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CANADA LUMBERMAN

WEEKLY EDITION

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

THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.

Vol. I.

TORONTO, ONT., NOVEMBER 20, 1895

No. 46.

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 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing millmen 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. 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, ABOUT 20,000 FT. OF 2-IN. BASS
1st. and 2nd. Box 24, CANADA LUMBERMAN.

WOOD LOT—50 ACRES—HEAVILY TIMBERED:
cedar, hemlock, black ash, and tamarac; adjacent to three railway lines; Oxford county. Apply 117 Bedford Road City.

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FIFTY-TWO CARS, ONE CAR PER WEEK.
White pine sawed 1 inch square and four feet long. White sap to be the only defect. Send proposals or enquiries to

THE LYON & HILLARD CO., Meriden, Conn.

FOR SALE—TIMBER LIMITS

48 million feet white pine timber, 12 inches and up.
7 million feet red pine timber, 12 inches and up.
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1 1/2 million feet of spruce timber.
1,000,000 tamarac tie timber.
50,000 cedar tie timber.
65,000 cords spruce pulp wood timber.
comprising 100 square miles on a tributary of the Ottawa river, good water, Province of Quebec, at \$110,000. Terms to suit purchaser.
Apply to

Box 257, Sudbury, Ontario.



TENDERS WANTED.

SALE OF BURNT AND OTHER TIMBER

TENDERS WILL BE RECEIVED AT THIS Department up to and including the THIRD DAY OF DECEMBER next, for the right to cut the pine trees over seven inches in diameter on the stump on the under stated areas in the township of Grant, in the District of Nipissing:

BERTH No. 1.—Con. 1, S. 1/2 lot 5, S. 1/2 6, S. 1/2 8, lots 9, 10, 11 and 12. Area 2 1/2 miles.

BERTH No. 2.—Con. 2, lots 9, 10, 11 and 12. Area 2 miles.

BERTH No. 3.—Con. 3, lots 9, 10, 11 and 12. Area 2 miles.

BERTH No. 4.—Con. 4, lots 9, 10, 11 and 12. Con. 5, lots 9 and 10, and those parts lots 11 and 12 south of Tomiko river. Area 2 1/2 miles.

BERTH No. 5.—Con. 5, parts lots 11 and 12 north of Tomiko river. Con. 6, lots 7, 8, 9, 10, 11 and 12. Area 2 miles.

*NOTE.—The timber on berths 1 and 2 has been damaged by fire, and some cutting has taken place on them.

Tenders should be for each berth separately, and should state the amount the parties tendering are prepared to pay as bonus for the right to cut all the pine trees over seven inches in diameter on the stump. The timber when cut to be subject in addition to the following rates of dues: On saw logs \$1.25 per thousand feet board measure; on square or waxy timber \$25 per thousand feet cubic. No pine trees of 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 cut the same and to make roads and do whatever may be necessary in the premises to cut and remove the same.

TERMS OF PAYMENT.—One-half cash, balance in three and six months with interest at seven per cent.; notes for balance to be endorsed by parties satisfactory to the Department. A marked cheque for two hundred dollars must accompany each tender. The highest or any tender not necessarily accepted.

For further particulars apply to the Department of Crown Lands, Toronto.

A. S. HARDY,
Commissioner of Crown Lands.

Department of Crown Lands,
Toronto, October 28th, 1895.

CURRENT TRADE CONDITIONS.

ONTARIO.

IN some quarters there appears to be a little improvement in trade, and while the open weather continues there is likely to be a demand which will keep stocks moving, slowly at least. Some inquiries continue to come in from the United States market and a few sales are reported. The difficulty appears to be in procuring vessels or cars. There is a good deal, as we have already stated, to go forward from Owen Sound, but vessels cannot be had. One lot of 20 cars was placed on the wharf, but will have to be shipped by rail as soon as cars can be obtained. Elm is also in demand. From the Midland district we learn that stocks are moving fairly. The principal demand there is for low grades, also dressed pine and hardwood. Shingles are moving better in that district, but at low prices. In the Ottawa district there is no marked change from last week. Stocks are large and the prospect of reducing them is not encouraging. The outlook for the winter's trade is scarcely as good as at this time last year. Prices show no disposition to advance. Some complaints reach us as to freights being too high, but while they may appear so relatively to the prices obtained for lumber, it must be remembered that they have not been advanced, as is sometimes done on the first of November. All special rates have, however, been cancelled. Prices in general have undergone no change and are far from satisfactory.

