

Market Reports.

TORONTO.

From Our Own Correspondent

JAN. 25.—Business is now extremely quiet, and will remain so while the present severe weather continues, it will take some days in fact before the railroad companies will be able to do much shunting in the yards owing to the block of snow caused by the last storm. The want will not be severely felt by dealers, as there is but little demand at the yards. The bulk of the lumber now selling is for factory use, 1½ cut up and better being in fair demand and the supply limited. The bulk of that now selling is far from dry, so that the dry houses will be fully occupied until the new cut comes in.

Bill stuff is tending upward. All short stuff will now bring from 50 cents to \$1.00 per M more than for the past twelve months. The splendid sleighing now enjoyed by the mill men will no doubt tend to check any further advance however, as there will be great exertions made to secure a full stock of logs and their efforts bid fair to be crowned with success.

The railroad companies have again started their usual winter campaign of weighing car loads of lumber, and, as it is usual in such cases, the lower priced lumber has to take the brunt. Hemlock seldom escapes the weigh master, and in some cases it becomes a question with the consignor or consignee, as the case may be, as to the advisability of taking delivery from the company, as the amount claimed for freight foots close up to the value of the lumber. Full satisfaction between shippers and the railroad companies will never be arrived at until a lower tariff is made on such heavy and low-priced wood as hemlock. Wood dealers are granted special rates on inferior grades of wood for brick yard purposes, and why not grant the same to dealers in sawed hemlock, large quantities of which await manufacture if it can only be made and shipped at a profit. But at the present time with prices at \$2.00 per M below live bill stuff, it cannot be shipped if passed over weigh scales at 9 cents per hundred weight.

There is no change in prices at the yards as yet, although it is quite clear dealers cannot afford to pay present figures and sell as formerly. The consequence is they will not carry more stock than absolutely necessary until it is clear that present prices are to be maintained.

Mill cut boards and scantling.....	\$10 00
Shipping cut boards, promiscuous widths.....	12 00
Stocks.....	13 00
Scantling and joist, up to 16 ft.....	13 00
" " " " 18 ft.....	14 00
" " " " 20 ft.....	15 00
" " " " 22 ft.....	16 00
" " " " 24 ft.....	17 00
" " " " 26 ft.....	18 00
" " " " 28 ft.....	19 00
" " " " 30 ft.....	20 00
" " " " 32 ft.....	21 00
" " " " 34 ft.....	22 50
" " " " 36 ft.....	23 50
" " " " 38 ft.....	24 00
" " " " 40 to 44 ft.....	30 00

Cutting up planks to dry.....	20 00
boards.....	20 00
Round dressing stocks.....	10 00
Picks Am. inspection.....	30 00
Three uppers, Am. inspection.....	35 00

1½-inch flooring, dressed.....	25 00
" " " " rough.....	14 00
" " " " dressed.....	25 00
" " " " undressed.....	14 00
" " " " dressed.....	16 00
" " " " undressed.....	12 00
Boards Sheeting, dressed.....	15 00
Cyberboard, dressed.....	12 00
XXX sawn shingles, per M.....	2 75
Cherry Lath.....	2 25
Red.....	20 00
White.....	25 00
Blackwood, No. 1 & 2.....	15 00
Cherry, No. 1 & 2.....	15 00
White ash 1 & 2.....	25 00
Black ash 1 & 2.....	20 00

OTTAWA.

From Our Own Correspondent.

JAN. 25.—Reports from different quarters of the upper Ottawa give a most glowing description of the work being done in the woods. The recent thaw which was followed by a sharp frost and a snowfall made roads in the bush just all that the lumbermen could reasonably require, and as a consequence the drawing is well forwarded. The ice on some of the great lakes to the north, however, is said to be anything but good, and the greatest precautions have to

