

# TRADE REVIEW.

Office of CANADA LUMBERMAN,  
August 31, 1892.

## THE GENERAL SURVEY.

**C**ONFIDENCE, some one has said, is a plant of slow growth, but once firmly fixed it is possessed of remarkable procreative powers. Lack of confidence has been the retarding influence to a development of trade in this country for a number of years. There is no want of resources; no country is more richly blessed. Capital is not lacking; but the possessors have rather accepted an unprofitable bank interest than risk it in outside investments.

One of the best evidences of the restoration of confidence in commerce is indicated by the advances in bank stocks and securities that has been a feature of the stock market within the past month. It is a sure commercial barometer. But the advantage does not end here. An improvement in business is soon felt all along the line, and is indicated at this particular time in the bright outlook for a fall trade in every department of mercantile life.

Lumber is feeling the boom. Our reports from every important centre show that the lumber trade is assuming a position to-day that it has not enjoyed for many years. The cause of the revival, a prominent Chaudiere lumberman has said, is of an anticipatory character, but it is none the less certain. Crops in Canada and the States have exceeded the expectations of everyone, and it is argued that it is hardly possible for the country to enjoy unusually large crops two years in succession without the whole business of the country being materially strengthened. This, however, is only another way of saying that the people generally have confidence in the future, and are prepared to purchase stocks and make investments in anticipation of the better times that are not immediately here, but are not, they believe, far away.

In our own province the fall trade in lumber is likely, because of these conditions, to be brisk. Farmers will build barns, erect new fences and use lumber in many different ways, having the money to buy with. We are not yet looking for activity in building in Toronto, but a general revival in the country must affect favorably the market here.

Trade with the States is assuming large and increasing proportions. Trade in the States, as we have remarked further on, is good. English lumber markets are not improving very rapidly, but it is thought that conditions are on the mend. Considerable shipments of Canadian lumber are going forward to Britain. The Quebec news is of shipments greatly in excess of those of a year ago. British Columbia intelligence possesses various elements of promise.

One needs only to peruse our news pages and special correspondence from different points to be assured that the woodmen will have a busy time the coming winter.

## QUEBEC.

Figures, which never lie, at least not in this case, show a large increase in the quantity of timber culled and measured at the port of Quebec compared with those of a year past. Take the following as up to Aug. 2, of 1891 and 1892; the measurements are in cubic feet:

	1891	1892
Waney white pine.....	\$32,229	1,336,603
White pine.....	622,213	859,743
Red pine.....	28,567	38,099
Oak.....	511,598	612,868
Elm.....	419,741	625,001
Birch and maple.....	118,747	404,092

Late advices from Great Britain report freights as follows: Montreal to Glasgow, 42s. 6d.; Montreal to Cardiff, 38s. 9d.; August, Quebec to Cardiff, timber, 17s.; deals, 40s.; Quebec to Lenth, 700 to 800 stands, 20s., and 46s. 3d. Montreal to east coast United Kingdom, 45s.; Quebec to Ireland, deals, 42s. 6d. The following river freights are reported from Quebec: Lumber to Burlington, Whitehall and Plattsburg, \$1.50; to New York, \$2.50; to Latabee Point, railway ties, tamarack, \$1.5c.; from Batiscan to Burlington, Plattsburg and Whitehall, lumber \$1.40.

## BRITISH COLUMBIA.

Conditions on the coast are, on the whole, agreeably

satisfactory. Local trade is holding its own. The noticeable improvement in the South American trade affects the situation here probably more quickly than at any other lumber point in the Dominion. It has been the loss of this trade, together with the depression in Australia, that has necessitated a curtailment of the output of the mills here for the past year or more. Advices from Australia do not point to a removal of the financial depression that has been overshadowing the Antipodean colony for some months, but it is expected that the retaliatory duty that has been levied by the Australian Government against Oregon pine, for its heavy imposts on that country's wool, will divert in an increased measure, whatever lumber trade is doing, to this province. An enlarged development, that in time will doubtless prove an important element in the commerce of the Pacific coast, is showing itself in the manufacture of cedar shingles. Lumber freights from British Columbia are quoted as follows: "South-west coast, 37s. 6d. to 40s.; Sydney, 35s. to 37s. 6d.; Melbourne, Adelaide, or Port Pirie, 40s. to 42s. 6d.; United Kingdom, 55s.; Shanghai, 47s. 6d.; Yokohama, 42s. 6d."

## UNITED STATES.

With an odd exception stocks of lumber at the leading centres of the union are barely adequate to meet the requirements of an ordinary trade. Particularly is this the case with white pine, which is scarce almost everywhere. Manufacturers have in many cases anticipated their cut and made sales that will absorb the output of their mills for some time in the future.

