

TRADE REVIEW.

Toronto, Ont.

TORONTO, August 30.—Trade in both the city and Western Canada has been comparatively dull during the holiday season, but the prospects are good for a fair fall trade. The September trade though it may be interfered with to some extent by the Exhibition, promises to be considerably better than during the past two months. The demand for upper grades of pine is confined almost entirely to the local trade. Tennessee whitewood seems to be, for the present at least, taking the place of clear pine for finishing purposes, in the United States markets.

During the past few weeks several failures of some importance have occurred in Toronto and Hamilton, two or three of the younger and weaker houses having succumbed to the pressure of hard times. Dealers will act wisely in carefully scrutinizing credits during the coming fall.

The principal grievance complained of by lumbermen is the apparent breakdown of all carrying facilities on the Northern and Midland divisions of the Grand Trunk railway. Not only does the supply of cars continue to be entirely inadequate to meet the wants of the trade, but cars even when shipped linger for days on the road, and even after reaching Toronto are usually detained many days, and sometimes even weeks, before the consignee can have the opportunity of unloading his stuff. This state of affairs has done an immense amount of damage to the trade, as the dealers are at the mercy of the dilatory railroads, and find it impossible to fill their orders, many of which during the present season have been cancelled, thus entailing a serious loss and striking a disastrous blow at the lumber industry.

Another very serious grievance is in the freight bills. It is customary with the Grand Trunk Railway to charge for 30,000 lbs for each car by the rule of guess, though very rarely does the load come within several thousand pounds of weighing that amount, but the "guess" of the freight agent is sure to be on the right side for the company. A dealer lately received two car loads one of which was billed 7,000 lbs more than the other, though there was only a difference of 500 feet in the measurement. It is customary for the weight to be taken only at one point, and even when a re-weighing has been demanded it is customary to certify to the first weight even when found incorrect. Dealers claim that there should be scales at all shipping points, and the lumber weighed there, for it often happens that carloads are detained long enough to absorb several thousand pounds of moisture, &c, for which, of course the dealer must pay freight. Not only ought the lumber be weighed at the point of shipment but the cars should be weighed also, for the tare marked is often astray, as dealers sometimes find several inches of solid manure on the bottom after the lumber is removed, and of course they pay freight on this also. Quite recently, one consignee could not understand why a certain carload weighed so high until after a minute examination, chunks of hardened lime weighing several thousand pounds were found adhering to the bottom of the car.

The railways need more cars, a greater number of locomotives, and some powerful incentive to more speedy delivery.

CAR OR CARGO LOTS.

1 1/2 and thicker clear picks, American inspection	\$34 00	35 00
1 1/2 and thicker, three uppers, American inspection	40 00	40 00
1 1/2 and thicker, pickings, American inspection	30 00	30 00
1x10 & 12 dressing and better	20 00	22 00
1x10 & 12 mill run	15 00	16 00
1x10 & 12 dressing	16 00	18 00
1x10 & 12 common	12 00	13 00
1x10 & 12 spruce culls	10 00	11 00
1x10 & 12 mill culls	9 00	9 00
1 inch clear and picks	24 00	26 00
1 inch dressing and better	18 00	20 00
1 inch siding mill run	13 00	15 00
1 inch siding common	12 00	13 00
1 inch siding ship culls	10 00	11 00
1 inch siding mill culls	8 00	9 00
Cull scantling	8 00	9 00
1 1/2 and thicker cutting up plank	22 00	25 00
1 inch strips 4 in to 5 in mill run	14 00	15 00
1 inch strips, common	11 00	12 00
1 1/2 inch flooring	14 00	15 00
1 1/2 inch flooring	14 00	15 00
XXX shingles, sawn	2 40	2 50
XX shingles, sawn	1 40	1 50
Lath, Sawn	1 50	1 50