be observed by those whose duty it is to forward supplies. Some time ago 15 teams were drowned on Kiffewa Lake while thus engaged. However, it may be said that casualties are very rare, in fact, considering the immense force of men engaged in the lumbering industry, this is a phenomenal year in that respect. Your correspondent had a conversation with one of the largest lumber merchants on the upper Ottawa a few days ago, and his remarks on the prospects of the trade for the coming season all pointed to a prosperous year. This gentleman expects to get to market three rafts of white pine out on Black River alone, and at least one hundred thousand logs. He says that in his long experience he never saw a more favorable year for work in the woods, and from the present depth of snow in the Black River country he anticipates a good flow of water in the spring. In fact the same may be said of all the other streams in this district. The thaw which occurred about New Years changed all the snow then on the ground into ice, making it a kind of reserve. The matter of water for getting logs out of the various streams on which they are deposited, is, as everyone acquainted with the business knows, of the first importance, and the cheerful prospects in this respect are most encouraging. Mr. E. B. Eddy, one of the lumber kings of the Chaudiere, starts in a few days for an extended trip to Europe, and from thence to South America. It is known that Mr. Eddy undertakes the long journey more for business than pleasure, and hopes to be able to make arrangements whereby he can ship direct to the different markets in Europe and South America without any interference of the middleman. His trip will, it is expected, last over four months. Stocks at the Chaudiere yards may be said to be froze up for the winter, as there is nothing outside the local demands and that itself is but trifling.

CHICAGO.

AT THE YARDS.

The Northwestern Lumberman of January 22nd says:—If orders for shipment had been plenty during the past week, but little could have been done on account of the continued stormy weather, with considerable snow Tuesday and Wednesday, making it difficult to load cars. But orders were few, so that the yard men were content to remain in their offices. The monotony of the current time is, however, being somewhat relieved by the inquiry that is awakening. Within the past week the general lumber trade has shown that it still lives and intends to do business for the year to come. There are few yards that have not been called upon to make estimates on bills during the past week, and some of them have been heavy. As yet buyers appear to be in no haste about placing their orders, and it is quite likely that the majority of inquiries are merely to feel the market. Yet the season for stocking up in the southern part of the prairie states is near, and, judging from past years, lumber must begin to move in considerable volume during the next two or three weeks. It is generally conceded, likewise, that stocks in retail yards are unusually low, which will necessitate early buying. Under the circumstances, there should be a fair movement of lumber by the middle of February, and undoubtedly there will be unless frequent snowstorms and very cold weather prevent.

When the demand for car strips is taken into consideration, January trade this year will exceed that of last. Buyers are still picking up all the clear white pine short flooring and Norway strips for car siding and decking they can find. In some instances cutting long strips to the required length has been resorted to. There appears to be no limit to this demand, nor will there be until all the available dry stock has been absorbed. Inquiry as to prices paid for such stuff is generally answered by a shrug, or vague language, though it is insisted that it is bringing higher prices than a short time ago. In fact, there was no market for Norway strips last summer and early fall. Since all the car shops are busy, and some of them refusing orders unless at an advance in value, it can be safely assumed that car stuff will continue to sell at stiff prices.

The late reduction of five cents a hundred on eastern freight rates has slightly stimulated

shipments in that direction. Dealers say that the reduction is too meagre to be of much benefit unless it leads to cuts and soft rates all around. Inquiries from various eastern points are coming in, and there is some shipping of small lots. The desultory trade that sets in to the eastward and southward in the winter time is for specialties, covers a wide range of territory and demand, and amounts to a considerable aggregate. Orders are received from Maine to Florida, and the dealer here seldom fails to respond with what is wanted. The demand in Pennsylvania, the two Virginias and Maryland, can be called heavy at certain seasons of the year, and is underestimated by the majority when considering the Chicago yard trade. One of the Twenty-second street houses lately filled an order for Portland, Me., and one for Cedar Key, Fla. In the Portland bill was white pine piece stuff and cull fencing; the Florida order called for oak lumber. The reason why there is this widespread call on Chicago stocks is because it is known everywhere that an order sent here will be promptly filled. A man wanting a car load of specials finds it more convenient to order from a point where he knows the order will be attended to at once and filled than to try a near-by place, perhaps, at which he is satisfied that but a part of his bill can be made up, and probably with unsatisfactory lumber at that. While it is conceded by many dealers that the trade of this city may hereafter be reduced in volume by reason of a decline in the white pine supply and the competition of northern districts, it is claimed, and with reason, that this will remain a great market for well assorted and fine lumber as long as the accessible forests yield up their wealth of raw material. The position with reference to lake and rail transportation insures such a continuance.

