

Market Reports.

MONTREAL.

From our own Correspondent.

Oct. 25.—In the lumber trade there has been a fair demand for both soft and hard woods neither of which are in excessive supply just now, although arrivals are coming to hand freely as lumber dealers are anxious to fill their yards before the close of navigation. Birch especially is scarce while the demand for it is active. From Ottawa we learn that large quantities of lumber are moving to the United States. One firm there has shipped this season 1,000 car loads by the C. P. R., to Quebec, and that there is upwards of 2,000,000 feet of lumber in Quebec to be disposed of. Prices here are very steady and firm in the yards as follows:—

Pine, 1st quality, 10 M.	31.00 @ 40.00
Pine, 2nd, 10 M.	22.00 @ 24.00
Pine, shipping culls, 10 M.	11.00 @ 16.00
Pine, 4th quality deals, 10 M.	11.00 @ 15.00
Pine, mill culls, 10 M.	10.00 @ 12.00
Spruce, 10 M.	10.00 @ 13.00
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 @ 60.00
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.	1.30 @ 1.40
Shingles, 1st, 10 M.	3.00 @ 0.00
Shingles, 2nd, 10 M.	2.50 @ 0.00

SHIPMENTS.

Shipping has been going on briskly since the date of our last report, five vessels having cleared for Buenos Ayres, one for Montevideo, and one each for Glasgow and Liverpool. The last engagement of freights to the River Plate was at \$10, which may be taken as the present rate. The shipments from this port since the 9th inst. were as follows: To Buenos Ayres, 1,220,025 ft.; to Montevideo, 292,594 ft.; to Glasgow, 152,460 ft. The total shipments to the River Plate since the opening of navigation till date was 19,440,679 ft., against 11,510,891 ft. for the same period of 1881, being an increase of 7,929,788 ft. This increase, it is expected, will yet be largely augmented, as there were only three clearances after the same date of 1881.

LIVERPOOL MARKETS.

Latest dates by mail report imports moderate with fair consumptive demand. Quebec pine has an upward tendency, spruce deals, the stock is only about one-half of what it was last year and on which there has been a sharp advance. The market is overstocked with pitch pine. The following are the Liverpool quotations for Canadian timber. Quebec square white pine, 1a. 7d. @ 2s. 5d. per ft.; do. waxy board pine, 2a. 3d. @ 2s. 8d.; Quebec red pine, 1a. 3d. @ 1s. 8d.; Quebec oak 1st quality 2a. 10d. @ 3s. 1d.; do. 2nd quality, 2a. 6d. @ 2s. 3d. Deals, 1st quality Quebec pine, £21 @ £22 p. standard; do. 2nd quality £15 @ £16; do. 3rd quality £9 10s. @ £10 p. standard.

CORNWOOD.

The high price of cordwood checks the demand. Prices are steady and stocks are by no means heavy and from all appearances wood will only be brought in as it is required. There is no change to note on quotations and we quote ex cars and on the wharf.

Long Maple	7 50
Short	7 00
Long Birch	6 50
Short	6 00
Long Beech	6 50
Short	6 00
Tamarack	5 00

OTTAWA.

From our own Correspondent.

Oct. 23.—The saw mills here are beginning to close down their night watches, two of them having already done so. About the middle of November the most of the saw mills will close down for the season. Great difficulty is experienced in securing sufficient men to operate them, the usual hands having mostly left for the woods. Eddy's mill has not been running very regularly of late owing partly to this fact, and also to shortage of logs. In reference to the latter, some trouble has arisen in connection with the Upper Ottawa Improvement Co. Two mill owners have complained that their logs are not sent down to their mill ponds by the company in sufficient quantities to keep the

mills running regularly, while all the mills on the south shore are well supplied.

Large numbers of shantymen leave daily for the woods. They are pouring into the city by every train from Quebec Province and elsewhere, and all hands are engaged immediately, the demand for labour being almost unprecedented. Owners of shanties not a great distance inwards, have secured nearly all the men they require. Wages paid are very good, but falling slightly.

