# Market Reports.

### TORONTO

DEC. 9 .- The retail trade is extremely quiet at present, and will no doubt remain so during the winte months, although the building season has been prolonged much later than could be reasonably expected. Bricklayers are still at work without seeming to feel the least inconvenience. After writing my last letter, in consequence of the mild, open weather, two more vessels cleared for Oswego, N. Y., with 750 M. feet of lumber, and with a good run down would manage to get there before their term of insurance expired.

The stocks on hand at the yards are fully up to those of last year, although it is difficult to furnish any large bills of dimension stuff. Nearly all mills are thut down and no snow as yet for log hauling, so that holders of small lots of scantling and joisting, more especially 18 feet and over, hold prices stiff, indeed most of the wholesalemen feel that there is no necessity for making any sacrifices. Both are also cleaned out from the mills and not more than 3,000,000 feet lies in stock here. Prices will likely advance 10 to 25 conts per M with the opening of the New Year. There has been considerable lumber coming in by the Canada Pacific R. R. from Ottawa and other points, and the officials connected with the road are so courteous and obliging that a good trade will undoubtedly be done over that line. The difference in treatment experienced by the lumber dealers at their hands as compared with the G. T. R. R. Co. is very marked, and much commented upon, and many dealers have expressed regret that they could not do all their business over the Canada Pacific road. Much dissatisfaction is expressed also by dealers at the charges made by the G. T. R. R. Co. as excess charges for overweights, and many have come to the conclusion that a car of dry lumber weighs as heavy as a car of green, judging by the charges lately enacted by that company. It is deemed strange, to say the least, that railway companies should choose the commencement of winter in which to weigh cars of lumber, when, as is often the case, ice and snow form fully one-third the entire weight of the load, and then to cap all this, the obnoxious charges levied for shunting cars westward to the city limits, entails a burden too grevious to be berne in silence.

In my next letter with which I close my years correspondence, I will endeavor to give you the returns of the entire year's receipts, as near at least as it is possible to get them. There is now so many points at which lumber is unloaded and shipped away, that it becomes more difficult yearly to collect with accuracy the quantities arriving here and also that ship ped away, but I think I will be able to give it near enough for all practical purposes.

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## MONTREAL.

From Our Own Correspondent

DEC. 9.-The season for the demand for lumber may be said to have closed till after the New Year, and merchants are engaged in taking stock and figuring up the result of the year's

is much below the preceding year. We hear it stated from many quarter that lumbering operations at the shanties will not be so large as last winter, as lumbermen are holding aloof until trade with the United States is in a more prosperous condition, and having the experience that for some years past there has been too much lumber manufactured in this country, which has kept prices down and left very little margin to the manufacturer. Prices are uanhanged and the market closes easy at the following rates ex yard:

Pine, let quality, & M	195	IMP4	^ ^^
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Pine, 4th quality deals, & M Pine, mill culls, & M	10	00@1	2 W
Charles 20 32	.7	00@	9 00
Spruce, * M	10	00@1	2 00
Hemlock, D.M.	9	00@1	O GO
Ash, run of log culls out, WM. Bass, WM. Oak, WM.	15	00(¢1	800
Bass, " " ** ** ** M	15	00(2	<b>00</b> 00
Oak, W M	40	00645	000
Walnut VM	60	00 10	0 00
Cherry, ₩ M	60	00/88	o oo
Butternut, 2 M	25	000	ñΩ
Birch, ♥ M	30	00.00	ŠÃ
Hard Maple, ♥ M.	ōš	000	ň
Lath, VM.	۳,	75/44	× 223
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SHIPMENTS.			

In last report we gave a summary of the total shipments of lumber to South America with comparative figures for previous years, we are enabled to give the total ship ments to the United Kingdom with some comparative figures We are indebted to Messrs. Anderson, McKenzie & Co., of thi for the following figures: The total shipments. 'eals from Montreal to the United Kingdom during the season of 1884 were 191,226,212 Quebec standards, equal to 52,587,205 feet board measure, being an increase of 2,072,827 feet over 1833; 7,619,080 feet over 1882; 37,047,918 feet over 1881; and 32,802,320 feet over 1880. From Pierreville the present seasons shipments amounted to 3,932,202 feet an increase of 1,384,182 feet over 1883, and 1. 738,367 feet over 1882. In the above shipments 153 vessels were employed, of which 138 were steamers and 15 sailing vessels. From this it is clearly seen how steadily and surely steamer are taking the place of sailing tonnage in the deal carrying trade, although to South America none of the former have as yet ventured from the St. Lawrence.

## WINNIPEG.

The Commercial of Dec. 2nd says:-This trade is dead or asleep for the present, and need not be expected to awaken before spring. Nearly all manufacturers have sent their gangs of men out to the logging camps.

