

## Market Reports.

## TORONTO.

From Our Own Correspondent.

APRIL 9.—The building season has now fairly opened and all the yards are doing a good stroke of business, the main drawback being the wretched condition of the roads between the railroad yards and the main street leading thereto, good teams not being able to bring as much lumber from the cars as should under favorable conditions be hauled by one horse. The railroad yards are a disgrace to the companies owning them, and the approaches leading to them a serious reproach to our city corporation. If the real value of the work is taken into consideration it is worth more money at present to deliver a car of lumber from the track to the yards than to bring the same car from the mills to this city. However, in spite of this, by a liberal expenditure of oaths by the teamsters and a large waste of horse flesh, considerable lumber is now being moved from cars to yards and filling of contracts. The most serious question presenting itself to dealers just now is, where to procure enough dry lumber to meet demands until the new cut is fit to move. Nearly all the lumber piled off by track side is of the coarse grades of boards and plank, certainly not 50 per cent would run dressing and better, and the demands from the American side will have the preference for any of the better grades now at the mills.

Shipments from the docks have already commenced, the first cargo of 250,000 having left here for Oswego, ex schr. Jessie Drummond, shippers and owners, Messrs. Christie, Kerr & Co. A second vessel is now loading for the same firm. It is generally conceded, however, that shipments during the early part of the season will be light, as all the available stock of last season's cut will soon be shipped out, leaving the present season's cut for early fall shipments.

Lath are coming in more freely, and good demand for dry stock. The ruling price for car load lots is \$1.90 per M pieces, on car here. 12 in. stock boards are scarce and numerous inquiries for the coarser grades is made daily.

More attention is given to the various kinds of hardwoods by some of our wholesale firms this spring, and considerable quantities will be shipped eastward to Boston and other places during the coming summer. To sum the whole matter up the outlook for the present season's trade is bright and a general spirit of hopefulness pervades all those interested in the lumber trade.

Mill cut boards and scantling.....	\$10 00
Shipping cut boards, promiscuous widths.....	12 00
Stocks.....	13 00
Scantling and joist, up to 18 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 00
" " " 36 ft.....	23 00
" " " 38 ft.....	24 00
" " " 40 to 44 ft.....	25 00

Cutting up planks to dry.....	20 00
boards.....	20 00
and dressing stocks.....	15 00
Picks Am. inspection.....	30 00
Three uppers, Am. inspection.....	35 00

12-inch flooring, dressed.....	25 00
" " " rough.....	14 00
" " " dressed.....	23 00
" " " undressed.....	14 00
" " " dressed.....	16 00
" " " undressed.....	12 00
2-headed sheeting, dressed.....	13 00
Chapboard, dressed.....	12 50
XXX sawn shingles, M.....	2 50
Sawn lath.....	2 00
Red oak.....	20 00
White.....	25 00
Barnwood, No. 1 & 2.....	15 00
Cherry, No. 1 & 2.....	50 00
White oak 1 & 2.....	25 00
Black oak 1 & 2.....	20 00

## OTTAWA.

From Our Own Correspondent.

MARCH 26.—With the dawning of spring things about the great lumber mills at the Chaudiere are beginning to put on a bustling appearance, and men and horses are busily employed in getting things ready for the cutting season. It is confidently expected that

this year will witness the largest cut of lumber at these mills ever seen before. The prospects, according to the mill owners themselves, were never so bright, and they expect that all their energies will be fully taxed to meet the demand. A project has been on foot here for a considerable time to extend the line of the Canada Atlantic railway to the lumber yards, and the city council and the railway officials have finally agreed on terms, and now preparations are going on actively to carry the project to completion. When this scheme is carried through, which will be accomplished in a few months, lumber can be loaded actually from the saw without the intervention of horse appliances. With the advent of this extension the lumbermen are to put up planing mills immediately on the site now occupied as piling grounds, and the lumber cut to be shipped, will, in future, be piled along the railway track. It is wonderful the expectations of this project. It will undoubtedly be an immense saving to the lumbermen as well as a great convenience, and will also give a largely increased carrying trade to the railroad. This extension, it is estimated, will cost the railway company about \$140,000. Heretofore it was felt awkward the shipping of lumber from the mills, owing to the distance it had to be hauled, but with this scheme all that will be done away with and the shipping can be done much more speedily. The lumbermen are to be congratulated on the increased facilities which will come of this scheme. They will now be in a better position to compete than ever before and will not be slow to use the advantage thus placed within their reach. The cutting of the logs in the woods is now practically over for the season, and the drawing is almost completed and weary men and horses can be seen daily coming down from the woods in droves. There are no fears entertained about the logs cut being brought down, as the peculiar kind of a winter gives abundant hopes that water for the drive will be plentiful. In the bush there is a great accumulation of ice and this will keep the spring freshets fed until all the logs cut on the different small streams can be got into the Ottawa river.

