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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., MARCH 6, 1895

No. 9.

CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

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Branch Office:

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MONTREAL.

Weekly Lumberman, published every Wednesday, contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and trading 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. Special articles on technical and mechanical subjects 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.

FOR SALE—20 M FEET CHERRY LUMBER, dry, 2 to 5 inches thick, 15 and 25.
J KAUFMAN, Berlin.

SHINGLES OR LUMBER WANTED IN EXCHANGE for 50 H.P. engine, nearly new.
PARK & BORROWMAN Amherstburg

FOR SALE OR EXCHANGE ON PINE LUMBER. One Waterous Hand Saw Mill, nearly new.
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TO LUMBER MERCHANTS

We are prepared to erect in any good locality a saw mill plant with a capacity of 100 M feet per day, more or less, for any one desirous of having sawing done who will supply the logs for a reasonable time.
We have had a large experience in sawing for the American market, and are prepared to furnish satisfactory recommendations. Address,
S. GILLIES & SON,
Ailsa Craig, Ont.

TIMBER LIMITS FOR SALE

Township of Lumsden

Sealed tenders addressed to the undersigned will be received up to 12 o'clock, noon, of

THE 15TH DAY OF APRIL, 1895.

For the purchase of the license to cut the timber in said township of Lumsden, containing thirty-six square miles.

This berth has never been cut over: the pine is large and of good quality, and short haul, the Vermilion River runs through it and is a splendid stream to drive belt and cord Station, on the Canadian Pacific Railway, only seven miles distant.

TERMS.—Cash, or the equivalent if time is required for the payment of a portion of the purchase money. The highest or any tender not necessarily accepted.

For further particulars apply to

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No. 2 Victoria Street,
Toronto, Canada.

WANTED,

TEN (10) cars of 2 in. 1sts and 2nds Hard Maple, 14 and 16 ft. long, 6 in. and up wide. Above stock to be at least 4 months on sticks. Parties having any of this on sticks should address at once,

HUFFALO HARDWOOD LUMBER CO.,
940 Elk St., Buffalo, N. Y.

CURRENT TRADE CONDITIONS.

ONTARIO.

HOPE has taken hold of the lumber trade, now that the month of March is entered into. The feeling, at least, is one of expectancy, and also of confidence. With favorable weather, work in the woods is more advanced for March than is usually the case at this time of the year. Already shantymen are commencing to change their base of operations. This will give activity to business that is not common to the dead of winter. Navigation will also open out a little later and bring help in the same direction. These, however, are methods of business, rather than actual business itself. The logs must be moved to the mills, and the mills must cut these into lumber, before they are merchantable, but query What about buyers? As yet these are few. Careful enquiry among mill men and wholesalers brings out the information that buyers are fewer in Ontario at this season of the year than is usual, and enquiries by letter are none too many. A spirit of caution marks the movements of the trade. The writer asked a representative wholesaler a day or two since, if the firm's travelling representative had visited the eastern states very recently, and the significant reply was that advices from there showed that there was little need as yet for such a trip. No buying of any consequence was being done. In another column we note a considerable sale of lumber by a prominent Ontario mill. The price is reported by this concern to have been satisfactory, and yet between the lines one reads that the hope had been that this might have been better. There is a disposition in making large sales to shade prices a little, rather than to fail in disposing of the stock. This does not mean that prices, which it must be admitted have continued decidedly firm for some months, are breaking. On the whole, these continue to-day just as firm as ever, but it is to be remarked that they are not showing any tendency to increase, something that had been hoped for earlier in the year. Several sales of limits have taken place within the past few weeks, a new sale of some importance being reported in our Stocks and Prices column this week. There is no disguising the fact that unsettled monetary conditions in the United States are proving a barrier to that wholesome development of trade that is so much to be desired.

QUEBEC AND NEW BRUNSWICK.

