Murket Reports.

TORONTO.

From Our Own Correspondent.

Oor. 9.—During the last two weeks seventeen vessels have cleared from this port with cargoe amounting in the aggregate to 3,000,000 feet, nearly all of which was shipped to Oswego, N. Another months shipments will about close up the season's work, and I fear it will be found on the entire season's shipments to have been far from a profitable year's trade. Prices have kept at rock bottom during the entire season; especially has this been the case on all the lower grades of lumber, a market for the nigher grades with fair figures can be found at nearly all times, and if our stocks yielded uppers to as high a percentage as in former years there would be but little to complain of, but unfortunately such is not the case, and it costs the mill man just as much to cut and market a stock of inferior logs as it would if the stock run one-half into uppers. This is just where the trouble comes in.

Our retail men, most of them at least, report a fair amount of trade, but prices are badly cut up. It seems to have just come down to the point that the lowest tender takes the order, and in four cases out of six the dealer has to lien the building in order to have any show of obtaining his money, and often after doing this leaves 50% of his claim in the building, and until we have a better lien law this will continue to be the case. Competition both in the wholesale and retail trade is much keener now than ever known before in this city, and it is doubtful if more than two or three dealers could be found here who are making any money out of their business at present.

The railroad companies here still keep up the obnoxious charges for shunting to the western confines of the city. To show you how unjust and unfounded such claims are on the score of extra services rendered by the company, I will cite a case coming under my own observation: Two cars of lumber from Midland consigned to Parkdale came into the Toronto yard, along with them came two more consigned to Toronto, Charges on the two former \$40.50, the latter two afterwards sold to dealers in Parkdale, charges \$45.80. A car checker placed labels on the four cars at the same time-no more labor performed on account of the latter two cars being shipped to Toronto than with the former consigned to Parkdale, but the dealer lost half his profits and the company pocketed the same without rendering any extra service therefor. So much for monoply. Either of the railroad companies would have sent those cars the same distance in an opposite direction without extra charge, although it would have involved more labor in doing so.

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MONTREAL

From Our Own Correspondent.

Oct. 9. - Business continuos dull, the weather being much against it, as the wet season has set in much earlier than usual. Still there is a Rays: - The arrivals of cargoes during the week certain amount of fall business to be done before the close of navigation, but owing to the pared to 204 in a corresponding month hat last year; but within two weeks there has been weather being as wet it cannot be proceeded year. An unusual proportion of the total with. Good lumber still keeps high and appararrivals has stopped at the market decks.

ently will maintain its value as dry stock is scarce and hard to get. We cannot make any change in our quotations which are steady as

Pine, 1st quality, \$0 M	635	00/24	0 00
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Shingles, 2nd, & M	ö	6000	
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Shipping.			

Shipment for the past two weeks have been rathor dull, nearly all the vessels chartered for South America will soon be leaded and cleared and we hear of no new engagements. The Crown Prince has been chartered for deals to London at 50s. The recorded shipments since the date of our last report are as follows: SS Carmona for London, 12,484 boards, 6,984 ends; SS Castle Crag for Liverpool, 26,318 deals, 2,-297 ends and 10,000 feet of lumber; SS Sarnia for Liverpool, 6,602 deals and 10,303 boards; SS Colina for Glasgow, 4,779 deals; Bk Mary E. Russe" for Buenos Ayres, 412,524 feet pine · Jane Ferguson for Monte Video, 435,120 feet , . s lumber; SS Ontario for Liverpool, 6,925 deals and 7,245 boards; Bk Memlo for Buenos Ayres, 801,755 feet lumber; Bk Fairy for Bristol Channel, 400,082 feet; SS Marana for Glasgow, 14,014 deals; SS Concordia, for Glasgow, 19,607 deals and 2,122 ends; SS Abington for London, 55,146 pcs. boards; SS Parisian for Liverpool, 3,838 deals; SS Brooklyn, for Liverpool, 10,094 deals and 7,

CORDWOOD.

There has been a fair-steady demand for wood during the post two weeks and although the stock on the wharves is considerable, from all appearances it will not do more than meet present demands. Prices are firm but unchanged. We quote at the wharves ex cartage

as follows: LongMaple		
Long Maple	6	00
Long Birch	5	50
Long Beech	5	00
Tamarack	4	ш

WINNIPEG.

The Commercial says: -Business in lumber is still rather discouraging. Some merchants report a fair trade, while others speak very discouragingly. As the season is far advanced, there is no doubt but business will slow for the coming winter. Outside cent a of trade give no encouragement for anything else.

BOSTON.

The Journal of Commerce of Oct. 4th says: General trade remains very quite and without any noteworthy change. The yards are carrying light stocks, but are not disposed yet to order heavily while matters are so slow. furniture factories have started up but their trade is not very active thus far.

Spruce is selling very moderately at easy prices, with some cargoes on the market. Hemlock is moving fairly at steady prices. Fine common and better grades of white pine are in scant stock and steady and quiet, while coarse grades are in large stock and slow of movement. Yellow pine is in very limited call, and dull and low, about the only demand being for flooring. Walnut and whitewood are in moderate demand at steady prices for desirable grades. Ash is in limited stock.

CANADA PINE.			
Selects, Drossed	.843	00030	0
Shelving, Dressed, 1sts	. 40	600/42	Ò
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OHICAGO.

