

Market Reports.

MONTREAL.

From Our Own Correspondent.

MAY 27.—Activity in the lumber trade has continued here since our last report, and the amount of business done has been very good. Dealers are busy receiving and delivering, and there is every prospect of a good season's business; in fact, if no strikes occur (and so far none have been threatened) the lumber trade will attain to very respectable proportions. It is likely that if the strikes in the United States do not speedily end, many building contracts in New York and Brooklyn will have to be cancelled, and prices in Ottawa will not rule so firm as at present. A large stock of lumber is on hand here, but prices are steady, and the probabilities are that they will be maintained, as dealers have had to pay from five to ten per cent. more for lumber at the mills this year than last. Large quantities are arriving daily per barges from the Ottawa.

Freights to South America ports are quoted at \$11 per M. One vessel, the Cambridge, is now loading for Buenos Ayres. Two vessels for the United Kingdom which were chartered in London at 50s. per standard are also loading. Activity in the building line continues.

The following are the quotations at the yards:—

Pine, 1st quality, 1/2 M.	\$80 00@40 00
Pine 2nd	00 00@30 00
Pine, shipping culls, 1/2 M.	14 00@10 00
Pine, 4th quality deals 1/2 M.	10 00@12 00
Pine, mill culls, 1/2 M.	8 00@10 00
Spruce, 1/2 M.	10 00@13 00
Hemlock, 1/2 M.	9 00@10 00
Ash, run of log culls cut, 1/2 M.	20 00@25 00
Bass	19 00@20 00
Oak, 1/2 M.	40 00@50 00
Walnut 1/2 M.	00 00 100 00
Cherry, 1/2 M.	50 00 100 00
Butternut, 1/2 M.	35 00@40 00
Birch, 1/2 M.	20 00@25 00
Hard Maple, 1/2 M.	25 00@30 00
Lath, 1/2 M.	1 00@2 00
Shingles, 1st, 1/2 M.	2 00@3 00
Shingles, 2nd, 1/2 M.	2 50@3 00

CORDWOOD.

Prices are unchanged.

The following are the quotations at the yards:—

Long Maple, per cord	\$ 6 00@6 50
Long Birch	0 00@0 50
Long Beech	5 00@5 50
Tamarack	5 00@6 00

TORONTO.

From Our Own Correspondent.

MAY 25.—During the past two weeks lumber has moved off quite lively, on the docks as well as from the yards there has been no lack of trade. One tow for Boston, via Ogdensburg, took away 1,500,000 feet. This was part of a stock bought by a Boston firm from the Ontario Lumber Company, some 3,000,000 feet still, I believe, remaining yet to ship. The price realized for this stock is said to be a good one. Most of the retail yards have lowered their stocks considerably, and purchases from the track side will brisker from now to the end of the season. I find great difficulty in keeping you advised of quotations on lath, and some other kinds of stock, owing to the methods taken by retail men in the matter of sales. more especially is this the case with lath; one dealer will not sell to his customers unless he makes a fair profit, and to do this after piling in his yard he must get \$2.20 to \$2.25 per M. per ca., while others say they never expect to reap any profit from the sale of lath, but keep them solely to accommodate their customers, and so retail them at about \$2.10. Owing to the lack of any lumbermen's association there is really no uniformity in prices, each one runs his own gait. One retail firm, not long in the business, in order to work up a trade, is said to have sold on 50 cents per M. margin, including teaming, so that if any of your subscribers are disposed to question the schedule of prices given by me, I can only say, as I cannot find any two dealers who quote alike, I give it as nearly to the correct thing as it is possible to get at it, and any dealer who does not realize those figures should do so in order to live by the business.