The talk about prices is still strong. There is no reason why dry piece stuff, fencing, 12-inch boards, and good strips should sell for anything but firm prices. Values for the next 60 days will be more or less affected by the weather conditions, but dealers should not get "rattled" because of dull trade during the winter. If the winter is unfavorable to shipments, and there is consequent delay about putting in spring stocks, it will only result in a greater rush later on, which would be favorable to stiff prices. Time flies fast, and a little patience, with a firm hold on values, will bring the trade through the winter in fine form. But an attempt to force business out of season, and against adverse weather conditions, can only result in a weakening of values.

There is something of a breeze among the sash, door, and blind manufacturers about a shortness in the supply of thick lumber that enters their operations. It is said that the supply at Oskosh is meagre, and that buyers in Wisconsin are active in picking up lots at mill points throughout the state. This feature of demand may have some significance to the holders of thick lumber in the yards of this city.

Receipts of lumber and shingles, for the week ending Jan. 21st as reported from the Lumberman's Exchange:—

	RECEIPTS.	Lumber.	Shingles.
1886.....	3,063,000	682,000	
1885.....	1,623,000	459,000	
FROM JANUARY JAN. 1, TO JAN. 21, INCLUSIVE.			
	RECEIPTS.	Lumber.	Shingles.
1886.....	9,548,000	7,292,000	
1885.....	5,963,000	2,240,000	
Increase.....	3,585,000	1,052,000	
STOCK ON HAND JAN. 1.			
1886.....	620,892,473	623,910,797	
1885.....	4,813,350	332,533,611	
Shingles.....	9,653,675	63,100,199	
Pickets.....	4,416,722	2,529,733	
Cedar posts.....	1,902,947	397,325	

EASTERN FREIGHT RATES.
FROM CHICAGO AND COMMON POINTS ON CAR LOAD TO
OF HAND AND NOT LUMBER.

	IN EFFECT NOV. 1.
To New York.....	30c.
Boston.....	35c.
Philadelphia.....	35c.
Baltimore.....	35c.
Washington.....	35c.
Albany.....	35c.
Troy.....	35c.
Buffalo and Pittsburgh.....	15c.
Schenectady.....	25c.
Wheeling.....	15c.
Suspension Bridge.....	15c.

Salamanca.....	15c.
Black Rock.....	15c.
Dunkirk.....	15c.
Erie.....	15c.
Toronto.....	15c.

OBWEGO, N.Y.

From Our Own Correspondent

No change in quotations. The demand has improved some for past weeks; country yards are buying to keep up an assortment. We do not look for a brisk trade during the winter.

Three uppers.....	\$42 00	\$46 00
Picking.....	32 00	\$35 00
Cutting up.....	24 00	\$26 00
Five Common.....	22 00	\$25 00
Common.....	14 00	\$18 00
Culls.....	11 00	\$14 00
Mill run lots.....	16 00	\$22 00
Sidings, selected, 1 in.....	30 00	\$35 00
1½ in.....	32 00	\$36 00
Mill run, 1x10, 18 to 18 ft.....	16 00	\$21 00
Selected.....	21 00	\$24 00
Shippers.....	14 00	\$16 00
Mill run, 1x10.....	17 00	\$20 00
Selected.....	21 00	\$25 00
Shippers.....	14 00	\$16 00
Mill run, 1 & 1½ in, strips.....	15 00	\$18 00
Selected.....	22 00	\$30 00
Culls.....	11 00	\$13 00
1x8 selected for clapboards.....	25 00	\$36 00
Shingles, XXX, 18 in, pine.....	3 00	\$ 30
XXX, Cedar.....	2 75	\$ 30
Lath 1½, No 1.....	1 80	\$ 1 90
No 2.....	1 00	\$ 1 25

BUFFALO.