This is the situation, with fall trade practically commenced; and a fall trade that there is every reason to believe will be exceptionally large. There can be no doubt about an abundant crop. True, we had an abundant crop a year ago, but business did not revive. It enabled people of all classes, however, to get out of debt, and with a crop nearly as large again this year, an expansion of present business is to be expected. Prices, consequent upon these conditions, are not only firm, but an advance is already imminent. Minneapolis lumbermen have been, as an organization, one of the first to move on these lines. They have advanced prices from fifty cents to one dollar a thousand. In a word it would seem quite certain that a good volume of trade will be done this fall, and at prices that will make it profitable trade.

## FOREIGN.

An altogether more hopeful tone pervades the foreign markets. The long looked for revival in South American conditions is nearing. Mr. J. W. Todd, lumber merchant, of Liverpool, Eng., who is a regular visitor each year to the Canadian market, speaks hopefully of the English market. Stocks are low, especially the most desirable grades, which are hard to get. He anticipated considerable scarcity by next spring. He has been making large purchases in Canada, having shipped 1,750,000 feet of lumber a week ago to Liverpool per steamer Venetian. A view not quite so sanguine as Mr. Todd's is expressed by Denny, Mott & Dickson, of London, Eng., in their monthly circular. They say: "Business during the past month has not been lifted out of the dull and unprofitable rut in which it has been laboring for the first half of the year; but there seems a little more hopefulness in some directions, and, although "the wish may be father to the thought," more activity is expected in the autumn months."

## HARDWOODS.

The hardwood market is feeling the pulsations of a healthier and more profitable trade. "This improvement," says our contemporary, Hardwood, "is not true alone of walnut, cherry, birch, white oak and the finer woods generally, but also, and even in a more marked degree, of such varieties as elm, basswood, red oak, gum and cottonwood. They were little esteemed a few years ago, but the growth of the consumption of hardwoods has brought them into prominence, and given them a standing in market that few supposed they would ever have. This rise in value is still in progress in respect to some at least of the commoner kinds of hardwood, if not all of them, and another ten years is likely to see a further change in this direction that may prove as surprising as that of the last ten years has been."

## TORONTO, ONT.

TORONTO, August 31, 1892.

### CAR OR CARGO LOTS.

1 1/4 in. cut up and better.....	32 00	33 00
1x10 and 12 dressing and better.....	18 00	20 00
1x10 and 12 mill run.....	13 00	14 00
1x10 and 12 dressing.....	14 00	15 00
1x10 and 12 common.....	12 00	13 00
1x10 and 12 spruce culls.....	10 00	11 00
1x10 and 12 mill culls.....	9 00	10 00
1 inch clear and picks.....	24 00	25 00
1 inch dressing and better.....	18 00	20 00
1 inch siding mill run.....	14 00	15 00
1 inch siding common.....	11 00	12 00
1 inch siding ship culls.....	10 00	11 00
1 inch siding mill culls.....	8 00	9 00
Cull-scantling mill culls.....	8 00	9 00
1 1/2 and thicker cutting up plank.....	22 00	25 00
1 inch strips 4 in. to 8 in. mill run.....	14 00	15 00
1 inch strips, common.....	11 00	12 00
1 1/4 inch flooring.....	14 00	15 00
1 1/2 inch flooring.....	14 00	15 00
XXX shingles, 16 inch.....	2 10	2 40
XX shingles, 16 inch.....	1 30	1 40
Lath, No. 1.....	1 70	1 70
Lath, No. 2.....	1 50	1 50

### YARD QUOTATIONS.

Mill cull boards and scantling \$10 00		
Shipping cull boards, promiss.....		
cuous widths.....	13 00	
stocks.....	14 00	
Scantling and joist, up to 16 ft.....	13 50	
" " " " 18 ft.....	15 00	
" " " " 20 ft.....	16 00	
" " " " 22 ft.....	17 00	
" " " " 24 ft.....	19 00	
" " " " 26 ft.....	20 00	
" " " " 28 ft.....	22 00	
" " " " 30 ft.....	24 00	
" " " " 32 ft.....	27 00	
" " " " 34 ft.....	29 50	
" " " " 36 ft.....	31 00	
" " " " 38 ft.....	33 00	
" " " " 40 to 44 ft.....	37 00	
Cutting up planks, 1.....	25 00	28 00
and thicker, dry.....	18 00	24 00
Dressing blocks.....	16 00	20 00
Picks Am. inspection.....	30 00	

## OTTAWA, ONT.

OTTAWA, August 31, 1892.

Pine, 1st qual., per M \$35 00	40 00	Pine, 4th qual., deals.....	10 00	12 00
Pine 2nd.....	27 00	Pine, mill culls.....	2 00	10 00
Pine, shipping culls.....	24 00	Laths.....	1 80	1 90

## QUEBEC, QUE.

QUEBEC, August 31, 1892.

