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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., SEPTEMBER 11, 1895

No. 36.

### 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 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 10 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type, and no display is allowed beyond the head line. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

#### WANTED.

1 IN. HARD MAPLE 150,000 FT NO 1 AND 2, all 14 ft. Name lowest cash price delivered at Brooklyn, N. Y. Address: MANUFACTURER, 457 7th Street, Brooklyn, N. Y.

## TENDERS WANTED

TENDERS WILL BE RECEIVED AT THIS Department up to and including the seventh day of October next, for the right to cut the pine trees over seven inches in diameter on the stump, in the township of Hodgins, in the district of Algoma.

Parties making tenders will state: (1) The amount they are prepared to pay in lump sum, as bonus for the right to cut all the pine trees over seven inches in diameter on the stump, or (2) The amount they are prepared to pay per thousand feet board measure for the timber cut into saw logs, and the rate they are prepared to pay for square or round timber made into square or round board timber. The timber when cut, to be subject to the following rates of dues: On saw logs \$1.25 per thousand feet board measure; on square or round timber \$1.75 per thousand feet cubic. No pine trees of a diameter less 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 as may be necessary, 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: If tender be accepted for lump sum, one-third cash, balance in three and six months notes for balance to be endorsed by parties satisfactory to the Department.

If tender be accepted at a rate per thousand feet, payment to be made as cutting progresses. A marked cheque for one thousand dollars must accompany each tender.

The highest or any tender not necessarily accepted. For further particulars apply to C. Campbell, Crown Timber Agent, Sault Ste. Marie, Ont., or Department of Crown Lands, Toronto.

(Signed) A. S. HARDY.

Department of Crown Lands,  
Toronto, 5th Sept., 1895.

The Baker Lumber Co., of Gravenhurst, shipped a number of deals to Scotland last week.

ADVERTISER WANTS SITUATION AS Buyer, Shipper, Inspector or Salesman. 25 years experience in Canadian and American markets. Pine and hardwoods. Best references. "Lumberman," care CANADA LUMBERMAN.

#### FOR SALE.

FINE MILL SITE FOR SALE, CONSISTING of about 60 acres in Midland harbor, just adjoins the town; shipments can be made either by water or rail. Apply for particulars to JAMES BRYDON, Collingwood.

#### FOR SALE.

450 FT. OF SECOND HAND 1 IN. STEEL wire cable, also one good shingle mill drag saw, good as new; also two double frictions complete. Above all made by the Wm. Hamilton Co., of Peterboro. Write us for particulars.

J. W. HOWRY & SONS, Fenelon Falls.

#### FOR SALE

LUMBER BUSINESS IN NEW BRUNSWICK, consisting of Steam Saw and Planing Mill; also one hundred miles of spruce limits. Mill almost new and in good running order; property must be sold to wind up an estate.

IRVING R. TODD,  
Milltown, New Brunswick.

#### CURRENT TRADE CONDITIONS.

ONTARIO.

THE lumber situation this week remains much as it was at the time of our last issue. Confidence at the business outlook appears to be strengthening, favoured by encouraging crop reports and fine harvest weather. Low prices deter farmers from being in a hurry to sell, but they are learning by degrees that, taking one year with another, it is best to market their crops as soon as possible. As the money they receive goes into circulation, the lumber trade, in common with all others, must feel the benefit. The strong and rapid advance in the price of iron and steel will place a check on the use of these materials for structural purposes, with a corresponding advantage for lumber, in buildings actually planned for. At the same time some of our dealers cannot see that the advance rests on a firm basis, and express their conviction that it is only temporary. In addition, the insurance companies require iron to be used in a certain class of building, so that no matter how much it costs, it must be employed. The increased demand for lumber as a result of the advance in iron, must therefore be limited. The result too of the good crop will be felt slowly. But hopefulness is manifested, and that in itself is an encouraging feature, and will help to stimulate business. At present lumber orders are usually for small lots, to supply present demand, rather than for stocking up the yards.

#### QUEBEC AND NEW BRUNSWICK.

In Quebec, crops are reported as fairly good, and the same will hold true generally, of the Maritime Provinces. Montreal reports trade behind expectations. Merchants in the Lower Provinces are

buying very conservatively. These general trade conditions are reflected in the lumber market, which partakes of the same conditions.

