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# CANADA LUMBERMAN

## WEEKLY EDITION

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

VOL. I.

TORONTO, ONT., JUNE 3, 1895

No. 22.

### CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

Confederation Life Building - TORONTO.

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 30-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, 2 CAR CHERRY, DRY, FIRSTS and seconds, at \$52.00 per M ft.

J. KAUFMAN, Berlin, Ont.

### WANTED.

POSITION AS LUMBER SALESMAN FOR a Pine Mill. Have one of the best trade connections west of Toronto, also east. Apply P. O. Box 537, TORONTO.

### FOR SALE.

DOUBLE FRICTION FEED, CONSISTING of spools, cable shafting, &c., complete, made by Wm. Hamilton Mfg. Co., of Peterborough; used part of one season, good as new. Write for particulars. J. W. HOWRY & SONS, Fenelon Falls.

### RELAYING RAILS

WE HAVE TO OFFER 3,500 TONS OF STANDARD section steel rails in splendid condition for relaying. Write for particulars to

R. L. GINSBURG & SONS,  
Detroit, Mich.

### WANTED

UNLIMITED QUANTITIES OF ALL KINDS of Hardwood Piece Stock. Kiln dried if possible, from 2 inches and up wide, 18 inches and up long, 2 inch thick, either planed or rough. Splendid piece to work up your lower grades. Also plain oak slabs which may be cut from slabs, green or dry. Apply for specifications. Can use logs, planks, boards and squares. Give full particulars of stock on hand, price and freight rates to New York. Address, P. O. Box 2144, New York City.

### FOR SALE (2nd HAND)

HORIZONTAL TUBULAR BOILERS, 48 IN. diameter, 13ft. 6in. long and 3in. tubes; 1 Horizontal Tubular Boiler, 35in. diameter, 8ft. long and 3in. tubes; 1 Boiler, 45in. diameter, 24 ft. 6in. long and five 100lb. flues in it; 1 Right Hand Horizontal Engine, 56 in. bore, 40in. stroke, 15ft. fly-wheel, 10in. crank shaft; 1 Right Hand Engine, 15in. bore, 28in. stroke; 1 Left Hand Engine, 14in. bore, 24in. stroke; 1 Left Hand Engine, 12in. bore, 12in. stroke; 1 Vertical Engine, plate bed, 2 1/2 in. bore, 14in. stroke, link motion—suitable for steamboat; 1 Westinghouse Engine, cylinder, 7in. bore, 6in. stroke; 4 Box Factory Cross-Cut Saw Tables—new; 1 Double Header Shingle Machine; 2nd hand Wheel, Axes, Boxes, &c. for lumber yard cars.

THE RATHBUN CO.,  
Des Moines, Ont.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

THE general improvement in trade, and especially the hardening of values in iron, wheat and hides, is inspiring the lumber trade with confidence. It seems hardly possible for an upward tendency to be manifested in these departments of commerce, and lumber not be helped. However, as yet no improvement has taken place. Shipments, to fill orders previously booked, are going out, now that navigation has opened, but, to quote the words of a local mill man, "we would like to be making more sales." Trade is better than it was a month ago, but this might be the case, and yet nothing very remarkable transpire. Transactions are small, and buyers extremely careful. Prices, with perhaps a few exceptions, are fairly well holding their own, and yet in some respects, are none too firm. The opinion is generally entertained that no marked revival in lumber will be noticeable this side of fall.

#### QUEBEC AND NEW BRUNSWICK.

The shipping of lumber from Quebec is now in good swing for the season, and the outlook is considered encouraging by shippers on this side of the Atlantic. In New Brunswick, there is good activity, and the demand for lumber from United States markets is assuming good-sized proportions. The demand for tonnage is considerable, and freights keep firm—a healthy sign. Stream driving is meeting with good success, all these conditions tending to make the outlook bright. Prices are not advancing, as some had expected, but a healthy business, with fairly satisfactory returns, is being done.

