

TRADE REVIEW.

Toronto, Ont.

TORONTO, April 27th, 1889.

The spring trade is opening up briskly. Although yard men complain of orders coming in slowly and a number of large contractors have not yet obtained work, yet a great deal of local business is being done and many contracts are already under way. There is every prospect that there will be no falling off in trade this year as compared with former years.

Wholesale dealers are very busy, though a lively demand from Western Ontario has contributed with the local trade to produce this result.

A statement published in the city papers shows that the contracts for buildings and works, public and private, now in progress or to be started this year, amount to about 12 million dollars. The expenditure of this amount of money, to which is to be added the large outlay on residence building, will certainly keep business from stagnation for a few years at least.

Prices generally remain unchanged but firm. The demand for clear pickings, 1½, 1½ and 2, from the United States is still slow and prices have a downward tendency in consequence. The export demand for dressing and better grades is fair and prices are firm.

There is quite a boom in West Toronto Junction property and a large amount of building may be expected in that town this year. A number of contracts for stores and mills have already been closed, and there is every prospect that the new town will make substantial progress.

A new firm, Jas. Trennant & Co., has entered the wholesale trade, taking the place of Christie, Kerr & Co. It is not known as yet what will be the final outcome of the failure of the latter firm.

On April the 6th a deputation representing the lumber trade visited Montreal and had a lengthy interview with General Manager Hickson of the C. T. R.

The deputation consisted of John Donogh, A. K. McIntosh, James Tennant, J. G. Scott and Geo. Gall, of Toronto; Robert Thomson and H. S. Brennan, of Hamilton, and Secretary E. A. Wills of the Toronto Board of Trade. A full statement of the lumbermen's grievances was presented and the General Manager was convinced that they were not without foundation. He promised early consideration of excess weights with the understanding that as speedily as possible weigh scales would be put in at the principal shipping points. He also promised immediate relief in the matter of car supply, and this has been realized during the past ten days. The lumber manufacturers and dealers have reason to be well satisfied with the result of this interview and it shows what can be done by united action, a lesson which lumber dealers have been slow to learn.

One result of the increased supply of cars has been to show the utter inadequacy of the G. T. R. shunting facilities in Toronto. The accumulation of only four or five days shipping has so completely congested the Toronto railway yards that orders have been issued cutting off the supply of cars for Toronto. It seems to be impossible to have cars placed for unloading in less than a week or ten days no matter how urgent may be the demand for the material. It is strange the Grand Trunk Company does not remedy promptly a state of affairs which must cause serious loss to the company as well as to all its customers.

CAR OR CARGO LOTS.

1½ and thicker clear picks, American inspection	\$34 00	\$35 00
1½ and thicker, three uppers, American inspection	40 00	40 00
1½ and thicker, pickings, American inspection	30 00	30 00
1½ and thicker, common	25 00	25 00
1½ and thicker, better	20 00	20 00
1½ and thicker, No. 1	15 00	15 00
1½ and thicker, No. 2	10 00	10 00
1½ and thicker, No. 3	5 00	5 00
1½ and thicker, No. 4	0 00	0 00
1½ and thicker, No. 5	0 00	0 00
1½ and thicker, No. 6	0 00	0 00
1½ and thicker, No. 7	0 00	0 00
1½ and thicker, No. 8	0 00	0 00
1½ and thicker, No. 9	0 00	0 00
1½ and thicker, No. 10	0 00	0 00
1½ and thicker, No. 11	0 00	0 00
1½ and thicker, No. 12	0 00	0 00
1½ and thicker, No. 13	0 00	0 00
1½ and thicker, No. 14	0 00	0 00
1½ and thicker, No. 15	0 00	0 00
1½ and thicker, No. 16	0 00	0 00
1½ and thicker, No. 17	0 00	0 00
1½ and thicker, No. 18	0 00	0 00
1½ and thicker, No. 19	0 00	0 00
1½ and thicker, No. 20	0 00	0 00

YARD QUOTATIONS

Mill cut boards and scantlings	10 00	10 00
Shipping cut boards, pre-	10 00	10 00
miscellaneous widths	10 00	10 00
Scantling & joist, up to 16 ft	10 00	10 00
16 ft to 20 ft	10 00	10 00
20 ft to 24 ft	10 00	10 00
24 ft to 28 ft	10 00	10 00
28 ft to 32 ft	10 00	10 00
32 ft to 36 ft	10 00	10 00
36 ft to 40 ft	10 00	10 00
40 ft to 44 ft	10 00	10 00
44 ft to 48 ft	10 00	10 00
48 ft to 52 ft	10 00	10 00
52 ft to 56 ft	10 00	10 00
56 ft to 60 ft	10 00	10 00
60 ft to 64 ft	10 00	10 00
64 ft to 68 ft	10 00	10 00
68 ft to 72 ft	10 00	10 00
72 ft to 76 ft	10 00	10 00
76 ft to 80 ft	10 00	10 00
80 ft to 84 ft	10 00	10 00
84 ft to 88 ft	10 00	10 00
88 ft to 92 ft	10 00	10 00
92 ft to 96 ft	10 00	10 00
96 ft to 100 ft	10 00	10 00

Ottawa, Ont.

