

## Market Reports.

## TORONTO.

From Our Own Correspondent.

AUG. 9.—The new cut of lumber is now coming in by rail freely, so much so indeed that the railroad companies are taxed to their utmost to supply cars to meet the demand, box cars are therefore loaded as freely as flats. The north shore of Georgian Bay is supplying a large portion of that now arriving here. This has not been the case hitherto, most of that cut having found its way to Chicago and other American ports. The Pacific Junction branch railway is also contributing its quota now that the entire line is opened for traffic. The lumber most difficult to procure at present is long bill stuff cut to order, and work on hand is frequently brought to a full stop pending the arrival of long joisting. The new tariff of freights is now in full swing, and although lumber brought in under that tariff costs more to the middlemen than under the old rates prices cannot be said to have advanced as yet, but it is quite clear it must do so or some one will come out behind.

The yards are doing a thriving trade so far as the quantity sold is concerned; prices are sadly cut however, and fault rests entirely with themselves. The same men pay their butcher and baker a uniform price for all they purchase from them, simply because said butchers and bakers have determined among themselves that such shall be the case, but the retail lumbermen are cutting each others throats, metaphorically speaking, year after year, thereby only making the same profits on 2,000 feet of lumber that should be made on 1,000 feet—I can only add, serves them right.

Shipping from our docks moves slowly the only firm doing anything worth mentioning over the docks is Christie Kerr & Co., who control much the larger portion of the lumber north of this city.

I anticipated being able to give you a change for the better on yard quotations, but after diligent inquiries I fail to find as yet any material change although all are free to admit that prices should go up in view of the figures asked by the wholesale men. I am sanguine that by the time my next letter is due yard men will have seen their way clear to making a general advance in prices all along the line.

Mill cut boards and scantling	\$10 00
Shipping cut boards, promiscuous widths	12 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
" " " 36 ft.	23 00
" " " 38 ft.	24 00
" " " 40 to 44 ft.	25 00

Cutting up planks to dry	20 00
Round dressing stocks	16 00
Picks Am. Inspection	30 00
Three uppers, Am. Inspection	35 00

## B. M.

11-inch flooring, dressed	25 00
12 " " " " "	24 00
12 " " " " "	23 00
12 " " " " "	22 00
12 " " " " "	21 00
12 " " " " "	20 00
12 " " " " "	19 00
12 " " " " "	18 00
12 " " " " "	17 00
12 " " " " "	16 00
12 " " " " "	15 00
12 " " " " "	14 00
12 " " " " "	13 00
12 " " " " "	12 00
12 " " " " "	11 00
12 " " " " "	10 00
12 " " " " "	9 00
12 " " " " "	8 00
12 " " " " "	7 00
12 " " " " "	6 00
12 " " " " "	5 00
12 " " " " "	4 00
12 " " " " "	3 00
12 " " " " "	2 00
12 " " " " "	1 00
12 " " " " "	0 00

## MONTREAL.

From Our Own Correspondent.

AUG. 10.—Since our last report the lumber trade in Montreal has continued in a very satisfactory condition. Favorable weather, and an increased activity in building operations in the city has given a still further impetus to trade. The retail demand at the yard has been very good, and country orders, which have been coming in freely, have resulted in an increased distribution from the yards. Everything points to a continuance of the present activity for some time, as the outlook in the building line is still bright. A large increase can be noted

in the July sales, over those of June, and also over those of the corresponding month of last year. A fair amount of stock of all kinds is held at present. Freight rates on lumber are quoted as follows.—To the United Kingdom 47s 6d. to 50s. per standard, and to South America \$11 00 to \$12 per M. The export trade is brisk, and to date includes 1,294,896 pieces of deals, ends, boards and battens, and 276,087 feet of other lumber to Europe, and 293,793 pieces, containing 4,961,321 feet to South America.

Prices remain steady.

The following are the quotations at the yards:—

Pine, 1st quality, 3/4 M	\$30 00
Pine, 2nd " " "	28 00
Pine, shipping culls, 3/4 M	14 00
Pine, 4th quality deals, 3/4 M	10 00
Pine, mill culls, 3/4 M	8 00
Spruce, 3/4 M	10 00
Hemlock, 3/4 M	10 00
Ash, run of log culls out, 3/4 M	20 00
Bass, 3/4 M	18 00
Oak, 3/4 M	40 00
Walnut, 3/4 M	60 00
Cherry, 3/4 M	80 00
Butternut, 3/4 M	35 00
Birch, 3/4 M	20 00
Hard Maple, 3/4 M	25 00
Lath, 3/4 M	1 50
Shingles, 1st, 3/4 M	2 00
Shingles, 2nd, 3/4 M	2 50

## CORDWOOD.

Prices are steady.