#### BRITISH COLUMBIA.

The lumber output, both for home consumption and export, easily holds its own, and if anything, there is an increase in the volume of trade being done. Shipments to California do not abate, and the Marine records indicate a good volume of export trade. The report of Mr. Larke, Canadian Commercial Agent to Australia, which we publish in another column, will call for careful reading by Pacific coast lumbermen. The suggestions made must have an important bearing on the future of British Columbia trade with Australia, and ought to be heeded.

#### UNITED STATES.

The lumber trade of May has shown an increase on that of April, but it has hardly reached the volume that was anticipated when the month was entered upon. The unfavorable news of damage to crops and fruits, received midway in the month, proved a damper on current trade. In the United States, as in Canada,

travellers who were on the road at that time, found it almost impossible, for the time being, to do business. However, there is good reason to know that the injury to the crops, and especially wheat, has not been nearly so disastrous as the first reports indicated. It may be, that business during June will take on the strength which was lost in May. The pronounced revival in the iron industries is doing much to create a better feeling in lumber circles. No advance can be reported of lumber, but, as someone has remarked, the lumber trade is the last to feel depression, and the last to recover from it. The improvement must certainly come. Writing of white pine, it has to be repeated that there is no removal on the part of buyers from the conservative spirit that has marked their conduct the whole season through. The buying is altogether in small lots.

#### FOREIGN.

A greater settledness is believed to be a feature of the lumber market in the United Kingdom. For many months past, it has been impossible to write of British trade and throw into it any great degree of sunshine. One condition, and again another, have helped to hinder revival. But these hinderances, it is hoped, are now passing away, though slowly, and as a result it is expected that there will be a considerable expansion of consumption in lumber, which will reflect itself in all departments of the lumber trade. A recent report from Melbourne, Australia, says that in certain parts of the country districts, the actual consumption of lumber has been fully maintained, though in other quarters a slight decline has been noticeable. Values for all descriptions of timber have not, however, been reduced, and for stocks on hand, a tendency towards better rates is apparent. From other foreign points there is nothing particular to report.

#### HARDWOODS.

"We think that June will open up with a very decent volume of business in hardwoods," is the greeting we received from a local dealer this week. The trade for May had not been at all discouraging, and already a good many orders are booked for shipment in June. The demand for ash and elm is steady, and there has been a larger call for maple in the past few weeks, than formerly. Maple dragged for a time, and mill men were a little discouraged, but it has taken on fresh life lately, which will help to reduce the overplus of stock that was being carried in some quarters.

W. L. Johnson & Co., saw mill, New Westminster, B. C., has assigned.

### STOCKS AND PRICES.

#### CANADA.

Hale & Booth, Pembroke, have about 240,000 cubic feet of fine board pine, at Grand Marais, Mich., ready to ship.

The Miowera left Vancouver, B. C., for the Antipodes a week ago, carrying 60,000 feet of lumber for Suva, 225,000 feet of lumber for Sydney, and 350,000 laths for Sydney.

Lumber shipments from St. John, N. B., to the United States for the past week were represented by 3,000,000 feet of long lumber, over 3,500,000 lath, and over 4,000,000 shingles. About 1,500,000 feet of deals, cleared for British ports.

The cargoes of the barks, Hannah Blanchard, Kelvin and ship Loanda, which left Parrsboro, N. S., for England last week, totalled 3,100,187 feet of deals, and 106,980 feet deal ends.

Five carloads of lumber from the Royal City Mills, New Westminster, B. C., and two carloads from the Brunette Saw Mills, and two carloads of shingles from the Pacific Coast Lumber Company, were shipped east from that point last week.

The American sch. Comet, has left New Westminster, B. C., for San Pedro, Cal. She takes 497,207 feet of lumber and 164,000 laths, and the total value is \$4,223, loaded at the Royal City Planing Mills, and consigned to San Pedro Lumber Co.

