

Market Reports.

MONTREAL.

From Our Own Correspondent.

Jan. 25.—There is nothing new to report in the state of the market, which has been quiet and in favor of large buyers. Business on the whole has not been satisfactory either at home or abroad, and some are endeavoring to create the idea of their being a very considerable shortage in the manufacture this year. The imports by rail are coming to hand slowly, owing to heavy snow storms blocking up the roads. Laths are still scarce and retail lots bring our outside figure. We quote yard prices as follows:

Pine, 1st quality, 10 M.	\$35 00	\$40 00
Pine, 2nd, 10 M.	22 00	24 00
Pine, shipping culls, 10 M.	14 00	16 00
Pine, 4th quality deals, 10 M.	12 00	12 00
Pine, mill culls, 10 M.	10 00	12 00
Spruce, 10 M.	10 00	12 00
Hemlock, 10 M.	9 00	10 00
Ash, run of log culls out, 10 M.	20 00	25 00
Bass, 10 M.	17 00	20 00
Oak, 10 M.	40 00	50 00
Walnut 10 M.	60 00	100 00
Cherry, 10 M.	60 00	100 00
Butternut, 10 M.	35 00	40 00
Birch, 10 M.	20 00	25 00
Hard Maple, 10 M.	25 00	30 00
Lath, 10 M.	5 00	5 00
Shingles, 1st, 10 M.	5 00	5 00
Shingles, 2nd, 10 M.	5 00	5 00

CORDWOOD.

The demand, notwithstanding the continued very cold weather, has not been brisk. The higher rates of railway freight have not as yet affected prices, but it has had the effect of lessening the supplies. There is not much wood getting out at present as the roads in the country are blocked up with snow, and it is not expected that much will be done till a thaw comes, meantime our prices are firm but unchanged. We quote at the wharves or cartage:

Long Maple.....	5 00
Short.....	5 00
Long Birch.....	5 00
Long Beech.....	5 00
Tamarack.....	5 50

LIVERPOOL MARKETS.

Our mail advices up to the 1st inst. call business quiet, but not more so than usual at this season. The stocks of Canadian lumber there on the 31st of Dec. were as follows:

	1882.	1883.
Quebec square pine....	22,000	459,000
Waxy pine.....	275,000	349,000
St. John pine.....	61,000	30,000
Other pine.....	6,000	90,000
Pitch pine.....	629,000	305,000
Canadian and Nova Scotia oak.....	100,000	530,000
Oak plank.....	335,000	330,000
Quebec deals.....	104,000	182,000
	8,482	8,429

Private sales of spruce deals were reported at £6 15s. for St. John and £6 10s. for lower port, and by auction at £6 14s. 9d. for Dalhousie.

TORONTO.

From Our Own Correspondent.

JAN. 23.—The long continued severe frost combined with a great depth of snow, prevents any attempt at building, so that trade is completely at a standstill. About twelve cars of lumber per day is all that has come into this city by rail during the past two weeks, and part of that intended for use on the harbour improvements going on. The large quantities of cordwood and slabs coming in serves in some measure, however, to keep the railway companies rolling stock partially employed. A few cars daily of last season's accumulation in the yards here are being worked off to western points, and if the railway companies would grant liberal rates from the mills to western points limited shipments might be made during the winter months. The N. & N. W. Company have offered some slight concessions from places where the water routes come into competition with them during the navigable season, but that is useless; lumber at such favorable points for shipment will remain there until the opening of the spring. Through their own cupidity they have lost this trade, and it will require much greater concessions than those now offered to regain control of that trade. Lumbermen feel much annoyed at the constant changes and innovations discriminating against their business here. Since the first of this year the G. T. R. Company assumed entire control of the Midland railway, and the first change made was to shift the agents office to a small hole and corner affair down at the Don, where it is highly dangerous to life and limb to attempt to go and

transact business, and for the fourth time during the last twelve months a fresh agent has been appointed; this seems to be a favorite plan of the company in question, just as soon as the agent has got to understand the wants of the lumberman and a cordial state of feeling existing between them the connection is suddenly severed. Lumbermen have been given to understand that Mr. White retains all the power he formerly held in the management of the Midland system, if this is the case they would like to see him and explain in person some of the grievances under which they labor, and if he has not the same control which he formerly held we fear his mantle has fallen on unworthy shoulders.