APRIL 9.—It was expected with more or less confidence for some time past that the duty on saw lumber to the United States would have been taken off, but by recent advices from the United States agent of the Chaudiere lumber dealers this expectation is doomed to disappointment. This United States agent states most positively that the contemplated relief will not take place, as the duty is to be maintained. The Michigan and other lumber dealers in the United States brought to much pressure to bear on the authorities at Washington, and the tariff will remain just as it was. It might have been known that as long as a tariff was for the benefit of their own people Congress would not consent to remove it, and this being the case, why cannot our Government put an extra export duty on logs, and protect our forests? is the question asked by more than one. It would certainly be to the benefit of the Dominion at large, this protection of our forests, not to speak the protection due the Canadians who have a large capital invested in this industry. As long as the United States sees fit to tax our exports they certainly should be made pay something for our raw material. The cut throat policy of allowing American lumbermen to deplete our forests at their own sweet will, and only pay a nominal price for this privilege, is bound to work anything but beneficially, and now that it has been ascertained without a doubt that the United States are determined to keep up a stone wall against our lumber dealers, why, our Government should reciprocate the feeling and endeavor to either protect our forests by a reasonable export duty, or else gather in to the country's treasury some recompense for the wealth taken away. This question has to be met sooner or later, and every day lost in delay will work disastrously. It will not do to find this thing out when the fine forests along the Lake Superior shore are shorn of their wealth, and this wealth gone to enrich a foreign people. Our Government will certainly be very lax in the duty they owe to the country if by their neglect any waste or loss occurs. In a very short time now the buzz of the

saw at the great mills at the Chaudiere and other districts in this locality will be heard, as the spring is evidently at hand. Every preparation has been made for the seasons operations, and all that is required now is balmy weather for the hum to commence. The prospects for getting down the logs to the mills is excellent, and no difficulty is expected as the water will be high. Already large droves of men are penetrating to the different shanties ready with the going of the ice to engage in the drive.

## MONTREAL.

From Our Own Correspondent.

APRIL 10.—A brisk business continues to be done here, and considerable activity prevails at the retail yards; car load lots are also moving freely.

The improvement in the market noted lately is expected to be still bettered on the opening of navigation.

It is reported that the last year's supplies are almost exhausted in the lumbering districts, and that large sales have been effected of next season's supplies. These facts make the dealers here look for better figures.

There are no change to note in the prices since last report.

The following are the quotations at the yards:—

Pine, 1st quality, M.....	\$35 00	\$40 00
Pine 2nd.....	25 00	\$30 00
Pine, shipping culls, M.....	14 00	\$16 00
Pine 4th quality deals M.....	10 00	\$12 00
Pine, mill culls, M.....	7 00	9 00
Spruce, M.....	10 00	\$13 00
Hemlock, M.....	9 00	\$10 00
Ash, run of log culls out, M.....	20 00	\$25 00
Bass.....	18 00	\$20 00
Oak, M.....	40 00	\$50 00
Walnut M.....	60 00	100 00
Cherry, M.....	80 00	100 00
Butternut, M.....	35 00	\$40 00
Birch, M.....	20 00	\$25 00
Hard Maple, M.....	25 00	\$30 00
Lath, M.....	1 00	0 00
Shingles, 1st, M.....	2 00	3 00
Shingles, 2nd, M.....	2 50	0 00

## CORDWOOD.

The cordwood market has been fairly active and there has been a good demand for all kinds at steady prices.

Long Maple, per cord.....	\$ 8 00	\$ 50 50
Long Birch.....	6 00	\$ 50 00
Long Beech.....	5 00	\$ 50 50
Tamarack.....	5 00	0 00

## CHICAGO.

The Northwestern Lumberman of April 10th says:—Though there is still a fair distribution of lumber from the yards, it must be admitted that trade is somewhat quieter than it was a short time ago. Orders are not coming so numerous, and the trains on track are smaller. The dealers themselves acknowledge a percentage of falling off. The shrinkage is attributed to several causes. Some say that the labor troubles in the southwest have had a depressing influence on the demand; others that the low price of grain is preventing sales among farmers, retail dealers for this reason fearing to stock up. The muddy state of the roads is a hindering cause in the view of some. It is said by a few that the firmness with which lumber is held in the leading markets induces timidity or hesitancy on the part of country dealers; they prefer to get along with small purchases as possible until the afflux of green lumber shall soften the market. All these propositions shall have weight, and are influencing, to some degree, the present volume of trade. But the wholesale yard men of this city repeatedly overlook the fact that there is usually a falling off of demand in April, and are always disappointed on that account, when it is something they should each year expect.

The reason why the country demand for lumber falls off after April 1st is because the flush of the spring trade is then over. The southwestern spring requirement begins to show up about the middle of February. During the fore part of March Nebraska, Iowa, Illinois and Indiana wake up and call for lumber. By the last of March the retail yards have bought in the stock necessary to carry them along for several weeks. It is natural that country dealers should then wish to pause and consider a little. They know that the mills will soon start, and that there is likely to be a softening of prices in consequence. When April comes dry stocks in the wholesale yards have been broken up in assortment by the early

spring trade, and holders are insisting on firm prices. This is especially so this year on common and cull lumber, classes most needed in the western shipping trade. It is probable that some are now hesitating about buying on this account.