The Lake Lemna, now on her way from Vancouver, B. C., for Valparaiso, is carrying 795,599 feet of lumber, valued at \$6,552.56, and Hopetoun, bound for Adelaide, Australia, with 1,451,347 feet of lumber, 16,935 laths, and 4,810 pickets, valued at \$11,956.15.

The following exports of lumber have gone out from St. John, N. B., during the week: Per sch. Heather Bell, for Boston, by J. R. Warner & Co., 64,046 scantling, 22,854 plank, 51,980 deals; per sch. Sower, for Boston, by Dunn Bros., 80,101 deals, 39,412 plank, 40,497 scantling; per sch. A. P. Emerson, for New York, by Miller & Woodman, 306,030 deals; per sch. Vera, for Boston, by Chas. Miller, 1,300,000 cedar shingles; per sch. Ida D. Sturges, for College Point, by W. C. Pervus, 183,202 deals, 71,960 plank, 26,039 scantling; per sch. Advance, for Providence, R. I., by Dunn Bros., 128,504 boards; per sch. Rebecca W. Huddell, for New York, by Randolph & Baker, 280,063 deals; per sch. Modena, for Boston, by Dunn Bros., 74,241 deals, 109,348 plank, 25,722 scantling, 11,075 clap boards; per sch. D. Gifford, for Boston, by L. M. Jewitt, 207,791 boards and plank, 11,504 scantling, 18,800 pickets.

Other exports from St. John, N. B., are as follows. For Boston, per sch. Mary George, by A. Cushing & Co., 526,500 lath. Sch. Beulah, by A. Cushing & Co., 29,936 deals, 26,350 plank, 59,207 scantling. For Galway, per bark Sayre, by W. M. McKay, 780,594 deals, 9,422 ends. For New York, per sch. Avis, by Miller & Woodman, 101,272 feet deals; sch. Eagle, by Stetson, Cutler & Co., 215,864 deals. For Providence, R. I., per sch. Annie Harper, by Stetson, Cutler & Co., 631,000 laths. For Vineyard Haven, Mass., per sch. Romeo, by Stetson, Cutler & Co., 162,027 plank.

Exports from Montreal Que. include: Per ss. Nesmore, for Liverpool, 3,526 deals, 986 boards, 749 2-in. deals, 7,569 deals and ends, by Watson & Todd; 4,168 deals, by J. Burstall & Co.; 3,718 deals and boards, 997 boards, 575 3-in. deals, by R. Cox & Co.; 1,398 maple planks, by Canadian Pacific Railway. Per ss. Mongolian, for Liverpool, 1,800 maple planks, by Canadian Pacific Railway; 120 pieces timber, 9,469 deals, by W. & J. Sharpless. Per ss. Vancouver, for Liverpool, 5,243 bds pulp, by the Laurentide Pulp Co.; 8,549 deals, by J. Burstall & Co.; 7,699 deals, 59 pieces of birch, by Dobell, Beckett & Co.; 1,310 boards, 760 deal ends, by Robt. Cox & Co.; 2,840 maple blocks, by Canadian Pacific Railway. Per ss. Norwegian, for Glasgow, 1,930 pieces, deals and boards, by Imperial Lumber Co.; 11,452 deals, boards and ends, 604 deals, by Robt. Cox & Co.; 13 pieces timber, by W. & J. Sharpless.

UNITED STATES.

Lumber dealers along the Saginaw river report many sales of lumber during the past few weeks to Canadians.

2,000,000 feet of lumber from Duluth, Minn., reached Saginaw, Mich., a week ago, for W. B. Mershon & Co.

A Michigan manufacturer, who ships by water, says that he is realizing for log run maple at mill \$12 a thousand; for basswood, \$13 a thousand, and for elm from \$12.50 to \$12.75; but these prices are for shipments east.