### OTTGAGO. AT THE DOCKS.

The Northwestern Lumberman of Dec. 6th says:-The market season is over. On V inesday there were no arrivals, and on Thursday the steam barge M. F. Butters put in an appearance with a cargo of timber specials that were to be delivered on order. Yet within the week ended to-day 80 loads of lumber have arrived in port, but only a small number have been offered on the market. During the closing days of last week the tale end of the season's shipments hustled in out of the winter that was hard after them, which swelled the fleet to considerable proportions. Offerings were worked off at about the previously presailing figures. Piece stuff was sold at \$8.50. A load of dry inch, of medium class, sold at \$13.50. No. 2 stock changed hands at prices that had provailed during the last half of November, namely from \$9 to \$11.

No vessels are now going out for lumbernext to none-though the weather this week thus far has been fine for navigation. Everybody connected with the lake transportation of lumber appears to have abandoned the business for the season. The yard merchants are making attle inquiry about stocks, so that there is nowhere any motive for a market.

On account of the limited number of offerings and sales on the market the past week, and the fact that there will be no further business of importance at the docks this year, we have dropped cargo quotations and the usual schedule of lake freights.

The commission men are getting their breath after the season's scramble, and appear to feel much relief. They soom to be satisfied with the

somewhat of the prices realized. For four months the white wings of poace will hover over the rotting wharf at the market, the pop-corn man will be out of business, the market peeler will have an easy job, and these reports will be absent from our columns. In the meantime the autumn bulls will be developed into spring bears, and the commission men will be converting beefsteak into muscle and nerve that shall enable them to grapple with yard men in the

#### AT THE TARDS.

Since the restoration of the 10-cent rate to southwestern Missouri river points, there has been a marked falling off in orders. Certain yards are still sending out occasional long trains -doubtless finishing up shipments on the 5-cent rate-but the majority of yards are having a quiet time. Dealers appear to have settled down to the conclusion that the demand throughout the winter until February is to be moderate. Conditions prevail which preclude the possibility of there being a brisk shipping demand for lumber during December, January and the first half of February. In any year this portion of the winter is characterized by a duller trade than any other part of the year. But to this consideration is now added the general depression in industries and business, and the low prices of farm products in the

The late settlement of the western passenger rate war will involve a re-adjustment of freight rates. It is announced that the re-adjustment of the lumber rates to Missouri river points has been postponed until December 17.

It is also stated that the trade of this city is to be discriminated against by eastern rates. The summer rates from Grand Rapids, Saginaw and Detroit to New York and Boston are to be retained while the winter rates from Chicago are to prevail. This would give the Michigan shippers a great advantage throughout the winter. A large amount of good lumber and common dressed strips go from this market eastward in the winter season. Any discrimination the railways may make against this city will excite great dissatisfact on among the dealers here.

Receipts of lumber, shingles, etc., from Jan. 1st to Dec. 4th as reported from the Lumberman's Exchange:-

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	-		eceipts.
Ì		Lumb	er. Shingles.
1884		25,891,00	0 30,266,000
1883			0 22,853,000
FROM JANUARY 1,			
1.202	,	-	urts.
	•		Shingles.
1884		1,790,129,000	0 892,266,000
1883	1	,667,741,000	1,128,613,000
Decrease		77 612 000	938 847 000
I		JAN. 1 TO D	
Lumber			1,578,586,000
Shingles	••••		807,535.000
Lath			. 66,071
Posts.	• • • • • • • • • •		2,612,096
Railroad tics	•••••	• • • • • • • • • • • • • • • • • • • •	895,909
Wood, cords			
Bark, cords			
Slabs, cords Telegraph poles			
Piles			
Spars			12
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810			****
_	1834.	1883.	1882.
Lumber & timber. C	£,057,336	665,917,082	
Shigles 35	21,961,925	239,972,615	
Lath		83,330,413	
Pickets		2,610,462	3,079,436
Codar posts	460,805	781,571	150,835
-		APPENDED TO THE	74

In effect from Nov. 1st, 1884, to March 1st, 1885. ow York and common points, per 100 pounds...35c.

PREIGHT RATES TO BASTERN POINTS.

 
 Albany
 32c

 Boston and common points
 40c

 Philadelphia
 33c

 Raitimore
 32c

 Washington
 32c

 Washington
 35c

 Buffalo and Pittsburgh
 50c

 Eric, Pa
 20c

 Dunkirk, N. Y
 20c

TONAWANDA.

CARGO LOTS-MICHIGAN INSPECTION.