While there is usually a falling off in April from the rushing trade of March, it does not follow that absolute dullness is characteristic of April. On the contrary it is month of steady demand, and probably the current month will be no exception to the general rule. The call for local building purposes commonly increases as spring advances. The railway and manufacturing demand also rises as warm weather approaches, so that a healthy trade is maintained, but the flush of the country spring demand is over by the first of March, as has been said. Under ordinary circumstances there is no more rush and vim in trade until August and September.

Receipts of lumber and shingles for the week ending March 26th, as reported by the Lumberman's Exchange:—

	RECEIPTS.	Lumber.	Shingles.
1896.....	5,507,000	1,876,000	
1895.....	6,745,000	876,000	

FROM JAN. 1, TO APRIL 2, INCLUSIVE.

	RECEIPTS.	Lumber.	Shingles.
1896.....	75,653,000	18,445,000	
1895.....	66,901,000	12,462,000	
Increase.....	8,952,000	4,983,000	

STOCK ON HAND MARCH 1.

	1896.	1895.
Lumber & timber.....	\$19,819,852	\$57,822,05
Shingles.....	\$61,153,190	\$24,267,100
Lath.....	\$7,290,876	\$0,674,489

## EASTERN FREIGHT RATES.

FROM CHICAGO AND COMMON POINTS ON CAR LOAD LOTS OF HARD AND SOFT LUMBER.

To New York.....	25c.
Boston.....	30c.
Philadelphia.....	25c.
Baltimore.....	25c.
Washington.....	25c.
Albany.....	25c.
Troy.....	25c.
Buffalo and Pittsburgh.....	15c.
Shenandoah.....	25c.
Wheeling.....	15c.
Suspension Bridge.....	15c.
Baltimore.....	15c.
Black Rock.....	15c.
Dunkirk.....	15c.
Erie.....	15c.
Toronto.....	15c.

## ALBANY.

Quotations at the yards are as follows:—

Pine, clear, M.....	\$45 00	\$50 00
Pine, fourths.....	50 00	\$55 00
Pine, select.....	42 00	\$47 00
Pine, good box.....	22 00	\$25 00
Pine, common box.....	18 00	\$15 00
Pine, 10-in. plank, each.....	00 45	\$50 47
Pine, 10-in. plank, cills, each.....	00 25	\$50 27
Pine boards, 10-in.....	00 35	\$50 37
Pine, 10-in. boards, cills.....	00 18	\$50 20
Pine, 10-in. boards, 18 ft., M.....	25 00	\$32 00
Pine, 12-in. boards, 18 ft.....	23 00	\$32 00
Pine, 12-in. boards, 12 ft.....	23 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	\$43 00
Pine, 1-in. siding, common.....	15 00	\$18 00
Spruce, boards, each.....	00 00	\$0 15
Spruce, plank, 12-in., each.....	00 00	\$0 30
Spruce, plank, 2-in., each.....	00 00	\$0 30
Spruce, wall strips, each.....	00 15	\$0 12
Hemlock, boards, each.....	00 00	\$0 14
Hemlock, joist, 4x8, each.....	00 00	\$0 22
Hemlock, joist, 2x4, each.....	00 00	\$0 14
Hemlock, wall strips, 2x4, each.....	00 00	\$0 11
Black walnut, good, M.....	100 00	\$120 00
Black walnut, 1 inch.....	80 00	\$90 00
Black walnut, 1 inch.....	00 00	\$0 35
Scaymore, 1-inch.....	25 00	\$30 00
Scaymore, 1-inch.....	21 00	\$25 00
White wood, 1-inch and thicker.....	25 00	\$30 00
White wood, 1-inch.....	25 00	\$30 00
Ash, good, M.....	40 00	\$45 00
Ash, second quality, M.....	25 00	\$30 00
Cherry, good, M.....	60 00	\$65 00
Cherry, common, M.....	25 00	\$30 00
Oak, good, M.....	40 00	\$45 00
Oak, second quality, M.....	30 00	\$35 00
Barnwood, M.....	25 00	\$30 00
Hickory, M.....	40 00	\$45 00
Maple, Canada, M.....	25 00	\$30 00
Maple, American, per M.....	35 00	\$40 00
Chestnut, M.....	25 00	\$30 00
Shingles, shaved, pine, M.....	0 00	\$ 5 00
" 2nd quality.....	0 00	\$ 5 00
" extra, sawed, pine.....	4 00	\$ 4 50
" clear.....	0 00	\$ 3 00
" cedar, mixed.....	0 00	\$ 3 00
" cedar, XXX.....	0 00	\$ 0 00
" hemlock.....	2 25	\$ 2 27
Lath, hemlock, M.....	0 00	\$ 2 12
Lath, spruce, ".....	0 00	\$ 2 12

## BUFFALO.

We quote cargo lots:—

Uppers.....	\$45 00	\$45 00
Common.....	17 00	\$18 00
Culls.....	12 00	\$12 00

## TOWAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers.....	\$45 00	\$45 00
C.....	18 00	\$18 00
Culls.....	16 00	\$16 00