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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., MAY 8, 1895

No. 18.

CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

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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 2-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.

FOR SALE OR EXCHANGE.—50 H. P. F.N. engine and boiler, with smokestack—cheap.
Box 50, CANADA LUMBERMAN.

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J. W. Howry & Sons, Fenelon Falls.

NOTICE.

TENDERS WILL BE RECEIVED AT THIS Department up to and including the 14th day of June next for the right to cut pine trees over seven inches in diameter on the stump, on that part of the township of Vankoughnet, in the District of Algoma, lying outside the boundaries of the Hatchewaug Indian Reserve, except the following part sections S E 1-4 of section 11, S W 1-4, section 12, S W 1-4, section 14 and the S E 1-4 of section 25.

Parties making tender will state the amount they are prepared to pay as bonus, or for the right to receive a license to cut the pine trees over seven inches in diameter on the stump, which, when cut, will be subject to the following rates of dues: on square or waney timber \$75 per thousand feet cubic, on saw logs \$1.25 per thousand feet, board measure.

No pine trees of a less diameter than seven inches on the stump shall be cut.

The department reserves all timber except the pine together with the right to dispose of such other timber at any time, and purchasers of the other timber will have the right to make roads and to do whatever may be necessary in the premises to cut and remove the same.

Terms of payment 1-2 cash, balance in 3 and 6 months. Notes for balance to be endorsed by parties satisfied to the department. A marked cheque for 5% of the offer must accompany each tender.

For further particulars and conditions of sale apply to P. C. Campbell, Esq., Crown Timber Agent, Sault Ste. Marie, or to the Department of Crown Lands, Toronto.

A. S. HARDY,
Commissioner of Crown Lands.

Department of Crown Lands }
Toronto, April 25th, 1895.

WANTED.

10 CARS OF 2 INCH NO. 1 AND 2 ROCK Elm, 7, 8, 14 and 16 feet long. 10 cars of 2 inch No. 1 and 2 Maple, Hard, 7, 8, 14 and 16 ft. long. BUFFALO HARDWOOD LUMBER CO., 910 Elk St., Buffalo, N. Y.

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Will be sold at a bargain; easy terms. Free taxes and water till 1900. Railway switches into yards connecting with four railways. Buildings and plant cost \$37,000.

Will be sold for \$15,000.

This is a rare opportunity. Apply to P.O. Box 154, ST. THOMAS.

CURRENT TRADE CONDITIONS. ONTARIO.

THE best that can be said of lumber conditions in Ontario is, that trade is somewhat better than it was a few weeks since, though the mending process goes on slowly. Whether large stocks are held by the mills is a point on which opinions differ. We learn of some mill men, who have more lumber than they would like to hold at this season of the year, whilst others could be named who have sold out of dry stuff and are waiting on the new cut, finding it necessary to buy stock to fill current orders. A more healthy tone exists in country trade throughout the province, both east and west, and the volume is swelling. Shipments keep going forward to the United States, but the demand from that quarter is not at all large. Mill men like Robt. Thompson & Co., who manufacture deals for the British market, say they have no reason to complain of trade. The firm named send their stock to Glasgow, and their resident manager, who is at present in this country, says lumber trade is in good shape in Scotland, and in Glasgow this summer a large amount of building will take place. Ship building there is active, which, of course, is helpful to the lumber trade. The enquiry made of a local mill man as to whether there was any break in white pine prices, was answered in a qualified manner. "It would not be fair to say," remarked this party, "that there is any break, but there is doubtless a shading in prices when sales can be made in sufficient size and in good hands."

QUEBEC AND NEW BRUNSWICK.

The movement at Quebec and New Brunswick ports is being augmented from week to week. A study of exports from various New Brunswick ports, both going to the United Kingdom and also the United States, shows a very considerable

volume of trade. The figures are given in our Stocks and Prices column. The spruce market record tells of large sales that have been effected for points in Great Britain and Ireland. At the same time, it has to be said, that generally speaking, British buyers are not as eager to make contracts for lumber as it was hoped would be the case at this season of the year, whilst equal caution is manifest on the part of United States lumbermen. Among shippers who have already done a large business in spruce deals in Great Britain, Messrs. A. F. and D. McKay figure prominently. They are reported to have sold more than they had done up to a corresponding time last year, adding strength to the very prominent position they hold in the wood trade of New Brunswick and Nova Scotia.

BRITISH COLUMBIA.

