Market Reports.

TORONTO.

From Our Own Correspondent.

TORONTO, July 9, 1881.—There is not much that is new in lumber matters to record since my last letter, only that the demand for cars has become more vociferous, and much of the language hurled at the heads of N.R.R. officials will hardly bear repeating, and in the present instance there actually seems to be just cause for complaint, as the long interval that has elapsed since the change of gauge from Allandale to the Northern extremity of the line should have been ample time in which to have completed the change south of the former place, and the delay at this period of the season has, no doubt, seriously inconvenienced shippers, as most of the manufacturers are anxious to get their lumber to market, and a few weeks delay may mean an advance in freights to Oswego and Albany, and it is claimed by some persons that a considerable quantity of lumber might have been brought over the Credit Valley line, and the owners of stocks thus delayed would sooner have paid something extra, in order to have got their stuff to market. It seems to me that the great mistake made by the company has been in delaying the work until the busy season set in. In the meantime, large quantities of lumber has been accumulating at different points of the road, and next week we expect a rush of lumber down that will gladden the hearts of the lumbermen.

The strange anomaly in regard to the purchasing and selling price of shingles as mentioned in my last letter, still continues; some dealers here selling XXX 16-in. shingles as low as $2.40 per M., which is fully as low as most of the manufacturers are willing to place them in this market for. One dealer to whom I pointed out the foolishness of such a proceeding, argued much in the same style as the old woman, who declared that she sold apples for less than cost, and in answer to the query as to how she managed to make a living under such circumstances, she declared it was owing to the large quantity she sold..

I would here intimate to any of your readers who may have cherry lumber for sale, that good prices may now be obtained in this market, especially if well manufactured. As high as $30.00 per M. by the car load has been paid for good cherry lumber, but it is useless for manufacturers to expect good prices for an inferior article. The great fault with many manufacturers is in leaving the heart in heavy plank and squares, so that before it gets to market it is so split up in consequence as to materially hinder its sale. A word to the wise will be sufficient. Take a piece of 4x4 out of the heart of the log and throw it away, if you have no better use for it, and the enhanced price you will obtain for the lumber you market, will fully repay the trouble taken. The same remark will apply to all hardwoods. There is another class of wood that commands ready sale, namely, black birch, and it should be cut into 5x5, 6x6, 8x8 and 10x10. A large quantity of this class of lumber is now used for newel posts, cherry having become so scarce.

Stock boards of good quality for dressing purposes will now sell readily both for local use and for shipment, but dry lumber sufficiently good for dressing purposes is scarcely obtainable at any price, and the inevitable result will be that the retail business will gradually drift into the hands of men who are possessed of sufficient capital to carry large stocks, so as to be able at all times to meet the constantly increasing demand for thoroughly dry lumber; that this will be the case becomes more apparent year after year, as mill men decline to hold their lumber any longer than is absolutely requisite to make it in a fit condition for shipment, so that it naturally follows out that the retailer will be bound to meet the demand for dry stuff.

Another inovation to be noted this season is the large quantity of 1-in. flooring being used instead of 1¼-in. as formerly, so that those holding large stocks of 1¼-in. flooring plank, find it difficult to market any considerable quantity. This should be noted by manufacturers for their future guidance, and if instead of cutting so much 1¼-in. flooring plank in the future, they would cut the same class of logs into 3-in. plank (especially 16-ft. lengths) it will command ready sale and at more remunerative prices, if held until partially dry. Sawn lath in this market are tending downwards in price, and are easily obtained at the yards at $1.40 to $1.50 per M. There is quite a large trade being done in walnut in this market at the present time. The largest dealers in this class of wood here are Messrs. Oliver & Co., who have especial facilities for handling and storing large quantities of this class of lumber, and the greatly increased value of this kind of wood would indicate that at no distant date other and less expensive woods will take its place. In a future letter I will endeavor to give you the quantity of walnut sold in this market, and I venture to predict it will surprise many of your readers.

Prices at the yards rule as follows:—

Mill cull boards and scantling	$ 9 00
Shipping cull boards, promiscous widths	11 00
" " 10 and 12 in. stocks	12 00
Scantling and joist, up to 16 ft	$11 50
" " " 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 plank and boards	10 00
Sound dressing stocks	15 00
Picks Am. Inspection	24 00
Three uppers, Am. Inspection	32 00
1¼-inch dressed flooring	28 00
1½ " "	24 00
1 " "	20 00
XXX sawn shingles, ₱ M	2 50
Lath	1 55

OTTAWA.