#### BRITISH COLUMBIA.

The situation in British Columbia is stated by a correspondent as follows: Repeated rumors to the contrary there is no uniform advance in lumber prices in British Columbia. When it was incorrectly reported in the newspapers that lumber had advanced, the workmen in the lumber mills at once demanded more pay, and it was difficult to convince them that there had been no advance. Some effort was made toward uniform action by mill owners, but as yet no results have been obtained. Though lumber is selling below the prices quoted in the trade journals, prices have an upward tendency, being regulated by the law of supply and demand, and the mills are able, owing to the numerous requests for cargoes, to pick their customers, and secure charters at rates somewhat higher than heretofore. In fact the demand for lumber here, and the higher prices on the Sound, are slowly but surely forcing up the prices in British Columbia, and for the first time in ten years lumbermen are able to refuse unprofitable charters offered, and do business at a profit. As to the Manitoba market for British Columbia lumber, it has sold, delivered at Winnipeg, for some time, at prices which must have been ruinous to the producers, steep cuts having been made to secure business. Recently, owing to the revival in the lumber trade at the coast, manufacturers there have not been pushing business in Manitoba at such heavy cuts, and on lines which were cut the lowest they are asking advances. Cedar shingles, which were being sold, delivered c. i. f., at as low as \$2, are now held at \$2.25 delivered. No recent changes have been made in local selling prices, however, notwithstanding advances at the mills in some lines of British Columbia lumber.

#### UNITED STATES.

The labor holiday, and advances on some classes of lumber going into effect on Sept. 1 have had a tendency to check orders temporarily, but on the whole the distribution trade has been well maintained, though showing a falling off from the preceding week. In eastern cities consumption is large, showing a marked increase over last year. The shipments from Lake Superior have been checked by the advance in freight rates, which amounts to about \$2 a thousand to Buffalo and Tonawanda, and a little more to Chicago. This advance is due to a lack of tonnage, the larger vessels having been diverted

to the grain and ore trade. A large number of vessels are on their way from Lake Erie to Lake Superior, but vesselmen say this will have no effect on rates as they will all be wanted for grain and ore. The lumber, if sent forward at rates contracted for, will either undergo an advance to consumers to cover the increased freight, or dealers will lose money. Rail rates continue moderate. Stocks at lake ports are somewhat unbalanced, there being too much coarse inch stuff and too little framing and dimension timber. In the east there is a fairly active demand for pine. Yellow pine is being sold in large quantities. Hemlock has advanced in Philadelphia under the influence of an agreement among dealers. Car stock is in demand, as the railway companies feel the necessity for an immediate increase of rolling stock to move the crops. Spruce prices are a little better, although the combination has suspended the obligation as to prices among its members, for a time. The New York market is somewhat erratic, a condition for which the dealers can offer no satisfactory explanation. Throughout New England manufacturers and dealers have every reason to be hopeful. On Puget Sound there is a marked improvement in business, but freight rates are high, and the lumbermen wonder why the railways give better rates for fish than they are willing to do for timber and shingles.

#### FOREIGN.

The British market has undergone no change this week, nor is it likely to for some time. Dealers are ready to pick up bargains which can be turned over quickly at a profit, but otherwise are disposed to pursue a conservative policy. With reference to Canadian woods the Timber Trades Journal has this to say: The market for spruce is showing signs of improvement, and a much healthier tone prevails amongst all the large whitewood centres. Stocks on the other side are only moderate, owing to the unusually dry summer experienced, and prices of Lower Port Deals are up quite 5s a standard. At Quebec values are about holding their own. In Ireland there is a large demand for 2nds, but shippers are obliged to refuse offers from that quarter, as buyers are not satisfied unless they can get two-thirds of the quality mentioned, but as the mills only produce one-third seconds, it is awkward to do business. Pine is stronger everywhere in London, but prices continue low for this season's cut, and the business done still on a hand-to-mouth scale, which increases the expenses without adequate returns. The threat of the Bristol merchants to veto consign-