The news contained in our shipping column that lumber vessels continue scarce at British Columbia ports, and rates are keeping up, serve as an index to the measure of activity existing in the lumber markets on the Pacific coast at the present time. All throughout the coast a more hopeful feeling exists, and a decidedly improved demand from the outside world is manifesting itself. Large quantities of lumber are being exported to various foreign markets, considerable going to the United Kingdom. We learn also that car load shipments of lumber to the east are becoming frequent, indicating that domestic trade is improving.

UNITED STATES.

The market for white pine in the United States is much duller than it ought to be at this season of the year. There is more doing at lake mills, now that navigation is open, but even this does not bring business up to nearly like a satisfactory level. Developments in railway circles, there being a strong disposition on the part of leading companies to manufacture rolling stock in good volume this year, is helping to give a stimulus to business, where in other directions it has been suffering. It must be noted that wholesalers are usually slow to make contracts, being possessed in some cases with the idea that prices may decline a little, later on, though it must be admitted there does not seem to be any strong ground for this supposition. The substantial advance that has taken place in yellow pine ranging from fifty cents to two dollars a thousand, with the determination on the part of the mills to maintain higher figures, is a feature of the present season's trade, that gives backbone and strength to every other department of lumber. It is believed that it will only be a matter of time when pro-

nounced strength will show itself in the white pine field. The decline in prices, if it does come, is more likely to be seen in coarser grades than anywhere else. Better stocks, in fact, will hold firm to present figures, and, as is pointed out in an article elsewhere in these columns, there is some reason to suppose that an advance will take place.

FOREIGN.

Lumber trade in Great Britain has not resumed even its usual share of activity since the Easter holidays, a circumstance that always breaks into business to a considerable degree. The building trades in London, Eng., still flag, and there are rumors of a possible strike, which further tends to dullness. At Liverpool conditions are somewhat better, whilst reports from Glasgow, tell of a good business doing. British Columbia is benefited by some strength given to trade with South Africa. Hopes are held out that orders from Australia will be more encouraging in the near future, and a fair trade is being done in South America.

HARDWOODS.

A review of the hardwood markets of the United States is summarized in these words by our contemporary Hardwood: "There is a great improvement everywhere in the demand for dimension stocks of oak and other hardwoods, which, with a fair price now obtained for all the finishing grade of both red and white oak, both plain and quartered should be encouraging." An analysis of the individual markets across the border confirm this view. With building operations assuming a good size in New York, an increased demand is showing itself for hardwoods for house finishing. The greater interest in the New York market, as is the case at Buffalo and other points, is in quartered oak, which is in strong demand. Dealers are taking all of this lumber that comes their way, and yet are not having their wants fully supplied. Birch is receiving considerable attention in the United States markets, but the demand is hardly as strong for it as a short time since. It is expected that the demand for maple for flooring will show itself at an early date. At the same time, at some points, Buffalo, for instance, maple is slow, and prices not at all firm. Canadian elm is reported to be finding a good outlet through the Buffalo market. The market in Philadelphia is somewhat quiet. Locally, hardwood men are not disposed to grumble. They are not doing so large a trade as is desired, but they recognize the fact that things are moving nicely, and the outlook is strengthening.

Subscribe for the LUMBERMAN, \$1.00.

STOCKS AND PRICES.

CANADA.

W. H. Murray, St. John, N. B., has sold to Stetson, Cutler & Co., 5,000,000 feet of logs at \$9 per thousand.

The American sch. Meteor is on her way from Vancouver, B. C., to San Francisco with 602,000 feet of dressed lumber, and 310,000 laths, valued at \$6,000.

Some handsome logs of Douglas fir, measuring 75 feet in length and averaging 18 inches square, have been shipped by the Royal City Mills, New Westminster, B. C., to New Brunswick.

A timber berth in Westmoreland county, New Brunswick, was sold at the Crown Lands Department last week for \$34.50 the square mile. Mr. P. G. Mahoney, of Melrose, was the purchaser.

Four vessels, the R. W. Bartlet, bound for San Pedro, the Mary Winkleman, for San Francisco, the Falcon for San Francisco, and the Lucy, for San Pedro, loading at British Columbia ports, will carry away an aggregate of 2,200,000 feet of lumber.

Quotations for Douglas Fir lumber at British Columbia points in cargo lots for foreign shipment:

Rough merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 7 50
Deck plank, rough, average length, 35 feet per M	18 50
Dressed T. and G. flooring, per M	14 00
Pickets, rough, per M	8 00
Laths, 4 feet 6 in., per M	1 90

The Ogilvie Milling Co., of Winnipeg, Man., has purchased 1,500,000 feet of lumber from the Ontario & Western Lumber Co. The major part of this will be used in the erection of elevators, the Ogilvie Co. proposing to expend \$100,000 in this way this year.