QUEBEC AND NEW BRUNSWICK.

There is a strong disposition to keep alive the eastern spruce mens' association, for though the members are relieved from the agreement as to prices, there are many points on which co-operation is desirable. Any movement among the members is of interest here and will affect our trade more or less. The spruce market at present is stronger than for some time. Cargo stock in Boston is worth almost \$1 a thousand more than it was three or four weeks ago. Orders for dimension stuff and yard are pressing, and there are more buyers than sellers. The mills that are still running are in a position to do a good business. New Brunswick and Nova Scotia spruce men look forward to doing an increased trade in the New England States next year. The English and South American markets also promise to be heavier buyers. There is a better prospect now of getting down the logs which were hung up in the St. John river. Recent rains, and a little snow, have raised the water. It is thought they will all be

got down except about a million belonging to Dunn Bros. & Co., at Aroostook Falls. The logs hung up are valued at \$125,000. Lumbermen's supplies are cheap. Hay has, however, advanced from \$3 to \$4, which it was at St. John since last winter, to \$7, owing to slack deliveries and increasing demand. On the whole, the outlook for lumbermen in these provinces is encouraging.

BRITISH COLUMBIA AND MANITOBA.

The foreign markets all show encouraging features and a bright future is in store for the lumber trade of British Columbia. At present trade is overdone and the keen competition keeps down prices. The local demand is, however, growing rapidly. In Manitoba the season's trade has been considerably larger than last year. The large number of grain elevators built has made a large local demand. Prices have been well maintained, except at Brandon and a few other places. At Brandon the price cutting war has got into the papers and the dealers are roasting each other through the press. As very little lumber is sold during the winter the war is likely to extend to coal. This will be fun for consumers, but death to the dealers.

UNITED STATES.

The market is taking on the usual conditions incident to the close of the year's trade. Demand in the rural districts is falling off, but there is considerable movement in the way of sorting up stocks for the winter. There is a fair demand at wholesale points such as Buffalo, Tonawanda, Burlington, Albany and Boston. The arrivals by lake at Chicago on a recent day were over 14,000,000 feet of lumber, besides posts, ties, shingles, etc. Cargoes were mostly small but numerous. This is the largest record for two years, but it is only fair to say that it is somewhat augmented by previous adverse weather. However, stocks are moving towards the large centres with considerable activity. Though the demand for building purposes is falling off, that for car stock and railway uses is increasing. This means a large consumption of white and Norway pine, yellow pine, oak and other hardwoods. A growing demand for railway stock means an expansion among all other classes of business. And with this will come in a short time better prices. In hardwoods the demand is steady and increasing. Low grade stock is going off well. There is an encouraging stir in hemlock at Buffalo, which means a market for better woods in finishing work of which hemlock is the foundation. Oak is advancing in price and is

LUMBERMAN'S VEST-POCKET INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

Prepared by the Editor of the
"Canada Lumberman."

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

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THE CANADA LUMBERMAN,
Toronto, Canada

hard to get. The demand is always in excess of the supply. Hard maple has also gone up. Finishing lumber is wanted more than anything else, and furniture stock next.

FOREIGN.

The advance in prices at recent London sales is likely to last, and a decided revival in trade may be regarded as having set in. With commerce having taken on new life, a better demand for articles imported from other countries must come, and timber will largely share in the benefit. It would be premature however, for shippers to put up prices. Any attempt to do so would have a tendency to discourage speculation rather than encourage it. While the outlook, therefore, is hopeful, it will be some time before manufacturers of timber can reap the benefit. Twelve vessels from New Brunswick and three from the St. Lawrence are reported to be on their way to the United Kingdom with timber cargoes, also thirteen from the United States. Shipping from the Baltic has almost ceased. The following woods are specified as hardening in value. Pine deals, spruce deals, birch planks and flooring boards. In other woods no definite advance is reported. Stocks are lower, taken all round, than a year ago, and far below what they were in 1893. Buyers are going out and the cable is being used to secure goods. There is no marked change in conditions elsewhere.

STOCKS AND PRICES.

Reports from the upper St. John are to the effect that the logs which are hung up near Bristol will be got out.

