

Market Reports.

MONTREAL

From Our Own Correspondent.

Nov. 9.—The bad weather continues to be much against business, but still the amount of business done so far in 1885 is considerably in excess of last year up to the same date. At the present moment business is light and prospects continue poor for the winter. Prices are about the same as last quoted:—

| | |
|---|--------------|
| Pine, 1st quality, $\frac{3}{4}$ M. | 35 00@40 00 |
| Pine, 2nd, $\frac{3}{4}$ M. | 25 00@30 00 |
| Pine, shipping culls, $\frac{3}{4}$ M. | 14 00@18 00 |
| Pine, 4th quality deals, $\frac{3}{4}$ M. | 10 00@12 00 |
| Pine, mill culls, $\frac{3}{4}$ M. | 7 00@9 00 |
| Spruce, $\frac{3}{4}$ M. | 10 00@13 00 |
| Heinlock, $\frac{3}{4}$ M. | 9 00@10 00 |
| Ash, run of log culls out, $\frac{3}{4}$ M. | 12 00@18 00 |
| Bass, $\frac{3}{4}$ M. | 40 00@50 00 |
| Oak, $\frac{3}{4}$ M. | 60 00@100 00 |
| Walnut, $\frac{3}{4}$ M. | 60 00@80 00 |
| Cherry, $\frac{3}{4}$ M. | 25 00@35 00 |
| Butternut, $\frac{3}{4}$ M. | 20 00@25 00 |
| Birch, $\frac{3}{4}$ M. | 25 00@30 00 |
| Hard Maple, $\frac{3}{4}$ M. | 1 00@1 70 |
| Lath, $\frac{3}{4}$ M. | 3 00@4 00 |
| Shingles, 1st, $\frac{3}{4}$ M. | 2 50@3 00 |
| Shingles, 2nd, $\frac{3}{4}$ M. | 2 50@3 00 |

SHIPPING.

The shipping for South America is now about closed, the New Brunswick being the last vessel for that destination. The West Cumberland has been taken up for London, for deals at 55s.; the Ashden for the same port at 57s. 6d.; the Grassbrook at 50s. and the Camden at 60s. for Liverpool. The Dominion Line and other ocean steamers are taking deals at 47s. 6d. The following are the shipments as recorded at the Custom House since our last: SS Saltburn, for London, 19,609 deals and 1,608 ends; BK New Brunswick, for Buenos Ayres, 450,812 feet lumber; SS Escolona, for Glasgow, 1,975 deals; Ship Polynesian, for Buenos Ayres, 1,048,001 feet lumber; SS Minerva, for London, 20,272 deals and ends; SS Montreal, for Liverpool, 869 deals, 1,427 boards and 12,746 deals and boards; SS Naurahan, for Antwerp, 20,700 boards; SS Newcastle City, for Hartlepool, 11,115 deals and 877 ends; SS Colma for Glasgow, 5,344 deals; SS Lake Champlain, for Liverpool, 10,094 deals and 8,401 boards; SS Dominion, for Bristol, 861 deals; SS Scotland, for London, 6,281 deals, 2,048 battens and 7,497 boards; SS Pensher, for London, 23,641 deals, 2,340 ends and 2,643 battens; BK Patagonia, for Buenos Ayres, 1,025,092 feet lumber; BK Aspoloque, for Valparaiso, 402,509 feet lumber; SS Sarnia, for Liverpool, 8,654 boards and 4,892 deals; SS Winnipeg, for Liverpool, 13,313 deals and 551 boards.

The brig Lodson has been chartered to load grain here for Queenstown f.o. at 1s. by Messrs. Anderson, McKenzie & Co. This is the first and sailing vessel which has been chartered for the same purpose during the year from this port.

CORDWOOD.

The demand has considerably fallen off since the date of last report, prices, however, remain steady, stocks are very full. Prices are as follows:—

| | |
|------------|------|
| Long Maple | 5 50 |
| Long Birch | 5 00 |
| Long Beech | 4 00 |
| Tanbark | 3 50 |

TORONTO.

From Our Own Correspondent.