OTTAWA, April 29th, 1889.

Nearly all the mills have got down to business. The whiz and hum of machinery is heard in every direction. The prospects for a good season's cut is good. Manufacturers are somewhat apart in their views as to prices, but the general opinion is that if an advance is not had present prices may possibly be sustained. Much depends upon the export demand.

Dimensions, Inches	Per M.
Mill cut boards	10 00
12 x 12	10 00
12 x 14	10 00
12 x 16	10 00
12 x 18	10 00
12 x 20	10 00
12 x 22	10 00
12 x 24	10 00
12 x 26	10 00
12 x 28	10 00
12 x 30	10 00
12 x 32	10 00
12 x 34	10 00
12 x 36	10 00
12 x 38	10 00
12 x 40	10 00
12 x 42	10 00
12 x 44	10 00
12 x 46	10 00
12 x 48	10 00
12 x 50	10 00
12 x 52	10 00
12 x 54	10 00
12 x 56	10 00
12 x 58	10 00
12 x 60	10 00
12 x 62	10 00
12 x 64	10 00
12 x 66	10 00
12 x 68	10 00
12 x 70	10 00
12 x 72	10 00
12 x 74	10 00
12 x 76	10 00
12 x 78	10 00
12 x 80	10 00
12 x 82	10 00
12 x 84	10 00
12 x 86	10 00
12 x 88	10 00
12 x 90	10 00
12 x 92	10 00
12 x 94	10 00
12 x 96	10 00
12 x 98	10 00
12 x 100	10 00

Hamilton, Ont.

HAMILTON, April 29th, 1889.

Prospects for this season can only be considered fair. Prices are stronger than they were last year. The demand for lumber only fair—not above the average. No building of great importance is going on—only ordinary building and improvements.

Mill cut boards and	10 00	10 00
scantlings	10 00	10 00
Shipping cut boards	10 00	10 00
promiscuous widths	10 00	10 00
Shipping cut stocks	10 00	10 00
Scantling and joist up	10 00	10 00
to 16 feet	10 00	10 00
do up to 18 feet	10 00	10 00
do up to 20 feet	10 00	10 00
do up to 22 feet	10 00	10 00
do up to 24 feet	10 00	10 00
do up to 26 feet	10 00	10 00
do up to 28 feet	10 00	10 00
do up to 30 feet	10 00	10 00
do up to 32 feet	10 00	10 00
do up to 34 feet	10 00	10 00
do up to 36 feet	10 00	10 00
do up to 38 feet	10 00	10 00
do up to 40 feet	10 00	10 00
do up to 42 feet	10 00	10 00
do up to 44 feet	10 00	10 00
do up to 46 feet	10 00	10 00
do up to 48 feet	10 00	10 00
do up to 50 feet	10 00	10 00
do up to 52 feet	10 00	10 00
do up to 54 feet	10 00	10 00
do up to 56 feet	10 00	10 00
do up to 58 feet	10 00	10 00
do up to 60 feet	10 00	10 00
do up to 62 feet	10 00	10 00
do up to 64 feet	10 00	10 00
do up to 66 feet	10 00	10 00
do up to 68 feet	10 00	10 00
do up to 70 feet	10 00	10 00
do up to 72 feet	10 00	10 00
do up to 74 feet	10 00	10 00
do up to 76 feet	10 00	10 00
do up to 78 feet	10 00	10 00
do up to 80 feet	10 00	10 00
do up to 82 feet	10 00	10 00
do up to 84 feet	10 00	10 00
do up to 86 feet	10 00	10 00
do up to 88 feet	10 00	10 00
do up to 90 feet	10 00	10 00
do up to 92 feet	10 00	10 00
do up to 94 feet	10 00	10 00
do up to 96 feet	10 00	10 00
do up to 98 feet	10 00	10 00
do up to 100 feet	10 00	10 00

St. John, N. B.

ST. JOHN, April 29th, 1889.

The cut of logs will be much smaller than expected. It is impossible to make any safe predictions as to future prices. All reports point to a very large amount of building the present season, and we hope to see a firm and active market.

Deals, Boards, Scantling, etc.

Spruce deals	12 00	12 00
Pine	12 00	12 00
Deal ends	12 00	12 00
Scantling	12 00	12 00

Shingles.

Spruce, extra	12 00	12 00
clear	12 00	12 00
No. 1 extra	12 00	12 00

Clapboards.

Pine, extra	12 00	12 00
clear	12 00	12 00
No. 1 extra	12 00	12 00

Flooring, Dressed.