The Miramichi river has risen considerably and there is a good prospect of getting the stranded logs into the booms this fall.

Prices of West India grades of lumber have kept up well. Four vessels are loading at Portland, Me., for there and two for South America.

Mr. D. G. Mahoney, of Botsford, N. B., has acquired extensive timber rights in Gloucester Co., N. B., and will engage extensively in lumbering this winter.

The Miller & Woodman shingle mill at St. John, N. B., one of the largest in the east, is shut down for want of cedar, and is likely to stay closed for six months.

Mills on the Miramichi, which were closed for several weeks are now at work again. The drive, containing upwards of 9,000,000 feet, has been safely got, by dint of a slight rise in the water and hard work, into the booms.

Young Bros. & Co., of Nova Scotia, have about 90 men in the woods and will start another camp at once. C. F. & F. R. Eaton have 60 men at Eatonville and are increasing the number. They will cut about 6,000,000 feet of logs.

The Parry Sound Lumber Co. has sold 560,000 feet of lumber to go to Boston, the lumber to be shipped by steamer to Midland and thence by rail to its destination. Mr. Beck's steam barge Chamberlain is taking the lumber from Parry Sound to Midland.

James Beatty, of Rainy Lake, has contracted to cut 2,000,000 feet of pine at Rat Portage mills, and will establish a camp on Willow Creek. O. W. Saunders will cut 5,000,000 feet near Robinson Lake, to be shipped by rail to the Knox Lumber Company at Ely.

The schooner Moselle, while loading lumber at Tusket for Boston, was totally destroyed by fire. She was a vessel of 117 tons register, and was owned and commanded by E. M. Durant, and insured in the Nova Scotia Marine Insurance Company.

The saw mill at Benton, N. B., had to suspend operations about Aug. 12th on account of low water in Eel river. The recent rains having sufficiently raised the water, work was resumed on the 6th. Very little lumber will be sawn there this winter, as sufficient logs are cut to supply the mills for next season.

Less spruce lumber was cut on the Aroostook River last winter, tributary to the St. John River, than for many years before. This was largely owing to the fact that operators could produce logs cheaper on the New Brunswick side than on the American side.

BUFFALO AND TONAWANDA.

(Special correspondence WEEKLY LUMBERMAN.)

There is an improved feeling in the lumber trade that practically covers every branch of it, though pine does not show the firmness that most of the others do. While there are reports of better prices in both hardwoods and hemlock, pine is doing well if it holds its own. There has been so much competition aimed at the pine trade of late that it is not going to be easy to improve the price, even after the demand returns to its normal condition, which it will hardly do this year.

The fall demand holds up well, and the open weather has already had a visible influence on building operations. This is plainly shown in the hemlock sales, which, instead of dropping down very low, are better than for some time. Buffalo is building as extensively as ever. It is probable that there are more houses under construction now than there were in mid-summer. The irresponsible builder is gone mainly and the class of builders who are able to put up good structures on their own account are active. Many of them were timid early in the season and did very little.

If the pine producers in the Ottawa district have sold all their deals early in October as reported, nearly three months before they were disposed of last season, there will be a much easier feeling in that section than usual, especially as the sale was made at last season's price and terms. According to this the English market must be very active, as the delivery cannot be made any earlier than usual. The report comes here confidentially, but is vouched for as fact.

Buffalo is looking to Canada for all the hardwood that can be found, especially as the cry for oak is on again as strong as ever, and there is a demand for all hardwoods. W. S. Wickham, who has been travelling in Ontario for Scatchard & Son for the past four months, is home again. He has picked up considerable oak, elm and the like, but says that oak especially, is not plenty, but the failure to find enough of it at home makes very small lots desirable. As a rule, the lumber bought in Canada by our dealers does not come here at all, but is already sold and goes to its destination direct, and in that way saves one handling.

The Empire Company is still bringing down basswood and other Georgian Bay hardwood from Warton and will make

a large season of this traffic. The regular pine shipments from that district have not been made in this direction this year, though the hardwood receipts have gone far towards making up the shortage.

Buffalo, and especially Tonawanda, have profited considerably this season from the low water in the Welland canal, which was down to a fraction over eleven feet during the first week in November. This has cut off grain as well as lumber shipments, so that lumber destined for Oswego has in some cases come to Buffalo and gone forward in canal boats. At least it is so reported at Port Colborne.

