# Market Reports.

#### TORONTO.

From Our Unn Correspondent.

DEC. 9.-The wintry weather of the past week has made trade quiet. There is still, however, considerable lumber arriving by rail, which must find a market or go to swell the large quantity already piled off by the track The piles at the mills are now well thinned out, so that before the advent of spring we may reasonably expect that the quantity in stock here will be materially lessened. The kinds of lumber of which there will be no over stock during this winter will be cutting up 13 and 2 in. Sash and door factories use up but little clear lumber, as the prices obtained for such work will not warrant them in using such high priced material, and the consequence is that cut up is always in demand. The coarser grades of boards and plank will likely be in excess of the demand. There is a large amount of speculative building going on. This class of work had nearly dropped off, but is on the in crease again. Cull scantling and boards is used chiefly in this class of buildings, and answers the purpose well enough if care is used in selecting good culls-dead culls are rarely brought here now, not realizing much over the cost of freight and handling. Retail dealers have had their tempers and horseflesh severely tried for some time past, by reason of the bad state of railway yards; many of those dealers have paid their share for block paving the roads leading to their yards, and now find it of little use, so far as hauling in is concerned, being unable to take out more than half a reasonable load from the car. Railroad companies seem to think that their duty is done when they deliver lumber on their sidings and collect freights therefor. It is hard to say what is the reason, but certain it is that anything is thought good enough for a lumberman. Coal men and others have the best and cleanest sidings given them, from which to haul their goods, and the lumber dealers are left to plough through the mud holes, often axle deep. The solution may postibly be found in the notable fact that lumbermen are proverbially a long-suffering and patient class, but even their good natures may be tried too much.

The last cargo of lumber has left our docks for this season, at least, and navigation may now be considered as closed. Quotations at the yards remain steady and fairly firm, not much cutting on bills for future delivery so far as I am able to learn, and there are so few mills running bill lumber cut to order will remain

firm in price. 

Shipping	cull be	ards, p	romisc, ous v	ridths	. 12 00
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White "				25 00è	130 00
Basewood	. Na. 1	£2		15 00#	120 00
Cherry, N	0.14	¥		50 000	100 00
White sel	142			25 00	130 00
Black seh	1 & 2.			20 00#	125 00
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## OHICAGO.

BY THE CARGO.

The Nothwestern Lumberman of Dec. 5th says:-For the week ending Wednesday the port list indicated about 60 arrivals of lumber On Wednesday a considerable fleet drifted in, the number not being included in

our report. Thursday morning there wer several loads at the market, but by noon nearly all had been sold. The offerings consiste largely of green inch lumber from the north shore and Menominee, with some pick-ups from other ports. Green inch predominated, and sold hard at former figures. The yard men now have little occasion to buy green lumber. Their wants are mostly confined to dry lumber to go into assortments that are broken. They wan desirable dimension and inch lumber that will run to good common boards, and strips that will make fencing. Short length piece stuff is still selling on a basis of \$9.50 for green, and will probably close at that figure. Strictly dry piece stuff, if an occasional cargo straggles in, will sell at a relatively high figure. no quotable change in shingles, though the season's market for the high priced grades closes a little tame.

At this time last year short green piece stuff sold for \$8.50 a thousand, and No. 2 boards and strips at \$0 to \$11 a thousand; so it will be seen that common lumber all around is fully \$1 a thousand higher than it was last year. Yet it is not as high by 50 cents a thousand as the commission men intended to raise it. They boosted hard to force the price of short green dimension to \$10, but it stuck 50 cents short and would not budge a notch higher. On the other hand the yard men grumble some because they have had to pay so much for their lumber. The Twenty-second street dealers charge the north side men with keeping prices up all the season, but the latter fling back the impeachment with scorn.

Quotations on lumber and shingles are as

Dimension, short, green	<b>@19</b> 60
" long green	12 00@14 00
No. 2 boards and strips	10 502212 00
Medium stock	13 00/415 00
No. 1 stock	16 00(22) 00
Shingles, standard	1 90 4 2 06
Shingles, extra	2 05@ 2 25
Codar	2 000 2 25
** clear	2 16
Lath	1 30@ 1 40

## AT THE YARDS.

Only a moderate outward movement is now prevailing. The fall trade may be considered peat, as indeed it should be, since we are well started in December, though the weather is more like that of October than the early winter. There was less than the usual stocking up during the fall, but such as there was has been accomplished. Hereafter the lumber called for will be to patch up assortments in the country and to supply the yet large consumptive de mand in this city and country. The continuanc. of pleasant weather is favorable to trade, Building permits in large numbers for the season are being daily issued for local construction. This will go on whi' the weather will permit. If the winter should be mild throughout, or during a greater portion of the time there would be no constion of active building. Contractors and investors are becoming aware that material is to rise in price, and there is also danger of disturbance in the ranks of labor. For these reasons such building as has been intended for the near future will be push ed forward as rapidly as possible, and an open winter will favor such a design. If the yard dealers desire to urge their winter sales a little. they should exercise their persuasive faculties in impressing the motive indicated on the minds of investors and builders.

