Market Reports.

LONDON, ONT.

From Our Own Correspondent.

SEPTEMBER 23.—"It never rains but it pours" is an old saying, and as a fulfilment of the old time assertion, we have had no less than two mill fires here since my last letter.

On Sunday the 11th Sept. about 5 p. m. a fire broke out in the extensive planing mills of Thos. Green of this city, and before long it had developed into an immense conflagration. The fire commenced at the north end of the building, which is bounded by the G. W. R. track, and it is supposed was started by a spark from a passing engine. All the fire force was immediately at work, and kept the blaze from spreading as far as practicable. The building, however, soon became a total ruin, and the loss will fall heavily on Mr. T. Green. It is estimated at about $25,000, on which there was an insurance of $5,000 in the Commercial Union. Mr. H. C. Green's loss will be about $1,000, fully covered by insurance.

A few days ago an alarm was sounded indicating a fire at Wright & Durand's planing mill, but with the prompt response of the fire brigade it was soon extinguished, with very trifling loss.

The meeting of creditors of G. C. Hargreaves was adjourned, one creditor standing out against the offer made. This creditor has, I understand, garnished an amount coming to the insolvent estate which will give him about two-thirds of his claim. Mr. Hargreaves' first offer has been augmented by a better offer than he made at the first meeting, and it is generally being accepted, and the firm will likely go on again.

The market has not been so brisk for the past two weeks, as suggested in my last letter, though there is a steady business doing.

The Provincial Exhibition is now in full blast, and there is consequently a temporary suspension.

No fresh contracts of any account have been made. The last contract for laying the block pavement will likely be given out again, and fresh tenders will be solicited.

Below I append price list:—

QUOTATIONS.

Mill cull boards and scantling	$10 00
Shipping cull boards, promiscuous widths	11 00
" " 10 and 12 in. stocks	11 50
Common boards, promiscuous widths	13 00
Scantling and joist, up to 16 ft	14 00
" " " 18 ft	14 50
" " " 20 ft	15 50
" " " 22 ft	16 50
" " " 24 ft	18 00
Common stocks	14 00
Common 2 in. plank	13 00
Cutting up plank and boards	18 00
Sound dressing stocks	17 00
Clear and picks	31 00
Three uppers, Am. inspection	35 00
¾ inch dressed and matched flooring	20 00
1 " " " "	20 00
1 " " " "	20 00
XXX sawn shingles, ₱ M	3 00
Lath per 1000 feet	4 00

TORONTO.

From Our Own Correspondent.

SEPTEMBER 23.—There is not much that is new here in lumber matters to record. Shipments of lumber, lath and shingles from the north to this city continue brisk, and the lumber flats on H. & N. W. R. are continually employed, and many more could be profitably used if at the command of shippers. The company are receiving new cars from the Ontario Car Co., London, every few days, but the increase in numbers has not as yet been sensibly felt. The number of car loads of lumber, shingles, lath and cedar posts arriving daily foots up some seventy-five or eighty, and under the increased freight tariff the railway company must be netting something quite handsome; and most of this advance doubtless comes out of the middlemen, as up to the time of writing there has been no advance in prices on the local market, and most certainly the prices at which dimension stuff is sold on cars here afford no margin of profit to any one. There is no sound reason why bill stuff cut to order should not produce to the manufacturers and middlemen at least one dollar per thousand above present prices, and it remains entirely with the mill men to say whether such shall be the case or not. The rates at which short dimension stuff is now selling by car load leave the manufacturer about $6.50 per M. at the mill door, and it is a sheer waste of lumber and time to try and produce bill stuff at any such prices. Of course the answer is, if all the rest are willing to demand an advance, well and good, and this is just where the rub comes in. Each man, or firm, runs on the go-as-you-please system. Want of organization is at the bottom of the whole trouble. The pine continues to be slaughtered, and some one other than the manufacturer derives the benefit. The fire fiend steps in and helps on the demolition of our pine forests, and the time is not far distant when it will become a serious question where we shall obtain our supply from. No doubt many will laugh at this idea, but it is not so hard to calculate how long our pine forests will stand the present drain, and the end is much nearer than many may suppose.

You will notice that shingles have not held the advance formerly noted, and mainly through the action of one retailer who happened to have made a favorable contract last season for a quantity to be delivered during the present year, and who is too modest to demand more than a living profit, therefore other retailers conclude that they must follow suit, even if they do business for nothing. The retail yards here held fair stocks, except in joisting, which is scarce; and when we take into account the number of mills lately destroyed by fire, and the numbers engaged in cutting stock boards where formerly bill stuff was cut, it is hard to see how the yards can hope to obtain a full supply of the latter. The quantity of lumber now being consumed in Toronto is far in advance of anything before known, and if retailers fail to reap their harvest while they have the chance, they will have only themselves to blame for it.

