Market Reports.

MONTREAL. From Our Own Correspondent

SEPTEMBER 26.—Since the date of our last report the shipping of lumber has almost ceased. The shipment to South America was only one carge to Buenes Ayres, consisting of 535,669 ft; to Cardiff, 9,007 pieces; to Cardiff, 129,000 feet. Lumber stocks here of all kinds are very low, both of sawn lumber and round logs; as a consequence prices are very stiff, and, water being so low, higher prices are expected very soon, at all events as soon as navigation closes. We do not at present alter our quotations, but outside figures for the most part rule. We still quote as under:—

Pine, 1st quality, P M	832	00/740	00
Pine, 2nd " PM	. 18	00:424	00
Pine, shipping cults, 9 M	. 12	00kg15	00
Pine, cull deals, \$2 M	. 8	00ut10	ᅇ
Pino, mill culls, W M	. 5	00/ct 0	
Spruce, *M		00,410	
Hemlock, W.M.	. 8	004(10	00
Ash, run of long culls out, NM	. 16	00%18	90
Hass, " " WM	. 14		
Ork' 55 71	35	00445	00
Birch, & M	. 17	00450	00
Hard Maple, 3 M	18	00(425	Ø
Lath, # 31	. 1	25/40 1	35
Shingles, 1st, & M	3	OOVE O	œ
Shingles, 2nd, P M			

The total shipments since the opening of navigation to date were 7,848,475 feet, against 4,319,278 feet for the same period of last year, being an increase of 3,529,197 feet. Advices from Ottawa report that many of the mills in the Chaudiere, owing to want of logs, want of water preventing their getting, the logs to the mills, have been obliged to shut down, so that everything here looks for considerably higher figures in the near future.

In cordwood there has been considerable activity, and holders are making strenuous attempts to enhance values, but in the meantime ready money makes a little difference in their views. We continue to quote as under, at which some pretty fair transactions are transpiring. We quote:—

Red Tamarac	4	30kg	5	00
Hard Manie	5	50.0	G	50
White Birch and Soft Maple	5	00st	0	00
Red Birch	5	5066	Ģ	00

Later.

OCTOBER, 10th .- There is a general complaint among the lumber merchants here of the difficulty of getting down lumber, owing to the lowness of the water, and as a consequence prices are very firm; but as the domand for building lumber has not been very brisk, prices can hardly be said to be quotably higher. Shipments since the date of our last report have been very small, indeed they have almost ceased. To Cardiff 85,140 ft. have been shipped; to Liverpool, 23,314 pieces of deal boards and ends, and 155 pieces of oak : to Buenos Ayres, 539,148 ft. The total shipments to the River Platte since the opening of navigation to date were 8,567,623 ft., against 5,751,431 ft. for the same period of 1880, showing an increase of 2,636,189 ft. The quotations remain the same as in my last opistle.

Connwoon.—There have been some large contracts entered into for long maple, at \$7.50, delivered. The prices on the wharf, ex cartage, are long maple, \$7.00; short do., \$6.50; long birch, \$6.50; short do., \$5.50; tamarse, \$4.50. The demand for cordwood is better, and prices are very firm.

TORONTO.

From Our Own Correspondent,

OCTOBER Sth .- The block in lumber at this port continues much the same as when I last When passing over the dock yes tenday the writer estimated that nearly 3,000,000 feet of lumber, including that standing on the cars, was awaiting shipment, and at the time of writing this there is not one foot of available space left on any of the docks belonging to the H. & N. W. R. Co., and at the present time only one small vessel leading at the wharf. Lumbermen have had a hard time of it this season: what with searcity of cars, fighting bush fires, burning of mills, and difficulty experienced in getting the lumber away after its arrival here, their lot has not been a happy one, and the season being new so far advanced, the auxiety of shippers to forward their lumber to to destination is quito excusable.

During the last three weeks large quantities of cedar ties have arrived here for shipment. Messrs. Rathbun & Son have purchased largely in this line north of this city, and are now shipping them to the American market. Two years ago \$13.00 per hundred was the ruling price for ties leaded on the cars; \$18.00 per hundred is the price now being paid, so that owners of tracts of cedar are beginning to realize that they have quite a bonanza. The contractors for the cedar block pavement in this city have now had to suspend work until spring, on account of the scarcity of cedar suitable for their purpose.