YARD QUOTATIONS

Mill cull boards and scantling	\$10 00	Dressing stocks	16 00	20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00	30 00
Scantling and joist up to 16 feet	13 00	Three uppers, Am. inspect.	40 00	40 00
" " " " 18 ft	14 00	" " " "	30 00	30 00
" " " " 20 ft	15 00	" " " "	25 00	25 00
" " " " 22 ft	16 00	" " " "	20 00	20 00
" " " " 24 ft	17 00	" " " "	16 00	16 00
" " " " 26 ft	18 00	" " " "	14 00	14 00
" " " " 28 ft	19 00	" " " "	12 00	12 00
" " " " 30 ft	20 00	" " " "	10 00	10 00
" " " " 32 ft	21 00	" " " "	8 00	8 00
" " " " 34 ft	22 00	" " " "	6 00	6 00
" " " " 36 ft	23 00	" " " "	4 00	4 00
" " " " 38 ft	24 00	" " " "	2 00	2 00
" " " " 40 ft	25 00	" " " "	1 00	1 00
Cutting up planks 1 1/2 and thicker dry	25 00	20 00	Cherry, No. 1 & 2	50 00
" " " " board	18 00	20 00	White ash, 1 & 2	30 00
			Black ash, 1 & 2	20 00

Ottawa, Ont.

OTTAWA, Aug. 28th, 1888.

Dimensions, Inches.

Per M.

Mill culls	10 x 1	8.50 to 9.00
" "	12 x 1	7.00 to 8.00
" "	12 x 1 1/2	4.00 to 5.00
" selected 16 ft. long, above dimensions		
Cull strips, 1 in. thick, 5 to 7 wide		
Mill cut outs	12 x 1	12.00
Scantling	3 x 4	7.00
" culls	3 x 4	1.25
Laths		10.00
Stock shorts, 12 x 1		6.50 to 7.00
1 inch siding outs, 1 1/2, 1 3/4, 2		
" outs from stocks	12 x 1	10.00 to 12.00
" " "	12 x 1 1/2	
" " "	12 x 1 3/4	
Shingles, XXX		1.25
" XXX		2.00
" cedar, No. 1		2.00 to 2.25
Difference in planed lumber, in waste and planing		5.00
Ditto, on average good stock		20.00 to 25.00

Hamilton, Ont.

HAMILTON, Aug. 30th, 1888.

Mill cull boards and scantling	\$9 00	10 00	Dressing stocks	16 00	18 00
Shipping cull boards, promiscuous widths	10 00	12 00	1 1/2 flooring, rough	16 00	18 00
Shipping cull stocks	12 00	14 00	1 1/2 flooring, rough	16 00	18 00
Scantling and joist up to 16 feet	13 00	14 00	1 1/2 flooring, dressed	21 50	23 00
do up to 18 feet	13 50	14 50	1 1/2 flooring, dressed	21 50	23 00
do up to 20 feet	14 00	15 00	1 1/2 flooring, dressed	21 50	23 00
do up to 22 feet	14 50	15 50	1 1/2 flooring, dressed	21 50	23 00
do up to 24 feet	15 00	16 00	1 1/2 flooring, dressed	21 50	23 00
do up to 26 feet	16 00	17 00	1 1/2 flooring, dressed	21 50	23 00
do up to 28 feet	17 00	18 00	1 1/2 flooring, dressed	21 50	23 00
do up to 30 feet	18 00	19 00	1 1/2 flooring, dressed	21 50	23 00
Cutting up plank 1 1/2 and thicker, dry	20 00	25 00	1 1/2 flooring, dressed	21 50	23 00
Cutting up boards	20 00	25 00	1 1/2 flooring, dressed	21 50	23 00

St. John, N. B.

ST. JOHN, Aug. 29th, 1888.

Deals, Boards, Scantling, etc.

Spruce deals	\$12 00	Spruce boards	12 00
Pine	15 00	Pine	12 00
Deal ends	6 00	Oak	40 00
Scantling	10 00	Ash	15 00
		Hemlock	7 50
Spruce, extra	33 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		
Pine, extra	35 00	Spruce, extra	21 00
" clears	35 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in., No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00
Staves	3 00	Laths	1 50
Heading, 17 in. per pr.	0 45	Pickets	6 50
" 18 in. "	0 45	Railway ties	15 00
" 22 in. "	0 45		

Goderich, Ont.

GODERICH, Aug. 28th, 1888.