At Saginaw, Mich., log run fine brings \$18 and fair \$16. Coarse Canada stock is quoted as low as \$14. Box lumber is held at \$10 to \$10.50, and Norway bill stuff at \$8 to \$8.50. Shingles are quoted at \$1.60 to \$1.75 for clear butts, and \$2.50 to 2.75 for four X, but sales are slow.

LUMBER EXPORTS TO AUSTRALIA.

Mr. J. S. Larke, Canadian Commercial Agent to Australia, in a recent report to the government, makes the following observations, which are of much interest to the mill owners and shippers of British Columbia:

In previous reports reference has been made to complaints respecting the quality of timber shipped to this port from British Columbia and elsewhere. Upon enquiry, the course into which the lumber trade was likely to drift appeared to me to threaten danger to the trade. Formerly lumber was largely shipped by the mill-owners, and sold by auction on arrival, as it still is, to a certain extent in Melbourne. Did cargoes arrive upon a well supplied market, it resulted in low prices being obtained, and, frequently, a loss to the shipper. This method was gradually changed to one wherein the cargo of timber was directly sold to the timber brokers, who had generally taken previous orders for it from one or more local timber merchants. Cash was paid for the cargo on receipt of the invoices and bill of lading. This receipt for a time was satisfactory, and no complaint was made of the character of the timber. But two or three years ago, a San Francisco dealer came to Sydney and sold a quantity of Oregon at a low figure. It was the product of a Puget Sound mill about to close down, and proved to be very inferior to that formerly sent here. Some other mills to meet the cut in prices, shipped a similar grade. The buyers claimed a rebate on the price, on account of the inferior quality, and demanded a survey. Two timber experts were selected to

assess the damage on the inferior timber, one selected by the timber merchant, and the other by the broker. This would appear to be fair, but, as a matter of fact, the millowner, who, in the end, would be called on to suffer the assessed damages and costs of survey, was not represented at all. It was clear that, under this system, the unscrupulous dealer would lay claim to damages as a matter of course. He stood a chance of getting a larger allowance than he was properly entitled to, and in any case he suffered no loss as the costs fell on the millowner. It was admitted, that in one or two instances, timber merchants had made money out of the claim for damages. Through the kindness of Mr. Curtis, a number of gentlemen largely interested in the trade met me. I pointed out the danger of the present system from the millowner's point of view showing that the present system was offering a premium to the unprincipled buyer. That while it was clear that inferior stuff had been sent here, and the timber merchant must be properly protected, yet it must be done in some manner that would not be unjust to the shipper. I suggested that in future surveys, the following rules should be followed:

The timber merchant on receiving the timber, should put on one side all he deemed to be below the grade purchased.

The rejected timber should be examined piece by piece by the surveyors.

They should take note of the quantity which had been rejected without sufficient cause.

In making the award, the character of the whole cargo should be taken into account, and if the timber was of a superior grade it should reduce the damages on the inferior portion.

The costs of the survey should be assessed upon the seller and buyer proportionately to the quantity of good and bad timber found in that rejected by the buyer.

While these suggestions were deemed reasonable, it was thought that they could not in all cases be carried out until they were made part of the contract.

Two days after this meeting, I was notified by the purchasers, Messrs. Scott, Henderson & Co., that a survey was demanded upon a cargo just arrived from British Columbia. Messrs. Scott, Henderson & Co. manifested every desire to have the survey conducted upon equitable terms, and in the case of the portion of the cargo first unloaded, which went to one timber merchant, the rules I suggested were followed. The amount of damages awarded has been small. A survey of the remainder of the cargo taken by another dealer has been called and will be held next week. If followed up, these rules will much moderate unjust reclamations and are the best that can be done at present in the interest of the mill-owners, but it will be necessary that they should carefully consider the conditions of trade here, and devise some method that will place it on a more satisfactory footing.

