Market Reports.

From Our Own Correspondent,

NOVEMBER 8th,-The open weather of the past two weeks has kept shipments of lumber nearly up to the same figure as in the two weeks preceding. The average number of cars of lumber per day arriving here for local use and for shipment during the last two weeks has been about fifty, so that averaging each car at 10 M., would foot up about half a million, as our daily receipts by one road alone; so that if we include our receipts by other roads it would doubtless foot up something like 700,000 ft. per day. The quality of the lumber also has been much better on latter shipments. The writer noticed two trains, of fifteen car loads each, the nggregate value of which would be in the vicinity of \$10 000 on the rail here.

The docks are entirely cleared, and nearly all the lumber now being shipped goes straight off the cars on to the vessels, and should the present fine weather continue for two or three weeks longer, considerable lumber will yet reach the American market, and I venture to affirm, without fear of contradiction, that less lumber will be wintered over here than during any winter for the last ten years. Most of the mill yards will be thoroughly cleaned out of all they have been able to manufacture, but the quantity made has doubtless come far behind the anticipations indulged in by mill men in the early part of the season. The long drought experienced during the summer months interfered seriously with the season's operations. Lath has become scarce, as indicated in my last letter. and it is difficult to procure sufficient to keep the local market supplied, and the consequence is an advance of 20 cents per M. over former prices, and the probabilities are that retailers will demand from \$1.90 to \$2.00 per M. before the season closes.

The stocks at the various yards throughout the city are still quite limited, more especially in bill stuff, which still continues exceedingly scarce; in fact all the yards combined could not fill a bill of any magnitude where timber and joisting predominated, indeed, the only plentiful kind of lumber on the market at the present time is call boards, of which there is a full **ոսթթե**չ.

Good cherry, butternut and walnut continue scarce, and the latter has advanced in price steadily, \$200 per thousand being the retail and the rise in the river has facilitated the price now demanded for a choice article. Cedar | getting down of logs, which were stuck in the posts are also hard to obtain of sufficiently good quality for block pavements, and large quanti. ties will no doubt be got out this coming winter to meet the demand next spring and summer, and, in order to obtain suitable timber, higher prices will have to be paid by contractor in order to insure a proper supply.

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THE CURIS OF COIDS are getting overheated in het rasms or crowded assemblies, sitting in a draught, or cooling too rapidly after exercise, noulling up warm and changing to light wrapiding 1-bl and damp feet. No matter what is the cause Hagyard's Pectoral Balsam is the cure for all threat and lung diseases that the cure for all threat and lung diseases that the feet of the survey for a dam at the feet of Lake Temperannungue, to hold back a reserve supply induce preserve at the could be brought unto seen induce communition.

MONTREAL.

From Our Own Correspondent

Nov. 9th. - The demand for building lumber has been pretty brisk since the date of our last report. Stocks of all kinds of lumber here are now pretty full, but not much more is expected to arrive this fall, as sawn lumber is now difficult to get at Ottawa. Our prices continue as last quoted, and are likely to remain so for some time to come. Four large rafts passed down the river on the 4th inst. for Quobec, apparently anxious to reach their destination before the frost sets in. The shipments from this port since the 22nd ult. were to Buenes Ayres, 1,034,401 ft., and to Monte Video, 385,104 ft. These are probably the last shipments for this season, there may be one other cargo, but this is uncertain. The total shipments to the River Platte since the opening of navigation to date were 10,601,842 ft., against 8,133,944 ft. for the same period of last year, showing an increase of 2,467,898 ft. For building lumber, ex yard, wo continue to quote :-

Pine, 1st quality, & M	832 00@40 00
Pine, 2nd " \ M	
Pine, shipping culls, () M	12 00 <t15 00<="" td=""></t15>
Pine, cull deals, 24 M	8 00@10 00
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Spruce, ₽ M	8 00x10 00
Hemlock, ≱ M	8 00@10 00
Ash, run of long culls out, V M	l 16 00@18 00
Rass, " " V M	14 00(16 00
Oak, & M	35 00((45 00
Birch, 3' M	17 00cd20 00
Hard Maple, 3 M	18 00@25 00
Lath, 🏖 🕽	
Shingles, 1st, 3' M	3 00kt 0 00
Shingles, 2nd, Y M	2 00@ 0 00
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CORDWOOD.—The demand for cordwood has slackened off since the date of last report, but in a short time, when the weather turns colder, it will most likely revive; prices have receded a little. Fair quantities are arriving by boat since the river has risen somewhat, and when winter roads are good for sleighing, there will be large lets of dry wood coming in from the bush. We now quote prices on the wharf, ex cartage, as under :-

Long Maple	86 50
Short "	6 00
Long Birch	8 00
Shors " Long Beech	5 50
Long Reech	5 50
Short_"	5 00
Long Tamarack	5 00
Short "	4 50

OTTAWA.

