Market Reports.

TORONTO.

From Our Own Correspondent.

MAY 10.—Lumber is moving briskly on the local market. Over the docks the amount going off is small. The accumulations of the winter will soon be all shipped away and our docks clear once more, and the quantity still to arrive from the mills north of us, of last season's cut, will be cleared out long before this season's cut is fit to move. Stocks to be cut this year are being rapidly bought up, and competition on this market is as keen as it ever was. Another new firm, that of McCool, Boyle & Wilso, have opened out to do a wholesale trade. The senior member of the firm is well-known in lumber circles here, and all the members of the firm are known as energetic men, and, will doubtless, do a thriving business. The figures quoted by retail dealers at their yards are not up to what they should be, in order to give a fair living profit, under the strict rules now in force by the railway companies, in weighing all cars of lumber, retailers cannot hope to stock up again at the same figures they have done hitherto. Nine-tenths of all the lumber coming into our city arrives by the N & N. W. R. R. and the Canadian Pacific, and Grand Trunk companies, have managed to cajole or bully the former company to agree to an iron clad arrangement whereby all cars are to be weighed by an independent man, appointed by the three roads. Of course the latter two companies knew quite well that the lumber traffic forms but a small portion of their total earnings, so that if they could only rope in the N. & N. W. R. R., whose revenue is mainly made up by that branch of industry, they had all to gain and nothing to risk. The head officials of the N. & N. W. so aptly termed "Parlour Officials," by the *Globe* the other day, have never been noted for their large amount of wisdom, but there are few but gave them credit for more than they have displayed in this transaction. As mentioned in one of my former letters, there is a large amount of hemlock awaiting manufacture on the line of the N. & N. W. Road, and in localities where the pine is all cut off. During the last year or two at least 10 per cent. of the green bill stuff brought here by their road has been green cut hemlock. This portion of their revenue they have completely cut off, as no sane man can believe that such lumber can be freighted here at 9 cents per hundred weight. The lumber industry has stood a good deal of choking in the past, but it is possible to produce strangulation, and so far as the hemlock trade is concerned this has been done most effectually, and any man or set of men running a corner grocery, would be thought fit only for the asylum if they were guilty of such stupidity. The lumber industry has hard work, and uphill work, to hold its own, without any such stupid blunders as this being added to the many difficulties it has already to encounter. If the company have any interest in the lumber industry, and they doubtless know that their road would be absolutely nothing without that carrying trade, let them now make a special tariff for hemlock and other low-priced woods. This would in some part atone for the extra money now being forced from the lumbermen by the strict weighing process. If some such plan is not adopted they may find before long that they have strangled the goose that layed the golden egg. A good liberal man at the head of the N. & N. W. R. R. would soon place the company right with its patrons and at the same time add to the wealth of the institution. A cheese paring policy and hostile attitude to the true interests of the lumbermen will eventually prove disastrous to the interests of the company.

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
ound dressing stocks	16 00@18 00
Picks Am. Inspection	30 00
Three uppers, Am. Inspection	35 00@40 00
B. M.	
1-inch flooring, dressed	25 00@30 00
1½ " " rough	14 00@15 00
1½ " " dressed	23 00@25 00
1½ " " undressed	14 00
1 " " dressed	16 00@20 00
1 " " undressed	12 00@14 00
¾ Beaded Sheeting, dressed	18 00@20 00
Clapboarding, dressed	12 50
XXX sawn shingles, ₱ M	2 75@ 2 90
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

MONTREAL.

From Our Own Correspondent.

MAY 10.—Since the opening of navigation the harbor is beginning to wear its customary busy appearance. Seven ocean steamers are at present in port, but as yet no sailing vessel beyond the small river crafts have arrived.

Freight rates on lumber to the United Kingdom and ports in South America are only nominal, nothing having been shipped to these places as yet. The indications are that a large export trade will be done this season.

Business at the yards in retail lots has been more active, and although quite an improvement can be noted since our last report. The demand for car lots has been slow. Freight rates on the Grand Trunk and Canadian Pacific railways for lumber have been reduced 20 cents per M.

The water was let into the Lachine Canal on the 2nd inst., and up to date 4,810 M feet have been delivered ex-barges from the Ottawa.

A fair amount of building is going on in the city.