Quotations of sawn lumber have remained almost the same throughout the summer. They are as follows:—

1x12 inch, good stock, per M.	20.00
Shipping culls, per M.	15.00
Good 1x10 inch stock, per M.	18.00
Shipping culls 1x10, per M.	12.00
Good 1x12 inch, per M.	27.00
Good 1x12 and 2 inch siding, per M.	30.00
1 inch shipping culls siding, per M.	10.00
1x12 and 2 inch shipping culls siding, per M.	15.00
1x12 and 2 inch good strips, per M.	10.00
Culled strips, per M.	7.00
Good shorts, per M.	16.00
Culled shorts, per M.	7.00
Lath 1x12, per M.	1.25
" 1x12, per M.	1.30
Butternut lumber, board measure, per M.	15.00

Shipping operations are not carried on to as great an extent as they might be, owing to a scarcity of boats, and rates are going up. \$4.25 per thousand feet is paid to New York; \$2.25 to Whitehall, and \$3.50 to Troy.

No sales of limits are reported.

The shipments by rail from Pembroke direct to the Quebec market continues. The British Canadian Lumbering Company who were the first to ship their square timber in this manner, expect to send 1,000 car loads of lumber this season to Quebec.

Very few rafts are now being navigated down the Ottawa from the limits. A raft of 110 cribs owned by the British Canadian Lumber Company is at present running the Chate Lake, and will reach this city next week.

9,000,000 feet of square lumber have been sold on the Quebec market this season, and about 2,000,000 feet remain to be disposed of.

In the Supreme Court which opens Monday, the 24th, the famous case of McLaren vs. Caldwell, will be again tried. A synopsis of the case will be found in the next number of the CANADA LUMBERMAN.

TORONTO.

From our own Correspondent.

Oct. 23.—Sales from the various yards here are now as brisk as could be desired, in fact all the dealers with whom I have come in contact seem perfectly satisfied with the present condition of the retail trade, and prices hold firm, at the docks the same may be said as of the retail trade. Vessels are hard to obtain, and rates have again advanced and now rule at \$1.50 per M. to Oswego, and dock hands are receiving 25 cents per hour. The great difficulty in the way of rapid shipments is want of sufficient car accommodation and vessels to carry the lumber away; this scarcity of cars seems to exist on all the railroads leading into the city, and extending westward. There is now a large demand for lumber in western Ontario, but for want of sufficient rolling stock orders cannot be filled with any promptness. The N. & N. W. R. R. Company use all their efforts to supply customers with cars, but it is evident that in cases of emergency, like the present, they have not enough rolling stock to meet the demands made upon them.

Several sales of mill run lots have been made to American buyers since I last wrote you. Such sales are usually made with the express understanding that the delivery shall be made F O B vessel here and according to Canadian inspection, although we really have no rule of inspection here, when I state this I do so advisedly, but let me ask any who doubt my assertion suppose I am a Dutch inspector are sent to inspect a mill run stock, will the inspection of these six men be alike, not at all, each one follows his own particular method, another puts on a pair of magnifying glasses in order to detect the slightest appearance of shakes, the next one passes over many shaky boards, but has a deadly enmity to rotten knots, and pitches all such out without mercy, and so it is with all the six, no standard of inspection being laid down to guide them each one follows his own particular bent, and the truth of the matter is mill

men have a decided aversion to those two words, Albany inspection, and when times are good more especially they will not allow those two words to be inserted in the contract of sale and purchase, but insert instead the words *Canadian Inspection*, which simply means any inspection that may be agreed upon by the seller and inspector from time to time in the progress of the inspector's work as it goes on. Now, I maintain that it would be much better, and more satisfactory to all concerned, if a uniform rule for inspection was made so that buyer and seller would know exactly what they were buying and selling. If the sales were made in all cases by the manufacturer to the American dealer the case would be somewhat different, but in nine cases out of ten it goes through the hands of the middleman, and he finds it difficult to satisfy his customers with the inspection he has had to take from the manufacturer. Much the better way would be to buy and sell by grades according to a uniform standard of inspection, as by the present method many mill men receive for their stocks cut from an inferior class of logs whose logs were much superior. This is often the case when times are good, owing to the practice of buying the stock before it is cut out, in other words, to greater or less extent, buying a pig in a bag, a homely proverb often quoted but no less true in this respect.