The following are the quotations at the yards:—

Long Maple, per cord	\$ 6 00
Long Birch " "	5 00
Long Beech " "	5 00
Tamarack " "	5 00

## CHICAGO.

The Northwestern Lumberman of Aug. 7th says:—

## BY THE CARGO.

Of the more than 200 cargoes that have entered port, but a few have stopped at the market docks. The meagerness of offerings has caused cargoes as were for sale to be sold without delay. Buyers have hung about the market to obtain cargoes that did not put in an appearance. Perhaps the commission men are withholding bait until the fish get hungry. The trouble seems to be, however, that most of the lumber now going into yard stocks has been bought at the mills. It is coming forward in large volume, as the port list daily shows, and no thanks to the cargo market. It is a common remark about the foot of Franklyn street that "this market is about played out." But the Lumberman regards this judgment as premature. One reason why lumber is not coming to market as in former seasons is because the yard men have been forced to go to the mills in order to pick up bargains. They say that in this way only can they lay in stocks that will secure them a margin in selling. The cargo market is not sufficiently well supplied with the different classes of lumber. This may change in future seasons. Conditions may be reversed. Over-production or a falling off in the eastern demand may cause a pressure of lumber on the western trade. Then the commission men will again be in clover. But this season they are having plenty of time to reflect on the past and prognosticate about the future.

There has hardly been sufficient movement this week to make a clearly defined market. Prices are held firmly because there is no pressure of lumber for sale. It is claimed that short piece stuff can be sold readily at \$9.25, but it cannot be learned that more than one cargo has this week been disposed of at this figure, though the cargo referred to was all Norway. It is claimed that more of the same sort would sell at the same figure. The range at \$9 to \$9.25 for short green piece stuff need not be modified.

The market for inch lumber is unchanged. There is little being offered. Medium boards and strips have been sold within a few days at \$13 and \$13.50. No. 2 stock goes on prices within our quoted range.

Shingles are still to be had in excess of yard requirements, though the standard brands are said to be doing a little better than earlier in the season, and firm at the slight advance recently recorded.

The following are current quotations of cargo prices:—

Dimension, short green	\$ 9 00
Boards and strips, No. 2	10 00
Boards and strips, medium	12 50

Selected	21 00
Boards and strips, No. 1	16 00
Shingles, standard	1 75
Shingles, extra	1 80
Shingles, cedar, standard	1 05
Shingles, cedar, extra	1 95
Lath, green	1 25
Lath, dry	1 40

## LAKE FREIGHTS.

From Muskegon, dry	1 12 1/2
From Muskegon, green	1 25
From Ludington	1 25
From Whitehall	1 37 1/2
From Manistee	1 37 1/2
From Menominee, dry	1 37 1/2
From Menominee, green	1 50
From Cheboygan	1 50
From Bay City, dry	1 50
From Oscoda, dry	1 50
From Alpena, dry	1 50

## AT THE YARDS.

There has been a plainly noticeable increase of activity during the week. More lumber than formerly is going into cars. The wagon trade is greater than it was a week ago. Inquiries from the country are more frequent than they were a short time ago. This last-named feature has become pronounced, and marks the initiation of August trade. Inquiry from outside yard dealers comes every year about August 1st, as regularly as the seasons pass. In every instance in which a lively demand succeeds a dull period, the actual revival of trade is preceded by general inquiry as to stocks and prices. This season the inquiry will be more urgent than it sometimes is, on account of the late rise of price for piece stuff on the cargo market, and low stage of the log driving streams,—circumstances that go to show that there may be a sharp advance in the price of yard stocks in the near future.

## EASTERN FREIGHT RATES.

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

To New York	25c.
Boston	30c.
Philadelphia	25c.
Baltimore	22c.
Washington	22c.
Albany	24c.
Troy	24c.
Buffalo and Pittsburgh	15c.
Schenectady	24c.
Wheeling	15c.
Suspension Bridge	15c.
Salamanca	15c.
Black Rock	15c.
Dunkirk	15c.
Erie	15c.
Toronto	15c.