ments will be as ineffectual as trying to break stones with a lath, and if persisted in will have the result of diverting the business from the wholesale men to their customers. The trade to Avonmouth by regular liners has opened up all this pother for which steam has amongst its other evils to be held responsible. In London here where we have large weekly auctions the market portion of cargoes have a channel of distribution open not to be found at other places with the exception of Liverpool. When importers limit their operations to retail lots on wholesale terms, they cannot be surprised at sellers endeavouring to maintain their business on the old-fashion scale or as near as they possibly can. In fact, it is rather a matter of surprise to us that the liberality is so large on the shipper's side as it is. Thirty or forty standards are now shipped on f. o. b. terms which a decade since would not have been thought possible. This is very damaging to the large importer, especially in Baltic goods, where freshness is the great desideratum, but it is certainly not a healthy feature in the Quebec trade with London, and even less so to the outports. A good uprise in freights, with some hardening of the money market, would not be altogether a disadvantage, but tonnage and money are unlikely to witness any failure in the supply—a superabundance of both has now become chronic—the benefits of which are chiefly experienced in other countries. Timber reports a decided improvement in trade at London and Liverpool, while other ports have held their own and are doing a fair business. From Australia we learn that no very active demand has been shown during the past month, though a fair volume of trade has been done with prices slightly advanced.

#### HARDWOODS.

Toronto local dealers report hardwoods dull and do not look for any immediate improvement. At New York sales were so good during August so as to mark it as the best month of the year. Prices were stiffer and the tendency is towards a better market. In England an auction sale of foreign hardwoods is reported at good prices, though the classes of wood sold were for the most part not such as are produced in Canada.

#### SHINGLES.

The market for shingles continues dull and flat. Hemlocks sell well in Cleveland and Pittsburg, but red cedars are more in demand than any others.

#### FREE TRADE IN LUMBER.

The Buffalo Lumber World has this to say respecting the lumber trade between Canada and the United States:

"Up to date no single observer has been able to point out a single benefit enjoyed in the United States as the outcome of free trade in lumber. On the other hand, there is not a single important market in the United States that has not been more or less hurt by the increasing inflow of Canadian lumber since the new tariff began to operate. Even the Southern producers are complaining that their markets in the north are either closed to them, or reduced, or made unprofitable by the large quantities of Canadian lumber that are thrown into them. Canadian producers point out that it is not Canadians who are glutting the United States markets, but Americans, who have bought

forest areas in Canada and are now rushing the work of clearing them in order to take advantage of the free market. The Canadians insist that it is unwise to strip Canada of forest in any circumstances, and that under prevailing conditions it is simply wasting Canadian resources without securing any profit to Canada. It will not be at all surprising to find, a year or two in the future, that the demand for the restoration of duties on imported lumber in the United States will be matched by an equal demand in Canada for the reimposition of export duties and the restoration of customs regulations that will stop the present unprofitable deforestation of Canada."

#### PROBABILITIES AS TO LUMBER PRICES.

The probabilities as to lumber prices in the future are thus referred to by the Northwestern Lumberman: All lumber producers earnestly desire a rise of prices. For two years they have been struggling under the influence of restricted demand and prices so low as to yield but little profit under the most favorable circumstances, and none at all in the majority of instances. Now that there is a larger requirement and a promise of still further increase, it is the general expectation that prices will advance. That the extreme demoralization prevailing up to midsummer has passed there cannot be much doubt. But it is yet a question as to whether values prevailing prior to the depression which began in the summer of 1893 will be wholly restored within a year, or whether they will recur in several years.

There are sagacious lumbermen who still predict that it will be a long time before we shall again see a market sufficiently large and urgent to force prices up to the gauge of the late eighties and 1891-92. They base this conclusion on the tendency to manufacture too much lumber for the consumptive requirement. They point to the rapid augmentation of the mill output in the south and on the north Pacific coast, with no appreciable abatement in the old white and Norway pine field, as a reason for their position. While there has been a shrinkage of output in lower Michigan districts because pine over large areas has been cut off, the mills in the Saginaw valley and along the Huron shore continue to run on logs rafted from Canada; the output in upper Michigan, the Green Bay district, northern Wisconsin, upper Mississippi region and northern Minnesota still rolls up billions of feet. Though the average quality is becoming poorer by reason of a preponderance of Norway and the coarser, smaller growths of soft pine as the center of production moves into regions further west, the total keeps well up toward that of the greatest ever turned out. It is probable that should another year of urgent and widespread demand come, mill output of all sorts would swell to an aggregate nearly equal to that of years late in the eighties. There will be renewed energy in clearing lands of logs, turning them into lumber and putting product on the market, as an effort to make up for lost time during the depression. The new fields in northern Minnesota will be worked as never before. The hemlock supply, heretofore to a degree neglected, will be drawn upon to keep the mills running, so that the quantity of common building lumber will be maintained in full. Of course the rate of production will diminish after the passage

of a few years, but we cannot count on that for the near future. There will be a gradual falling off in the quantity of good, soft pine, Norway, and an increase of hemlock, with considerable tamarack thrown in to bother the joist and scantling market.