The scarcity in bill lumber still continues, and builders have frequently to visit all the yards in the city before procuring sufficient to meet their wants, and in many cases have found it impossible to get their orders filled, and yet in the face of this famine for dimension stuff, prices still hang at the old figures, and lumbermen are missing a good chance to raise their tariff of prices, simply for the want of a mutual understanding with each other on this and other matters equally important to the trade.

The 20 per cent. advance on R.R. freights has now become an established fact, and it is announced that the Railway Company repudiate special arrangements made prior to the advance in rates, but, to say the least, it is questionable if railway corporations have the power in their hands to grant special rates to certain individuals. It certainly seems unreasonable that one man or firm should have their lumber brought from any given point for three or four dollars per carless than some other men or firms, doing business at the same place. Yet such is, no doubt, the fact, but it is done in this way, in order to make it colorable, all bills for freight from all stations are made out at the same figure, and the favored ones get a rebate by applying at headquarters. This enables such persons to undersell their neighbors fifty cents per M., or else make that much higher profit. A more unjust method of doing business it would be hard to name. In such cases the smaller fry are at the mercy of the larger fish, as fifty cents per M. im times of close competition, and in sales devoid of risks, would be a fair living profit, especially if the sales were made in large quantities.

Shingles are somewhat more plentiful, and remain at the same figure retail, but considerably lower wholesale on rail or vessel, \$2.40 to \$2.45 being the ruling figures for 16-in, XXX shingles, F. O. B. vessel here. Sawn lath are in good demand, and less plentiful than formerly, and as the season's work comes nearer to its close, lath will likely advance in prices. Butternut is in excellent demand, and a good article will bring a good figure, especially if cut into 2, 3 and 4 in. plank, or 6×6 and 8×8, and any partice having dimension stuff, say 2 x 8, 2 x 10, 2 · 1 and 20 and 22 ft., will meet with ready sale, and at good prices, on this market, as ninetenth sof all shipments arriving here are comprised of mill cull, and shipping cull boards. Sound stock beards and good lumber find their way over the docks, leaving little but coarse boards for the local trade. Black ash lumber of good quality will command ready sale here at present Many people are now only beginning to find out the value of this wood for finishing purposes, and yet hitherto a building could be finished with this wood at less cost than when finished with good pine, and its appearance, when oiled, is much preferrable to pine when painted, and its lasting qualities, in dry situations, nearly

Building continues as briskly as ever, and it may serve to convey some idea of the large amount of lumber being used in this city when I state that the firm of J. & F. N. Tennant alone are reported to have sold about 1,000,000 ft. on the local market during the past month, and this amount sold mainly to consumers, and this would certainly not be more than the one-tenth of all the lumber sold to consumers during that same period.

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LONDON, ONT.

From Our Own Correspondent.

OCTODER, 10th.—There is a general talk of dullness in the lumber market here. It was at one time thought there would be agood demand spring up in the Fall, wood merchan's generally were confident of this result, but has not yet been realized, and, since my last, which is a fallen off instead of increasing, as expected; there is, however, no grumbling, as all dealers seem to have enough to do, an hopear satisfied. Prices, however, remain unchanged, which is a healthy sign.

As the Fall comes upon us building in this city narrows down to small limits, and there is nothing particular to note in this direction.

The Messrs. Green, whose extensive premises were almost completely destroyed by fire some time ago, are rapidly rebuilding, and they will be in working order again in a very short time. These premises will be of a more modern construction than formerly, and built with a view to evade any sudden attack of fire.

Mr. G. C. Hargreaves has effected a compromise, and the estate is being wound up. Meanwhile Mr. Hargreaves himself is employed in this market by a large wholesale Toronto firm.

The lumber coming in here is principally by the G. W. R. There are great complaints of the G. T. R. not having sufficient car accommo dation for the requirements of the tride.

I must report the lumber market dull in this city, but prices rule about the same as given in my last.

1113 1100 M					
-	QUOTATI	oss.			
Mill cull boards and	scantling.	• • • • • • • • •		810	00
Shipping cull boards	. promise	nous widtl	ha	11	00
	10 and 1	12 in. stock	:1	11	60
Common boards, pro	miscuous	wldths		13	00
Scantling and joist,	up to 16 f	t		14	00
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Common stocks		• • • • • • • • •		14	00
Common 2 in, plank				13	00
Cutting up plank an	d boards			18	00
Sound dressing stock				17	ñ
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Lath per 1000 feet				Ĭ.	õ
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ST. JOHN, N. B.