Shipments over the dock are brisker than at any other time during this season. Cars are unloaded here promptly, and there is no great accumulation of lumber on the docks, so that if nothing occurs to mar the present calculations, the remainder of the navigable season will be a busy one, and it seems probable that lighter stocks will remain on hand at the close of navigation than at any time during the last several years; and should the ensuing winter prove favorable for logging purposes, there will doubtless be large stocks got in, as much of the timber over which the fire has run will have to be cut or it will be useless after the next season has passed over.

QUOTATIONS.

Mill cull boards and scantling	$ 9 00
Shipping cull boards, promiscuous widths	12 00
" stocks	13 00
Scantling and joist, up to 16 ft	12 00
" " " 18 ft	12 00
" " " 20 ft	12 50
" " " 22 ft	13 00
" " " 24 ft	13 50
" " " 26 ft	14 50
" " " 28 ft	15 50
" " " 30 ft	17 00
" " " 32 ft	18 00
" " " 34 ft	20 00
" " " 36 ft	22 00
" " " 38 ft	25 00
" " " 40 to 44 ft	30 00
Cutting up planks to dry	18 00
" boards "	16 00
Sound dressing stocks	15 00
Picks Am. inspection	28 00
Three uppers, Am. inspection	31 00
1¼-inch flooring, dressed	28 00
1¼ " " rough	14 00
1¼ " " dressed	24 00
1¼ " " undressed	14 00
1 " " dressed	20 00
1 " " undressed	15 00
¾ Beaded Sheeting, dressed	20 00
Clapboarding, dressed	12 50
XXX sawn shingles, ₱ M	3 00
XX sawn shingles	2 80
Sawn Lath	1 00

OTTAWA.

From Our Own Correspondent.

SQUARE TIMBER.

SEPTEMBER 24.—The square timber trade has been booming this season, and more has passed down the Ottawa valley to the Quebec market than for quite a number of years past. The returns of the Chaudiere slides for the current year shows the following:—

	Cribs.	Pieces.
Square Timber	6,213	162,813
Round Piles	251	5,213
Flatted Timber	83	2,356
Dimension	31	.....
Spars	4	80
Totals	6,583	170,462

The returns for last year shows 3,411 cribs as having passed through with 82,814 pieces. Take the cut of square timber alone, more than double the quantity must have been taken out last winter than the previous one, for quite a number of rafts are laid up on the Upper Ottawa until next spring. In addition to this, 10,000 pieces are being brought down by rail for the British Canadian Company. A train of seventeen car loads per day have been passing this point for four weeks past, and will continue to do so for four weeks to come, in order to complete the contract entered into between the rail way and the company. There are three rafts of square timber belonging to David Moore, and two owned by Latour, laid up above the Des Joachims.

CLEARANCES GRANTED.

During the present season 121 clearances for square timber, etc., have been granted at the Crown Timber office in this city—95 for timber cut on the Ontario side of the Ottawa valley, and 26 for the Quebec side. Clearances for the latter section do not extend below the Blanche river, about twelve miles below this point. The following shows the number of clearances granted to some of the leading lumbermen of the valley:—

Four clearances—J. R. Booth, B. Caldwell & Son, Richard White.

Three clearances—McLachlin Bros., William Mackey.

Two clearances—Barnet & McKay, Lambert & Conroy, David Moore, R. & W. Conroy, R. Campbell & Son, Thistle & Egan, Archie McLean, Jonathan Fraser & Co., McCoshen & Fraser, John Fraser, O. Latour, J. & B. Bryson, George A. Grier, C. & W. Mohr, A. & P. White, R. Campbell & Son, Alex. Fraser, J. B. Dickson.

Single clearances—Levi Young, R. Nagle, Gilmour & Co., W. C. Edwards & Co., Allan Grant, Wm. Powley, Gillies Bros., R. H. Klock, Alex. Mackey, Bell & Hicky, J. & B. Grier, etc.

RAILWAY TIES.

Mr. Hebron Harris, of this city, has been shipping a great quantity of railway ties this season, from the Gatineau. The official exhibit sheet shows as follows:—

May	4,115
June	11,269
July	15,137
August	16,386
September	8,320

In addition to the above there are 4,000 more to come down, about that number being stuck a few miles up the river, the water being very low. This will give a total of 59,227 ties cut on the Gatineau last winter. The ties are shipped to Cape Vincent and to Kingston for the railways.

THE LOG DRIVES.

Considerable difficulty is being experienced in getting the log drives of the Upper Ottawa down, owing to low water, but the mills are kept partially busy, a good many men being employed in running the logs through the Chats and Deschenes.