In the meantime southern product will become a tidal wave. That source of supply is in the incipency of development. Stumpage and mills are coming into strong hands. An evidence of this has been seen this season in the organization of mill operators, who have thus been able to lift prices out of a protracted state of demoralization and place them on a solid basis from which it seems impossible to dislodge them by any effort on the part of middlemen or consumers. This advance of prices has been accompanied by such a rise of demand as to fill the mills with orders far in advance of their capacity to cut lumber required. The yellow pine mill business has entered on a period of prosperity which promises to create a class of so-called lumber barons in the south as rich and powerful as are the pine operators of the north. This means a vast promotion of the yellow pine industry, until the product of southern mills shall perhaps equal that of those in the three pine states of the north. The result of this will be to keep the markets of the country full of lumber. And though yellow pine producers will doubtless succeed in pushing up prices so far as to afford them reasonable profit in manufacture, they still have a wide margin in which to work before the value of their output will lack the safely competitive element when coming in contact with northern pine. This is especially true of lumber better than common.

Turning to the Pacific coast we catch the view of another tidal wave of product coming over the mountains. The barrier of freight rates is still too high to permit the deluge to overflow, but it will not always remain thus. Coast lumber in any event will capture a large share of the market west of Missouri river, and eventually eastward of that stream. Gradually it will usurp a place all over the northern states. Indeed a considerable quantity of fir, spruce and cedar is being distributed in all the northern states in the form of flooring, siding, house trim and car-building material. The trade in these specials is growing, while coast cedar shingles have well-nigh driven pine shingles out of the northwestern field, and has seriously invaded the market for white cedar.

The pushing of hardwood lumber in the south and in Michigan, Wisconsin and Minnesota is having an important bearing on the building material supply. In interior finishing the demand for hardwood is rapidly on the increase.

Thus we arrive at the conclusion that there is prospect of a copious supply of building woods for several years to come.

Yet the believers in continuous low prices may be mistaken. The demand in the country at large is growing as well as the facilities for producing lumber. It is possible that with another succession of prosperous years may come a requirement that will put in the shade any that has gone before, and that under such a stimulus prices may be forced upward to a degree not now even surmised by the more sanguine of operators in lumber.

#### BUSINESS DIFFICULTIES AND CHANGES.

The Dominion Keyboard and Art Wood Mfg. Co., which controlled one of the large industries at Toronto Junction has assigned. The business is an old established one having formerly been carried on by Wagner, Zeidler & Co. The failure is attributed to excessive competition. The Molsons Bank, the Massey-Harris Company, and Smith & Sons, are among the principal creditors.

#### FIRES.

R. D. Patterson's planing mill, Winnipeg, was damaged about \$5000 by fire. Covered by insurance.

Davidson & Hay, lumbermen, had their store at Cache Bay destroyed by fire last week. The loss was \$3,000.

Fire was discovered about 11.30 on the night of Sept. 4th in Mickie, Dymont & Sons shingle mill yard at Gravenhurst. About 8,000,000 shingles were destroyed.

A fire broke out in a slab pile at Keewatin Lumber Company's establishment at Keewatin recently, but was fortunately got under control before it spread to the mill. Look out for sparks in the yard.

The lumber yard and mill of A. L. Hurtubise & Bro., at the village of Hurubise, on the C. A. R., a mile and a half west of Casselman, have been completely wiped out by fire. The loss is placed at \$35,000, half of which is covered by insurance.

#### SHIPPING MATTERS.

The ss Parisian took from Quebec for Liverpool, Aug. 31st, 8,825 deals and boards, consigned by R. Cox & Co.

The schooner J. D. Marshal is loading 600,000 feet of lumber from Graham, Home & Co.'s mill, Fort William, which it will take to Chicago.

Last week the shipments from St. John, N. B., comprised 3,000,000 feet of long lumber, 1,700,000 shingles, 1,500,000 laths and 800 cords of wood.

During August there was shipped from the Duluth docks 42,000,000 feet of lumber, most of which went to lower lake ports. There are yet from 30,000,000 to 40,000,000 feet on the docks sold, which will be subject to the advanced freight rates.

