

NEW YORK, Nov. 20th, 1899.

Western Pine—by car load.			
Uppers, 1 in	\$46 00	\$48 00	Fine com. 3 & 4 in 42 00@46 00
1½, 1½ & 2 in	48 00	50 00	No 2, 1 in. Fine com. 28 00 32 00
3 & 4 in	55 00	60 00	1½, 1½ & 2 in 29 00 31 00
Selects, 1 in	47 00	43 00	No. 1 strips, 4 to 6 in 10 00 43 00
1½, 1½ & 2 in	43 00	44 00	No. 2 35 00 36 00
3 & 4 in	45 00	50 00	No. 3 24 00 26 00
Moulding boards, 7 to 11 inch clear	37 00	41 00	Cut ups, 1 to 2 in 24 00 30 00
60 per cent clear	35 00	37 00	Coffin boards 19 00 22 00
Fine common 1 inch	37 00	42 00	Common all widths 21 00 26 00
1½, 1½ & 2 inch	40 00	42 00	Shipping culls 15 50 16 50
Eastern Pine—Cargo or Car Load.			
Nos. 1, 2 & 3	40 00@43 00		Clapboards, 4 ft., sap 40 00 65 00
4	28 00	30 00	Clear 13 00 35 00
5	23 00	26 00	Sap, and clear 50 00 55 00
Ship'g bds & coarse	16 00	16 50	Heart extra 45 00 50 00
Refuse	12 00	13 50	Heart clear 45 00 50 00
Western pine clapbds 4 ft. sap extra	45 00	50 00	
Spruce—by Cargo.			
Scantling and plank, random cargoes	12 00@13 50		Coarse, rough 10 00 11 50
Yard orders, ordinary sizes	13 50	14 50	Hemlock bds., rough 10 00 11 00
Yard orders, extra sizes	15 00	16 00	" " dressed 12 00 12 50
Clear floor boards	19 00	20 00	Clapbds., extra, 4 ft. Clear, 4 ft. 34 00 36 00
No. 2	16 00	17 00	Second clear 25 00 26 00
			No. 1 10 00 14 00
Lath.			
Spruce by cargo			2 00@2 10
Shingles.			
Spruce	1 25@1 50		Cedar, sawed, extra 3 25 3 50
Pine, 18 in. extra	4 00	4 25	Clear 3 00 3 50
Pine, No. 1	3 00	3 50	1" ra, No. 1 2 50 3 00
			Cypress, No. 1, 18 in. 2 50 3 00