Brandon, Man., dealers are selling lumber retail at less than ordinary wholesale prices, a result of stocks of lumber being brought in from the States and sold at cut prices. Puget Sound shingles have also been brought into Brandon, and added fuel to the fire.

The large vessel Olivebank has taken from the Hastings mill, Vancouver, B. C., bound for South Africa, a cargo consisting of 2,323,684 feet of lumber, valued at \$15,453.95. The Glanivor takes from the same mill 788,054 feet of rough lumber, valued at over \$12,000, for the United Kingdom.

Exports from St. John, N. B. last week were as follows: To United States ports over 2,000,000 feet of long lumber, nearly 4,500,000 shingles, nearly 1,000,000 lath, and 550 cords of wood. To British ports over 1,000,000 feet of deals, including part spruce and part birch, and a cargo of boards, planks, shingles and clap boards for Grenada.

Among exports from New Brunswick ports are the following: Per bark British America for Londonderry, by A. Gibson, 863,404 deals and battens, 36,751 ends. Per sch. Vinton for Hyannis, by Stetson, Cutler & Co., 5,064 scantling, 5,236 plank, 40,000 laths, 955,000 shingles, 21,025 clap boards. Per sch. Joseph Hay for New York, by L. M. Jewett, 103,349 deals, 319,200 laths. Per sch. Georgie E. for Boston, by Chas. Miller, 1,261,000 cedar shingles. Per sch. Fanny for Boston, by W. C. Purves, 95,692 deals, 31,200 boards. Per sch. L. T. Whitmore for New York, by Hilgard Bros., 312,656 deals. Per schooner Glenera for Boston, by A. Cushing & Co., 86,182 boards, 28,292 scantling. Per sch.

Arichat for Liverpool, by W. M. McKay, 1,147,198 deals and battens, 1,611 scantling. Per sch. Marguerite for Newark, by A. Cushing & Co., 41,627 plank, 5,200 scantling, 8,174 deals, 47,967 boards, 188,400 laths. Per sch. Corsica for Boston, by Stetson, Cutler & Co., 362,000 laths.

UNITED STATES.

Pitts & Co., Bay City, Mich. have 25,000,000 feet of logs to cut.

The Michigan Cedar Co. has completed cutting on Hunt Spur 400,000 feet of fine birch, which will be sold to the furniture factories at Grand Rapids.

Considerable purchases of timber have been made by Sharpless Bros., of Quebec, in Michigan. The lumber will be forwarded to Quebec, and thence by vessel to Great Britain.

Merrill & Ring, of Duluth, Minn., have sold 2,000,000 feet of dry lumber to T. G. Patterson, of New York, and the Cranberry Lumber Co. has made a sale of 2,000,000 feet.

Buffalo and Cleveland parties bought last week 6,000,000 feet of lumber at Bay City, and Pells & Co. sold 1,500,000 feet to Sawyer & Co., of Tonawanda. Log run is selling from \$14 to \$18, box \$10 to \$10.50, and bill stuff \$8 to \$8.50. Better grades of lumber are in chief demand at Saginaw.

At a joint meeting of the Arkansas & Missouri Yellow Pine Co., held a few days since, the prices of yellow pine were advanced, the lists representing an increase of \$1.25 per 1000 on flat grain A and B; \$1 per 1000 on various items of beaded ceiling; 50c to \$1 for siding; \$1 upon most items of common boards and common ship lay; 50c on dressed fencing, and 50c to a \$1 on dimensions.

THE LOG OUTPUT.

A cut of 5,000,000 feet of select logs has been made the past winter by J. & W. Flatt, of Hamilton, Ont., in the upper peninsula of Michigan. The logs are from 18 to 48 inches in diameter, and range from 12 to 40 feet in length, but are perfectly straight and hewn square. They will be towed to Quebec and thence shipped to England.

The following estimate is given as very nearly the log cut in Canadian waters to be rafted to Michigan points this season:

Holland-Emery Lumber Co.	52,000,000
Saginaw Lumber & Salt Co.	25,000,000
Turner & Fisher	20,000,000
Eddy Bros.	18,000,000
Booth & Gordon	10,000,000
A. T. Bliss	4,000,000
J. W. Henry & Sons	24,000,000
C. K. Eddy & Sons	10,000,000
Hardy Lumber Company	10,000,000
Ontario Lumber Company	8,000,000
Victoria Harbor Lumber Co.	12,000,000
Moore Lumber Company	10,000,000
Rohr, Booth	7,000,000
Delta Lumber Co.	4,000,000
Brownlee & Co.	8,000,000
Alger, Smith & Co.	20,000,000
J. T. Hunt	13,000,000
Geo. N. Fletcher & Sons	20,000,000
Other Alpena parties	20,000,000
Thompson, Smith's Sons	20,000,000
Total	305,000,000

With other lots that may be added to these the output will swell, it is believed, to at least, 380,000,000 feet. Rafting is about commencing.