The ss Nessmore, took from Quebec for Liverpool, Aug. 31, the following: 1,400 bds staves by Canadian Pacific Railway; 3,079 deals, by J. Burstall & Co.; 14,990 deals, 3,330 ends, by Dobell, Beckett & Co.; 21,152 deals, etc., by Watson & Todd.

The following shipments from the port of Montreal were made during the week ending 9th Sept.: Memphis, 2,490 piece deals, to Liverpool; Lake Winnipeg, 23,006 deals, to Liverpool; Leotia, 11,702 deals, to Hamburg; Assaye, 55,657 deals, 1,308 pieces ash and elm, to London.

G. T. Morris & Co., have chartered three vessels to go to Cutler in the Spanish river district, Ontario, to carry lumber from the Cutler & Savidge Lumber Company's mill to Chicago. It will consist of boards and strips and piece stuff. The same commission house will receive considerable lumber from that Georgian Bay Point this season.

#### 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 2,000 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 7,000 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 wood lumber, shingles, etc., are as follows: From Glencairn, Cremore, Aurore, Barrie and other points in group B to Toronto, 6½¢; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½¢; Brant, bridge to Toronto 7¢; Utterson, Huntsville, Nawar-Emsdale, Katrina to Toronto, 7½¢; Burk's Falls, Herriehale and Sundridge, to Toronto, 8¢; South River, Powansen 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 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, 13c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14 1/2c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the 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.); 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 10 M ft., lumber 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 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, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the load is better than none, hardwood men have something, possibly, to be thankful for, though there

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

FOR SALE.

FOUR CARS 5/4 ROCK ELM, DRY, 10 TO 14 ft. long, and other hardwoods.  
J. E. MORRIS, Hepworth Station, Ont.

MILLS

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

H. D. WIGGIN,

No 29 State St., Boston, Mass.

Inspection at mill.

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ROBERT THOMSON & CO.

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

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Huntsville Lumber Co., Ltd.

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LUMBER LATH AND SHINGLES

WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1 1/2 in. wide. CORRESPONDENCE SOLICITED

The Pembroke Lumber Co., Ltd.

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DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, SHIP DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.

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Business Wisdom: "These are days of fierce competition when most men have ability and know how to use it, and he who would sail at all must sail with a full head of steam, or be out-pointed in the race of business."

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, Sept. 11, 1895

Table of lumber prices for Toronto, Ontario, including categories like CAR OR CARGO LOTS, HARDWOODS-FER 21 FEET CAR LOTS, and various wood types like Ash, Birch, Basswood, etc.

OTTAWA, ONT.

OTTAWA, Sept. 11, 1895.

Table of lumber prices for Ottawa, Ontario, listing items like Pine, good sidings, per M feet, and various wood types.

QUEBEC, QUE.

QUEBEC, Sept. 11, 1895.

WHITE PINE-IN THE RAFT.

Table of lumber prices for Quebec, Quebec, including categories like For inferior and ordinary according to average, quality, etc., and For good and good fair average.

RED PINE-IN THE RAFT.

Table of lumber prices for Quebec, Quebec, listing items like Measured off, according to average and quality, and In shipping order.

OAK-MICHIGAN AND OHIO.

Table of lumber prices for Quebec, Quebec, listing items like By the dram, according to average and quality.

ELM.

Table of lumber prices for Quebec, Quebec, listing items like 14 inches and up, according to average and quality.

BIRCH.

Table of lumber prices for Quebec, Quebec, listing items like 16 inch average, according to average and quality.

TAMARAC.

Table of lumber prices for Quebec, Quebec, listing items like Square, according to size and quality, and Flatted.

STAVES.

Table of lumber prices for Quebec, Quebec, listing items like Merchantable Pipe, according to qual. and sp. etc. nominal, and W. O. Puncture, Merchantable, according to quality.

DEALS.

Table of lumber prices for Quebec, Quebec, listing items like Bright, according to mill specification, and Bright spruce, according to mill specification.

SAGINAW, MICH.

SAGINAW, Mich., Sept. 11, 1895.

UPPERS AND SELECTS.

Table of lumber prices for Saginaw, Michigan, listing items like Uppers, 1 in., 10 in. and up wide, and Selects, 2 in., 8 in. and up wide.

FINE COMMON.