There is quite a lull in this market. It seems to be general, at least over this section of the Province, and judging by the greater than customary desire shown by American mill owners in Ontario to dispose of more of their stock than usual in Canada, the market over the border is not any too brisk. There is a tendency to lower prices on most grades, but it is not yet sufficiently developed to warrant a change in price lists. Lumber drummers are now almost as numerous, and are rapidly developing, so the dealers think, into as a great nuisance as Book, Sewing Machine, and Insurance Agents.

PRICES IN CAR LOTS.

1 inch Mill Culls	\$8 00	to 8 50
1x6-8-10 & 12, common	12 00	
1x6-8-10 & 12, dressing	16 00	
1x14, and wider, common	12 00	
1x14, " dressing	16 00	
1 1/2 dressing	16 00	
1 1/2 Norway pine flooring	14 00	
1 1/2 " "	14 00	
1 inch clear and picks 4 to 9 inch	25 00	
1 inch " " 4-in. and up	26 00	
1 inch " " 9-in. and up	27 00	
1 1/2 and 1 3/4 clear and picks	35 00	
Lath 1 1/2 x 4 feet	1 50	
2 inch pine joist	11 50	12 00
2 inch Norway joist	11 00	

Montreal, Que.

MONTREAL, Aug. 29th, 1888.

Lumber business has been fairly good this season as building trade has been brisk, but in consequence of the high wages of building mechanics, and enhanced prices of material, the cost of building is too high to return a fair revenue and is being now curtailed. Lumber is very plentiful

now, but prices are firm. Lumber in lots is sold here at a very small advance on the cost, especially before it is removed from the wharves, or cars. Seasoned hardwood is scarce and prices firm. The prices in the list are not the cost or actual retail prices, but about the figures that rounds lots are disposed of to consumers.

Pine, 1st quality	\$35 00	10 00	Basswood, run of log	\$16 00	20 00
Pine, 2nd	22 00	25 00	Cull out per M.	40 00	50 00
Pine, shipping culls	14 00	16 00	Walnut, per M.	60 00	95 00
Pine, 4th quality	10 00	12 00	Cherry, per M.	75 00	90 00
deals	8 00	10 00	Butternut, per M.	30 00	40 00
Pine, mill culls	8 00	10 00	Butternut, per M.	30 00	40 00
Spruce, per M.	10 00	13 00	Birch, per M.	15 00	25 00
Hemlock, per M.	9 00	10 00	Hard Maple, per M.	20 00	25 00
Ash, run of log culls	16 00	18 00	Lath, per M.	1 50	1 75
out per M.			Shingles, 1st, per M.	3 00	3 25
			Shingles, 2nd, per M.	1 50	2 00

Saginaw, Mich.

SAGINAW, Aug. 28th, 1888.

The Saginaw market has been fairly active during the latter part of August, the transactions being considerably in excess of the same period last year. It is known that several million feet have changed hands. There is a good demand for the coarse grades. An active movement in lake shipping will be commenced immediately. Wholesale prices are:

CARGO LOTS.

Uppers	36 00	35 00	Norway	8 50	9 25
Common	16 00	22 00	Box	10 10	11 00
Shipping Culls	8 50	10 00	Straight measure	11 00	18 00
Mill Culls	6 00				

YARD QUOTATIONS—CAR LOTS DRY.

Clear, 1/2 in.	42 00	C 1/2 in.	30 00
A	38 00	D	19 00
B	36 00		
Flouring, clear, d & m	40 00	Siding, clear, 1/2 in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber—Rough.

Three uppers, 1 in.	42 00	45 00	Fine common, 1 in.	32 00	32 00
1 1/2 & 1 3/4	43 00	46 00	1 1/2 & 2 in.	30 00	30 00
Selects, 1 in.	30 00	32 00	C, 7, 8 & 9 in.	26 00	26 00
1 1/2 & 2 in.	35 00	38 00	Base, 2 to 9 in. No. 1	40 00	40 00
			No. 2	30 00	30 00
			No. 3	20 00	20 00
			No. 4	13 00	13 00

Coffin boards 16 in. and over

12 to 15 feet	10 00	22 feet	12 00	
20 feet	11 00	24 feet	13 00	
Plank and timber, 12 inches wide. \$1 extra.				
Wide Select and Common—Rough.				
C (No. 1 com.) 13 in. and up 25 00 D (common) 14 in. and up . 16 00				
Lath, Shingles and Pickets.				
Lath, No. 1	1 50	Country brands XXX	3 25 @ 3 35	
No. 1	1 00	Clear butts	2 25 2 35	
Shingles, river brands		Picks, 2 to 4 1/2 in rough	12 00 13 00	
XXX	3 40 @	3 50	Dressed	20 00
Clear butts	2 40	2 50	1 1/2 in. square, dressed	14 00 19 00

Philadelphia, Pa.