Nov. 9.—The volume of trade for the past two weeks have been fully up to high water mark. Yet to say that the yard men have done their fair quota of said trade would not be quite correct. The fact is wholesale dealers are fully dividing the business at present by retailing from the cars or from the piling grounds in the railroad yards, and some definite understanding, with mutual concessions, will have to be come to before any change will be made mutually beneficial. The wholesale men charge the retailers with want of fair dealing, by going up to the mills and purchasing stocks, thereby cutting on their legitimate trade. This is undoubtedly true as applied to fully one-half the retail men in business here, and it is doubtful if they do any better by so doing, as most kinds of lumber can usually be purchased fully as cheap in this market. However, this is a question for the retail men to decide for themselves, and they cannot do so a day too soon if

they intend to retain any considerable portion of their past trade. I speak advisedly when I say that the middlemen will be prepared to meet them fully half way. A settlement of the present state of the trade will shortly have to be made.

The railroad yards are full to repletion, all available space is taken up, so that instead of computing the stock now piled here and standing on cars it might not be amiss to quote it by the acre instead of by the M. At the mills, however, stocks were never smaller and should the present winter prove to be an open one there will be a shortage of many kinds and grades of lumber.

Shipments from the docks are rapidly drawing to a close, and I will endeavor to give you a statement in time for your issue of December 1st of the total quantity shipped from docks here, and as near as possible to make it, of the total quantity sold on our local market.

Present scale of prices at the yards remain as before, wholesale prices to consumers about \$1 per M less, which will fully account for the large trade taken from the retail yards to track sidings.

| | |
|--|-------------|
| Mill cull boards and scantling | 10 00 |
| Shipping cull boards, promiscuous widths | 12 00 |
| Stocks | 13 00 |
| Scantling and lat, up to 10 ft. | 13 00 |
| " " " 10 to 12 ft. | 14 00 |
| " " " 12 to 14 ft. | 15 00 |
| " " " 14 to 16 ft. | 16 00 |
| " " " 16 to 18 ft. | 17 00 |
| " " " 18 to 20 ft. | 18 00 |
| " " " 20 to 22 ft. | 19 00 |
| " " " 22 to 24 ft. | 20 00 |
| " " " 24 to 26 ft. | 21 00 |
| " " " 26 to 28 ft. | 22 00 |
| " " " 28 to 30 ft. | 23 00 |
| " " " 30 to 32 ft. | 24 00 |
| " " " 32 to 34 ft. | 25 00 |
| " " " 34 to 36 ft. | 26 00 |
| " " " 36 to 38 ft. | 27 00 |
| " " " 38 to 40 ft. | 28 00 |
| Cutting up planks to dry | 20 00@25 00 |
| Round dressing stocks | 16 00@18 00 |
| Pick's Am. inspection | 30 00 |
| Three uppers, Am. inspection | 35 00@40 00 |

| | |
|-------------------------------------|-------------|
| 11-inch flooring, dressed | 25 00@30 00 |
| " " " rough | 14 00@15 00 |
| " " " dressed | 25 00@25 00 |
| " " " undressed | 14 00 |
| " " " dressed | 16 00@14 00 |
| " " " undressed | 15 00@14 00 |
| Beaded Sheeting, dressed | 18 00@20 00 |
| Clapboarding, dressed | 12 50 |
| XXX sawn shingles, $\frac{3}{4}$ M. | 2 75@3 25 |
| Sawn lath | 2 25 |
| Red oak | 20 00@25 00 |
| White | 25 00@30 00 |
| Basswood, No. 1 & 2 | 10 00@20 00 |
| Cherry, No. 1 & 2 | 15 00@20 00 |
| White ash 1 & 2 | 25 00@30 00 |
| Black ash 1 & 2 | 20 00@25 00 |

OTTAWA.

From Our Own Correspondent.

Nov. 9.—The outlook for the lumber trade in this section during the coming winter is fairly good, although it is now evident that operations will be somewhat curtailed, especially in the square timber line. It may be said with truth that sawed lumber is crowding the square make out of the field of competition and lumbermen, realizing this by slow sales and falling prices, are beginning to drop into log manufacture as a readier means of getting the quickest and safest return from the capital invested. The opening of the Canadian Pacific Railway has developed new fields for the lumbering enterprise, and regions, hitherto unreachable, have become very stirring in the trade. Before the building of the railway the Ottawa and its tributaries were the only avenues for reaching the lumber wealth, but since the building of the great transcontinental line the Nipissing country has opened out a field very rich in its promise. With the Nipissing development may be also mentioned the streams that lie adjacent, the Sturgeon river and the Whanapitac, two very important streams whose timber wealth was a few short years ago unknown. The pioneers in the lumber trade on the Whanapitac are Messrs Timmins & Gorman, of Mattawa, who cut a very large raft of square timber close to the railway track, which timber they shipped by rail and had in the market early in June, selling for a good price. Their success at the first venture was such that this season they have gone in on a larger scale of operation and will put in the market two rafts this coming spring. Their limit being situated close to the line of railway ensures them a safe means of placing their manufacture in the market, and are consequently independent of low water, which often places lumbermen's operations in jeopardy, and is frequently attended with delay and loss when so much depends on spring