The N. & N. W. Railway Company have introduced another innovation, or, as they call it, fresh rules from the board. It has been the custom hitherto when any dealer had incurred the penalty of demurrage through the detention of a car from any cause whatsoever, to go to the local freight agent and place their plea before him, and if through stress of weather or other causes which often arise to prevent the prompt unloading of cars the agent used his own discretion in remitting the penalty, but now under the fresh rules it must be paid and the case presented before the board of directors for a judgment. O, ye Gods, picture to yourself the grave spectacle of a board of railway directors sitting in solemn conclave over the momentous question: Shall we split this two dollar bill, keeping one-half ourselves or as we have it in possession shall we keep the whole. The latter feeling I imagine most likely to predominate. It is now in fact got to be absolutely considered a rash act for a dealer to be guilty of winking if standing near one of his own cars of lumber, for fear any of the railway officials may notice him and construe it into an unwarranted act of jubilation at having got the better of the company in some shape or that particular car of lumber, but the day of retaliation is surely at hand; 1883 shows a falling off of nearly 20,000,000 feet from that of 1882; and that in a traffic which has hitherto given them over 40 per cent. of their total freight earnings. The time is coming rapidly when they will be glad to cultivate a trade which up to the present time they have burdened with heavy restrictions.

Mill cull boards and scantling.....	\$10 00
Shipping cull boards, miscellaneous widths.....	14 00
Stocks.....	14 00
Scantling and joist, up to 16 ft.....	14 00
" " " 18 ft.....	15 00
" " " 20 ft.....	16 00
" " " 22 ft.....	17 50
" " " 24 ft.....	18 00
" " " 26 ft.....	19 00
" " " 28 ft.....	21 00
" " " 30 ft.....	22 00
" " " 32 ft.....	23 00
" " " 34 ft.....	24 00
" " " 36 ft.....	25 00
" " " 38 ft.....	26 00
" " " 40 ft.....	27 00
" " " 42 ft.....	28 00
" " " 44 ft.....	29 00
Cutting up planks to dry.....	24 00
Boards.....	13 00
Sound dressing stocks.....	18 00
Picks Am. inspection.....	23 00
Three uppers, Am. inspection.....	35 00

11-inch flooring, dressed.....	32 00
" " " rough.....	10 00
" " " dressed.....	20 00
" " " undressed.....	15 00
" " " dressed.....	22 00
" " " undressed.....	10 00
3 Beaded Sheeting, dressed.....	22 50
Clapboarding, dressed.....	14 00
XXX sawn shingles, 10 M.....	3 00
Sawn lath.....	2 50

OTTAWA.

From Our Own Correspondent.

JAN. 24.—The lumbermen of the Ottawa valley are not carrying on such shantying operations this season as in the past four or five years. They have had a very favorable winter, but are afraid of next year's demand. There is a large quantity of square timber and logs in market at present, little of last year's cut having been disposed of during the past summer and fall. Very few new shanties have been opened on the tributaries. Labor is comparatively cheap, but the demand has been long ago satisfied. A prominent lumberman has informed your correspondent that the total cut this winter will not amount to much more than a half of that of last season. This will have the effect of bringing the market into a steady condition. Allan Grant, one of the prominent merchants, who took out seven rafts of square timber last year, will not have one this year. On the Kippewa limits the number of shanties

is not increased and a few are not in operation. Gilmour Bros. have two; A. Grant two; Booth & Gordon two; O. Latour one; D. Moore one; Sherman, Lord & Hurdman three; Edwards & Co. two; J. & B. Grier one; the latter is taking out square timber solely, and all the preceding ones are taking out logs and one or two square timber.