PHILADELPHIA, Aug. 29th 1888.

The fall demand for lumber has set in strong, especially with regard to white and yellow pine. One reason for this is that dealers fear that the election will go for a protective tariff, and in that event prices will advance. The white pine trade has been active during the past few months. A little eastern spruce is handled, but it is being crowded out by other woods. The business outlook from this place is bright.

White Pine.

Mich. uppers, 1 to 2	1 1/2 to 2 in. plank		
in. dry	\$18 00	65 50	barn quality
2 1/2 & 4 in.	60 00	65 00	Common plank
S'lts, 1 1/2 to 2 in.	42 50	45 00	Box boards, wide
2 1/2 & 4 in.	47 00	52 00	4 1/2 siding, selected
12 in. flooring quality	30 00	35 00	Culls, 12 in.
barn	22 00	23 00	Wide
Edge barn, all widths	19 00	21 00	Narrow
			No. 1 moulding

Cargo Lots.

Yellow pine edge bds	14 00	16 00	Scantling and plank	20 00	22 00
Heart face boards	20 00	22 50			
Edge boards	10 50	11 50	Scantling, 2x3 & 2x4		
12 in. stock	12 50	14 00	16 & 18 ft	12 50	14 00
Fencing, 6 in., 16 ft.	12 50	14 00	3x4, 10 to 12, 12 to 20 ft.	11 00	12 00

Shingles and Posts.

Cypress shingles, 24	13 00	17 00	Cedar shingles, 30 in.	35 00	40 00
in. heart, d & b	10 00	12 00	hand dressed	35 00	40 00
24 in. sap, d & b	10 00	12 00	Chestnut posts, 9 ft.	35 00	40 00
			7 ft.	30 00	35 00

HARDWOOD.

Walnut.					
Nos. 1 & 2, 1 in., good	\$87 50	95 00	Reject or common, 1	60 00	65 00
dry, Indiana	92 50	100 00	in. 1½ and up.....	35 00	37 50
1½ & up.....	72 50	77 20	Culls, 1 in.....	35 00	40 00
Nos. 1 & 2, ¾ in.....	72 50	77 20	1½ in. & up.....	35 00	40 00
Poplar.					
Nos. 1 & 2, ¾ in. good	25 00	27 50	Nos. 1 & 2, 1 ¼ in. &	35 00	37 50
wide, Indiana	25 00	27 50	up, good wide, Ind.	35 00	37 50
1 in.....	25 00	27 50	Columns, 5x5 & up	35 00	37 50
			clear.....	35 00	37 50
Oak.					
Nos. 1 & 2, 1 in., good	32 50	35 00	Nos. 1 & 2, 1 ¼ in. &	35 00	37 50
western, straight..	47 00	52 50	up, good western,	35 00	37 50
quartered.....	47 00	52 50	straight.....	35 00	37 50
			quartered.....	34 50	35 00
Ash.					
Nos. 1 & 2, 1 in., good	37 50	40 00	Nos. 1 & 2, 1 ¼ in. &	35 00	42 50
western.....	37 50	40 00	up, good western..	35 00	42 50
Yellow Pine—Yard and Wholesale.					
Sc'tlg, 2x4 to 12x14 .	22 00	23 00	Flooring, 1 in., Va. .	17 00	19 00
Plank, 1½ to 2 in. .	22 00	27 50	1 & 1½ in., Ga. &		
Fl'g, 1 & 1½ in. No. 1	27 50	30 00	Fla. cargo run .	22 00	24 00
Cherry.					
Nos. 1 & 2, 1 in., good	62 50	70 00	Nos. 1 & 2, 1 ½ in. &	65 00	75 00
			up, good	65 00	75 00