

Market Reports.

TORONTO.

From Our Correspondent.

SEPT. 9.—Our Industrial Exhibition being now in full swing, business has quieted down for the time being. Engine power being in demand for the conveyance of passengers and live stock, etc., lumber has to take a back seat for awhile. Trade has kept exceedingly good up to the present, and considerable lumber is now moving over our docks, having averaged during the past two weeks about one vessel cargo per day, the larger portion of which has not left the saw more than two months, and so far as I am aware, there is only one wholesale firm that have any dry lumber to place on the market, and that only in limited quantities. Figures at the yards keep the same, and there is no immediate prospect of any change in that respect. Although held more firmly by mill men, long bill stuff is about the only class of lumber having any money in it just now for the dealers, and manufacturers having a stock of long logs have a chance to realize well.

As predicted by me in a former letter, the new tariff adopted by the R. R. companies, in carrying lumber by the M, at estimated weights, has been of but short duration. Nothing more could have been anticipated as to the fate of so absurd a scheme. The carriage of lumber by weight is all right. It is the high rates charged per cwt. that is wrong, and which must eventually be lowered, if the coarser grades of lumber are to be brought to market and sold at a profit. If the R. R. companies can bring a car of lumber 100 miles for shipment to a foreign port for say \$16.00, why should they charge \$21.60 for a car intended to be used on the local market? It is not the former rate that is too low, but the latter that is too high, and such discrimination against a community having granted large bonuses to aid in the building of such roads, is a gross injustice which should not be tolerated, and could soon be altered if insisted upon by all who are interested. Let our Board of Trade take up this matter in a business-like spirit, and much more good might be done than by devising schemes to carry lumber by the M. Mill men and dealers alike are interested in this question. Green pine bill stuff and hemlock cannot be brought here and sold except at a loss under the present rates charged for freighting it, and it frequently becomes a question with the dealers as to accepting delivery of cars of green hemlock, or of letting the R. R. companies keep it for the freight, and it is useless to try and put a market value on this grade of lumber that it does not intrinsically possess. It can only be sold because it is of lower value than pine, and can therefore be sold in limited quantities.

SEPT. 24.—Our Industrial Exhibition being over business has returned to its normal condition once more. Our city

as a whole has no doubt received a benefit by the influx of visitors during the period of the fair, but so far as the building and retail lumber trade is concerned, it is simply a week lost, not to be regained by any after exertion.

Shipments from our docks have gone on steadily—about six cargoes per week. Nearly all of this passes through the hands of Messrs. Christie Kerr & Co., either as owners or shippers, much the larger portion of which has consisted of 1 x 10 in. and 1 x 12 in. com. stocks. The amount of clear, picks and out up coming forward is small as compared with the total amount being shipped. The reasons for this are two-fold: 1st, the danger to be apprehended from staining while in transit where not sufficiently dry; 2nd, the yearly decreasing yield of good lumber; 5 to 10 per cent. is now thought to be a fair yield, while a few years ago 40 to 50 per cent. clear and picks was frequently obtained from a stock. Such stocks will not again be cut in Ontario.

We now have plain sailing once more with the R. R. authorities, extremely little friction being observable between them and their customers, and so long as both endeavor to further each other's interests there will be but little to complain of. All that dealers require at the hands of the former now is, a lower freight on the inferior grades of wood, notably on hemlock, and the R. R. companies by taking this step will not lower their revenue by one dollar. Figures at the retail yards have, if anything, weakened, caused mainly by the return to the old tariff in R. R. freights. The rigid system of weighing in force for a time was not an unmixed evil, as it resulted in convincing the R. R. companies that their estimated weights on green, half dry and wholly dry lumber was above what it should have been, hence the more liberal usage now accorded to the shippers.

All the retail yards are carrying a fair stock, and sales from track side are good; dry 1 in. sidings and stocks are now difficult to obtain; long bill stuff is more plentiful, with prices lower. The supply of maple, elm, oak and ash is fully up to the demand. Only two or three firms here make a specialty of hardwoods, and therefore enjoy a monopoly in that line. Profits require to be large on this class of lumber, as the waste is large from various causes.

Table with 2 columns: Item description and Price. Includes items like Mill cull boards and scantling, Shipping cull boards, Scantling and joist, Cutting up planks to dry, 1 1/2 inch flooring, Beaded Sheeting.

Table with 2 columns: Item description and Price. Includes Clapboarding, dressed, XXX sawn shingles, Sawm Lath, Red oak, White, Basswood, Cherry, White ash, Black ash.

LONDON TRADE.