### WHITE PINE—IN THE RAFT.

	cts.	cts.
For inferior and ordinary according to average, quality, etc., measured off.....	16	20
For fair average quality, according to average, etc., measured off.....	18	22
For good and good fair average.....	21	27
For superior.....	28	30
In shipping order.....	29	35
Waney board, 18 to 19 inch.....	28	34
Waney board, 19 to 21 inch.....	34	37

### RED PINE—IN THE RAFT.

Measured off, according to average and quality.....	14	22
In shipping order, 35 to 45 feet.....	22	30

### OAK—MICHIGAN AND OHIO.

By the dram, according to average and quality.....	43	47
By the dram, according to average and quality, 45 to 50 feet.....	28	30
" " " " 30 to 35 feet.....	23	26

### ASH.

14 inches and up, according to average and quality.....	25	28
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### BIRCH.

16 inch average, according to average and quality.....	20	23
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### TAMARAC.

Square, according to size and quality.....	17	20
Flatted.....	15	18

### STAVES.

Merchantable Pipe, according to quality and specification.....	\$300	\$320
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W. O. Puncture, Merchantable, according to quality.....	80	90
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### DEALS.

Bright, according to mill specification, \$115 to \$120 for 1st, \$75 to \$80 for 2nd, and \$35 to \$40 for 3rd quality.....		
Bright, Michigan, according to mill specification, \$120 to \$130 for 1st, and \$90 to \$95 for 2nd quality.....		
Bright spruce, according to mill specification, \$40 to \$42 for 1st, \$25 to \$26 for 2nd, \$22 to \$23 for 3rd, and \$19 to \$20 for 4th quality.....		

## BOSTON, MASS.

BOSTON, Mass., August 31.—Trade is better than the average for the season of the year. Prices have not changed.

### EASTERN PINE—CARGO OR CAR LOAD.

No. 1 and 2.....	\$40 00	\$43 00	Clapboards, 4 in., sap.....		
No. 3.....	28 00	30 00	" " " " clear.....	48 00	50 00
No. 4.....	23 00	26 00	Sap, and clear.....	45 00	
Ship's bds and coarse 16 10 16 50			Heart extra.....	52 00	55 00
Refuse.....	12 00	13 50	Heart clear.....	49 00	50 00
West'n pine clapboards.....			Level siding 6 in. clear.....	23 00	24 00
4 ft. sap extra.....	53 00				

### WESTERN PINE—BY CAR LOAD.

Uppers, 1 in.....	\$43 00	\$50 00	Fine com., 3 and 4 in.....	42 00	46 00
1 1/2, 1 1/2 and 2 in.....	50 00	52 00	No. 2, 1 in. Fine com.....	28 00	30 00
3 and 4 in.....	60 00	65 00	1 1/2, 1 1/2 and 2 in.....	29 00	31 00
Selects, 1 in.....	43 00	45 00	No. 1 strips, 4 to 6 in.....	43 00	44 00
1 1/2, 1 1/2 and 2 in.....	47 00	48 00	No. 2.....	37 00	37 00
3 and 4 in.....	52 00	54 00	No. 3.....	28 00	30 00
Moulding boards, 7 to 11 in. clear.....	35 00	38 00	Cut up, 1 to 2 in.....	24 00	32 00
60 per cent. clear.....	34 00	36 00	Coffin boards.....	19 00	22 00
Fine common, 1 in.....	31 00	38 00	Common all widths.....	22 00	26 00
1 1/2, 1 1/2 and 2 in.....	35 00	40 00	Shipping culls, 1 in.....	15 00	15 50
			" " " " 1 1/2 in.....	15 50	16 50

### SPRUCE—BY CAR LOAD.

Scantling and plank, random cargo.....	14 00	15 00	Coarse, rough.....	12 00	14 00
Yard orders, ordinary.....	15 00	16 00	Hemlock bds., rough.....	12 00	13 00
sizes.....			" " " " dressed.....	12 00	14 00
Yard orders, extra.....	16 00	18 00	Clapboards, extra, 4 ft.....	35 00	36 00
sizes.....			Clear, 4 ft.....	33 00	34 00
Clear floor boards.....	19 00	20 00	Second clear.....	24 00	25 00
No. 2.....	16 00	17 00	No. 1.....	23 00	26 00

### LATH.

Spruce by cargo.....	2 50	2 75			
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### SHINGLES.

Spruce, 18 in., extra.....	1 00	1 50	No. 1.....		
Pine, 18 in., extra.....	4 00	4 75	Clear.....	3 00	3 75
Pine, clear batts.....	3 15	3 15	Extra, No. 1.....	2 00	2 75
Ced. sawed, extra.....	3 30	3 65	Cypress, No. 1, 18 in.....	5 00	6 25
Canada, clear.....	2 75	3 00	Canada.....		
Canada, extra, No. 1.....	2 00	2 40			