A thousand boxes of butter, the boxes made from spruce from British Columbia, have gone to London in the "Wooloonooloo." In the boxes opened before sailing the butter, though packed for some time, was entirely free from taint. If this shipment lands all right, it will go far towards removing the prejudice against spruce boxes that now prevails in Australia, and if the Canadian producers can meet the price this will do much to restore a promising trade.

THE LUMBER SITUATION.

REVIEWED BY AN EASTERN ONTARIO LUMBERMAN.

Mr. J. T. Schell, of Macpherson & Schell, lumbermen, Alexandria, Ont., writes: "In January and February, prospectively the year 1895 bid fair to be an exceptionally busy one, with good demand and higher prices, judging from the amount of correspondence, and enquiry by commission buyers principally, and to a lesser extent by manufacturers. Hope was more in evidence, however, than Faith, if we judge by the transactions and contracts closed. The wish to contract for stock at the lowest-on-record prices seemd to be very general; and the hope that when the revival came would find buyers of mill stocks on top, appears now to have been the moving element, which, if it did not much else, increased the postal revenues during the winter. The desire to sell at any price offered is not very general in this section of Ontario, and if sales are not made at a paying price the lumber is found where it should be—in the mill yards. Since the quest for "soft snaps" resulted in little buying early in the season a steadier tone pervades the trade, and sales are being made mostly to old

buyers at the following values generally: Bass, culls well out, \$13.50 to \$16 for thick and good stock. Brown ash, good log run, \$14, maple, \$14 to \$16 for inch and thicker. Birch, \$14 to \$18. There will be about the usual quantities of bass and ash lumber cut this year, though bass, if anything, will show a diminution in quantity, as well as average widths, compared with a few years ago. More soft elm is cut this year than formerly, and \$11 per 1,000 is the value for good average wide stock. Both soft and hard maple is being more used for flooring, locally, as well as for shipment, and though stocks are larger, so is the demand. The bass lumber is now largely sold, and by the end of June, the ash buyers from New England will probably have bought most of the 1895 cut at \$14. Stocks in manufacturer's and dealer's hands in eastern markets are light, and when the "revival" comes to hardwood dealers, it is likely to be like the wheat market is now. In the present passive condition of demand, many lots held by small mills will go into the hands of dealers, and at no big price—and will adorn the mill yards until next fall probably, when it will go out to the consumer at paying prices. It appears to be a general feeling, which has possession of the trade at present that prices will improve, but that nothing will be done until the improvement gets here. Hereabouts trade is quiet, prices are firm, stocks are about as usual, basswood is well sold; ash, maple, birch and elm are on sale, and mill men feel confident that all of their stock will be wanted by the time it is ready to ship, at fair prices."

THE BRADLEY & CAMERON FAILURE.

The hope entertained by some of the creditors of Bradley & Cameron, of Hamilton, Ont., that the estate would pay, probably, one hundred cents on the dollar, is, we are sorry to say, not likely to be nearly realized. A disappointing feature is the character of the assets, which Mr. A. E. Osler, the liquidator, says "will probably not realize more than \$1,000." Abstract statement of assets and liabilities, furnished by Messrs. Lawler, Kappele & Birkenell, solicitors for the estate, is as follows:

ASSETS.	
Office fixtures.....	\$322.73
Oak at Ottawa:	
13 pcs., 12x12x23 = 3588ft.	70.39
1 " 18x18x28 = 756ft.	
4344ft @ \$10.00	173.76
Oak at Penetang:	
14,440 ft. @ \$20.00	\$288.80
3,726 ft. @ 15.00	70.39
McGibbon & Son claim to own this, as it has not been paid for by B. & C.	359.19
Walnut at Montreal: 610ft. @ \$40.00	24.40
Hemlock at Hamilton: Car No. 22,352, 10,034 ft. @ 10.00	\$100.34
Less freight.....	24.00
Stock in Coleman Planing Mills Co.	76.34
J. J. Flatt, Note.....	250.00
Cash on hand.....	200.00
	300.00
ACCOUNTS RECEIVABLE.	
Murray & Cleveland.....	374.00
All sums owing by this firm are assigned to the Bank of Hamilton.	
R. Johnston.....	71.11
H. F. Bellevue, Montreal.....	1,811.98
This account is disputed; Bellevue claims contra account for full amount.	
Larkin Bros., Ruskview.....	391.97
Geo. Nicholls, Hamilton.....	1.50
Wm. Newton, Hamilton.....	7.50
H. G. Cooper.....	2.56
Adam Feike, Parkersburg, West Va.....	421.49
Paid on acct 10,000 ft. Oak, in W. Virginia.	
W. & A. Sharpless.....	3,000.00
Assigned to Union Bank.	
Nicola Bros., Pittsburg, Pa., Disputed.....	109.75
Goodday, Benson & Co., Quebec.....	2,782.91
Disputed and contra acct claimed.	
Paradis' mortgage on mill near Quebec, Mr. Cameron says is a third mortgage and is worth little if anything.....	1,500.00
	\$12,130.91
LIABILITIES.	
Liabilities.....	\$40,440.37
Less indirect.....	3,359.81
	\$37,080.56
ASSETS.	
Liabilities in excess of assets.	\$3,130.91
	\$37,149.65

IMPORTANT CLAIM FOR SHORTAGE.

Judgment has just been handed out in the English courts in the case of Dobell v The Surrey Commercial Dock Co., which is one of considerable importance to exporters of lumber to the United Kingdom. The plaintiffs in the case are the well-known firm of R. R. Dobell & Co., doing business under this name in Great Britain

and in Quebec, as Dobell, Beckett, & Co. The claim was for shortage on two cargoes of timber, which arrived from Canada in August last year. At that time a cargo of timber was shipped by the Fremona, at Montreal, which vessel sailed for London on the 13th of that month. The cargo consisted of 36,367 pieces. Out of this number, the plaintiffs had a bill of lading sent to them in respect of 28,607 pieces of timber. The plaintiffs proceeded in the usual way to obtain possession of their cargo. A specification was made out by the plaintiffs, and sent to the Dock Co. This document had a foot note requesting the defendant company to place all the "first" pine, which amounted to 7,911 pieces under cover. On August 29th, the Fremona arrived on the Surrey Commercial Docks, and her cargo was discharged. A tally was kept by clerks, who were placed at each of the ship's hatches by the cargo superintendent to the steamer. No tally was taken by the defendant company until ten days after. Here the dispute arose, the plaintiffs declaring that a shortage took place here. The plaintiffs estimated that the loss to them in this away, amounted in the course of a year to about £800. The claim in respect of short delivery in the present instance amounted to £30. Counsel for the plaintiffs claim that it was for the defendants to show where the shortage took place. Considerable evidence was given on both sides, the matter then going to the jury, who found that the defendants did receive the lumber sued for by the plaintiffs, and that the defendant company had not taken reasonable and proper care of the timber entrusted to them. Judgment was accordingly given to the plaintiffs for the amount claimed. The case being an important one and of general public interest, costs on the higher scale (above £50) were allowed. The defendants are likely to appeal the case.

BUSH FIRES.

Hon. J. K. Ward, of Montreal, Que., writes: "Having been up the river a few weeks ago at my drive, I saw two bush fires in the bush (not clearing land which run through quite a lot of young timber. No notice was taken of it. Fortunately the fires were put out by rain coming on. My foreman told me that a week or two before quite a serious fire took place at Nominangue Lake, which destroyed quite a large quantity of timber. The name of the man who is supposed to have caused it was given, but as usual nothing is done. I am satisfied, that until a few examples are made, the lumbermen's dread will go on increasing."