The final sweep on the Gatineau has been abandoned above Chelsea, about four miles from the mouth of the river. Forty thousand logs are stuck. Ex Ald. Bingham, who manages the Gatineau drive, says that such a thing never occurred before for sixteen years.

LUMBER QUOTATIONS.

There are no changes to note in the matter of lumber. Sales have been steady at firm prices. The following are the quotations:—

10-inch stocks, with shipping culls and better per M	$14 00@15 00
12-inch stocks, with culls	18 00
12-inch stocks, without culls	22 00
Sidings, best qualities	25 00@30 00
Sidings, 1-inch kind	25 00
Lath	1 00

FREIGHTS.

The freightage business is dull at present, a number of barges being laid up owing to the difficulty experienced in getting through on account of low water. A good deal of shoal-dodging has to be done on the Ottawa at some points. The river is over twenty feet lower than at its high water level in the spring. There is no change in freight rates, as shipping is not extra active at present, producers declining to make any large sales.

EDGINGS.

Some fifteen or twenty men are busy blasting a channel at the Remieux rapids, just above which there are some 300,000 logs which cannot otherwise be got down until the water rises.

All the saw mills in this locality have been running more or less irregularly for some time, and a number have been shut down for days at a time. The closing of Bronson & Weston's mills alone throws three hundred hands idle.

By the bush fires the depot of Mr. J. R. Booth, on the Madawaska, was destroyed, with considerable provisions.

Gilmour & Co., of Hull, Q., have purchased two small locomotive engines for the purpose of shunting around loaded tramway cars in their extensive yards. The engines are to take the place of horses. They were made by Gilbert & Co.

Large numbers of shantymen are daily being sent up the river. The wages range from $18 to $30 a month, according to the work to be performed. A gang of one hundred men was recently sent to Waubaushene, having been hired to work for the Georgian Bay Lumbering Co.

A barge got stuck in the Chute au Blondeau, Grace's Point, a short time ago, and it was found necessary to destroy the vessel in order to clear the channel and improve navigation.

ST. JOHN, N. B.

From Our Own Correspondent.

DEALS.

SEPTEMBER 21.—The most prominent feature of the deal trade for the moment is the striving among the ships in port to complete their loading on or before the first of October, in order to secure their deck loads, which they will not be allowed to clear with after that date. The stock of deals is extremely light, and there are but few deals coming into the market for sale, so that the prospect, in some cases, of ships securing their deck loads in time is rather uncertain.

The stock of deals here, at the commencement of last winter was less than had been the case for many years, but from present appearances, it is likely to be still less at the close of the present season. Under these circumstances, with improving markets in Great Britain, the fall operations are likely to be fairly profitable.

FREIGHTS.

Owing to the moderate deal supply and the push in loading the vessels now in port, as already referred to, there has been little demand for tonnage, and rates have slightly declined in consequence. We quote 55s. as about the market rate for Liverpool, &c.

VESSELS IN PORT.

The following is a list of the vessels in port, with their tonnage and destinations:—

John Murphy, 1479, Liverpool.
Missouri, 818, W. C. F.
Freeman Dennis, 808, Liverpool.
Antwerp, 573, Cork.
Ella, 332, Glasgow.
Nettie Murphy, 1373, Liverpool.
Minnie Burrill, 1465, Liverpool.
Herbert Beech, 1061, Liverpool.
Annie Burrill, 897, Bordeaux.
Anna P. Odell, 379, Glasgow.
St. Julien, 1049, Liverpool, Barrow or Bristol Channel.
Rothlemay, 1250, London.
Maggie M., 429, Bristol Channel.
W. E. Heard, 587, Waterford.
W. D. Wallet, 1413, repairing.
Galatea, 1400, Bristol Channel.
Romola, 298, ——
J. I. Smith, 1330, Liverpool.
Elizabeth Childs, 395, Bristol Channel.
Melville, 924, Melbourne.
Althea, 375, Yonghal.
Buda, 349, Dundalk.
Her Majesty, 1342, discharging.
Liffey, 845, ——
Dusty Miller, 595, ——
Bonito, 599, Mersey.
Stanley, 542, ——
Hawthorne, 621, ——
Windward, 607, discharging.
Eleanora, 1049, ——
Adept, 1102, waiting.

SHIPMENTS.

The shipments of deals and other sawn lumber are as follows:—

For Europe	9,782,000 Sup. feet
" United States	2,527,000 "

From Another Correspondent.

SEPTEMBER 23.—The English market is still firm, and we are aware of one cargo, part of which was sold in Liverpool at £7, and the balance held for a higher price. The last quotations we have give £6 15s. to £7, but better prices have been realized. The market in Lon-