 c. 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. F. MURPHY, Hepworth Station.

CANADIAN EXPORTERS AND WHOLESALERS

ROBERT THOMSON & CO.

MANUFACTURERS OF LUMBER PINE and HARDWOOD AND TIMBER TORONTO OFFICE: London Canadian Chambers, 103 Bay Street, TORONTO.

DONOGH & OLIVER

Wholesale Dealers in Lumber, Lath and Shingles

TORONTO: 204-205 Board of Trade Building. BUFFALO: Dock foot of Hertel Avenue.

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WE want to buy FOR CASH the following kinds of Lumber: 1, 1 1/4, 1 1/2 and 2 inch BLACK ASH 1 1/4 and 2 inch SOFT ELM 1 inch and thicker BIRCH

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Business Wisdom.—"No man is bound to be rich or great—no, nor to be wise; but every man is bound to be honest."—Sir Benjamin Ruyard.

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, Feb. 13, 1895.

CAR OR CARGO LOTS.

Table listing lumber prices for Toronto, Ontario, including items like 1 1/4 in. cut up and better, 1 1/2 in. dressing and better, etc.

HARDWOODS PER M. FEET CAR LOTS.

Quality, 15 and 25 unless otherwise specified.

Table listing hardwood prices per m. feet car lots, including Ash, white, 1 to 2 in., Elm, soft, 1 to 1 1/2 in., etc.

OTTAWA, ONT.

OTTAWA, Feb. 13, 1895.

Table listing lumber prices for Ottawa, Ontario, including Pine, good sidings, per M feet, b.m., Pine, good strips, etc.

QUEBEC, QUE.

QUEBEC, Feb. 13, 1895.

Table listing lumber prices for Quebec, Quebec, including White Pine in the raft, For inferior and ordinary according to average, quality etc., etc.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., Feb. 13, 1895.

Table listing lumber prices for Buffalo and Tonawanda, New York, including Uppers, 1, 1 1/2, 2 and 2 1/2 in., Shelving, No. 1, 13 in., etc.

ALBANY, N.Y.

ALBANY, N. Y., Feb. 13, 1895.

Table listing lumber prices for Albany, New York, including Uppers, 3 in. up, Dressing boards, narrow, West India shipping boards, etc.

BOSTON, MASS.

BOSTON, Feb. 13, 1895.

Table listing lumber prices for Boston, Massachusetts, including Eastern Pine—Cargo on car load, Ordinary planed boards, Refuse, etc.

NEW YORK CITY.

NEW YORK, N. Y., Feb. 13, 1895.

Table listing lumber prices for New York City, including White Pine Lumber, Prices for white pine lumber are governed entirely by source of supply, etc.

SAGINAW, MICH.

SAGINAW, Mich., Feb. 13, 1895.

Table listing lumber prices for Saginaw, Michigan, including Uppers and selects, Selects, 1 in., 8 in. and up wide, etc.

Table listing lumber prices for Saginaw, Michigan, including Barn boards or stocks, Shipping culls or box, Shanty clear, Coffin boards, etc.

OSWEGO, N.Y.

OSWEGO, N. Y., Feb. 13, 1895.

Table listing lumber prices for Oswego, New York, including Three uppers, 1 1/2, 1 1/2 and 2 in., Pickings, No. 1, cutting up, etc.