The lumber trade in Quebec maintains a marked quietness, and there will be no change in this respect until well on to the end of the month. Much will depend on the shape that business will take in Great Britain. At present reports tell of a slow trade. Stocks are heavy. Prices, too, unfortunately do not show any improvement in the British market. The same conditions apply, to a measurable extent, in New Brunswick. Some shipments keep going forward each week to the United Kingdom, but they are comparatively trifling, both as to size and character. Lumbermen in the Maritime Provinces are hopeful that the organization of the Northeastern Lumbermen's Association, in which they have more than an incidental interest, will give a healthful character to the spruce trade. More than ever the spruce industry is falling into the hands of a few large concerns. Perhaps, on the whole, this will be better for the lumber industry. As Mr. James pointed out at the Boston meeting, within a year or two the price of spruce lumber must necessarily advance, because an ever increasing proportion of the same is demanded for the manufacture of pulp wood. This demand must soon have its effect upon the supply for building materials. How completely Canadian spruce lumbermen will be helped by this increased demand will depend to some extent on tariff legislation affecting spruce.

BRITISH COLUMBIA.

Some improvement in lumber is reported from British Columbia. A satisfactory settlement of the red cedar difficulty with the United States will help that end of business. Shipments of red cedar have been going forward to the United States, under protest, but it can be understood that the disposition of lumbermen has been to move cautiously whilst the duty trouble remained in an unsettled condition. The steps that are betaken to secure legislation giving encouragement to ship-building in British Columbia and which, it is confidently expected, will be successful, cannot otherwise than benefit the lumber trades. The movement in fact is directly in the interests of this great industry of the Coast Province. The granting of assistance by the United States Congress towards the building of the Nicaragua canal does not mean that that work will be completed in a day, but any certain evidence that the project will go forward without hindrance will inspire lumber exporters with confidence and a buoyant feeling. Domestic trade is looking up a little, and improvement will be steady along these lines as spring approaches.

MANITOBA.

It looks somewhat doubtful whether Lake of the Woods lumber will be purchased largely by American lumbermen like Messrs. Pate & Gunton. The difficulty in the way will be that of satisfactory freight rates, and it is a question whether the trouble here can be successfully overcome. Then the complaint is made by the representatives of United States lumber interests that lumber is held at too high a figure in the Lake of the Woods district, and that when freight charges are added to the figures now asked that it would be useless to try and place lumber in the States at a price to compete with the product manufactured there. The Northwestern Lumberman gives the rate to Port Arthur at 23c a hundred by rail or over \$5 a 1,000, and \$1.50 to \$2 a 1,000 from Port Arthur to Chicago or a total cost in freight charges of \$6.50 to \$7 a 1,000—practically, it is claimed, a prohibitive tariff. Following the meeting in Winnipeg of the Western Retail Lumbermen's Association, fully reported in the March monthly edition of the CANADA LUMBERMAN, an announcement was made of a reduction in prices on several classes of lumber by the pine manufacturer. The new prices have gone into effect and show a reduction of \$1 per thousand on large sizes of timber and \$2 on timber ranging from 6 x 6 to 6 x 8 and smaller. On dimension there is a reduction of 50 cents on 12 feet long and over, also a reduction of 50 cents on second and third common boards and cull boards, and 50 cents a reduction on second common stock. On ship lap there is a reduction of 50 cents on all sizes 6, 8 and 10 inch, but none on culls. In flooring, siding and ceiling there is a reduction of \$1 on third white pine. First red pine flooring is reduced \$4 to the same price as second red pine formerly sold at, and second grade remains the same. Thus first and second red pine flooring, etc., are now quoted at the same price. There is a reduction of \$1 on third and fourth red flooring, siding and ceiling, lath are reduced 10c. These reductions are all in quotations delivered c. i. f. Winnipeg. The effect of the change is to make the reductions principally on the lower grades of lumber. Delivered quotations at other points in Manitoba are understood to show a proportionate reduction to Winnipeg prices. The manufacturers now give c. i. f. delivered prices at all points.

UNITED STATES.