The following are the quotations at the yards :—

Pine, 1st quality, ₱ M	$00 00@40 00
Pine 2nd " "	00 00@30 00
Pine, shipping culls, ₱ M	14 00@16 00
Pine 4th quality deals ₱ M	10 00@12 50
Pine, mill culls, ₱ M	8 00@10 00
Spruce, ₱M	10 00@13 00
Hemlock, ₱ M	9 00@10 00
Ash, run of log culls out, ₱ M	20 00@25 00
Bass, " " ₱ M	18 00@20 00
Oak, ₱ M	40 00@50 00
Walnut ₱ M	60 00 100 00
Cherry, ₱ M	80 00 100 00
Butternut, ₱ M	35 00@40 00
Birch, ₱ M	20 00@25 00
Hard Maple, ₱ M	25 00@30 00
Lath, ₱ M	1 50@ 0 00
Shingles, 1st, ₱ M	2 00@ 3 00
Shingles, 2nd, ₱ M	2 50@ 0 00

CORDWOOD.

A number of barges with cordwood have arrived from the river ports below, but the market is dull and neglected.

The following are the quotations at the yards :—

Long Maple, per cord	$ 6 00@6 50
Long Birch "	6 00@7 00
Long Beech "	5 00@5 50
Tamarack "	5 00@6 00

OTTAWA.

From Our Own Correspondent.

MAY 10.—Since I last wrote you a great fire has devastated the city of Hull—the very centre as one may say of the lumber employees of this district, for in Hull could the lumberman who was in search bush hands or mill operatives always find a supply. By the fire on Sunday last there were a great many families of lumber employees thrown out homeless on the world, and this bore the more heavily from the fact that, as a general thing, these people were all poor and by the fire lost their all in the flames. However, it is consoling to know that the lumbermen of the district rose in their generosity equal to the occasion and by liberal subscriptions, and the offer of all the lumber to those who desire to rebuild, free of cost. Two of the Chaudiere lumbermen are deserving of especial mention in this case, and these are John R. Booth and Mr. Perley, of the firm of Perley & Pattee, who each subscribed $1,000 towards the relief of the sufferers. It may also be noticed that all the lumbermen came down handsomely in the matter of subscriptions, but Booth & Perley head the list. It is now only a matter of short time before Hull will again rise from its ashes, for the lumber industry is of such an extensive nature that the city and its lumber employee inhabitants are so intimately connected that one depends on the other. Fortunately the immense lumber piles so close to the scene of the conflagration escaped unscathed, although at times it was feared they were doomed. Had the fire once got amongst them the loss would have been enormous.

The hum of the saw is now a continuous sound. Night and day the mills are turning out lumber and the fleet of barges transporting it to market are kept busy. The chief exports so far are to the American market.

The log and square timber drive on the upper Ottawa is now well forward for the season, and water is reported very plentiful in all the tributaries of the Grand river. There will be no danger of any of last year's cut getting stuck this season. The output of logs will be somewhat in excess of last year, and men employed are getting fully 25 per cent. higher wages than they commanded last year.

CHICAGO.

BY THE CARGO.

The *Northwestern Lumberman* of May 8th says :—The stoppage of business at the yards has practically closed out the cargo market for the time being. When the lockout occured last Saturday there were a few cargoes at the market docks, and some on the way in. But when the trouble broke, instructions were forwarded to shipping ports not to forward any more lumber until the lockout should be over. The commission men were left with several cargoes on their hands unsold, and how to dispose of them was the question. South Chicago, Racine, Evanston and Michigan City came to the rescue, and thus the stuff was absorbed as John McLaren said. A stander-around on the docks said, however, that he thought the slips out of the mouth of the harbor had absorbed a large part of it. Undoubtedly cargoes have been sold in the places named. It is positive that dealers in South Chicago have purchased several cargoes.

Piece stuff is quoted at $9.50 for green, but some concession has been made on loads that have gone to outlying ports. Several boats have been loaded for points down the canal.

There has been considerable inquiry for lath. Green lath is worth $1.25 a thousand, and dry from $1.40 to $1,00.

AT THE YARDS.

As it would be natural to conclude, under existing circumstances, the actual trade feature of yard business is minus. The lumber trade of Chicago is now on a war footing, as it were, while the peaceful pursuit of selling and shipping lumber has been for a time suspended. A few of the retail yards on the north side, in the remote parts of the city and in the suburbs, are doing some business in the delivery of lumber to carpenters, but as a general statement it can be said that the lumber trade of Chicago is for the present hung up. There is prevailing a combined lockout and strike, which affects the lumber yards, planing-mills and box factories. Fully 6,000 men are out of work in consequence of the trouble. The yard owners have combined and elected a strong executive committee, to which has been submitted the control of affairs until the trouble is ended. In case the strikers partially succeed, or are able to continue the trouble indifinitely, the majority of wholesale dealers avow their determination to quit business here—throw up the trade entirely, or seek other localities for the location of yards where labor troubles are less likely to occur.

It was reported on Thursday that all trouble at the South Chicago yards had disappeared. Lumber shovers were at work unloading vessels, and yard business was proceeding as usual.