Table of lumber prices for Saginaw, Michigan, listing items like 1 in., 8 in. and up wide, and 1 1/2, 1 1/2 and 2 in.

B FINE COMMON OR NO. 1 CUTTING.

Table of lumber prices for Saginaw, Michigan, listing items like 1 in., 7 in. and up wide, and 1 1/2, 1 1/2 and 2 in.

STRIPS, A AND B (CLEAR AND SELECTS).

Table of lumber prices for Saginaw, Michigan, listing items like 1 1/2 in., 4, 5 and 7 in. wide, and 1 in., 4, 5 and 7 in. wide.

PINK COMMON OR C.

Table of lumber prices for Saginaw, Michigan, listing items like 1 1/2 in., 4, 5, 6 in. wide, and 1 in., 4, 5 in. wide.

SELECTED NO. 1 SHELVEING OR FENCING STRIPS.

Table of lumber prices for Saginaw, Michigan, listing items like 1 1/2 in., 4, 5, 6 in. wide, and NO. 1 FENCING OR NO. 3 FLOORING.

NO. 2 FENCING OR NO. 4 FLOORING.

Table of lumber prices for Saginaw, Michigan, listing items like 1 in., 4, 5 and 7 in., and 1 in., 6 in.

SHELVEING.

Table of lumber prices for Saginaw, Michigan, listing items like No. 1, 1 in., 10 in. stocks, and No. 2, 1 in., 7 and 8 in. stocks.

BARN BOARDS OR STOCKS.

Table of lumber prices for Saginaw, Michigan, listing items like No. 1, 12 in., and No. 2, 9 in.

SHIPPING CULLS OR BOX.

Table of lumber prices for Saginaw, Michigan, listing items like 1 in., 4 and 5 in. wide, and 1 in., 6 in. wide.

SHAKY CLEAR.

Table of lumber prices for Saginaw, Michigan, listing items like 1 in., 3, 4, 5, 7, 8 and 9 in. wide, and 1 in., 6 in. wide.

COFFIN BOARDS.

Table of lumber prices for Saginaw, Michigan, listing items like No. 1, 1 in., 13 in. and up, and No. 2, 1 in., mill culls.

BEVELED SIDING-DRES-ED.

Table of lumber prices for Saginaw, Michigan, listing items like Extra clear (perfect), and No. 1 (nearly clear).

TIMBER, JOIST AND SCANTLING.

Table of lumber prices for Saginaw, Michigan, listing items like Norway, 2x4 to 10, 12 to 16 ft., and 18 ft.

BUFFALO AND TONAWANDA, N.Y.

TUNAWANDA N. Y., Sept. 11, 1895.

Table of lumber prices for Buffalo and Tonawanda, N.Y., listing items like Uppers, 1 1/2, 1 1/2 and 2 in., and Shelving, No. 1, 12 in.

NEW YORK CITY.

New York, N. Y., Sept. 11, 1895.

Table of lumber prices for New York City, listing items like Prices for white pine lumber, and Bridge timber.

BOSTON, MASS.

BOSTON, Sept. 11, 1895.

Table of lumber prices for Boston, Massachusetts, listing items like Ordinary planed boards, and Coarse No. 5.

Table of lumber prices for Boston, Massachusetts, listing items like Spruce, and Cedar, extra.

ALBANY, N.Y.

ALBANY, N. Y., Sept. 11, 1895.

Table of lumber prices for Albany, N.Y., listing items like Uppers, 3 in. up, and Dressing boards, narrow.

Table of lumber prices for Albany, N.Y., listing items like Sawed Pine, ex. XXXX, and Clear butts.

OSWEGO, N.Y.

OSWEGO, N. Y., Sept. 11, 1895.

Table of lumber prices for Oswego, N.Y., listing items like Three uppers, 1 1/2, 1 1/2 and 2 in., and Pickings.

Table of lumber prices for Oswego, N.Y., listing items like Mill run, mill culls out, and Dressing and better.

Table of lumber prices for Oswego, N.Y., listing items like 6, 7 or 8, mill run, mill culls out, and 6, 7 or 8, No. 1 culls.

Table of lumber prices for Oswego, N.Y., listing items like XXX, 18 in. pine, and Clear butts, pine.

Table of lumber prices for Oswego, N.Y., listing items like No. 1, 1 1/2, and No. 2, 1 1/2.