From Our Own Correspondent, DEALS.

Reference was made in our last report to the efforts being made to complete the leading of ships then in port, by the 1st inst., to secure their deck cargoes. Those efforts were quite successful, the result being to greatly reduce the dimensions of our fleet, as well as to exhaust our stock of deals. Probably the stock of deals here

is less than it has been for more than a quarter of a century, and as the country mills are mostly idle, the prospect is that the quantity wintered here will be scarcely worth counting.

PREIGHTS.

The freight market is remarkably quiet; scarcely any tennage offering, and but little wanted. The only recent transaction reported is the Champion, 799 tens, for Liverpool or Bristel Channel, at 57s. Gd., which may be considered about the market rate. Owners are talking of 60s., but considering the great scarcity of deals, it is doubtful if this can be obtained at present.

VESSELS IN PORT.

The following is a list of the vessels in port, with their tennage and destinations:—
Anna P. Oddell, 379, Glasgow
W. D. Wallet, 1413, Melbourne.

	Stanley, 542, France,
	C. E. Robinson, 531, Cork Quay.
	Eleanora, 1049, United Kingdom,
	Adept, 1102, Liverpool or London.
•	
	Windward, 607, Rio Janeiro.
	E. Sutton, 515, repairing.
	Kilverdale, 1190, Liverpool or London.
	Salacia, 707,
	W. Dickinson, (s), 1350, Liverpool, London, Fleetwood
0	r Bristol Channel
	Champion, 799, L mool or Bristol Channel.
	Lalla, 301, ——
	Soverelgn, 332, Wexi d.
	Teddington, (s), 1310, Lischarging.
	виграката.
	The shipments of deals and other sawn lumber

Malville, 924, Melbourne.

are as follows :-

October 7th, 1881.

From Another Correspondent.

United States..... 3,105,900

SHIPPING.

October 8th.—The fleet has been considerably reduced since our last, as quite a number of vessels cleared on the 1st of October, in order to get away before the deek load law came into operation. Under this law no vessel clearing after the 1st of October can take more than three feet of a cargo on deek, which of course materially reduces the amount of freight.

English freights are not materially changed. We hear of one charter at 65s. 6d. to the Bristol Channel. Of the two steamers in port, one is unchartered at present, and the other has been taken for U. K. at private terms, said to be 55s.

Coastwise freights are about as before quoted, and \$2.25 can be readily obtained for Boston. We are aware of one charter for Boston of a load of sleepers, at 14½ cents, which is really better than \$3.00 per M., but this is an exceptional case.

OUR LUMBER EXPORTS.

The following is a statement of the clearances of lun ber at the port of St. John, N.B., for transatlantic ports for September, 1881. During the month 32 vessels, having a total of 22, 573 tons, were leaded with:

Deals, battens and ends 20,491,226 sup. feet

Roards and scantling. 097,971 "
Pine timber. 37 tons.

We also give the shipments of lumber at the

Logs are scarce and holders are not desirous of selling. About 300,000 feet of unmarked superior logs were sold in the boom at \$3.00.

The English market remains fairly satisfactory, and at the present time the stock in Liverpool is not excessive, so that dealers can command good prices.

The American market is also tolerably remunerative. In Boston we can quote \$13.00 to \$14.00 for good wide spruce boards; laths at \$1.75 to \$1.87\frac{1}{2}. In New York laths have in some cases reached \$2.00, but the majority of sales have been at \$1.90.

Oct. 8th, 1881.

ALBANY.

Octoner 4 .- The Argus says the demand for the past week has been largely in excess of the preceding, and the attendance of buyers better. A sale of a million and three-quarters to a Brooklyn firm is among some of the purchases we hear of. The scarcity of certain pine grades specially sought after for manufacturing purposes is being felt, and it is apparent the "cry of wolf" is not without reason, as we hear of a prominent Michigan manufacturer shipping Lax direct from the saws to vessel. The lower grades of pine lumber have been sold, no doubt, too low, considering the yearly decreasing percentago of the better grades, and we see lighter stock here to-day than for years past, which no doubt will produce an effect on prices during the short business reason that remains. Vessels from Canadian ports are difficult to get, and the rates asked very high. The northern mills are working with a fair supply of water.

The receipts of lumber by lake at Buffale for the week ending Oct. 3rd were 8,660,000 feet and by rail 80 cars. The receipts by lake at