The mills to the north of us are all in full blast now, and green bill stuff is coming in to fill orders, but is not easy to see how bills can in the future be filled at past prices. The rail-

road companies are drawing the strings tighter as the weeks pass by. They have now issued a circular calling lumbermen's attention to the fact that after this date, 25 per cent. will be charged on all excess weight over the capacity of the car, that is to say, from all stations where the tariff on lumber is .09 cents per hundred weight will after this date be 11 1/2 cents on all excess weight. This is so manifestly unfair that lumbermen for their own protection must resist it. Let us suppose, for example, that a mill man asks for two cars to be sent for loading, the company sends one the capacity of which is 24,000 pounds, and the other 40,000 pounds, what amount of lumber is he to instruct his men to load on those two cars? If he gets on only 20,000 pounds the company will make him pay for 24,000 pounds, if it turns out that he has loaded on 30,000 pounds on the smaller capacity car, or 40,000 on the larger, the company, forsooth, intend to make him pay 25 per cent. additional on all the excess weight, and yet he has loaded to the best of his judgment about what he thought was right. The company may reply, why let him load so many feet of green lumber and so much of dry? Perhaps the railroad companies will be kind enough to inform lumbermen when lumber is dry, and when green; there is so much disputing on this point perhaps they might settle it. I must confess my own ignorance on this question. If I take the time that has elapsed since it was cut for a guide I find that in some localities lumber is lighter after having been cut three months, than in other places where it has been cut six months. Doubtless, mill men and lumbermen will be glad to get the company's definition of what really constitutes dry lumber, and in the meantime if those interested do not wage war against this monstrous injustice, lumbermen have not the quantity of grit they are generally credited with possessing. Boycotting might be employed with justice in this case, and while our water routes are open is just the time to bring it into play. What say you lumbermen?

Mill cull boards and scantling	\$10 00
Shipping cull boards, promiscuous widths	12 00
Stocks	13 00
Scantling and joist, up to 16 ft.	13 00
" " " 18 ft.	14 00
" " " 20 ft.	15 00
" " " 22 ft.	16 00
" " " 24 ft.	17 00
" " " 26 ft.	18 00
" " " 28 ft.	19 00
" " " 30 ft.	20 00
" " " 32 ft.	21 00
" " " 34 ft.	22 00@22 50
" " " 36 ft.	24 00
" " " 38 ft.	27 00
" " " 40 to 44 ft.	30 00
Cutting up planks to dry	20 00@25 00
boards	20 00
round dressing stocks	16 00@18 00
Picks Am. inspection	30 00
Thin uppers, Am. inspection	35 00@40 00
B. M.	
1 1/2-inch flooring, dressed	25 00@30 00
" " " rough	14 00@15 00
" " " dressed	23 00@25 00
" " " undressed	14 00
" " " dressed	16 00@20 00
" " " undressed	12 00@14 00
1 Beaded Sheeting, dressed	18 00@20 00
Clapboarding, dressed	12 50
XXX sawn shingles, 1/2 M.	2 75@2 80
Sawn lath	2 25
Red oak	20 00@25 00
White	25 00@30 00
Basswood, No. 1 & 2	18 00@20 00
Cherry, No. 1 & 2	50 00@60 00
White ash 1 & 2	25 00@30 00
Black ash 1 & 2	20 00@25 00

CHICAGO.

BY THE CARGO.

The Northwestern Lumberman May 22nd says:—The resumption of business in the yards is too recent for effect as a stimulant on the cargo market. There has been an increase of inquiry within two or three days, and a few cargoes have been sold. But while affairs in the yards remained unsettled the commission men sent out few vessels, so that it will require a week or ten days to bring a liberal supply to the market, even if commission men determine to order the lumber forward at once, which is not at all likely, as the majority of them think that it will be some time before the market will bear much of a load. It is evident that the policy pursued last year of bringing forward supplies cautiously is to be the rule this year. The day for crowding lumber on the market to be slaughtered seems to have passed. The bulk of the lumber destined for this market is now held in strong hands, that are growing stronger every year. Hence prices are likely to be steadier hereafter than in former years.

The piece stuff that has been sold this week has mostly gone for \$9.25 a thousand for short green and \$10.60 to \$11 for dry white pine, some dry Norway having been sold for \$10. Long stuff sells for higher prices, ranging from \$11 to \$13. No. 2 boards and strips range from \$11 to \$12. As yet there has been too little of this class of stuff on the market to establish prices.