An advancement from winter weather to something more nearly approaching spring will, of itself, have a helpful influence on the lumber trades. Loggers will soon be at work on the streams, in

place of being housed in the woods, and it cannot be long now before the buzz of the saw mill resounds throughout the land. With spring will also come the extension of building operations which have been at a standstill for some time. The prospects in this particular, in the leading cities of the States, are encouraging. Reports, that come to us through correspondence, and lumbermen from this side of the line who have visited the country across the border, tell of a hopeful outlook in this respect. With a large amount of social discontent in the republic, there is unfortunately, at this season of the year, the least likely sensible time to hint at such a thing, rumors of possible strikes. We hear something of these already, but it can only be hoped that wise counsels and plain commonsense will be allowed to prevail; and at a time when workmen need work so much, and capitalists are desirous of making use of their capital, that the wheels of machinery and commerce will be allowed to operate without any block. In the white pine districts, it is to be noted that orders are reaching manufacturers less eagerly this season than has been the case at corresponding periods in other years. Buyers are holding back, and not placing their orders as early as has sometimes been the case. We do not know that this is indicative of any widespread depression, but is rather an exercise of that caution which has grown upon business men everywhere, because of the continued dullness of business and the relapses in trade that have taken place frequently of late years. Once satisfied that there is business to do, and orders will follow as a natural consequence. What is needed more than anything else to settle business in lumber, as well as in all other lines of trade, is a settled money policy in the United States. Legislators who have this matter so largely in their own hands ought to recognize this fact. Commerce is an article that cannot be fooled with, as one may fool with politics.

FOREIGN.

Severe weather has not been confined to this continent. Great Britain has, relatively, had a stronger taste of the elements than we in this western country, and these have proven a drawback to the lumber business there as here. A result of heavy storms was to make trade during the first two months of the year exceedingly quiet. What the near future is going to show one can hardly say. Stocks are heavier than the trade would desire, and there is a want of firmness in prices. With a revival in building and manufacturing lines the depression would be materially lessened, and these are things that are earnestly hoped for. Better word comes from Australia, and it looks as though the long and severe season of commercial depression that has afflicted that country was passing away, and in any change of the kind lumber business will be strengthened. This is the advice that is reaching us at this time. Business in South America is in only a fairly healthy condition. Nothing better can be said.

HARDWOODS.

Any reasonable improvement in many lines of industry, where wood goes into consumption in the manufacture, will have a good influence on hardwoods. In carriage building, wagon making, stave manufacture, furniture trades, car building,

and other industries, fresh life is expected on the opening of spring, and as we enter March, there are evidences already showing themselves that business will shortly improve in these lines of manufacture. With this the case enquiries for hardwood are becoming somewhat more numerous. Mill men will enter with energy into the cutting of ash, elm, birch and maple, with very little delay, there being a good call for this class of lumber. It cannot be said that any advance is taking place in prices of hardwoods, nor is it to be recorded that prices are dropping. They are quiet firm.

SHINGLES.

If there is anything like decent activity in building circles the shingle trade will feel the benefit, and this will come as a pleasant reaction after a very dull winter. We must be frank in saying that shingles are not looking up, so far as the present is concerned, but better things are to be expected. Washington Territory shingle men are eager to combat the statements that have been current, that manufacturers there have been selling shingles at ridiculously low prices. It is admitted that some purchases of poor grades were made at a sacrifice price, but the regular shingle trade, it is claimed, is in a better condition just now than has been the case for some time. Prices are firm and orders are coming in fairly well. It is estimated that about one half of the shingle mills of that territory are now running.

STOCKS AND PRICES.

CANADA.

The portable mill at English Settlement, Kings Co., N. B., has cut over 500,000 feet of lumber for Lynch & Sons.

The Royal City Mills, of New Westminster, B. C., shipped five car loads of lumber the past week to Minnesota.

Among the week's shipments from St. John, N. B., are 1,250,000 ft. of lumber for the United States, and 134,000 pine boards for Cuba.

Lumbermen of Westmoreland Co., N. B., report only a two-third cut as compared with this date last year, on account of deep snow in the woods.

The proposition of Messrs. Pate and Gunton, of Chicago, to invest in Rat Portage lumber, has fallen through, the distance and freight rates being against them.

James Scott, Irondale, Ont.: Basswood and pine shingles are in fair demand. Very little first-class stock is held at this point. Prices are advancing slowly. Little new stock is being taken out this year.

Messrs. Davidson & Hay have sold 5,000,000 ft. of their Cache Bay stock to eastern states parties at a price which Mr. Davidson says is satisfactory to the firm. They have still a considerable stock on hand, and as yet no contracts have been made for the new cut.