AT THE DOCKS.

The Northwestern Lumberman of Oct. 4th ended Wednesday night numbered 213, as com-

Thursday there was about thirty-five cargoes moored at the market—a large number for a day in mid-week. On Wednesday the port list showed that 56 vessels had put in an appearance, so that the Thursday offerings at the market were numerous proportionately to the current arrivals. More piece stuff than formerly is also coming. The market is crowded with it, and some that is of rather low grade. The amount of piece stuff thrown upon the commission mon to dispose of has given them a hard tussle to hold it up, and at longth they have been compolled to succumb to the pressure. The overload comes largely from Muskegon, and it is said the late heavy arrivals are owing to the fact that the low grade logs that are now running through the mills are being sawed into piece stuff and shipped to market directly from the saws, in order to leave soom for the good lumber that must go into pile. As a consequence of this rush of piece stuff, the market has broken down at least 25 cents, short dimension now being offered openly at eight dollars, and selling slowly at that. Occasionally a cargo is held for \$3.25, but on Thursday we heard of no sales at that figure, and a commission man frankly confeesed that it would require a very good cargo to bring that price. In fact, the market on dimension was declared utterly flat, with no certainty that the bottom was reached. It was thought, however, by some, that when the cast shore shippers came to a full realization of the condition of the market, they would withhold shipments, especially from Manistee: But, since lumber of all sorts is accumulating at the mills, not only on this lake but on Lake Huron, and the yard trade on piece stuff is largely cut off in Kansas, Nebraska and Iowa by river and northern competition, it is likely that the market for this class of lumber has seen its highest notch for the season, but nobody can say that it has reached its lowest range. Unless trade out of the yards very much increases, piece stuff on the market is liable to drop off 25 or 50 cents below present prices.

Inch lumber suffers a little from the decline in dimension. Actual selling prices are not quotably lower, but the market is tame, and purchasers are inclined to be extra fastidious about cargoes, and try to buy lower than a few days since. It is likely that sales are made at figures that indicate a lower range than that of our quotations. The tendency is certainly to weakness on all No. 2 stock, and nothing has happened to prevent the same tendency in No.

Quotations are as follows:-Manistoe
Menominee dry
Oconto.
Cheboygan
Alpena
Bay City.
Frankfort

AT THE YARDS.

Though the yard merchants continue to com plain of dull trade, there is quite a heavy outward movement of lumber. Nearly overy yard track has a respectable sized train on it, and ard the forces kept busy leading. Some of the heavier shippers are decidedly busy, and tracks of such are crowded with leading cars, while long trains are being pulled out frequently. It is plain that the dealers are complaining a little more than they have good reason for, so far as concerns the volume of trade. While there is no rush, it must be that the aggregate of shipments will show favorable with the correspond ing time for the past two years. Without a doubt shipments during September as a whole were lighter than they were in the same montha manifest increase, though not of such a sudden and voluminous character as to forcib', a pross

individual dealers with its aggregate extent, or to give them satisfaction with the state of trade.

Prices on all yard stocks, with the exception of shingles, are in the mellow and uncertain state that characterized them for some time back, with a tendency, if anything, toward a further weakness.

Shingles are doing relatively much better than lumber. Within a few days prices on all the well known leading brands have advanced from 15 to 20 cents a thousand, little opposition to the payment of the advance being ' nifested. The higher prices on the cargo manuet had an effect on yard prices.

Receipts of lumber, shingles, etc., from Jan. 1st to Oct. 1st as reported from the Lumberman's Exchange:--

	RECEIPTS.
	Lumber. Shingles.
1884	53,844,000 22,006,000
1883	69,651,000 27,250,000
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21000 02001 1 2, 1003, 10	•
	RECEIPTS.
	Lumber. Shingles.
1884 1	,405,180,000 672,924,000
1883 1	433,504,000 898,349,000
Decrease	28,321,000 22,425,000
LAKE RECEIPTS PROM JA	LN. 1 TO OCT. 1.
Lumber	1,291,646,000
Shingles	
Lath	47.661.000
Posts	2.201.810
Railroad ties	
Wood, cords	21,791
Bark, cords	20,040
Slabs, cords	28,927
Telegraph poles	132,890
Pilos	
Spars	
STOCK ON HAND	SEPT. 1.
1884.	1833. 1832.
Lumbor & timber.607,163,620	576,884,049 ES0,890,u33
Shingles 352,022,268	371,235,690 226,806,750
Lath 59,225,000	69.941.216 42.996.432
Pickets 1,305,009	
Coder postr 483,009	1,853,056 2,678,476 475,402 218,809
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Chicago to—	
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Roston and common moints	950
Boston and common points Philadelphia	920
Baltimore	976
Washington	
Buffalo and Pittsburgh	
Eric, Pa	17ic
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ALBANY.

WINDWIT.	
Quotations at the yards are as follows :—	
Pine, clear, 3 M	0
Pine. fourths 50 00@55 0	ю
Pine, selects 45 00@50 0	Ю
Pige, wood box	N
2inc. common box	υ
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Ash, good, ¥ M	š
Cherry, good, # 11	×
Cherry, common, \$31	ñ
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Oak, good, VM	ň
Basswood, & M 25 000430 C	ñ
Hickory, & M	Ñ
Maple, Canada, W.M	
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BUFFALO.

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