The chief inquiry between yards is for 12inch common boards, and 16 foot fencing. The late advance on 10, 20 and 18-feet 12-inch boards was considered by the dealers who did not attend the trade meeting as being in the right direction, only the thing was a little overdone. The selling price of these sorts of umber is at the top when \$16 a thousand is named, though the tendency is unward. First quality of 16-foot fencing is selling at the list, which is saying much, and very encouraging, in consideration of the conditions prevailing during the past season.

Handlers of car strips are looking for an increased demand after January 1st. Inquiries are numerous, though sales have not yet greatly augmented. Most new business of this characcargoes, against 80 during the same period last | ter will be delayed until the beginning of the new year, when a revival may be expected.

Receipts of lumber, shingles, etc., from

		•
9	Jan. 1st to Dec. 3rd as reported from the	ı
y	Lumberman's Exchange:-	l
d	AECEIPTS.	h
h	Lumber. Shingles.	19
n		١٩
ď	FROM JANUARY JAN. 1, 1885, TO DEC. 8, 1885, INCLUSIVE.	ı
-	RECEIPTS.	ı
٧.	Taimber, Shingles,	١.
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ø	18841,809,622,000 875,709,000	lč
t	Decrease	1
1	LAKE RECEIPTS PROM JAN. 1 TO DEC. S.	Į
ŧ	Lumber	Į
8	Shingles	1
ı	AMBELL	1 -
,	Wood, cords	n
' {	Railroad tles 1.823.557	۱.,
	Slabs, cords	ľ
•	Bark, cords. 20,162 Poles. 51,805	۷ B
в	Spiles 2,000	6
۰	STOCK ON HAND NOV. 1.	E
i	1885. 1884.	
Ŧ J	Lumber & timber 605,050,180 688,057,336	AB
8 }	Shingles	B
.	Lath	ī
	Cedar posts 537,435 400,805	B
Ė	EASTERN FREIGHT RATES.	S
	TROM CHICAGO AND COMMON POINTS ON CAR LOAD LOTS	S
• 1	OF HARD AND BOFT LUMBER.	v
7 ]	IN HYPECT NOV. 1.	В
, [	To New York	ľ
61	BOSTOR	l
۱,	Philadelpaia	
ì	Washington32c.	
٠l	Albany	ł
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,	Shenectady	81
- 1	Wheeling 20c. Suspension Bridge 20c.	h
1	Salamanca20c.	ħ
1	Black Rock20c.	ď
, į		
	Dunkirk	۳.
ı	Dunkirk         20c.           Erie         20c.           Toronto         20c.	n

## ALBANY.

	Quotations at the yards are as follows :	ì
1	Pine, clear, WM	1
1	Pine, fourths	ı
Ί	Pine, selects	ı
1	Pine, good box 22 00@33 00	1
1	Pine, common box	ł
1	Pine, 10-in. plank, each	I
ì	Pine, 10-in. plank, culls, each	ı
1	Pine boards, 10-in	Į
1	Pine, 10-in, boards, culls	ı
ł	Pine, 10-in. boards, 16 ft., WM 28 60@32 00	ŧ
ı	Pine, 12-in. boards, 16ft 28 00@32 00	ŧ
Ī	Pine, 12-in. boards, 13ft	ŀ
1	Pine, 11 in. siding, select 40 00(43 00	ŧ
1	Pine, 11-in. siding, common 15 00@18 00	ł
	Pine, 1-in. siding, select	ŧ
ł	Pine, inch siding, common	Į
1	Spruce, boards, each	i
ı	Spruce, plank, 11-in., each	Į
i	Spruce, plank, 1½-in., each	ı
١	Spruce, wall strips, cach	۱
1	Hernlock, boards, each	ſ
J	Hemlock, Joist, 4x6, each	ł
۱	Hemlock, Joist, 21x4, each	ı
Ì	Hemlock, wall strips, 2x4, each	Į
ł	Black walnut, gook, W M 100 @120 00	ı
ł	Black waluut, finch 80 00@90 00	Į
ł	Black walnut 1 inch 00 00465 00	ł
ı	Scaymore, 1-inch	ı
į	Scaymore, 1-inch	ł
ı	White wood, 1-inch and thicker	Į
i	Ash, good, & M	l
ŀ	Ash, second quality, * M 25 00x130 G	ı
ļ	Cherry, good, * M	ı
Ì	Cherry, common, * M 25 00@30 00	ı
l	Oak, good, W.M 40 00@43 00	l
ı	Oak, second quality, > M 20 00@25 00	ı
ŀ	Basswood, № M	ı
Į	Hickory, & M 40 00040 00	ı
I	Manie Canada 20 M	ŀ
l	Maple, Averican, per M.       26 00,723 00         Chestnut, № M.       38 00,460 00         Shingles, shaved, pine, № M.       0 00,26 50	١
Į	Chestnut, * M	ı
ŀ	Shingles, shaved, pine, > M 0 00@ 6 50	ı
ı	" End quality 0 00g 5 07	ŀ
ı	" extra, sawed, pine 4 304 4 50	ŀ
ĺ	" clear. " 0 00% 3 00 i	ı
l	Court, mixed U UVEF 5 50	ľ
l	COMIT A.V	ľ
ĺ	" nemiock 3 25% 2 3. ]	ŀ
ı	Latu.spruce. 4 0 00% 2 13	ŀ
	Latu.spruce. '' 0 00/2 2 25 1	