The sale by the Muskoka Mill & Lumber Co. of berths Nos. 136 and 137, embracing 72 square miles, on the North Shore is one of the most important lumber transactions of the new year. The purchasers are Hale & Booth, of Pembroke. The price paid has not been given out by either parties to the sale, but is believed to be in the neighborhood of \$350,000. The new owners intend to operate the limits, which so far have been untouched,

and possess a fine quality of timber, and expect to take out next winter not less than 30,000,000 ft. of logs.

Mr. Otis Sheppard, of the Sheppard-Morse Lumber Company, of Ottawa and Boston, speaking of trade, said: "Business is very dull; duller than I've seen it for a long time. As an instance, in 1873, freight to South America was as high as \$25 a thousand; to day it is \$5 per thousand in large vessels, and \$6 to \$6.50 in smaller ones. This is something unprecedented. Well, even at that figure, South American firms won't buy lumber. We have been cabling out considerably, urging them to take it, but they won't touch it. Canadian prices have held up better on account of the English call for Canadian lumber. Lumber from the south—yellow pine—is selling lower than for a great while, and is largely glutting the American market; we have gone into it ourselves considerably."

UNITED STATES.

Birch is reported in good demand in Buffalo.

Prices for birch and oak at Grand Rapids, Mich., have advanced \$1.

A Bay City report says Canadian logs are bringing \$8 to \$11, and the demand is fair.

Hitchcock & Bialy, of Bay City, Mich., are shipping 400,000 feet of lumber to Buffalo by rail.

Soft elm will be in good demand the coming season at Manistee, Mich., as stocks are low.

About 20,000,000 feet of lumber held at Alpena, Mich., has been sold since January, representing about one half of the stock carried over at that point.

A conservative estimate places the total stock of lumber on hand on the mill docks and yards on the Saginaw river, at 500,000,000 feet, and possibly slightly in excess of this figure. This is equivalent to a full season's output of the mills.

Late Michigan transactions are as follows: Geo. D. Jackson, of Bay City, sales aggregating nearly 3,000,000 ft. for early water shipment; S. O. Fisher, West Bay City, nearly 2,000,000 ft. for water shipment; C. C. Barker, Bay City, 2,000,000 ft.; A. T. Bliss, Saginaw, 2,000,000 ft.

QUEBEC CROWN TIMBER LIMITS.

ABOUT \$12,000 REALIZED FOR 850 SQUARE MILES.

The auction sale of Crown timber limits in Quebec on Wednesday last is on the whole considered fairly satisfactory, though the bidding was a little slow, and confined to a few hands. The sale was presided over by the Crown Lands Commissioner, Hon. E. J. Flynn. All the lots advertised were, with one exception, disposed of, and the purchasers and prices were as follows:

The five principal berths on the Bonaventure West agency, comprising respectively 19, 22½, 24½, 25½, and 8 square miles in the Escuminac, were offered at an upset price of \$17 per mile and run up in the case of three of the limits to \$25, 25, \$21.25 and \$32.25 respectively, between Messrs. A. W. Stevenson and J. C. Langelier, and were finally knocked down to the latter at those prices. The other berths of 12, 2 and 10 square miles in the same agency were awarded without competition to Messrs. Blaquiere, Ryan and Dickey at the upset price of \$8 per mile.

The 10 mile limit offered in Fortin Gaspé East agency, was offered at an upset price of \$8, instead of \$12 as advertised, and awarded to Mr. Robertson without competition. The same remark applies to the three mile limit offered in Fox, in the Gaspé Centre agency, which was sold to Mr. J. Jalbert at \$4 per square mile.

All the berths in the Lake St. John East agency, comprising a total of 450 miles, together with 78 square miles, covering all the berths offered in the Saguenay agency and 11½ square miles on the River aux Ecores, in the Lake St. John Centre agency, were sold to Price Bros. & Co., at upset prices of \$9, \$10 and \$6 without competition.

In the case of the two berths of 24 and 26 square miles respectively, in the Lake St. John

West agency the advertised upset price of \$21 was reduced to \$15 and the two limits were awarded to Mr. Chateauvert, M. P. P., for I. B. Renaud & Co., at the latter price.