The affairs of E. & B. Holmes are coming slowly to a settlement, though it will be some time before the assignee can declare a dividend unless the mill and lumber can be sold soon. Quite a quantity of lumber has been disposed of already and the services of H. M. Blake, a very competent man, have been secured to sell the rest of the stock at once. He began to work on the 15th and will take charge of the yard.

There are any amount of confident predictions along with not a few reports of actual transactions going to show that southern woods are destined to cut into pine still further than they have already. There is much activity in both southern pine and cypress, and a Buffalo dealer just back from the Gulf states predicts that southern pine at least will advance before long.

In this view of the case there is nothing for Canada to do but take care of her common lumber at home and offer as her surplus her better grades, which will be preferred generally to southern woods by most consumers, but as to the low grades there are more of them at home than can be got rid of this season. The Michigan mills are eager to sell cheap pine, and some of them have refused to sell their better grades at all unless the purchaser would take a lot of box and the like along with them.

It seems to be the general impression here that the lumber trade is duller in Canada than it is here, though there is certainly no effort made, apparently, to push sales from the other side. We want all the oak, birch and other substitutes for oak that can be found, and also chestnut and hard elm, but there is not much use of trying to sell pine here. The price is not what it ought to be and the grades most wanted are just the ones that will be kept at home.

The report that the former ruling that tongued and grooved lumber is "manufactured," has been confirmed, making it subject to duty, will strike not a few on this side who are owners of timber lands in Canada, for it will cut off the trade almost entirely, so small is the margin without the duty.

ANOTHER TIMBER BERTH SALE.

Eight more timber berths were sold at the crown lands office in Fredericton, N. B., on Nov. 13th. They were disposed of as follows: Two miles on Fork Brook branch of the Little River, applied for and bid in by David Hughes at the upset price, \$8 per square mile; 9½ miles on Sisson Brook branch of the Bilker Brook, applied for and bid in by George E. Barnhill at \$42 per square mile. The same gentleman secured another 9½ mile block on the same brook at \$74 per mile; 5½ mile

block in the parish of St. Leonards, applied for by W. T. Whitehead and bid in by James Burgess at \$26 per square mile. Three mile block on Alward Brook branch of the Canaan River, applied for and bid in, by Alfred West at upset price; 4½ mile block on the North branch of Canaan River and South Forks of Coal Creek, was bid in by Sumner & Co., of Moncton, at \$8.50 per square mile; 2 mile block on the South Oromocto Lake was applied for and bid in by Thos. Mersereau at the upset price. The blocks competed for were principally hardwood.

VESSELS SOLD.

Wooden vessels are not in large demand. Two barks owned by T. G. McMullen, of Truro, N. S., loading deals at Pictou, N. S., for England, were sold at auction at the latter place recently. The Rock City, 778 tons register, built of oak, juniper, pitch pine and elm, copper fastened and coppered, with stores on board, was sold to Charles L. Rood, for \$2,950; the Zio Battista, 687 tons register, built of oak and copper fastened, with stores on board, was sold to Edward Doherty for \$1,400. Both vessels were bought subject to charter, to carry the lumber they were loading, to England.

SHIPPING MATTERS.

The barge Nordeyset has cleared from Port Madoc, N. S., with 8,889 spruce deals, 268,813 ft., 1,025 do do do ends, 10,189 ft.

Schr. Clara Youell cleared from Toronto for Oswego on the 14th with 80,000 feet of lumber. The rate between these ports is \$1.50 to \$1.60.

The canal boats P. Kearney and F. S. Dale each took out 800,000 spruce laths from Quebec, Nov. 9th, from Rouse's Point, New York, shipped by Price Bros.

S S Greta Holme cleared from Quebec on the 5th for Glasgow, having among her cargo 15,200 bbls packing boxes from the A. Gravel Lumber Co., Ltd.,

The ss City of Lincoln of 2,200 tons net register, and carrying 895 loads of timber and 709 stds deals, was loaded at Quebec in the remarkably short space of fifty-two hours. Her cargo was furnished by Messrs. Dobell, Beckett & Co. She cleared for sea on Friday.