## OSWEGO, N.Y.

From Our Own Correspondent				
No change in quotations; tr	ade	is	re	y
quiet ·				
Three uppers.	.242	000	186	00
Picking	. 32	00%	t35 (	00
Cutting up	24	00¢	t 26 (	00
Fine Convinon	22	00/	125	00
Common	. 14	004	218 C	00 i
Cuils	. 11	006	(14 (	00
Mill run lots	. 16	000	22 (	00
Sidings, selected, I in	. 30	00.4	35 1	χol
11 in	. 32	NOV	136 (	<b>20</b> ]
Mill run, 1x10, 13 to 16 ft	. 16	000	121 (	Юl
Selected	. 21	00 a	124 (	20
Shippers	14	000	116 (	10 I
Mill run 11x10	. 17	000	20 (	ю
Selected	. 21	00/	30 (	юi
Shippers	14	000	t 16 (	χOΙ
Mill run, 1 & 1} in, strips	. 15	000	18 (	ю
Selected	. 32	004	30 (	ЮI
Culls	- 11	Out	113 (	
1x7 selected for clapboards	. 25	COG	35 8	0
Shingles, XXX, 18 in. pine	. 1	300	4 (	ю
XXX Codar	. 1	300	3 (	χi
Lath 13. No 1	. 1	300	11	κi
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# BUFFALO.

We quote cargo lots:-		
Uppers	17	00@18 50
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#### TAN A TUZ A 3670 A

TOMA WANDA					
GARGO LOTS-MIJHIGA	N INSPECTION.				
Three uppers					
Common	18 00@54 0				

#### QUEBRO CULLERS' OFFICE.

The following is a comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c measured and culled to date :-

ľ	1883.	1884.	1885
Wancy White Pine	8,781,742	2,193,547	2,876,768
White Pine	7,406,528	3,707,159	2,820,045
Red Pine	498,111	327,785	73,766
Oak	1,916,322	772,260	1,506,908
Elm	309,581	657,919	1,018,982
Ash	262,448	451,964	287,595
Basewood	2,244	4,544	96
Butternut	1,118	2,134	3,206
Tamarac	37,786	19,289	×,622
Bi & Maple	138,803	202,446	361,085
Spine	- pce	41 pcs	17 pce
Std. Staves	680,4.3.26	95.6.1.12	144.2,1.10
W. I. Staves	663.3.3.21	260,8.0.19	185,9,2,25
Brl. Staves	115.7.0.15	9.7.1.0	209.2,0.24
ł	JAM	ES PATT	ON.

Supervisor of Cullers. Quebec, Nov. 20.

### LONDON.

The Timber Traces Journal of Nov. 28th ays:-If trade is beginning to hold up its head again, and to shake off the lethargy that has so bowed it down of late how is it that the dock returns of the delivery department show no sign of more activity in the timber trade? The retrogression in comparison of last year at same period shows no abatement. In sawn and planed stuff we are again above 1,000 standards behind, and more than 600 loads of hewn timber, also on the week, at the Surrey Commercial Docks alone. When the trade see the scale going the other way, and not till then we fear, will they believe that we have turned the corner.

As far as the London wood market is concerned we cannot yet detect any sign of revival. Prices at the Baltic saleroom show, if anything, a tendency to weakness, or remain, at best, about stationary. It can, however, hardly be expected that buyers will be disposed to operate in the very midst of a political struggle, and we think that those sellers are acting wisely who hold themselves altogether aloof from the market at the present juncture. In a few weeks' time a fairly accurate idea may possibly be formed as to the course prices will take, and we shall refrain until then from speculating on the probability of a rise or fall in values. In any case the task of buying seems likely to prove a difficult one, as so many contending factors have to be taken into account. On the one hand, it is contended by sellers that, apart from the possibility of a general revival of trade, prices free on board are so unremunerative that a rise in values must be established to enable shippers to continue working their mills, even on a modified scale. On the other hand, buyers state their belief that the present hard to mouth system of business must continue for some time, and they point to the fact that the building trade, both in London and the country, has been overdone, terraces of houses in many places remaining uninhabited.

The general trade of the country certainly shows some slight indication of improvement, although the reports from manufacturing districts are somewhat conflicting. In iron, however, the feeling is decidedly better, and Scotch rig has been very firm, a considerable quantity having changed hands during the last week in Glasgow, while a larger business has been transacted at Middlesbrough than has been the case for some time past. This activity springs chiefly from speculative purchases, based on the undeniable improvement in the prospects of trade in the United States, to which we alluded in our last issue, the upward tendency being, moreover, assisted to some extent by the agitation in the colleries for a rise in wages. A fair quantity of pig iron has been actually taken for American account, and it is believed that an order for 10,000 tons of hematite pig iron has 1 000 1 25 been placed at Barrow, while the shipments