From Our Own Correspondent.

ov. 10th.-The saw mills in this section are all running in full blast, day and night, but will have to shut down in the course of about two weeks. There has been no lack of rain of late, rapids at several points on the Ottawa and the Gatineau. The total cut of lumber for the season will fall considerably short of the quantity produced last year, owing to the lack of log supply during the low water season. It is questionable whether the cut of some of the firms in this locality will reach the quantity sold last spring. Some of the yards are quite bare, as compared to former years at this time, and it is quite evident that the quantity that will be held over will not be nearly so large as for many previous winters.

No large sales of lumber have been reported for some weeks past, as most of the manufacturers are doubtful whether they will be able to fill the contracts made last spring or not. There are no changes in the quotations to note since the last were given, although the market is firm with an upward tendency.

OUGTATIONS:

QUUI.	 /.•• <i>•</i>				
Shipping Culls, per M	 	••••	. 200	00/311	00
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The freight business was fairly active during the past coupie of weeks, but is now becoming dull, as tow steamers and barges are lying up for the winter season. The last of the American boats leave to-morrow, and Canadian boats are going into winter quarters as fast as they arrive. There was no further rise in freight rates as expected, owing to the limited supply of lumber to be shipped. It is expected that about the usual quantity of lumber will be shipped by rail

of water, so that it could be brought into requi- wish them bon repeate.

sition at the low water season, and aid in the getting down of logs and square timber.

The log drives on the Ottawa and Gatineau rivers will be completed in about a week from the present time of writing. More difficulty has been experienced this year in getting down logs than ever before, and the lowness of water is attributed in a measure to the clearing up of the country.

The last lumber train from the Mattawan to Quobec has passed down. There were 920 car loads in all transported for the Scotch Canadian Lumbering Co. This company carries on operations on the Georgian Bay as well as on the Upper Ottawa, doing a large trade. They are sending a good many men up the river this winter, and will take out double the quantity of timber and a large lot of logs. It is contemplated by the firm to place on the market next season a million feet of square timber, and to take out 125.000 logs.

All the mill men in this section are sending large numbers of v en up the river, and more square timber and es will be taken out this winter than for a good many years back, in fact more than at any other period. The outlook is considered pr nising.

Mr. Edwar . Prince, manager of the factory at Horse Shoe Bay, on the Lower Ottawa, has shipped during the past summer fourteen large loads, or some 700 cords, of match blocks to Wilmington and Westville, U.S. Splints for the manufacture of matches were formerly manufactured at the factory, but the U.S. authorities levied duty upon them, so that the blocks were only made ready to be transformed into splints. Several gangs of men are being sent to the woods to cut logs for this factory, which is connected with the Boocher, Swift & Courtney firm.

The disease known as "Pinkeye" has broken out amongst the horses in the shantles of Mr. J. R. Booth, on the Upper Ottawa.

> ST. JOHN, N. B. From Our Own Correspondent. DEALS.

The stock of deals continues very low, and there cannot be much change in this respect for the remainder of the season. The country mills are nearly all shut down, for want of logs; the few deals that come into market from that direction are selling at about \$9, while those of city manufacture are worth \$10.50.

LOGGING OPERATIONS.

The want of activity in the operations for ogging, noticed in our last report, continues. There is no doubt whatever but the cut of logs the coming winter will fall far short of the average, and as the streams have been pretty well cleared of the old logs during the past season, the supply for next year's sawing must be very limited indeed.

FREIGHTS.

The freight market an scarcely be said to have undergone any change. The last charter reported was the Andrew Johnson, 2,005 tons, for Liverpool, at 56s. 3d.; this being a very large ship, this figure may be considered rather below the market rate, which we would quote about the same as in our last, say 57s. 6d.

SHIPMENTS.