The Ontario Lumber Co. has taken out about 13,000,000 feet in the vicinity of French river.

Things are in bad shape for the drives on the Mississippi, this river being at the lowest water mark for thirty years. At several points in Michigan, the mills will be forced to come to a standstill, if the

water in the streams does not rise so as to bring down the logs.

The cut of logs on the Tobique, N. B., is as follows: F. H. Hale, 8,000,000; Donald Fraser, 5,000,000; R. A. Estey, 3,500,000; James McNair, 4,000,000; G. T. Baird, 2,500,000; A. Y. Beveridge, 2,000,000; or 25,000,000 in all, a large amount. Driving on the St. John and tributaries has commenced.

There is a log pile at Dollardville, Mich., which contains over 11,000,000 feet.

Large quantities of logs will be rafted from the Georgian Bay side, to Bay City, Mich., this season, and tug owners who are engaged in towing Canadian logs are looking round for more tugs.

The various lumbermen of St. Lawrence County, N. Y., have made a partial estimate of the winter's cut of logs and report 53,000,000 feet on the skids ready for the drives as soon as the ice goes out. These figures do not anywhere nearly cover the total cut for the winter, which is said to be of gigantic proportions.

Five hundred drivers are at work on the Tobique waters, New Brunswick. Fraser has nearly 300 engaged on the Odell. Hale has at least 150 working on Cedar Brook and Little Tobique, as well fifty or sixty on Sission Brook.

The Lake Erie and Detroit River Railway will transport nearly 5,000,000 feet of logs for various companies this spring.

At least 25,000 cords of pulp wood have been got out during the winter in the territory tributary to Port Arthur, Ont.

R. D. Richardson, of Chipman, says the cut of lumber in Queen's County, N. B., last winter was unusually large. The drivers are now at work, and it is felt that the whole cut will be got out.

PINE UPPERS AND PRICES.

The view has been expressed in these columns a number of times recently that prices for the better grades of white pine lumber are likely, not only to remain firm, but possibly advance slightly during the coming season. All lumbermen, we are aware, do not hold to this opinion, but the judgment of many leaders in the trade is in this direction, and have been so quoted by the CANADA LUMBERMAN. The Timberman in a leading article gives several reasons why the tendency would seem to be towards higher prices for pine uppers at the present time. We are reminded, notwithstanding the large inroads being made by yellow pine, that the country at large, still pins its faith for a large number of purposes, to white pine; and uppers, and better are always wanted in large quantities. The white pine production of 1894 showed a falling off from 1892 of about 22 per cent., and the output was, on the whole, ample for all requirements. During these years of depression, uppers have held their own. It is claimed by our contemporary that the aggregate production of white pine is decreasing year by year, and of the decreased aggregate production, the proportions of uppers is also constantly decreasing. Say that there is a decrease of 10 per cent. in the total output, it is taken as a safe estimate that there is a decrease of 20 per cent. in the most of the better grades. This last fact is for two reasons: First, because the older producing districts are cutting a smaller average stock of logs each year; and the second is that the newer producing districts are now turning out a greater proportion of the

total product every year, and have a poorer average of timber than districts which were in their glory ten or twenty years ago. These are reasons, the Timberman claims, for the belief that white pine uppers are going to be good property this year.

SHIPPING MATTERS.

The log towing rate from Georgian Bay to Bay City, Mich., is \$2.

The barque Arcturus is chartered to load lumber at Vancouver, B. C., for Santa Rosalia.

The sch. Compeer is loading lumber at S. V. Cassidy's mill, Vancouver, B. C., for San Francisco.

Freight rates from Montreal to Liverpool, Eng., have opened low, a fixture being reported at 32s 6d.

The American sch. Coniet has been chartered to load lumber at the Royal City Mills, New Westminster, B. C., for California.

On the Lake of the Woods last year 30,250,000 feet of logs were towed, the larger part of these going from the American side to Canada for sawing.

The first shipment of pine deals, boards, etc., for Robert Cox & Co., Liverpool, Eng., from Canada, is expected to reach the United Kingdom about 20 inst.