freshets. The railway company in order to give lumbermen every chance of benefiting by the line, construct such works as facilitate the loading of the timber wherever timber is to be shipped, and this in a measure fosters the growing industry of the new region. The same may be also said of the lumber on the Sturgeon river. At this point on the line the company have placed a side track so that loading of timber can go on without impediment to the traffic on the main line. There is no question but the Canadian Pacific railway in the upper Ottawa region will be the means of developing the almost inexhaustible timber resources of that region. Heretofore the United States market has been looked upon as the lumberman's Mecca for sawn lumber, but within the last few years, and especially last summer, the English market has leaped into the front rank and now holds out prospects the most flattering. The shipments from the Chaudiere lumber mills to the English market this past season have been enormous, and next year the demand is confidently expected will be increased. The Chaudiere manufacturer finding a ready market in the mother country, during the past summer, the different owners of mills have felt the stimulus and are now carrying on heavy log cutting operations in the woods and their mills will be run as long as the weather will permit.

OSWEGO, N.Y.

From Our Own Correspondent.

The recent advance in lake and canal freights has checked receipts, and we do not anticipate much more this fall. The assortment is good; sales have been better since our last report, but prices remain about the same.

| | |
|--------------------------------|-------------|
| Three uppers | 42 00@46 00 |
| Picking | 32 00@35 00 |
| Cutting up | 24 00@26 00 |
| Five Common | 22 00@25 00 |
| Common | 14 00@18 00 |
| Culls | 11 00@14 00 |
| Mill run lots | 18 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, 1x10 | 17 00@20 00 |
| Selected | 21 00@24 00 |
| Shippers | 14 00@16 00 |
| Mill run, 1 & 1 1/2 in. strips | 15 00@18 00 |
| Selected | 22 00@30 00 |
| Culls | 11 00@13 00 |
| 1x7 selected for clapboards | 25 00@35 00 |
| Shingles, XXX, 18 in. pine | 3 50@4 00 |
| XXX Cedar | 2 80@3 00 |
| Lath 1 1/2, No 1 | 1 80@1 90 |
| No 2 | 1 00@1 25 |

CHICAGO.

BY THE CARGO.

The Northwestern Lumberman of Nov. 7th says:—The port list this week shows the smallest number of incoming cargoes in a single week since last May, only 108 vessels having arrived. But a small number of the total have stopped at the sales docks. The flush of the season is over, the excitement of the market gone with the roses and the peaches. In fact, the entire season has had less of excitement than former ones. Such offerings as have been made this week have been taken readily at previously quoted range of prices. Short, green piece stuff is still selling at \$9.50 a thousand, and dry brings \$10 to \$10.25 for fair to good, and \$10.50 for choice white pine, running to advantage as to length. Six-inch strips are much required for, and cargoes of inch lumber containing a large proportion of strip sell for strong prices. Cargoes of piece stuff, and inch lumber that is desirable, often sell before arrival. Daily inquiry for incoming cargoes is made and purchases effected often before vessels sent out to bring the lumber in have gone far out of port. There is no reported change in shingles:—

Quotations on lumber and shingles are as follows:—

| | |
|-------------------------|-------------|
| Dimension, short, green | 700 50 |
| " " long green | 12 00@14 00 |
| No. 2 boards and strips | 10 50@12 00 |
| Medium stock | 13 00@15 00 |
| No. 1 stock | 16 00@20 00 |
| Shingles, standard | 1 90@2 05 |
| Shingles, extra | 2 05@2 25 |
| Cedar | 1 75@2 00 |
| " clear | 2 15 |
| Lath | 1 30@1 40 |

AT THE YARDS.