The following lumber shipments from the port of Montreal have been made during the week ending Nov. 12th: Dunmore Head, to Dublin, 949 deals; Anvers, to Antwerp, 2,552 deals; Tublin Head, to Belfast, 74,440 boards and ends, 700 ends; Gerona, to London, 1,307 deals.

The ships Prince Frederick and Prince Louis have finished loading lumber at Hastings Mills, Vancouver, for Europe. They have each 125,000 feet. The Prince Victor is on her way from Rio de Janeiro to load at Vancouver. The Norwegian steamer Washieda is on her way from Vladivostok and will load lumber for South American ports. The India is also due to load lumber.

The wreck Adria is at Mosher's Harbor, N. S. She is still bottom up, the cargo of laths being taken from the hold through a hole in the bottom. The general opinion there is that the vessel sprung a leak and capsized before the deck load could be thrown off, and that the crew met a watery grave. No tidings of them have been received.

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 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 Glencalm, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½¢; Collingwood, Penetang, Coldwater, Waubaushe, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½¢; Brace, bridge to Toronto 7¢; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½¢; Burk's Falls, Berrielle and Sundridge, to Toronto, 8¢; South River, Powassen and Callender to Toronto, 9¢; Nipissing Junction and North Bay, 10¢. Rate from Goderich, Kincardine and Warton to Toronto, 6½¢. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½¢ per 100 lbs., to Deseronto, 9¢, to Brockville and Prescott, 10¢; to Montreal and Ottawa, 11¢. The rates on hardwoods average about from 10 to 20¢ 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

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, 10¢; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 13¢; Ottawa to Toronto, 10¢. 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 14½¢ per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods. Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.25 per M ft., (3,000 lbs. and under per M ft.); Arnprior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.25 per M ft.; Arnprior to Quebec, \$2.75 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, 15 cents track delivery 17 cents per 100 lbs. lighted; Arnprior to New York 17 cents track delivery 9 cents lighted; Ottawa to Boston, Portland and common points, local 15 cents; exports 13¢ per 100 lbs.; Arnprior to Boston,

Portland and common points, local 17 cents; export 13 cents per 100 lbs., Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs., Arnprior to Albany, 12 cents per 100 lbs., Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs., Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 20,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 300 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

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 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 7½¢ from same points.

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 7½¢ 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-

FOR SALE.
DRY HEMLOCK, ROCK AND SOFT ELM slabs for sale at 75 cents per cord on cars. No edgings.
J. E. MURPHY, He-worth Station, Ont.
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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PRICES CURRENT.

TORONTO, ONT.

Toronto, Nov. 20, 1895.

CAR OR CARGO LOTS.

Table listing lumber prices for Toronto, Ontario, including items like 1-4 in. cut up and bet. (33 00 36 00), 1x10 and 12 dressing and better (20 00 22 00), and various sizes of spruce, pine, and fir.

HARDWOODS—PER M. FEET CAR LOTS.

Table listing hardwood prices per M. feet car lots, including Ash, white, 1 to 2 in. (26 00 32 00), Elm, soft, 1 to 1 1/2 in. (14 00 15 00), and various other species.

OTTAWA, ONT.

Ottawa, Nov. 20, 1895.

Table listing lumber prices for Ottawa, Ontario, including Pine, good sidings, per M feet, b.m. (30 00 35 00), Pine, good strips (26 00 30 00), and various other sizes.

QUEBEC, QUE.

Quebec, Nov. 20, 1895.

WHITE PINE—IN THE RAFT.

Table listing white pine prices in the raft, including 'For inferior and ordinary according to average, quality etc.' (16 @ 22) and 'For fair average quality, according to average, etc.' (20 @ 26).

RED PINE—IN THE RAFT.

Table listing red pine prices in the raft, including 'Measured off, according to average and quality' (14 @ 22) and 'In shipping order, 35 to 45 feet' (28 @ 30).

OAK—MICHIGAN AND OHIO.

Table listing oak prices from Michigan and Ohio, including 'By the dram, according to average and quality' (40 @ 49) and 'By the dram, according to average and quality, 45 to 50 feet' (30 @ 37).

ASH.

Table listing ash prices, including '14 inches and up, according to average and quality' (22 @ 30) and '16 inch average, according to average and quality' (21 @ 23).

BIRCH.

Table listing birch prices, including 'Square, according to size and quality' (17 @ 19) and 'Flatted, ' (15 @ 18).