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 Carzill 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, Penetang, Coldwater, Waubesaheene, 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, Navarone, Kincardine and Warton 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 10c. to 20c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 13c.; Ottawa to Toronto 10c. From Ottawa, Hull, Ashter and Duchesne M. is a station on the Lake Erie and Detroit River, Erie at 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 3000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Amprion to

Montreal, \$1.50 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.00 per M ft., Amprion 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 \$3.50 per M ft., Amprion to New York, \$4.50 per M ft.; Ottawa to Boston, Portland and common points, local 15 cents, exports 13c. per 100 lbs.; Amprion 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.; Amprion to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 25 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 25 1/2 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 3000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload changed is 10 M ft., lumber not exceeding 100 lbs. to the M ft. 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 Earle, 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, Sarina and Windsor, also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine. On the old principle, we suppose, that half the load is better than none, hardwood men have something, possibly, to be thankful for, though there

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

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

MILLS

Having Brown Ash 12, 14 and 16 ft firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

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No 7, State St., BOSTON, MASS.

Inspection at mill.

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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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Business Wisdom: "Did it ever occur to you that to-morrow's advertising may be too late? Listen then to the still small voice of the solicitor at your office door." Viator.

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

PRICES CURRENT.

TORONTO, ONT.

TORONTO, June 5, 1895.

CAR OR CARGO LOTS.

Table listing lumber prices for car or cargo lots in Toronto, including items like 1 1/4 in. cut up and better, 1 1/2 x 10 and 12 dressing and better, etc.

HARDWOODS—PER M. FEET CAR LOTS.

Table listing hardwood prices per m. feet car lots in Toronto, including items like Ash, white, 1 to 2 in., Cherry, Elm, soft, Hickory, Maple, Oak, red, pine, Basswood, Birch, etc.

OTTAWA, ONT.

OTTAWA, June 5, 1895.

Table listing lumber prices in Ottawa, including items like Pine, good sidings, per M feet, bam., Pine, good strips, Pine, good shorts, etc.

QUEBEC, QUE.

QUEBEC, June 5, 1895.

Table listing lumber prices in Quebec, including items like For inferior and ordinary according to average, quality etc., For fair average quality, according to average, etc., Measured off, etc.

BUFFALO AND TONAWANDA, N. Y.

TONAWANDA, N. Y., June 5, 1895.

Table listing lumber prices in Buffalo and Tonawanda, including items like Uppers, 1, 1 1/2, 1 3/4 and 2 in., Selects, 1 in., 1 1/2 to 2 in., etc.

ALBANY, N. Y.

ALBANY, N. Y., June 5, 1895.

Table listing lumber prices in Albany, including items like Uppers, 3 in. up, 2 1/2 in., 1 to 2 in., 4 inch uppers, etc.

BOSTON, MASS.

BOSTON, June 5, 1895.

Table listing lumber prices in Boston, including items like Ordinary planed boards, Coarse No. 5, Refuse, Onits, Boxboards, 1 inch, etc.

NEW YORK CITY.

NEW YORK, N. Y., June 5, 1895.

Table listing lumber prices in New York City, including items like WHITE PINE LUMBER, Prices for white pine lumber are governed entirely by source of supply, BRIDGE TIMBER, Decking, etc.

SAGINAW, MICH.

SAGINAW, Mich., June 5, 1895.

Table listing lumber prices in Saginaw, including items like Uppers and Selects, FINE COMMON, B FINE COMMON OR NO. 1 CUTTING, STRIPS, A AND B (CLEAR AND SELECTS), FINE COMMON OR C, etc.

BARN BOARDS OR STOCKS.

Table listing lumber prices for barn boards or stocks in Saginaw, including items like No. 1, 12 in., No. 2, 9 in., No. 3, 8 and 7 in., etc.

OSWEGO, N. Y.

OSWEGO, N. Y., June 5, 1895.

Table listing lumber prices in Oswego, including items like Three uppers, 1 1/2, 1 3/4 and 2 inch, Pickings, No. 1, cutting up, No. 2, cutting up, No. 1 strips, 4 to 8 wide, selected for moulding, etc.