The shipments of deals and other sawn lumber are as follows:-

For Europe	6,337,000 St	ap. fe
" United States	3,109,000	٠,,
" Africa	725,000	**
" Australia	1,529,000	••
SHIPPING.	•	

Our shipping list shows quite an increase, and as a number of vessels have yet to arrive the prospect is that we shall have no deals left for winter. A somewhat interesting occurrence took place here on Saturday, in the sailing of two large ships for Australia, viz., the Malleille, 924 tons, and the Walter D. Wallet. 1,413 tons, both with deal cargoes, amounting to 725,000 feet, and 1,103,000 feet respectively. The incident is noteworthy as indicating the development of a comparatively new department of our wood trade, a very few shipments having been previously made direct for that destination. Both ships are cleared for Adelaide for orders, and it will be interesting to note the time of each on their arrival at the Antipodes.

The following is a list of the vessels in port, ith their tennage and destinations .-

Wm. Stephenson, 749, United Kingdom.

Pusnace, 503, Dublin. Vandyck, 1,377, Liverpool or London, Topaz, 196, United Ringdom.

St. Joseph, 335, East Coast Ireland. Loining, 821, United Kingdom. Sybilla, (s), 1,320, Liverpool, Glasgow or Bristel Thannel.

Angel, 193, Moditerranean.

ramatta, 925, d Palmerston, 649, Cork.

L. ona, 945, Liverpool, London, or Bristol Channel. Bertie Biglow, 1,142, Liverpool.

Wickham, (e), 1,124, Liverpool, London, or Bristol Channel.

Andrew Johnson, 2,005, Liverpool, Thos. N. Hart, 1,200, London. L. H. D'Vehed, 599, Oliver Emery, 623. E. M. Grogory, 337, discharging. Son Bird, 333, waiting. Kodiac, 420, —— Nov. 7th, 1881.

CHICAGO.

The Northwestern Lumberman says :- The cargo market, during the past week, has not only been a smaller one than usual, but as well. remarkably quiet. The weather has not been favorable for dealers to "hang around" looking for bargains, and the attendance has been scarcely up to the average. The offerings have not been large, and although each day has shown some cargoes awaiting purchasers, and each day has seen the fleet nearly or quite cleaned out, the fluctuations in prices have been very slight. Ordinary piece stuff, which is the barometer of the market, has sold at \$10.25 and \$10.371 to \$10.75, while long lengths have ranged according to the proportion in the cargo, from \$10.50 to \$13. The better grades of lumber have ruled firm throughout the week.

Shingles have been in slightly better favour, ales being made at \$2,374 for brands which had not been previously held above \$2.35. Quotations at this writing stand at about \$2.20 to \$2.30 for standards, with A bringing from \$2.374 to favorite brands at \$2.65, at which latter rate a cargo was sold October 1.

Freights have been rather dull and inactive, and many vessels are going into winter quarters from inability to meet expenses. The advancing wages and the high cost of provisions, the inclemency of weather which may reasonably be expected during the month of November, is ordinarily compensated somewhat by increased rates of freight; but the outlook for a profitable mouth to the vessel interest is anything but promising.

CARGO QUOTATIONS. CARGO QUOTATIONS.

Joist and scantling, green, ordinary lengths 910 25c110 7;

Joist and scantling, green, 20 feet and over 12 00c11 00

Mill run, choice green 10 50cr21 00

Mill run, medium, green 13 00c10 50

Mill run, common 11 75cr13 00

Shingles, standard 2 25cr2 35

Shingles, extra A 2 35cr2 60

Lath 1 85cr 1 90

LAKE FREIGHTS.

 Manistee
 \$2 25

 Muskegon
 1 872

 Ludington
 2 00

 Grand Haven
 1 873

 Menominee
 2 124 42 25

 White Lake
 2 00

 Ford River
 2 00

The condition of trade at the yards in this city has not materially changed from that of last week. The weather, much of the time, all over the country tributary to Chicago, has been unpropitious to trade, but, notwithstanding this fact, a fairly active demand has provailed, orders coming in quite freely. The call for lumber in the interior is, with most dealers, fully equal to their ability to supply it, on account of the difficulty in procuring cars promptly. Some trouble is experienced by individual concerns in always finding the requisite amount of stock dry enough to ship to fill orders, though it is asserted that there is enough in the district, if it was only equally distributed among the dealers. The fact is, no doubt, that dry stocks are much broken, and in many in stances run down. This is an indication that the volume of trade during the sesson has been heavy. The lowness of dry stocks on the Miss issippi, and the dubious condition of the manufacturing interests along that river, will likely We make a loud demand for all the available lumber here, and this fact should tend to stiffen prices.