Forty miles at Taseherau, in the Gaspé West agency, were sold to Fr. Roy at \$2, and 3½ miles in the Montmorency to Flavien Chouinard at \$4.

Six miles at Messey, in the Lake St. John Centre agency, went to Alb. Tremblay at \$5.

The most spirited competition of the whole sale, occurred over the 24 mile limit on the River Battiscan, in the St. Maurice agency, between Messrs. Wm. Power, of Quebec, and A. W. Stevenson, of Montreal, the upset price of \$16 being run up to \$39, at which figure it was finally adjudged to Mr. Stevenson.

The total area sold was about 850 square miles, chiefly of spruce and cedar and the total amount realized appeared to be about \$10,000 to \$12,000.

COOPERAGE STOCKS.

Sutherland, Innes & Co., Chatham, Ont., say that for this season of the year, business in barrel stock has been very good. Orders have been placed for large quantities of stock for delivery after the opening of navigation at different points in Minnesota, Wisconsin and Dakota, but just at present shipments are light. The market for No. 1 30-in. staves will be barer than it has been for almost a year. Dry flour barrel stock is in good demand. While the demand for No. 2 staves has been fairly good, prices are still very low, and there is not likely to be much until the truck season begins, when a decided improvement is looked for. The stocks of No. 2, 30-in. staves are large, while the supply of other sizes is rather below the normal points for this time of the year. Heading shows only a slight improvement. On the whole it was thought that manufacturers need not look forward with any misgivings to business this year.

AUSTRALIAN CONDITIONS.

Fraser & Co., Ltd., Melbourne, Australia, say: Business in timber may, taken on the whole, be generally regarded as satisfactory, though the heavy purchases made during the previous two or three months have prevented any important clearance being effected, and sales have mainly been concluded to meet demands for previous contracts requiring certain sizes and classes of timber which were not, for the time being, in the stocks held by sawmillers in the town and country districts. It is, however, a good sign to observe indications of improved operations in the building, mining and other industries of this colony where timber is greatly utilized, and, should it continue we look for business in timber during the year 1895 to show some considerable increase on 1894, and, at least, be able to record a less irregular demand for all classes of importations that we have had to report from time to time within the period mentioned.

All descriptions of Baltic woods, Oregon, general American lumber, Canadian spruce and New Zealand timber have been in more or less demand, and upon the opening of business in the new year we anticipate some good sales will be concluded at existing rates. Such further fixtures have been arranged from some of the ports of export, but are not of sufficient importance to influence any material change in the condition of this market in the near future.

From figures below, giving importations of the leading classes of timber for 1894 as compared with 1893, it will be seen that these show a slight increase in every line, the principal being in Oregon:

	1893	1894
Flooring, lining and weather-boards.....	13,368,894	14,600,000
Red deals.....	745,914	800,000
Spruce deals.....	1,482,000	1,600,000
Oregon pine.....	1,170,760	1,200,000

A steady demand has been experienced for supplies of new lumber at prices lately ruling, viz.—£5 5s. to £5 10s. and from £6 to £6 10s. for square sizes. Further sales are pending.

Small lines of red wood have been quoted at about £5 15s. per 1000 feet super.

Some small clearances of sugar pine and door stock have been effected at £10 per 1000 feet super. There are no holdings of the latter in first hand. We anticipate enquiries will shortly be made for these lines, and therefore any forward supplies should meet with good demand.

A \$100,000 LUMBER FIRE.

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

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, until, at least, April 30th, 1895. Of any intended change after that date due notice will be given the lumbermen at a conference to be held in February.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same destination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiar-ton to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Cremona, Aurora, Harrie and other points in group B to Toronto, 6 1/2c.; Collingwood, Penetang, Coldwater, Waubaushe, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Brace-bridge to Toronto 7c.; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto, 7 1/2c.; Hurk's Falls, Ber-riedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiar-ton to Toronto, 6 1/2c. These rates