The shingle market has been druggy until within a day or two; now there is a little more inquiry, but prices are indefinite; in fact, neither sellers or buyers have much to say about shingles. Sales of extra brands have lately been made at \$2.05 a thousand. Mill men this spring tried their usual scheme of sending forward a lot of inferior cedar shingles, and thus degraded the market value of all cedar stock. Good shingles only of this kind are wanted in this market. The reputation of cedar shingles here and in the tributary territory around, is yet in a measure on trial, and nothing but a good article should be forced on the market. Manufacturers were, perhaps, encouraged by the headway that cedars made last year, and on that basis have ventured too far with poor qualities this spring.

AT THE YARDS.

Last week Thursday it was known that the yard lockout strike was virtually over, and on Friday there was a considerable rush of the old hands for re-instatement in their former positions. There were already a number of new men at work in the majority of yards, and this, coupled with the falling off in business since the trouble began rendered it unnecessary to employ as many men as formerly. On Saturday each yard had as many men as could be worked, and hundreds were turned away.

By the monthly statement of the secretary of the exchange it appears that the stock on hand in the yards of this city May 1st, was 312,715,417 feet, as compared to 396,147,654 feet on April 1st, a decrease of 83,932,237 feet for the month. As compared with the amount on hand May 1st, 1885, there was on May 1st, this year, a decrease of 22,314,252 feet. Shingles increased during April to the amount of 35,276,370, and during the year 169,231,100.

Receipts of lumber and shingles for the week ending May 19th, as reported by the Lumberman's Exchange:—

	RECEIPTS.	Lumber.	Shingles.
1886.....	28,057,000	15,663,000	
1885.....	61,713,000	16,729,000	

FROM JAN. 1, TO MAY 19, INCLUSIVE.

	RECEIPTS.	Lumber.	Shingles.
1886.....	195,804,000	69,162,000	
1885.....	195,840,000	54,426,000	
Increase.....		19,938,000	14,736,000

EASTERN FREIGHT RATES.

FROM CHICAGO AND COMMON PORTS ON CAR LOAD LOTS OF HARD AND SOFT LUMBER.

To New York	25c.
Boston	30c.
Philadelphia	23c.
Baltimore	23c.
Washington	23c.
Albany	23c.
Troy	23c.
Buffalo and Pittsburgh	15c.
Schenectady	23c.
Wheeling	15c.
Suspension Bridge	15c.
Salamanca	15c.
Black Rock	15c.
Dunkirk	15c.
Eric	15c.
Toronto	15c.

OSWEGO, N.Y.

From Our Own Correspondent.

Three uppers.....	\$42 00@46 00
Picking.....	32 00@35 00
Cutting up.....	24 00@26 00
Pine Common.....	22 00@25 00
Common.....	16 00@18 00
Culls.....	11 00@14 00
Mill run lots	16 00@22 00
Sidings, selected, 1 in.....	30 00@35 00
" " " 1 1/2 in.....	32 00@36 00
Mill run, 1x10, 13 to 16 ft.....	16 00@21 00
Selected.....	21 00@24 00
Shippers.....	14 00@16 00
Mill run, 1 1/2x10.....	17 00@20 00
Selected.....	21 00@30 00
Shippers.....	14 00@16 00
Mill run, 1 1/2x11, strips.....	15 00@18 00
Selected.....	22 00@30 00
Culls.....	11 00@13 00
1st selected for clapboards.....	25 00@35 00
Shingles, XXX, 18 lb. pine.....	3 10@3 50
XXX Cedar.....	2 75@3 00
Lath 1 1/2, No. 1.....	1 85@2 00
Ash, 1st & 2nd 1 to 4 in.....	1 00@1 25
Basswood, 1st & 2nd, 1 & 1 1/2 inch.....	16 00@20 00
" culls.....	8 00@11 00

BUFFALO.

We quote cargo lots:—

Uppers.....	\$45 00@46 00
Common.....	17 00@18 50
Culls.....	12 50@13 00

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers.....	\$42 00@44 00
Common.....	18 00@24 00
Culls.....	10 00@13 00

ALBANY.