We quote cargo lots:—

Uppers.....	\$45 00	\$46 00
Common.....	17 00	\$18 50
Culls.....	13 00	\$18 00

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers.....	\$42 00	\$44 00
Common.....	18 00	\$24 00
Culls.....	10 00	\$13 00

ALBANY.

Quotations at the yards are as follows:—

Pine, clear, per M.....	853 00	\$855 00
Pine, fourths.....	43 00	\$47 00
Pine, selects.....	45 00	\$47 00
Pine, good box.....	22 00	\$23 00
Pine, common box.....	11 00	\$13 00
Pine, 10-in. plank, each.....	00 42	\$00 45
Pine, 10-in. plank, culls, each.....	00 23	\$00 30
Pine boards, 10-in.....	00 23	\$00 32
Pine, 10-in. boards, culls.....	00 16	\$00 20
Pine, 10-in. boards, 16 ft., per M.....	28 00	\$32 00
Pine, 12-in. boards, 16 ft.....	29 00	\$32 00
Pine, 12-in. boards, 13 ft.....	28 00	\$30 00
Pine, 12-in. siding, select.....	40 00	\$43 00
Pine, 12-in. siding, common.....	15 00	\$18 00
Pine, 1-in. siding, select.....	40 00	\$42 00
Pine, 1-in. siding, common.....	13 00	\$15 00
Spruce, boards, each.....	00 00	\$00 10
Spruce, plank, 14-in., each.....	00 00	\$00 20
Spruce, plank, 2-in., each.....	00 00	\$00 30
Spruce, wall strips, each.....	00 12	\$00 12
Hemlock, boards, each.....	00 00	\$00 14
Hemlock, joist, 4x8, each.....	00 00	\$00 32
Hemlock, joist, 2x4, each.....	00 00	\$00 14
Hemlock, wall strips, 2x4, each.....	00 00	\$00 11
Black walnut, good, per M.....	100 00	\$120 00
Black walnut, 1 inch.....	80 00	\$90 00
Black walnut, 3 inch.....	00 00	\$55 00
Sycamore, 1-inch.....	25 00	\$30 00
" more, 1-inch.....	21 00	\$23 00
" to wood, 1-inch and thicker.....	35 00	\$40 00
" white wood, 1-inch.....	23 00	\$30 00
Ash, good, per M.....	40 00	\$43 00
Ash, second quality, per M.....	25 00	\$28 00
Cherry, good, per M.....	60 00	\$65 00
Cherry, common, per M.....	25 00	\$28 00
Oak, good, per M.....	40 00	\$43 00
Oak, second quality, per M.....	30 00	\$32 00
Hickory, per M.....	25 00	\$28 00
Hickory, per M.....	40 00	\$40 00
Maple, Canada, per M.....	28 00	\$30 00
Maple, American, per M.....	28 00	\$28 00
Chestnut, per M.....	38 00	\$40 00
Shingles, shaved, pine, per M.....	0 00	\$ 6 10
" 2nd quality, per M.....	0 00	\$ 5 10
" extra, sawed, pine.....	4 00	\$ 4 10
" cedar, mixed.....	0 00	\$ 3 10
" cedar, XXX.....	0 00	\$ 3 10
" hemlock.....	2 25	\$ 2 31
Lath, hemlock, per M.....	0 00	\$ 2 21
Lath, spruce.....	0 00	\$ 2 13

LONDON.

The Timber of Jan 16th says:—Flooring holds the chief place in the import list for the past week, although the arrivals altogether are within narrow compass and the reverse of important. In the Quebec sheds will be piled the two Fredrikstad cargoes per Biscaya and Franz, the former of which contains some valuable lines of good quality yellow flooring of Potter's shipment. The Millwall docks receive several consignments of yellow and white flooring by the Gothenburg and Christiania liners to the extent of about 50 000 pieces. The St. Hilda just discharged in the Russian yard, brings a miscellaneous cargo of Hilmstadt deals and battens of the HB brand w. l. e. to complete the list, a Drontheim cargo (the Victoria) of 200 standards destined for the Centre yard reports for Messrs Bryant's Limited. The importation, although not heavy, is about an average for this period of the year, but we hear that several cargoes of flooring,