## ALBANY.

Quotations at the yards are as follows:—	
Pine, clear, 3/4 M	\$52 00
Pine, fourths	50 00
Pine, selects	42 00
Pine, good box	22 00
Pine, common box	13 00
Pine, 10-in. plank, each	00 45
Pine, 10-in. plank, culls, each	00 25
Pine, 10-in. boards, 10-in.	00 30
Pine, 10-in. boards, culls	00 16
Pine, 10-in. boards, 16 ft., 3/4 M	23 00
Pine, 12-in. boards, 16 ft.	23 00
Pine, 12-in. boards, 13 ft.	25 00
Pine, 11-in. siding, select	40 00
Pine, 11-in. siding, common	15 00
Pine, 1-in. siding, select	40 00
Pine, 1-in. siding, common	13 00
Spruce, boards, each	00 00
Spruce, plank, 11-in., each	00 00
Spruce, plank, 2-in., each	00 00
Spruce, wall strips, each	00 12
Hemlock, boards, each	00 00
Hemlock, joist, 4x8, each	00 00
Hemlock, joist, 2x4, each	00 00
Hemlock, wall strips, 2x4, each	00 00
Black walnut, plank, 3-in.	100 00
Black walnut, 3-in.	80 00
Black walnut, 3-in.	00 00
Scaymore, 1-inch	21 00
Scaymore, 2-inch	21 00
White wood, 1-inch and thicker	38 00
White wood, 2-inch	28 00
Ash, good, 3/4 M	40 00
Ash, second quality, 3/4 M	25 00
Cherry, good, 3/4 M	00 00
Cherry, common, 3/4 M	25 00
Oak, good, 3/4 M	40 00
Oak, second quality, 3/4 M	20 00
Hickory, 3/4 M	25 00
Maple, Canada, 3/4 M	25 00
Maple, American, per M	26 00
Chestnut, 3/4 M	38 00
Shingles, shad, pine, 3/4 M	0 00
" " " " "	0 00
" " " " "	4 00
" " " " "	0 00
" " " " "	0 00
" " " " "	0 00
" " " " "	2 25
Lath, hemlock, 3/4 M	0 00
Lath, spruce, 3/4 M	0 00

## BUFFALO.

We quote's cargo lots:—	
Uppers	\$45 00
Common	17 00
Culls	12 00

## OSWEGO, N.Y.

From Our Own Correspondent.

No change in quotations:—

Three uppers	\$42 00
Picking	32 00
Cutting up	24 00
Pine Common	22 00
Common	14 00
Culls	11 00
Mill run lots	16 00
Sidings, selected, 1 in	32 00
Mill run, 1x10, 13 to 16 ft.	16 00
Shippers	21 00
Mill run, 1x10	17 00
Shippers	21 00
Shippers	14 00
Shippers	15 00
Shippers	22 00
Culls	11 00
1x6 selected for claspboards	25 00
Shingles, XXX, 18 in. pine	3 10
XXX Cedar	2 75
Lath 1 1/2, No 1	1 85
No 2	1 00
Ash, 1st 4" and 1 to 4 in	10 00
Basswood, 1st & 2nd, 1 & 1 1/2 inch	18 00
culls	8 00

## TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers	\$42 00
Common	18 00
Culls	10 00

## TYNE.

The Timber Trades Journal of July 31st says:—There is a fairly good list of arrivals to report this week; large lines of them are pit-props and mining timber a few cargoes of staves and headings, one cargo of prepared boards from Drammen one cargo of pitch pine timber and deals from Pensacola, and remainder are made up principally from the Baltic ports. The weather has been fine, and more suitable for outdoor operations; but in spite of all the favorable circumstances business does not improve. The demand is as feeble as ever, and no prospect of it improving in the immediate future. Saw mills are only partially employed; in the building trade it is only in the suburbs of Newcastle that any building is going forward and that to a very small extent. Of contracting there never was less being done than at the present moment, no large jobs being in progress. Freights still remain low but the bulk of the ships wanted appear now to be fixed.

## GLASGOW.

The Timber Trades Journal of July 31st says:—Business here has been quite during the past week. On Monday the shipyards, &c., opened for the first time after the holidays, but it was not till the middle of the week that the yard resumed its ordinary working condition, and meantime transaction in the wood trade have been small.

No auction sales of timber or deals have been held at Clyde ports since last writing. There is one to take place at Greenock this week, the result of which will be given next issue.

The arrivals at Greenock for the past week include four cargoes of Quebec timber and a cargo of pitch pine; and the principal imports at Glasgow to note are a cargo of mahogany, parcels of Quebec deals per steamer liners, and a cargo of Bathurst, N.B., pine deals now discharging at Yorkhill Wharf, and which is going into consumers' hands direct.

The Canadian deals landed at Glasgow ex steamer since the season began amount now to 90,000 pieces, as against 111,000 for the corresponding period last year; but taking into account the Quebec deals landed at Greenock ex sailing vessels, they make altogether about the same total imported this year as last up to date say 143,000 pieces this year, as against 135,000 pieces in 1885, same period. The sailing ships from Quebec to Greenock commenced to arrive earlier this year, the date of the first being 23rd June, or fully a fortnight sooner than last year and since the arrivals began the carrying tonnage amounts to 12,500 tons; last year at this date the total was 6,600 tons. The timber in log imported from Quebec to Clyde since season began amounts to 1,571 logs oak, 112 logs elm, 68 logs ash, 10,300 logs pine timber.

The stock of red pine timber is unusually low, but there is little demand; except first class of large average, which is in fair request.

## CARDIFF.

The Timber Trades Journal of July 31st says:—During the week we have had in one cargo of boards from Drammen, two of timber