As regards the stock on hand in the yards here it is fast reducing, although yet pretty large. The demand is somewhat dull. Within the past year the facilities for shipping have increased to a large extent owing to the extension of the O. A. R. into the lumbering district. Competition is keen between this Company and the O. P. R. on American shipments, and the rates have been reduced considerably. A large quantity of lumber is at present being shipped by rail. Next spring will witness a lively time between the boats and the railway companies in their competition for freight. The leading boating companies seem confident of securing their usual share, and even have added considerably to their fleets. They expect to compete successfully with the roads, and, furthermore, they claim they will be able to reduce the rates to such an extent as to make it unpleasant for the railway companies.

Within the past few years a large number of foreign dealers have appointed permanent representatives or agents here. The Sheppard Morse Co., of the United States, is about the largest buying firm here. The head officers of the Company arrived in the city to-day, and are negotiating for next year's stocks.

Few measures affecting the lumber industry have been entered for consideration at the present session. In connection with the report of the Minister of Public Works, laid on the table a few days ago, there was an appendix to it submitted by the Chief Engineer of the Department, referring to the proposed improvements on the Upper Ottawa river in the interest of the lumbering trade of this district. The works asked for are of two different distinct objects. They are as follows:—

1. To increase the length of navigable waters above the confluence of the Mattawa, by placing a dam at the head of the Mountain Rapids, and thus to obliterate the Long Sault and create comparatively still water extending to the head of Lake Temiscamingue, a distance of say 90 miles, and for some miles as well up the Riviere Blanche, thus bringing navigation by steamers to a point within twelve miles of the O. P. R. at Mattawa.

2. To place a dam at the foot of Lake Temiscamingue for the purpose of raising the water in the lake to a certain height (to be hereafter determined) above its normal level, with the object of holding such water until the occurrence of the period when that in the Ottawa, at any point in its course to the Chaudiere Falls, has fallen so low as to impede or prevent the running of timber or logs, and then by the raising of the gates or opening of sluices, to permit the water or a portion of it so penned up to pass into the river, and thus to flush the logs and timber down the stream. The report from the engineer remarks upon the foregoing demand as follows:—"It may thus be seen that these two projects are antagonistic. If the dam were built at the Mountain Rapids for the purpose of navigation, then the river below for milling and rafting purposes would remain as it is at present, and no advantage would be derived by the mill owners at the Chaudiere. If the second proposal were carried out, then, as regards navigation, the river would remain as it now stands. I am not prepared, for the want of information—information to be obtained only after a most thorough and careful examination of the river from the Mountain Rapids to Ottawa, the cost of which would be not less than \$5,000—to offer an opinion as to the feasibility of the scheme for making Lake Temiscamingue reservoir for feeding the Ottawa during the periods of low water; neither can I estimate the cost of a dam at the Mountain Rapids, and its probable effects on the country at the foot of Lake Temiscamingue, without further and extended examination. Either of these projects would involve an expenditure, ranging from \$250,000 to \$300,000; for, as I believe it would be unwise to construct the works of wood, or any perishable material, they should

be built, if built at all, in a most solid and enduring manner so as to ensure their permanence and a minimum cost for annual repairs."

It is expected that next season all the mills hereabouts, will be lighted with the electric light. Messrs. Bronson and Weston, and Messrs. Perley and Patten are at present having the necessary apparatus put in their mills.

Mr. E. B. Eddy, the lumber king of J. V., was a few days ago elected Mayor of that city.

Mr. W. G. Perley, of the firm of Perley & Patten, is at present in England, and has been there for a number of months. He is one of the principal directors of the Canada Atlantic Railway Co.

WINNIPEG.

The Winnipeg Commercial of Jan. 23, says: There is very little demand at present, nor is there likely to be any of much account until the revival of building operations in the spring. Quotations are as follows:

Pine lumber, 1st, common boards, dressed.....	\$25 50
do, 2nd, dressed.....	25 50
do, 1st dressed rough.....	25 50
do, 2nd do.....	25 50
Sheathing, rough.....	25 00
Timber 16 feet and under.....	24 00
do, 16 feet, for each additional 2 feet.....	1 00
Dimensional, 2x4 joists 16 feet and under.....	24 00
do, do, over 16 feet for each.....	1 00
2x4x12.....	25 00
2 and 3 in. battens.....	30 00
A stock boards, all widths.....	50 00
B do.....	45 00
C do.....	40 00
D do.....	35 00
1st clear, 1, 1 1/2, 2 and 3 inch.....	60 00
2nd do.....	55 00
Window and door casings.....	50 00
Base boards, dressed.....	50 00
1st pine flooring, siding and ceiling.....	40 00
2nd do.....	35 00
3rd do.....	30 00
1 inch split siding, dressed.....	30 00
Spruce lumber—timber 16 feet and under.....	22 00
do, over 16 feet for each additional 2 feet.....	1 00
Dimensional and joists, 16 feet and under.....	23 00
do, do, over 16 feet for each additional 2 feet.....	1 00
Boards.....	2 00
1st flooring, siding and ceiling.....	23 00
XX shingles.....	5 25
Star A shingles.....	5 25
X shingles.....	5 00
A do.....	4 50
Lath.....	4 50

ALBANY.

Quotations at the yards are as follows:—

Pine, clear, 10 M.....	\$35 00	\$40 00
Pine, fourths.....	50 00	55 00
Pine, select.....	45 00	50 00
Pine, good box.....	25 00	30 00
Pine, 10-in. plank, each.....	00 42	00 48
Pine, 10-in. plank, culls, each.....	00 23	00 28
Pine boards, 10-in.....	00 38	00 40
Pine, 10-in. boards, culls.....	00 18	00 21
Pine, 10-in. boards, 16 ft., 10 M.....	23 00	25 00
Pine, 12-in. boards, 16 ft.....	30 00	34 00
Pine, 12-in. boards, 13 ft.....	27 00	29 00
Pine, 1 1/2 in. siding, select.....	45 00	47 00
Pine, 1 1/2 in. siding, common.....	18 00	20 00
Pine, 1 1/2 in. siding, select.....	43 00	45 00
Pine, 1 1/2 in. siding, common.....	15 00	18 00
Spruce, boards, each.....	00 00	00 10
Spruce, plank, 1 1/2 in., each.....	00 00	00 20
Spruce, plank, 2 in., each.....	00 00	00 30
Spruce, wall stripe, each.....	00 12	00 12
Hemlock, boards, each.....	00 00	00 14
Hemlock, joist, 4x6, each.....	00 00	00 33
Hemlock, joist, 2x4, each.....	00 00	00 14
Hemlock, wall stripe, 2x4, each.....	00 00	00 11
Ash, good, 10 M.....	40 00	43 00
Ash, second quality, 10 M.....	25 00	28 00
Cherry, good, 10 M.....	00 00	00 35
Cherry, common, 10 M.....	25 00	35 00
Oak, good, 10 M.....	40 00	45 00
Oak, second quality, 10 M.....	20 00	25 00
Basswood, 10 M.....	25 00	30 00
Hickory, 10 M.....	40 00	50 00
Maple, Canada, 10 M.....	25 00	30 00
Maple, American, per M.....	20 00	25 00
Chastnut, 10 M.....	35 00	40 00
Shingles, shaved, pine, 10 M.....	0 00	0 50
" 2nd quality.....	0 00	0 50
" extra, sawed, pine.....	0 00	0 40
" clear.....	0 00	0 30
" cedar, mixed.....	0 00	0 35
" cedar, XXX.....	0 00	0 40
" hemlock.....	0 00	0 50
Lath, hemlock, 10 M.....	0 00	0 25
Lath, spruce.....	0 00	0 30

CHICAGO.

The Northwestern Lumberman says:—While business has been quite dull for the past week there is a slight improvement noticeable in the demand, and sales have been a trifle better than they were the preceding week, although as yet the improvement has not become altogether general, nor have the sales been large. With a very few exceptions the dealers report an increased demand from the country for estimates on bill, together with a few sales that denote the trade is not dead, and seem to promise a good business as soon as the weather grows milder. Dealers whose trade lies in the southern part of this state and in the south expect to have trade pick up within two or three weeks, when it will gradually creep northward as warm weather becomes general. All of the dealers