TAMARAC.

Table listing tamarac prices, including 'Square, according to size and quality' (17 @ 19) and 'Flatted, ' (15 @ 18).

STAVES.

Table listing staves prices, including 'Merchantable Pipe, according to qual. and spec'f'n—nominal' (\$350 @ \$350) and 'W. O. Ponceon, Merchantable, according to quality' (90 @ 100).

DRAILS.

Table listing drails prices, including 'Bright, according to mill specification, \$115 to \$123 for 1st, \$78 to \$82 for 2nd, and \$40 to \$43 for 3rd quality' and 'Bright spruce, according to mill specification, \$40 @ \$43 for 1st, \$37 to \$38 for 2nd, \$23 to \$25 for 3rd, and \$19 to \$21 for 4th quality. F. O. H. batteau.

SAGINAW, MICH.

Saginaw, Mich., Nov. 20, 1895.

UPPERS AND SELECTS.

Table listing upper and select prices, including 'Uppers, 1 in., 10 in. and up wide' (\$45 @ 55) and 'Selects, 1 in., 8 in. and up wide' (\$38 @ 50).

FINE COMMON.

Table listing fine common prices, including '1 in., 8 in. and up wide' (33 @ 35) and '1 1/2, 1 3/4 and 2 in.' (35 @ 45).

B FINE COMMON OR NO. 1 CUTTING.

Table listing B fine common or No. 1 cutting prices, including '1 in., 7 in. and up wide' (25 @ 35) and '1 1/2, 1 3/4 and 2 in.' (30 @ 38).

STRIPS, A AND B (CLEAR AND SELECTS).

Table listing strip prices, including '1 1/2 in., 4, 5 and 7 in. wide' (34 @ 36) and '6 in. wide' (16 @ 18).

PINE COMMON OR C.

Table listing pine common or C prices, including '1 1/2 in., 4, 5, 6 in. wide' (30 @ 30) and '1 in., 4, 5 in. wide' (28 @ 28).

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

Table listing selected No. 1 shelving or fencing strips prices, including '1 1/2 in., 4, 5, 6 in. wide' (24 @ 24) and '2 in., 4, 5, 6 in. wide' (23 @ 23).

NO. 1 FENCING OR NO. 3 FLOORING.

Table listing No. 1 fencing or No. 3 flooring prices, including '1 in., 4, 5 and 7 in.' (17 @ 17) and '1 in., 6 in.' (18 @ 18).

NO. 2 FENCING OR NO. 4 FLOORING.

Table listing No. 2 fencing or No. 4 flooring prices, including '1 in., 4, 5 and 7 in.' (14 @ 14) and '1 in., 6 in.' (14 @ 14).

SHELVING.

Table listing shelving prices, including 'No. 1, 1 in., 10 in. stocks' (25 @ 25) and 'No. 2, 1 in., 7 and 8 in. stocks' (19 @ 19).

BARN BOARDS OR STOCKS.

Table listing barn boards or stocks prices, including 'No. 1, 12 in.' (25 @ 25) and 'No. 2, 9 in.' (14 @ 14).

SHIPPING CULLS OR BOX.

Table listing shipping culls or box prices, including '1 in., 4 and 5 in. wide' (10 @ 10) and '1 in., 6 in. wide' (11 @ 11).

SHAN. CLEAR.

Table listing shan. clear prices, including '1 in., 3, 4, 5, 7, 8 and 9 in. wide' (17 @ 17) and '1 in., 6 in. wide' (17 @ 17).

COFFIN BOARDS.

Table listing coffin boards prices, including 'No. 1, 1 in., 13 in. and up' (20 @ 20) and 'No. 2, 1 in., mill culls' (9 @ 9).

BEVELLED SIDING—DRESSED.

Table listing bevelled siding—dressed prices, including 'Extra clear (perfect)' (23 @ 23) and 'No. 1 (nearly clear)' (21 @ 21).

TIMBER, JOIST AND SCANTLING.

Table listing timber, joist and scantling prices, including 'Norway, 2x4 to 10, 12 to 16 ft.' (\$ 50) and 'Hemlock, 2x4 to 10, 12 to 16 feet' (8 @ 8).

SHINGLES, 18-IN.