are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and soft-woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c.; Al-gonia, Cook's Mills, Mavey, Spanish River and White-fish to Toronto, 13c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14 1/2c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the Canadian Atlantic Rail-way are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.25 per M ft., (3,000 lbs. and under per M ft.); Am-prior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, 10 cents per 100 lbs.; Am-prior to Quebec, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, track de-livered 15 cents; lightered 17 cents; Am-prior to New York, track delivery 17 cents; lightered 19 cents.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Am-prior to Boston, Portland and common points, local 17 cents; export 15

cents per 100 lbs.; Ottawa to Burlington, 5 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Am-prior to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22 1/2 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have receded in part from their arrangement of a few weeks since when they combined and made the rates on hardwood from certain points to Toronto and Hamilton 8 1/2c. per 100 lbs. John Earle, W.D.F.A., of the Grand Trunk, has written the hardwood men as follows: "After careful consideration we have come to the con-clusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7 1/2c. per 100 lbs. from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run be-tween Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hard-wood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7 1/2c. from same points.

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Business Wisdom: "The truest wisdom is a resolute determination." - Napoleon.

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, March 6, 1895.

Table listing prices for CAR OR CARGO LOTS, including items like 1-4 in. cut up and better, 1-10 and 12 dressing and better, etc.

HARDWOODS—PER M. PEEK CAR LOTS.

Table listing prices for various hardwoods like Ash, white, black, Birch, Basswood, Butternut, Chestnut, Cherry, Elm, soft, rock, Hickory, Maple, Oak, red, white, Walnut, Whitewood.

OTTAWA, ONT.

OTTAWA, March 6, 1895.

Table listing prices for Pine, good sidings, per M feet, b.m., Pine, good strips, Pine, good shorts, etc.

QUEBEC, QUE.

QUEBEC, March 6, 1895.

Table listing prices for White Pine—in the raft, For inferior and ordinary according to average, quality etc., measured off.

Table listing prices for Red Pine—in the raft, Measured off, according to average and quality, In shipping order, 35 to 45 feet.

Table listing prices for Merchantable Pipe, according to qual. and spec'n—nominal, W. O. Puncture, Merchantable, according to quality.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 6, 1895.

Table listing prices for White Pine, Uppers, 1, 1 1/2, 1 3/4 and 2 in., Shelving, No. 1, 13 in. and up, 1 in., etc.

ALBANY, N.Y.

ALBANY, N. Y., March 6, 1895.

Table listing prices for Pine, Uppers, 3 in. up, 2 1/2 in., 2 in., 1 1/2 in., etc., Dressing boards, narrow, West India shipping boards, etc.

BOSTON, MASS.

BOSTON, March 6, 1895.

Table listing prices for Eastern Pine—Cargo or Car Load, Ordinary planed boards, Coarse No. 5, Refuse, etc., and Western Pine—By Car Load, Uppers, 1 in., 1 1/2 and 2 in., etc.

NEW YORK CITY.

NEW YORK, N. Y., March 6, 1895.

Table listing prices for White Pine Lumber, Prices for white pine lumber are governed entirely by source of supply, rendering it useless to give prices for local market, Bridge timber, Decking, etc.

SAGINAW, MICH.

SAGINAW, Mich., March 6, 1895.

Table listing prices for Uppers and Selects, Uppers, 1 in., 10 in. and up, Selects, 1 in., 6 in. and up wide, etc., Fine Common, 1 in., 8 in. and up wide, etc.

Table listing prices for Barn Boards or Stocks, No. 1, 12 in., No. 2, 9 in., No. 3, 8 and 7 in., etc., Shipping Culls or Box, 1 in., 4 and 5 in. wide, etc.

Table listing prices for Shaky Clear, 1 in., 3, 4, 5, 7, 8 and 9 in. wide, etc., Coppen Boards, No. 1, 1 in., 13 in. and up, etc., Beveled Siding—Dressed, Extra clear (perfect), No. 1 (nearly clear), etc.

OSWEGO, N.Y.

OSWEGO, N. Y., March 6, 1895.

Table listing prices for Three uppers, 1 1/2, 1 3/4 and 2 in., Pickings, No. 1, cutting up, No. 2, cutting up, In strips, 4 to 8 wide, selected for moulding, etc., Siding, 1 1/2 in. selected, 1 1/2 in. dressing, etc.