From Our Own Correspondent.

The lumber trade this season is very encouraging. Sales have been good so far at prices somewhat in advance of those of last year. The output of logs this spring, on the Upper Ottawa, reached nearly two million, while three times as much square timber was taken out as in the winter of 1879-80. It is estimated that the cut of lumber by the mills in this immediate section the current year will reach 300,000,000 feet. Not more than one-half of the season's cut of lumber has been sold so far. The quotations at the present time are as follows:—

12-in. stock, ₱ M	$16 00@16 50
10-in. "	12 00@14 00
Sidings	20 00@20 00

These prices are about a dollar per thousand in advance of the prices of last year at the same period. Deals are dull sale, in fact very few lots have been sold since the winter. Two-thirds quality rate at from $30 to $33 per 100 standards on the Quebec basis. Second and first quality of deals rate in proportion to the quotation given.

THE DRIVE.

The Upper Ottawa drive is coming down first-rate, although about two weeks later than last year. Navigation opened early but there was a lack of rain at the time that the snow in the woods melted away. Notwithstanding this, the quantity of logs stuck in the small streams is not great, there not being so many as was at one time expected.

FREIGHT BUSINESS.

Business in the freight line is rather dull this season in comparison to last. This is owing to the fact that there are more boats engaged in carrying lumber. Last year a good many barges were engaged in carrying ice to New York, owing to the ice "famine" that existed there, besides which there has been quite an increase in the number of barges. The present rates are as follows. To Montreal, $1.10 to $1.25 per M.; to Quebec and Burlington, $2; to Whitehall, $2.25; to Albany, $3; and New York, $3.25. This is a decrease of fifty cents per thousand to Albany and New York. The rates to Whitehall, Quebec and Burlington are the same as last season, with a slight decrease in rate to Montreal.

OTTAWA'S FLEET.

The total number of vessels registered at the port of Ottawa is 122—42 being steam vessels and 80 being barges. The tonnage of the steamboats amounts to 4,208, and that of the barges to 9,366, making a total tonnage for the port of 12,774. The number of men and boys employed in working the fleet is, in round figures, 650, and the expenses foot up to about $100,000 or more for the season. About one-half of the vessels using steam are steam barges, and capable of carrying good loads as well as towing. Nearly all of the barges are engaged in the transport of lumber, often bringing return cargoes of merchandise from Montreal. The principal owners of vessels are Mr. J. R. Booth, Perley & Pattee, D. Murphy & Co., McNaughton & Co., Capt. Blanchard, Capt. S. Mulligan, Ald. Harris, and the Augur Shipping Co.

SQUARE TIMBER.

The quantity of square timber taken out on the Ottawa this season is about treble that of last year, but as the water is now falling fast it may be late in the season before it all gets through, and it is quite probable that some of it may have to be wintered over at points along the route, so a lumberman informs me. This season an innovation was made in the transport of square timber, . . Findlay and Mr. Mackie both shipping large quantities by rail, through from the Matta wa to Quebec, by the Canada Central and Occidental Railways. It saves time, and as the expense is very little greater it is altogether probable that the day is not far distant when the most of the timber cut on the Upper Ottawa will be sent to Quebec by rail instead of by water.

EDGINGS.

Mr. E. B. Eddy employs 150 men at the Nepean steam sawmill, which is located at the head of the Duchesne Rapids, on the Ontario side of the Ottawa. The mill is run night and day.

Conroy Bros. have put on a night gang at their mill, Duchesne Rapids, Quebec side, and are manufacturing a large quantity of lumber this season. The Occidental Railway Co. will run a branch of their line into the mill premises to facilitate shipment. The branch will be three-quarters of a mile in length.

The new saw mill of Lachlin Bros., Arnprior, is being finished and is said to be one of the finest on the continent. The building is a splendid one, being solidly and neatly built, while the machinery put in is of the very best.

It is probable that all the mills at the Chaudière will shortly be lighted by electricity. Capt. Young has followed in the wake of Mr. E. B. Eddy, adopting the electric light, and the other mill men feel inclined to follow suit. The lights at Mr. Young's mill are on the Maxam system, furnished by the Canadian Electric Light Co., of Montreal.

The splint factory at Horseshoe Bay, twenty miles down the river from Ottawa, is running full blast. It is owned by the American firm of Swift, Courtney & Beecher, who have four large match factories in operation in the States, and is managed by Edward Prince. Nine barges of splints were shipped to the other side last season, and this year five barge loads have already been started, and Mr. Prince hopes to get seven or eight more barges away by the close of navigation.