Quotations at the yards are as follows:—

Pine, clear, 1/2 M.	\$55 00@60 00
Pine, fourths.....	50 00@55 00
Pine, selects.....	42 00@47 00
Pine, good box.....	23 00@28 00
Pine, common box.....	13 00@15 00
Pine, 10-in. plank, each.....	00 45@00 47
Pine, 10-in. plank, culls, each.....	00 25@00 27
Pine boards, 10-in.....	00 30@00 32
Pine, 10-in. boards, culls.....	00 16@00 20
Pine, 10-in. boards, 16 ft., 1/2 M.	28 00@32 00
Pine, 12-in. boards, 16 ft.....	28 00@32 00
Pine, 12-in. boards, 18 ft.....	28 00@30 00
Pine, 1 1/2 in. siding, select.....	40 00@45 00
Pine, 1 1/2 in. siding, common.....	15 00@18 00
Pine, 1-in. siding, select.....	40 00@42 00
Pine, 1-in. siding, common.....	13 00@15 00
Spruce, boards, each.....	00 00@00 16
Spruce, plank, 1 1/2-in., each.....	00 00@00 20
Spruce, plank, 2-in., each.....	00 00@00 20
Spruce, wall strips, each.....	00 00@00 12
Hemlock, boards, each.....	00 00@00 14
Hemlock, joist, 4x6, each.....	00 00@00 32
Hemlock, joist, 2x4, each.....	00 00@00 14
Hemlock, wall strips, 2x4, each.....	00 00@00 11
Black walnut, gork, 1/2 M.	100 00@120 00
Black walnut, 1 inch.....	80 00@90 00
Black walnut, 3 inch.....	00 00@05 00
Scaymore, 1-inch.....	23 00@30 00
Scaymore, 1 1/2-inch.....	21 00@23 00
White wood, 1-inch and thicker.....	23 00@27 00
White wood, 1-inch.....	22 00@30 00
Ash, good, 1/2 M.	40 00@43 00
Ash, second quality, 1/2 M.	25 00@30 00
Cherry, good, 1/2 M.	60 00@65 00
Cherry, common, 1/2 M.	25 00@30 00
Oak, good, 1/2 M.	40 00@43 00
Oak, second quality, 1/2 M.	20 00@25 00
Basswood, 1/2 M.	25 00@30 00
Hickory, 1/2 M.	40 00@40 00
Maple, Canada, 1/2 M.	23 00@30 00
Maple, American, per M.	25 00@28 00
Chestnut, 1/2 M.	38 00@40 00
Shingles, shaved, pine, 1/2 M.	0 00@6 50
" " 2nd quality.....	0 00@6 00
" " extra, sawed, pine.....	4 30@4 50
" " clear.....	0 00@2 00
" " cedar, mixed.....	0 00@2 30
" " cedar, XXX.....	0 00@0 00
" " hemlock.....	2 25@2 37
Lath, hemlock, 1/2 M.	0 00@2 13
Lath, spruce.....	0 00@2 25

LONDON.

The Timber Trades Journal of May 15th says:—The great wave of depression now rolling over the country, and which threatens to make 1886 memorable in the commercial history of the United Kingdom, is becoming more appreciable every day. There are so many causes operating to foster the slackening of our industries that we suppose we must be thankful that matters are not considerably worse than they are: but we can hardly view with equanimity the consumption of the week, again a thousand standards short of that of the preceding years. Those who hold large stock—and we could point to a London firm or two who are heavily handicapped in this way—must feel the tension caused by the present extraordinary bad state of trade; hence we are not surprised at the brokers' catalogues being so well filled, that being about the readiest way of shaking off the burden of last year's enormous accumulations. The dock deliveries last week, at least those from the Surrey Commercial, show a shortage on the corresponding week of 1885 amounting to 893 standards of deals and 255 loads of timber, about 1,074 standards altogether.

The system of driving trade at high pressure, which has grown to an unwholesome degree during the past two or three years, is likely to receive a considerable check if things do not shortly mend, as it seems impossible that the nominal profits at which a big proportion of the trade is now carried on can cover the daily increasing risks engendered by a succession of bad years. It is reported from the Swedish side that some of the logs are likely to be hung up for want of water, and we hear that a few of the mills at the upper gulf ports have withdrawn their quotations for autumn shipment on the chance of an insufficiency of logs.

Messrs. Churchill & Sim were by no means favored in the matter of weather on Thursday, the day being most unpropitious for business of the kind they had in hand, the general feeling prevalent of bad trade being by no means alleviated by the continuous downpour of rain with which the earlier portion of the day was ushered in.