Table listing shingles, 18-in. prices, including 'Fancy brands, XXXX' (3 @ 3) and 'Clear Butts' (2 @ 2).

WHITE PINE LATH.

Table listing white pine lath prices, including 'No. 1' (1 @ 1) and 'No. 2' (1 @ 1).

OSWEGO, N.Y.

Oswego, N. Y., Nov. 20, 1895.

WHITE PINE.

Table listing white pine prices in Oswego, including 'Three uppers, 1 1/2, 1 3/4 and 2 in.' (\$45 @ \$46) and 'No. 1, cutting up' (30 @ 30).

SIDING.

Table listing siding prices, including '1 in siding, cutting up' (31 @ 31) and '1 1/2 in selected' (38 @ 43).

1X12 INCH.

Table listing 1x12 inch prices, including '12 and 16 feet, mill run' (21 @ 24) and '12 and 16 feet, No. 1 and 2, barn boards' (19 @ 20).

Table listing lumber prices in Buffalo and Tonawanda, N.Y., including 'Mill run, mill culls out' (\$22 @ \$25) and 'Dressing and better' (27 @ 30).

BUFFALO AND TONAWANDA, N.Y.

Tonawanda, N. Y., Nov. 20, 1895.

Table listing lumber prices in Buffalo and Tonawanda, including 'Uppers, 1, 1 1/2, 1 3/4 and 2 in.' (\$44 @ 46) and 'No. 3, 1 1/2 to 2 in.' (15 @ 17).

WHITE ASH.

Table listing white ash prices, including '1 1/2 and 2 in., 1 in.' (26 @ 28) and '1 1/2 to 2 in.' (27 @ 28).

BLACK AND BROWN ASH.

Table listing black and brown ash prices, including '1 1/2 and 2, 8 inch up, 20 @ 22' (22 @ 22) and 'Con. & good culls' (8 @ 10).

BIRCH.

Table listing birch prices, including '1st & 2nd, 6 inch & up, red' (25 @ 28) and '1st & 2nd, white, 6 in. & up' (18 @ 18).

REM.

Table listing rem. prices, including '1st & 2d, rock, 6 in. & up, 18 @ 22' (22 @ 22) and '1st & 2d, soft, 6 in. & up, 16 @ 18' (18 @ 18).

MAPLE.

Table listing maple prices, including '1st & 2d, hard, 6 in. & up 16 @ 18' (18 @ 18) and '1st & 2d, soft, 6 in. & up, 14 @ 16' (16 @ 16).

WHITE OAK.

Table listing white oak prices, including '1st & 2nd, plain, 8 in & up' (26 @ 28) and 'Clear squares, 5x5 to 8' (30 @ 30).

NEW YORK CITY.

New York, N. Y., Nov. 20, 1895.

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE LUMBER.

Table listing white pine lumber prices, including 'Bridg timber' (\$28 @ 40) and 'Decking' (44 @ 50).

SPRUCE.

Table listing spruce prices, including '6 to 9 in.' (13 @ 14) and '10 to 12 in.' (15 @ 16).

HARDWOOD.

Table listing hardwood prices, including '4/4 and thicker, No. 1 and 2 Black Ash, 10 to 15' (23 @ 23) and 'Soft Elm' (17 @ 17).

BOSTON, MASS.

Boston, Nov. 20, 1895.

EASTERN PINE—CARGO OR CAR LOAD.

Table listing eastern pine prices, including 'Ordinary planed boards' (\$11 @ 12) and 'Course No. 5' (15 @ 16).

WESTERN PINE—BY CAR LOAD.

Table listing western pine prices, including 'Uppers, 1 in.' (\$50 @ \$52) and '1 1/2, 1 3/4 and 2 in.' (50 @ 53).

SHINGLES.

Table listing shingles prices, including 'Spruce' (1 @ 1) and 'Cedar, extra' (2 @ 2).

HEMLOCK.

Table listing hemlock prices, including 'Boards, rough' (10 @ 11) and 'Planed' (11 @ 12).

LATH.

Table listing lath prices, including 'Spruce' (1 @ 1) and 'By car' (1 @ 1).

ALBANY, N.Y.

Albany, N. Y., Nov. 20, 1895.

Table listing lumber prices in Albany, including 'Uppers, 3 in. up' (30 @ 32) and 'Dressing boards, narrow' (\$19 @ \$21).