## BOSTON.

The Journal of Commerce of Dec. 6th says: The open season so far has helped out some kinds of trade considerably, and there is a moderate call for the supply of current and stock and figuring up the result of the year's much relief. They seem to be satisfied with the near mants. Spruce is in rather improved debusiness, which, as far as building is concerned, smount of lumber handled, but complain mand, as many of the mills are shut down and

the yards are stocking up for winter. Dry white pine of the better grades is quite firm and in pretty good demand. Yellow pine continues very quiet, even the call for flooring being cut into by maple and birch. For hardwoods there is a moderate inquiry, at about previous

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zolects, Dressed\$48	00@50	00
Shelving, Dressed, 1sts	000/112	00
9nda 99	UU/45 SK	M
Dressed Shippers. 27	00@29	00
Dressed Box 18	006220	00
Sheathing, 1st quality42	00@45	00
2nd " 34	00(q35	00

### ALBANY.

Quotations at the yards are as follows :-

Pine, clear, & M	222	Ma	nΛ	Λ.
Pine, fourths		00/4	×	M
Pine, selects	45	00%	ĸα	M
Pine, good box	95	000	<u>43</u>	ã
I Pino common has	30	^^-		^^
Pine, 10-in, plank, each	ñŏ	42/0	m	45
Pine, 10-in, plank, culls, each.	. 00	230	ñ	95
Pine boards, 10-in.	. ŏŏ	23/4	m	32
Pine, 10-in. plank, each. Pine, 10-in. plank, culls, each Pine boards, 10-in. Pine, 10-iu. boards, culls. Pine, 10-iu. boards, culls.	ò	16/4	ñ	21
Pine, 10-in. boards, 16 it., WM	28	000	99	00
Pine, 12-in. boards, 16 ft	28	000	32	00
Pine, 12-in. boards, 13ft	23	000	丽	ŏŏ
Pine, 11 in. siding, sc	40	000	ĭš	00
Pine, Hin. siding, or mon	<u>20</u>	000	ŏ	Õ
Pine, 1-in. siding, select	. 42	00æ	15	00
Pine, inch siding, common	15	000	18	00
Spruce, boards, cach	. 00	006N	ò	16
Spruce, plank, 11-in., each.	.00	000		
Spruce, plank, 2-in, cach.	00	000	00	30
Spruce, wall strips, each	.00	1200	Ö	12
Hemlock, boards, each	00	00 at	Ö	14
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I Herriock, foist, 21x4, cach	ഹ	00(d)	ю	14
Hemlock, wall strips, 2x4, each	00	000	œ	11
Black walnut, gook, & M	. 100	ei:	20	00
Black waluut, finch	80	000		
Black walnut, 3 inch	00	00@	33	00
Scaymore, 1-inch	30	00@:		
Scaymore, & Inch	23	00@s		
White wood, 1-inch and thicker	33	00(q1		
White wood, & Inch	30	00(3)		
Ash, good, ♂ M. Ash, second quality, ₩ M.	40	00G1		
Ash, second quality, # M	25	000		
Cherry, good, PM	60	9000		
Cherry, common, & M.	25	00GS		
Oak, good, WM.	40	00@4		
Oak, second quality, WM	20	00æ		
Basswood, & M	23	00@S		
Hickory, WM.	40	0064		
Maple, Canada, W.M	23	0063		
Maple, American, per M. Chestnut, 2 M.	ΞŢ.	00(#£		
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## OSWEGO, N.Y.

From Our Own Correspondent

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Picking en offer on
Picking 82 00@35 00
Cutting up 22 00@25 00
Fine Common
Common
Common 14 00@18 00
Culls 11 00@14 00
MIII run lote 10 00/200 00
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Mill run, 1x10, 18 to 16 ft 16 00@21 00
Calastal
Selected 21 00@24 00
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Mill run, 11x10 17 00@20 00
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1x7 selected for clapboards 25 00@35 00
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Shingles, XXX, 18 in. pine 4 0009 4 55
Cedar 3 00@ 3 50
Lath, No 1 2 00@ 2 20
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## BUFFALO,

We quote cargo lets:-	
We quote cargo lets:—         \$45           Uppers	00@46 00 00@13 60 50@13 00

## TYNE.

The Timber Trades Journal says :- The list of arrivals are this week very much in excess of any previous week for some time past. The overdue fleet will now all, or nearly all, have arrived, and what may now come to hand will bo of very small extent and importance. The total amount of imports for the season, as will bo seen on reference to the returns of last week are a very long way behind the corresponding period of last year, about 40,000 loads short. These figures, combined with the almost alarming amount of decrease in the returns of the North-Eastern Railway Company for the past ten months, are a fair evidence of the paralysis of trade in this district during 1884. So far there are little or no signs of improvement, although a better tone and prospect appear to animate most people engaged in the shipbuilding trade.

In housebuilding operations are over for the season, and a large number of hands are out of