The favorable indications noted last week continue. If there has been any change within the week, it has been for the better. The volume of shipment is slightly on the increase and prices are stronger and a little higher on some

sorts. The aggregate of car loads sent out of that portion of twenty-second street district, north of the South Branch, during October, was larger than the aggregate in September. The total in the last named month was 6,130 for October it was 6,649—a gain of 599 car loads. The total for August was 5,627. Thus it can be seen that, beginning with August, there has been a steady gain in the volume of shipments. What is still more encouraging is the fact that within the past week or ten days there has been a marked increase of shipments, and the reduced rate to southwestern points will tend to a further increase.

There is a decidedly better feeling in prices. The improvement now openly admitted, even by the almost incorrigible bears, appears to have come to stay.

There is considerable trade between yards in shingles. It is claimed that there has been a late advance of five cents a thousand on standard and extra brands. Standard shingles are selling from \$2.20 to \$2.40 a thousand. Standard cedars, owing to their scarcity, are worth as much as pine of the same class. No. 1, a low grade shingle that in the summer sold for 50 cents a thousand, brings 75 cents now.

Receipts of lumber, shingles, etc., from Jan. 1st to Nov. 5th as reported from the Lumberman's Exchange:—

| | RECEIPTS. | Lumber, Shingles. |
|--|---------------|-------------------|
| 1885..... | 41,350,000 | 13,264,000 |
| 1884..... | 53,563,000 | 25,090,000 |
| FROM JANUARY JAN. 1, 1885, TO NOV. 5, 1885, INCLUSIVE. | | |
| | RECEIPTS. | Lumber, Shingles. |
| 1885..... | 1,543,831,000 | 976,121,000 |
| 1884..... | 1,070,940,000 | 778,633,000 |
| Decrease..... | 133,125,000 | 102,532,000 |
| LAKE RECEIPTS FROM JAN. 1 TO NOV. 7. | | |
| Lumber | 1,349,554,000 | |
| Shingles | 618,418,000 | |
| Lath | 44,963,000 | |
| Wood, cords | 26,533 | |
| Posts | 3,208,362 | |
| Railroad ties | 1,742,627 | |
| Slabs, cords | 23,774 | |
| Bark, cords | 20,162 | |
| Poles | 51,306 | |
| Splices | 2,000 | |

STOCK ON HAND OCT. 1.

| | 1885. | 1884. |
|-----------------|-------------|-------------|
| Lumber & timber | 638,079,892 | 685,325,194 |
| Shingles | 358,609,200 | 335,262,075 |
| Lath | 62,781,962 | 63,308,265 |
| Pickets | 1,576,565 | 2,157,545 |
| Cedar posts | 575,938 | 453,767 |

EASTERN FREIGHT RATES.

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

| | IN EFFECT NOV. 1. |
|------------------------|-------------------|
| To New York | 35c. |
| Boston | 40c. |
| Philadelphia | 35c. |
| Baltimore | 35c. |
| Washington | 32c. |
| Albany | 32c. |
| Troy | 32c. |
| Buffalo and Pittsburgh | 30c. |
| Schenectady | 30c. |
| Wheeling | 30c. |
| Suspension Bridge | 30c. |
| Salamanca | 30c. |
| Black Rock | 30c. |
| Dunkirk | 30c. |
| Erie | 30c. |
| Toronto | 30c. |

LONDON.

The Timber Trades Journal of Oct. 31st says:—There was nothing at the "Baltic" this week to indicate that prices were improving for ordinary stock. Special lines of really sound wood excited competition of a limited character, but an utter indifference was displayed on the part of buyers as respects lots having nothing especial attached to them.

There was a bit of a bustle at Messrs. Churchill & Sim's sale when the Montreal pine ex Scotland was put up, and we consider the result decidedly favorable to present stock holders. 3x6, with nothing special in the way of lengths, at £20 15s. a standard, is sufficiently indicative of the strong hold 1st quality has upon the market here. The inch boards ranged from £14 15s. to £17 5s. according to thickness, which was likewise favourably treated.

The spruce by this ship offered at the same time presented a strong contrast, the prices throughout being very indifferent. 3x9 1st at £8 15s., and planks 20s. more, seemed to show that spruce is not in very active request just now. We hoped the recent inquiry for white-wood from the Baltic would have been the precursor to Canadian wood advancing, but the sale values do not point in that direction.