The lapse of a month seems to have produced the impression of a changed prospect, both in this as well as in most of the principal wood-markets of the country, and men speak hopefully, as they have not done for months, of the improvement which, like the rising sun as it begins to gild the distant horizon, is just visible to those whom restlessness or extreme interest prompts to take the earliest observations. Early risers at high elevations profit by the fact of their exalted position in being able to descry the first promise of the coming sunshine; but it not infrequently happens that, even while they herald the hopeful prospect to their less observant brethren in the valley, the clouds are gathering which may shut off the anticipated sunshine before it has surmounted the surrounding peaks and penetrated the lower regions which it was expected to fertilize. Such may, perhaps not inaptly, be taken to represent the position of the wood-market at this moment.

The opinions of those whose position in the trade qualifies them to make a statement, based on a bird's-eye view of the present situation, unanimously incline to the prospect of improvement later on, although the more cautious among them do not hesitate to imply the danger of failure, should any of the present conditions, upon which such expectations have been formulated, become hereafter reversed through misguided action on the part of those whose province it is to supply this market. It goes a long way in favor of the uninterrupted development of this prospect, however, that all markets coincide in the outlines of such presumptive improvement; but still, at the best, a rise in values cannot be described more favorably than as "potential," which it is very necessary to remember that, should the ratio of import to consumption be even slightly interfered with, or should the future increase in stock come in the shape of reckless consignments, there must occur a relapse which would plunge the market into greater straits than it was before the prospect of better times was announced. —Timber, Sept. 18th.

MONTREAL.

Some facts relating to the lumber trade of Montreal are furnished in a recent issue of the Herald: "The Montreal trade is almost altogether in deals and lumber. The deals are chiefly sent to Great Britain and the lumber to South America and the West Indies. The deals are pine, and the greater part of them come from the Ottawa district; a small proportion is brought from Michigan. The great bulk of the deals is conveyed by water in barges; very few, comparatively, are carried by rail. As many as 80,000,000 feet of deals were exported

from the port last year, being one hundred per cent. more than the shipments of 1884. The exports of the current year will, before navigation closes, be considerably in excess of those of last year. Some idea of the importance to Montreal of this young and growing timber trade may be gathered from the fact that about fifty thousand dollars was paid last year for the labor connected with loading the deals. A considerable portion of the deals exported from Montreal is required for the match factories of Great Britain, where they are converted into matches and match boxes. Deals of all qualities are used for this purpose."

MONTREAL LUMBER MARKET.

MONTREAL, Sept. 25.—Quotations remain steady and unchanged, but the market is as has been for some time past decidedly active, and a brisk demand has kept up a cheering business at the yards. The imports are quite extensive, and large quantities are continually arriving per barges via the Lachine Canal. The increase in trade for September is generally from 40 to 50 per cent in excess of that of the corresponding month of last year. It is a marked evidence of better times, to see so many buildings in course of erection in every quarter of the city, and the suburbs are not behind hand in this particular. Orders continue to arrive freely from the country, and a good business is being done daily in carloads. The exports to date include 2,727,383 pieces deals, deal ends, boards and battens to Europe, and 13,156,400 feet of lumber to South America. Quotations for freights remain unchanged at 47s 6d. to 50s. per standard to the United Kingdom, and \$11 to \$12 per M. to the South American ports.

Table with 2 columns: Item description and Price. Includes Pine, 1st quality, Pine 2nd, Pine, shipping culls, Pine 4th quality deals, Pine, mill culls, Spruce, Hemlock, Ash, run of log culls out, Bass, Oak, Walnut, Cherry, Butternut, Birch, Hard Maple, Lath, Shingles, Cordwood.

ALBANY.

Table with 2 columns: Item description and Price. Includes Pine, clear, Pine, fourths, Pine, selects, Pine, good box, Pine, common box, Pine, 10-in. plank, each, Pine, 10-in. plank, culls, each, Pine boards, 10-in., Pine, 10-in. boards, culls, Pine, 10-in. boards, 16 ft., Pine, 12-in. boards, 16 ft., Pine, 12-in. boards, 13 ft., Pine, 1 1/2 in. siding, select, Pine, 1 1/2 in. siding, common, Pine, 1-in. siding, select, Pine, 1-in. siding, common, Spruce, boards, each, Spruce, plank, 1 1/2 in., each, Spruce, plank, 2-in., each, Spruce, wall strips, each, Hemlock, boards, each, Hemlock, joist, 2x4, each, Hemlock, joist, 2x6, each, Hemlock, wall strips, 2x4, each, Black walnut, good, Black walnut, 1 inch, Black walnut, 1 1/2 inch, Scymore, 1-inch, Scymore, 1 1/2 inch, White wood, 1-inch and thicker, White wood, 1-inch, Ash, good, Ash, second quality, Cherry, good, Cherry, common, Oak, good, Oak, second quality, Basswood, Hickory, Maple, Canada, Maple, American, per M., Chestnut, Shingles, shared, pine, 2nd quality, extra, sawed, pine, clear, cedar, mixed, cedar, XXX, hemlock, Lath, hemlock, Lath, spruce.