This difference in inspection is often observable on our local markets, a dealer will sell a car load of what he terms cut up plank, and on examination it proves to be mostly flooring quality and totally unfit for the purposes for which it was bought. I may in a future letter refer more fully to this matter and hope this letter may elicit some remarks from others on the subject.

Prices at the yards are as follows:—

QUOTATIONS, FROM YARDS.	
Mill cull boards and scantling	\$10.00
Shipping cull boards, promiscuous widths	12.00
" " " "	14.00
Scantling and joist, up to 10 ft.	14.00
" " " "	15.00
" " " "	16.00
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" " " "	99.00
" " " "	100.00

HALIFAX, N. S.

The lumber business of the present year, since the opening of the season, has been of about the same proportion as that of 1881. The shipments to the United Kingdom and Europe by Halifax firms in the trade have been about equal to those of last season, and prices realized on the whole were about the same. Up to the present date some 97 vessels have been loaded at Halifax and lumber ports lying to the east and west of this by three city houses, T. L. Dowell & Co., J. H. Mathers (for Francis Carville & Son, London G. E.) and Wm. Chisholm, which have been taken to the United Kingdom, France, Spain, Holland, and ports in other European countries. About 37,000,000 feet. Sixteen vessels, four of them at this port, are now being laden with lumber for the other side, and will take between 8,000,000 and 9,000,000 feet at the commencement of the season, in spring the average price realized was 55s. per standard. Lately there has been an increase, and the average is now 70s, but the rise in freights has swallowed up what extra profit might have been made by merchants.

ST. JOHN, N. B.

From our own Correspondent.

Oct. 24. Freights are dull and shippers appear to have determined to hold over the re-

mainder of their stocks either until freights decline or prices of deals advance in England.

There is about 25,000 standards of deals on hand here at present besides a large quantity of logs yet to be manufactured, but the stock is nearly all in second hands, and two-thirds of it is held by two firms alone. There is therefore not the amount of opposition in chartering vessels which there usually is with such a stock on hand.

Deals are held firmly at high rates, and higher rates than over are still being asked for log in contract to be delivered next season. Freights to-day may be quoted as follows:—

Liverpool	70s. c. d.
Bristol Channel	67s. 6d. c. d.
Ireland	70s. 0d. to 70s. c. d.

SHIPPING.

The following is a list of the vessels in port, with their tonnage, destinations and rates of freight:—

Vendome, (new), 1,400, Liverpool, 73s. c. d.
Vandura, (new), 1,400, " 72s. 6d. c. d.
John Bryce, 1,008, " 71s. 3d. c. d.
Hugh Cann, 7074, " 70s. c. d.
Traveller, 814, " 70s. c. d.
Canal, 1,091, " 70s. c. d.
Assyria, 729, " 70s. c. d.
Anna P O'Dell, 380, Avonmouth Dock, 71s. 3d. c. d.
Blanco, 344, Newry, 72s. 6d. c. d.
Kate Crosby, 690, W. C. England, 72s. 6d. c. d.
Landsea, River Mersey, 72s. 6d. c. d.
Finland, 537, United Kingdom,
Ashlow, 630, Bristol Channel, 70s. c. d.
Clandeloye, 872, Belfast, 70s. c. d.
Rebecca, 569, W. C. England, 72s. 6d. c. d.
Clara, 801, United Kingdom,
Light Brigade, 1,220, United Kingdom.
Wm. Wright, 748, United Kingdom.

COMPARATIVE SHIPMENTS 1ST. JANUARY TO DATE.