The British ship City of Florence has been chartered to load lumber at the Hastings Mill, Vancouver, B. C., for Cork, Ireland, at £3 5s, and the barkentine Wrestler to load for Shanghai, at £2 5s.

Alex. Gibson, of Chatham, N. B., has chartered sufficient tonnage to carry 30,000,000 feet of lumber to British ports. Some of the rates run as low as 33s 9d. The vessels will load at St. John, N. B.

A squall on the lake near Duluth a week ago caused trouble in rafting, and a tow of 1,000,000 feet, en route for Merrill & Ring's mill, was broken up. The logs can be recovered, it is said, at a cost of about 50c a thousand.

Lumber vessels at British Columbia ports continue scarce and rates keep up. Freight from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 40s to 42s 6d; Sydney, 30s; Melbourne, direct 40s; Port Pirie, direct 38s 9d to 40s; United Kingdom, calling at Cork for orders, 65s; Shanghai 47s 6d; Tientsin 55s; South Africa, 63s 9d nominal.

BUSINESS DIFFICULTIES AND CHANGES.

40,000 feet of pine lumber was destroyed by fire at Mason's mill, Ottawa, Ont., a few days ago.

The saw mill and salt works of Whitney & Batchelor, at Melbourne, eight miles below Saginaw, Mich., were burned a week ago.

Charles Hawkes, of Hopewell Hill, N. B., has shipped 322 car of hardwood cord wood to the Albert Manufacturing Co., Hillsboro, N. H.

A loss of \$10,000 was sustained by lumbermen of New Brunswick last week through the ice of the south west Miramichi, tearing away landings and taking with it nearly 2,000,000 feet of logs, chiefly owned by William Richards.

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 Warton to the same points. The rates from Carleton Place and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6 1/2c; Collingwood, Penstang, Coldwater, Waubesaene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c; Bracebridge to Toronto 7c; Utterson, Huntsville, Navor, Emsdale, Kairnie to Toronto, 7 1/2c; Bark's Falls, Berriedale and Sundridge, to Toronto, 8c; South River, Powassan and Callender to Toronto, 9c; Nipissing Junction and North Bay, 10c. Rates from Goderich, Kincardine and Warton to Toronto, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Bellefleur are 7 1/2c per 100 lbs.; to Deseronto, 9c; to Brackville and Prescott, 10c; to Montreal and Ottawa, 11c. The

rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c; Algona, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14 1/2c. per 100 lbs. Regulations apply as to minimum size of carload of 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, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Armprior to

Montreal, \$1.50 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.00 per M ft.; Armprior 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.; Armprior to New York, \$3.50 per M ft.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Armprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Armprior to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22 1/2 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 30 M ft., but 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 and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine. On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there

is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7 1/2c. from same points.

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Business Wisdom: "Some men are so busy putting over things not worth doing that they cannot hear ordinary knocking."

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, May 8, 1895.

Table listing prices for CAR OR CARGO LOTS, including items like 1-4 in. cut up and better, 1x10 and 12 dressing and better, etc.

HARDWOODS—PER M. FEET CAR LOTS.

Table listing prices for various hardwoods like Ash, Birch, Elm, Hickory, Maple, Oak, Walnut, Whitewood, etc.

OTTAWA, ONT.

OTTAWA, May 8, 1895.

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

QUEBEC, QUE.

QUEBEC, May 8, 1895.

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

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., May 8, 1895.

Table listing prices for White Pine, Uppers, 1, 1 1/2, 2 and 3 in., etc.

ALBANY, N.Y.

ALBANY, N. Y., May 8, 1895.

Table listing prices for Pine, Uppers, 3 in. up, 2 1/2 in., etc.

NEW YORK CITY.

NEW YORK, N. Y., May 8, 1895.

Table listing prices for White Pine Lumber, Bridge timber, Decking, Spruce, etc.

SAGINAW, MICH.

SAGINAW, Mich., May 8, 1895.

Table listing prices for Uppers and Selects, Pink Common, Oak-Michigan and Ohio, Elm, Birch, Tamarac, Staves, Buffalo Boards or Stocks, etc.

OSWEGO, N.Y.

OSWEGO, N. Y., May 8, 1895.

Table listing prices for White Pine, Three uppers, 1 1/2, 2 and 3 in., Pickings, etc.

BOSTON, MASS.

BOSTON, May 8, 1895.

Table listing prices for Eastern Pine—Cargo or Car Load, Ordinary planed boards, Coarse No. 5, etc.