6 in. No. 1	12 00	12 00
No. 2	12 00	12 00

Miscellaneous.

Staves	12 00	12 00
Heading 17 in. per pr.	12 00	12 00
22 in.	12 00	12 00

Detroit, Mich.

DETROIT, April 29th, 1889.

Uppers, Selects, Stocks, etc.

Uppers	12 00	12 00
Selects	12 00	12 00
Stocks	12 00	12 00

Flooring, Siding, Ceiling, etc.

Flooring, select common	12 00	12 00
No. 1 common	12 00	12 00
No. 2 common	12 00	12 00
No. 3 common	12 00	12 00
No. 4 common	12 00	12 00
No. 5 common	12 00	12 00
No. 6 common	12 00	12 00
No. 7 common	12 00	12 00
No. 8 common	12 00	12 00
No. 9 common	12 00	12 00
No. 10 common	12 00	12 00
No. 11 common	12 00	12 00
No. 12 common	12 00	12 00
No. 13 common	12 00	12 00
No. 14 common	12 00	12 00
No. 15 common	12 00	12 00
No. 16 common	12 00	12 00
No. 17 common	12 00	12 00
No. 18 common	12 00	12 00
No. 19 common	12 00	12 00
No. 20 common	12 00	12 00

Bill Staff and Culls.

Bill staff, ordinary sizes	12 00	12 00
12 to 15 ft	12 00	12 00
15 to 20 ft	12 00	12 00
20 to 25 ft	12 00	12 00
25 to 30 ft	12 00	12 00
30 to 35 ft	12 00	12 00
35 to 40 ft	12 00	12 00
40 to 45 ft	12 00	12 00
45 to 50 ft	12 00	12 00
50 to 55 ft	12 00	12 00
55 to 60 ft	12 00	12 00
60 to 65 ft	12 00	12 00
65 to 70 ft	12 00	12 00
70 to 75 ft	12 00	12 00
75 to 80 ft	12 00	12 00
80 to 85 ft	12 00	12 00
85 to 90 ft	12 00	12 00
90 to 95 ft	12 00	12 00
95 to 100 ft	12 00	12 00

Shingles and Lath.

Shingles, clear, 15 in. Ex.	12 00	12 00
10 in. clear, 15 in. Ex.	12 00	12 00
6 in. clear, 15 in. Ex.	12 00	12 00
Add for surfacing one or two sides, \$1.		

Boston, Mass.

BOSTON, April 28th, 1889.

There is greater activity in most all the different lines. But little spruce by cargo has arrived, although the river mills are all sawing. The eastern men want \$1 advance over fall prices, and in many instances they are obtaining it. Clapboards are still in small supply and high. Both pine and spruce are scarce. The hardwood trade is only fair.

Western Pine—by car load.

Uppers, 1 in.	45 00	45 00
1½, 1½ & 2 in.	45 00	45 00
3 & 4 in.	45 00	45 00
Selects, 1 in.	45 00	45 00
1½, 1½ & 2 in.	45 00	45 00
3 & 4 in.	45 00	45 00
Moulding boards, 7 to	45 00	45 00
11 inch clear	45 00	45 00
60 per cent clear	45 00	45 00
Fine common 1 inch	45 00	45 00
1½, 1½ & 2 inch	45 00	45 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	45 00	45 00
4	45 00	45 00
5	45 00	45 00
Ship guds & coarse	45 00	45 00
Refuse	45 00	45 00
Western pine lapbds	45 00	45 00
4 ft sap extra	45 00	45 00

Spruce—by Cargo.

Scantling and plank,	12 00	12 00
random cargoes	12 00	12 00
Yard orders, ordin-	12 00	12 00
ary sizes	12 00	12 00
Yard orders, extra	12 00	12 00
sizes	12 00	12 00
Clear floor boards	12 00	12 00
No. 2	12 00	12 00

Lath.

Spruce	12 00	12 00
Pine, 15 in. extra	12 00	12 00
Pine, No. 1	12 00	12 00

Saginaw, Mich.

SAGINAW, April 28th, 1889.

There is not much activity in the cargo market. Manufacturers adhere to quotations a little in advance of last season. The car trade is moderately active. Yard dealers, with a few exceptions, report a fairly good trade. Nearly all the shingle mills are now in motion.

CARGO LOTS.

Uppers	45 00	45 00
Common	45 00	45 00
Shipping Culls	45 00	45 00
Mill Culls	45 00	45 00

YARD QUOTATIONS CAR LOTS DRY

Clear, 3½ in.	42 00	42 00
A	42 00	42 00
B	42 00	42 00

Flooring and Siding Dressed.

Flooring, clear, d & m	42 00	42 00
No. 1	42 00	42 00
No. 2	42 00	42 00
No. 3	42 00	42 00
No. 4	42 00	42 00

Finishing Lumbering.