1881.			1882.		
Deals.	Pine.	Birch.	Deals.	Pine.	Birch.
M. S. ft.	Tons.	Tons.	M. S. ft.	Tons.	Tons.
170,416	805	4,153	147,678	1,082	3,890

VESSELS LOADING THIS DATE.

1881.		1882.	
Ships.	Tons.	Ships.	Tons.
18	15,043	14	10,696

ALBANY.

Quotations at the yards are as follows:—

Pine, clear, 10 M.	57.00 @ 64.00
Pine, fourths, 10 M.	57.00 @ 59.00
Pine, selects, 10 M.	62.00 @ 54.00
Pine, good box, 10 M.	22.00 @ 35.00
Pine, 10-in. plank, each, 10 M.	00.42 @ 00.45
Pine, 10-in. plank, culls, each, 10 M.	00.22 @ 00.25
Pine, 10-in. plank, 10 M.	00.23 @ 00.25
Pine, 10-in. boards, culls, 10 M.	00.20 @ 00.22
Pine, 10-in. boards, 10 ft., 10 M.	00.20 @ 00.25
Pine, 12-in. boards, 10 ft., 10 M.	00.20 @ 00.25
Pine, 12-in. boards, 13 ft., 10 M.	00.20 @ 00.25
Pine, 11-in. siding, select, 10 M.	00.46 @ 00.47
Pine, 11-in. siding, common, 10 M.	00.45 @ 00.47
Pine, 1-in. siding, select, 10 M.	00.45 @ 00.47
Pine, 1-in. siding, common, 10 M.	00.45 @ 00.47
Spruce, boards, each, 10 M.	00.00 @ 00.16
Spruce, plank, 11-in., each, 10 M.	00.00 @ 00.20
Spruce, plank, 2-in., each, 10 M.	00.00 @ 00.30
Spruce, wall strips, each, 10 M.	00.12 @ 00.12
Hemlock, boards, each, 10 M.	00.00 @ 00.14
Hemlock, joist, 4x6, each, 10 M.	00.00 @ 00.32
Hemlock, joist, 2x4, each, 10 M.	00.00 @ 00.14
Hemlock, wall strips, 2x4, each, 10 M.	00.00 @ 00.11
Ash, good, 10 M.	00.00 @ 00.33
Ash, second quality, 10 M.	00.00 @ 00.30
Cherry, good, 10 M.	00.00 @ 00.35
Cherry, common, 10 M.	00.00 @ 00.30
Oak, good, 10 M.	00.00 @ 00.43
Oak, second quality, 10 M.	00.00 @ 00.25
Blackwood, 10 M.	00.00 @ 00.30
Hickory, 10 M.	00.00 @ 00.40
Maple, Canada, 10 M.	00.00 @ 00.30
Maple, American, per M.	00.00 @ 00.23
Chesnut, 10 M.	00.00 @ 00.10
Shingles, shaved, pine, 10 M.	0.00 @ 0.60
" 2nd quality, 10 M.	0.00 @ 0.50
" extra, sawed, pine, 10 M.	0.00 @ 0.50
" clear, 10 M.	0.00 @ 0.30
" cedar, mixed, 10 M.	0.00 @ 0.30
" cedar, XX, 10 M.	0.00 @ 0.40
" hemlock, 10 M.	0.00 @ 0.20
Lath, hemlock, 10 M.	0.00 @ 0.20
Lath, spruce, 10 M.	0.00 @ 0.25
Lath, pine, 10 M.	0.00 @ 0.20

CHICAGO.

The Northwestern Lumberman of Oct. 21, says: During the week the cargo market has each day been well supplied, the offering being rather larger in proportion than for some weeks past. The ruling indications have been a continuation of the quiescence and neglect which have been the text of our report for the past month, perhaps a little more intensified. Shippers, realizing that the season is drawing to a close, manifest a strong inclination to get their stock to this side of the lake, although a large amount of piling at the mills is reported.

The first of this month showed the largest stock ever known in the history of the trade at this or any other distributing point in this country, and with the full yards which this would indicate, buyers are indisposed to pay