Mr. Hebron Harris took out a large quantity of ties on the Gatineau the past season, and is now shipping them to Cape Vincent, having a contract with an american railway company.

LONDON, ONT.

From Our Own Correspondent.

JULY 11.—To begin this, my initial letter, with "nothing new," would not be likely to awaken any desire on the part of my readers to continue its perusal beyond the first few lines. To make manifest a letter of interest, it is as well to do it at the beginning, particularly if your correspondent is wishful to become popularly read by those most interested.

I must inform you then, at the outset, that in this market lumber of all grades is in very great demand, and a gradual advancing tendency is very apparent.

I am informed on very good authority that more lumber has come into this market for the present year than any year previous, and putting this fact, and the probability of higher figures, together, it would suggest something of what is now-a-days known as a "boom."

Several very large building contracts are now in process, and nearing completion.

The Roman Catholic Cathedral here, which is to cost in the neighbourhood of $90,000, is now some feet above ground level, and the masons are busy ten hours a day. The lumber contract for this building is possibly about $10,000, and is in the hands of a well known firm of this city.

The Masonic Temple, which will be opened about September, is beginning to present a fine appearance. The same firm which has the Rom. Catholic Cathedral contract, has this also, which will not be far short of $10,000 in amount.

The contract for the Exhibition Grounds supply (for the Provincial Exhibition which is to be held here this year) is partly let, to the amount of about $6,000, with more to follow, and is in the hands of a well known lumber merchant here. A fine mansion is being built by Mr. Benj. Cronin. The contract for woodwork for which alone is $12,000.

The cedar block pavement which has just been completed on Dundas street from Ridout to Richmond, is a fine piece of work, and the contractors, Messrs. Stevens, Turner and Burns, have shown a wonderful mark of advancement in their increased facilities. They have had about fifty car loads of cedar posts from all over the country, principally, however, from places on the London, Huron & Bruce and Wellington, Grey and Bruce Railroads.

A very fine mansion is being built on Dufferin Avenue for Mr. McDonough, the contract for which is about $8,000 for woodwork.

The same complaint prevails here with regard to want of cars; an insufficient quantity for the demand is very apparent.

Shingles are very scarce, only two carloads have come into the city within the past four weeks, and one firm alone have told me they could have sold 30 carloads if they had had them.

Below I give you a list of London prices, which, however, must be understood as retail figures:—

Mill cut boards and scantling	$ 8 00
Shipping cull boards, promiscous widths	10 00
" " 10 and 12 in. stocks	10 50
Common boards, promiscous 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 stock	14 00
Common 2 in. plank	13 00
Cutting up plank and boards	18 00
Sound dressing stocks	17 00
Clear and picks	28 00
Three uppers, Am. inspection	35 00
¾ inch dressed and matched flooring	30 00
½ " " " "	30 00
1 " " " "	30 00
Lath	1 55
XXX sawn shingles, ₱ M	2 75
Lath per 1000 feet	4 25

NEW YORK.

The *Real Estate Record* of July 9th says: All reports upon the wholesale market continue in the cheerful, hopeful strain so frequently recorded this season. Demand has shown some irregularity, and from a few sources was a little disappointing, but the evidences seem to show that the movements of buyers are checked by exceptional and temporary influences with every prospect of removal at an early date. On all leading descriptions values, too, are well maintained, and while it is not uncommon to find some reduction in cost at this season of the year, sellers are confident that if any shrinkage at all becomes necessary it will be much smaller than usual. Yard assortments are light and dealers are ready to handle anything likely to improve their stocks. The first six months of the year show a good full export movement, and there is hopes of keeping up the same average to the first of January next.

The following is a comparative statement of exports of lumber from this port for the first six months of the years named:

	1878. feet.	1879. feet.	1880. feet.	1881. feet.
W. Indies	11,606,513	12,760,133	14,521,309	22,325,457
S. America	5,527,493	11,518,237	9,659,177	13,583,741
E. Indies, etc	3,245,252	3,416,768	4,008,455	3,219,386
Europe	5,799,023	6,202,724	6,746,868	2,850,262
Total	26,178,280	33,824,867	34,935,899	41,977,832

The above table does not include the exports of hardwoods. The exports of the month of June will rank among the largest for any corresponding period and are one and one-half million feet less than for April last.

Spruce of attractive quality is scarce on the spot and not easy to engage for future, as most