Building permits continue to be issued in considerable numbers. There is less disturbance in the building trades than in other lines. Projections for new buildings still present an extensive array. Yet much work has been temporarily suspended, and the building industry may be called minimum. But if the existing labor troubles should measurably die out within a short time there would be renewed activity in building, the haste to push forward work being greater on account of the period of delay. The halt in lumber movement on account of strikes is almost sure to be succeeded by a time of intense activity, with a rushing demand.

Receipts of lumber and shingles for the week ending May 6th, as reported by the Lumberman's Exchange :—

RECEIPTS.	Lumber.	Shingles.
1886	32,972,000	8,748,000
1885	29,310,000	5,682,000

FROM JAN. 1, TO MAY 6, INCLUSIVE.

RECEIPTS.	Lumber.	Shingles.
1886	176,841,000	43,833,000
1885	101,404,000	24,096,000
Increase	75,437,000	19,736,000

STOCK ON HAND APRIL 1.

	1886.	1885.
Lumber & timber	396,147,654	438,442,084
Shingles	298,665,660	225,421,600
Lath	43,065,153	35,073,175
Pickets	1,824,840	1,865,742
Cedar posts	279,971	167,674

EASTERN FREIGHT RATES.

FROM CHICAGO AND COMMON POINTS 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.
Erie	15c.
Toronto	15c.

ALBANY.

Quotations at the yards are as follows :—

Pine, clear, ₱ M	$55 00@60 00
Pine, fourths	50 00@55 00
Pine, selects	42 00@47 00
Pine, good box	22 00@33 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., ₱ M	28 00@32 00
Pine, 12-in. boards, 16 ft	28 00@32 00
Pine, 12-in. boards, 13 ft	28 00@00 00
Pine, 1¼ in. siding, select	40 00@43 00
Pine, 1¼-in. siding, common	15 00@18 00
Pine, 1-in. siding, select	40 00@42 00
Pine, inch siding, common	13 00@15 00
Spruce, boards, each	00 00@00 16
Spruce, plank, 1¼-in., each	00 00@00 20
Spruce, plank, 2-in., each	00 00@00 30
Spruce, wall strips, each	00 12@00 12
Hemlock, boards, each	00 00@00 14
Hemlock, joist, 4x6, each	00 00@00 32
Hemlock, joist, 2¼x4, each	00 00@00 14
Hemlock, wall strips, 2x4, each	00 00@00 13
Black walnut, gook, ₱ M	100 @120 00
Black walnut, ¾ inch	80 00@00 00
Black walnut, ¾ inch	00 00@85 00
Scaymore, 1-inch	28 00@30 00
Scaymore, ¾-inch	21 00@23 00
White wood, 1-inch and thicker	38 00@40 00
White wood, ¾-inch	28 00@30 00
Ash, good, ₱ M	40 00@43 00
Ash, second quality, ₱ M	25 00@30 00
Cherry, good, ₱ M	60 00@65 00
Cherry, common, ₱ M	25 00@30 00
Oak, good, ₱ M	40 00@43 00
Oak, second quality, ₱ M	20 00@25 00
Basswood, ₱ M	25 00@30 00
Hickory, ₱ M	40 00@40 00
Maple, Canada, ₱ M	28 00@30 00
Maple, American, per M	26 00@28 00
Chestnut, ₱ M	38 00@40 00
Shingles, shaved, pine, ₱ M	0 00@ 6 50
" 2nd quality	0 00@ 5 00
" extra, sawed, pine	4 30@ 4 50
" clear, "	0 00@ 3 00
" cedar, mixed	0 00@ 3 25
" cedar, XXX	0 00@ 0 00
" hemlock	2 25@ 2 37
Lath, hemlock, ₱ M	0 00@ 2 13
Lath, spruce, "	0 00@ 2 25

OSWEGO, N.Y.

From Our Own Correspondent.

Three uppers	$42 00@46 00
Picking	32 00@35 00
Cutting up	24 00@26 00
Fine Common	22 00@25 00
Common	14 00@18 00
Culls	11 00@14 00
Mill run lots	16 00@22 00
Sidings, selected, 1 in	30 00@35 00
" 1¼ 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, 1¼x10	17 00@20 00
Selected	21 00@30 00
Shippers	14 00@16 00
Mill run, 1 & 1¼ in, stripe	15 00@18 00
Selected	22 00@30 00
Culls	11 00@13 00
1x6 selected for clapboards	25 00@35 00
Shingles, XXX, 18 in. pine	3 10@ 3 50
XXX Cedar	2 75@ 3 00
Lath 1¼, No 1	1 85@ 2 00
No 2	1 00@ 1 25
Ash, 1st & 2nd 1 to 4 in	16 00@20 00
Basswood, 1st & 2nd, 1 & 1¼ inch	18 00@20 00
" culls, " "	8 00@11 00

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

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