

## Market Reports.

## TORONTO.

From Our Own Correspondent.

Oct. 23.—Since my last letter to the LUMBERMAN trade has been quite brisk, although all the retail men do not admit that such has been the case with them. One thing is certain, however, that the N & N. W. R. R. Company have not been able to meet the demand for flat cars and all kind of cars, have been pressed into service, and the cry is still we want more. The closing up of shipments from Oswego have naturally created part of the demand, all who have anything to ship being naturally anxious to get it away to save the difference in the freight rates over the lake, which, owing to the large amount of grain now moving, and the consequent advance in the rate of sailors' wages, always advance at this season of the year.

Some of the grades of 1½ in. and 2 in. plank, hitherto scarce on our market, are now coming in more plentifully; owing to shippers having now got through most of their inspection of uppers for shipment, leaving the cut up to come on afterward. There will, however, be less lumber of all grades, excepting mill culls, left at the mills at the close of the season, than for several years past. This is acknowledged by all who are well posted in lumber matters, and if we can judge by the success attending the sale of timber limits held here yesterday, lumbermen have full faith in what the future has in store for them, the amount realized for the limits being in excess of the most sanguine expectations.

None of our retail yards are carrying large stocks. New yards are still opening in various directions and the largest number of wholesale men ever engaged in the lumber trade here are now operating in this city, but prices have about found their level and but little cutting in figures is now being done, bottom has been reached and no more room is left for cutting. The quantity shipped over our docks during the last two weeks is largely in excess of the same period during any part of the season, and a large portion of it has been good lumber.

The quantity of lath coming in by rail is small in amount, but arrivals by water from eastern points keep prices stationary. Shingles are coming in rapidly most of which are passing over rapidly.

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
" " " 36 ft.	23 00
" " " 38 ft.	24 00
" " " 40 to 44 ft.	25 00
Cutting up planks to dry	20 00
boards	20 00
oand dressing stocks	10 00
Picks Am. Inspection	30 00
Three uppers, Am. Inspection	35 00

11-inch flooring, dressed	25 00
" " " rough	14 00
" " " dressed	23 00
" " " undressed	14 00
" " " dressed	16 00
" " " undressed	12 00
Beaded Sheeting, dressed	18 00
Clapboarding, dressed	12 50
XXX sawn shingles, # M.	2 75
Sawn lath	2 25
Red oak	20 00
White	25 00
Ramwood, No. 1 & 2	18 00
Cherry, No. 1 & 2	50 00
White ash 1 & 2	25 00
Black ash 1 & 2	20 00

## MONTREAL.

From Our Own Correspondent.

Oct. 24.—There is plenty of lumber arriving both by rail and canal as the winter supply is being laid in, and to all appearances it is going to be heavy, although there is little prospect of a good demand. Business continues to be very slack, but good hopes are entertained that higher prices will prevail in spring, as both in the United States and in the West better prices are now ruling. Prices in this market are fairly steady, and standard quotations at the yards are as follows:—

Pine, 1st quality, # M.	835 00
" " 2nd	22 00
Pine, shipping culls, # M.	14 00
Pine, 4th quality deals, # M.	10 00
Pine, mill culls, # M.	7 00
Spruce, # M.	10 00
Hemlock, # M.	9 00
Ash, run of log culls out, # M.	20 00
Bass, # M.	12 00
Oak, # M.	40 00
Walnut # M.	60 00
Cherry, # M.	60 00
Butternut, # M.	25 00
Birch, # M.	20 00
Hard Maple, # M.	25 00
Lath, # M.	1 00
Shingles, 1st, # M.	3 00
Shingles, 2nd, # M.	2 00

## SHIPPING.

Business is now pretty slack, except in deals. The South American vessels are now nearly all loaded, there being only three on the berth for that destination. A good many engagements are reported for deals, and the following vessels have been taken up for London at 50s. since our last report, viz.: SS Saltburn, Maharajah, Newcastle City, Roamina, Mirva. The following have also been engaged for Buenos Ayres: BK New Brunswick at \$12; SS Polynesian, \$10.50. The following are the last two weeks: SS Lake Nipegon, for Liverpool, 2,545 deals and 12,427 boards; BK Republic, for Buenos Ayres, 662,273 feet pine lumber; SS Ocean King, for London, 20,788 deals, 8,047 battens, and 8,310 boards; SS Henrique, for Liverpool, 2,108 deal ends, 32,641 deals, 3,411 boards and 5,866 feet lumber; SS Texas, for Bristol, 3,745 deals; SS Brooklyn, for Liverpool, 5,806 pcs lumber, 3,553 deals and 10,820 boards; BK Dora, for Buenos Ayres, 743,155 feet pine lumber; BK James Ketchen, for Buenos Ayres, 416,224 feet pine lumber; SS Grecian, for Glasgow, 7,341 deals; BK Anna, for Buenos Ayres, 551,119 feet pine lumber; SS Lake Huron, for Liverpool, 10,030 deals and 1,437 boards; BK Jeans, for Buenos Ayres, 384,103 feet pine lumber; SS Oregon, for Liverpool, 6,122 deals, 8,701 strips and boards and 3,631 boards; SS Oxenholme, for Liverpool, 16,688 deals and 896 deal ends; SS Concordia, for Glasgow, 12,894 boards and 3,330 deals; SS Cynthia, for Glasgow, 9,974 deals and 1,460 boards; SS Glenmath, for London, 1,742 deal ends; SS Barcelona, for Bristol, 7,942 deals; BK Petescotiac, for Buenos Ayres, 582,000 feet pine lumber; Carthagenia, for Liverpool, 240 pcs. deals.

## CORDWOOD.

Wood is selling slowly and in small quantities, there is a fair supply both at the railway and river wharves, and a large number of barges are just coming into the wharf loaded with good long wood. Prices are on the whole well maintained ex cargo as follows:

Long Maple	\$ 5 50
Long Birch	5 00
Long Beech	4 00
Tamarack	3 50

## TONAWANDA.

## CARGO LOTS—MICHIGAN INSPECTION.

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

## BUFFALO.

We quote cargo lots.

Uppers	\$15 00
Common	17 00
Culls	12 00

## CHICAGO.

BY THE CARGO.

The Northwestern Lumberman of Oct. 24th says:—The port list shows 144 arrivals of lumber laden vessels for the week ending Wednesday, a number considerably under the average for the season. The cargo market has been meagerly supplied, though a few loads have been landed each day. Inch lumber has predominated, though the inquiry is mainly for piece stuff, which is wanted exceedingly and wanted right away. The result of the inquiry for piece stuff is to give the price another hitch upward. Good average short green dimension has been sold this week at \$9.50 a thousand and that is where the commission men say that it must stay until the time when it takes another lift. Predictions are now common that green piece stuff will go to \$10 a thousand before navigation closes.

Inch lumber is selling very well, is a little firmer in price, though not fully sympathizing with dimension. The general impression is that there is enough inch lumber to be had at about

prevailing figures. Cargoes with a large percentage of strips sell for strong prices, because strips are wanted in the yard with considerable urgency.

Shingles a in better request at prices as quoted.

Quotations on lumber and shingles are as follows:—

Dimension, short, green	\$ 9 25
" " long green	12 00
No. 2 boards and strips	10 00
Medium stock	13 00
No. 1 stock	10 00
Shingles, standard	1 00
Shingles, extra	2 05
Cedar	1 05
" clear	2 15
Lath	1 30

## AT THE YARDS.

Visible indications are favorable to trade. The volume of current shipments is evidently large. There have been two days of severe rainstorm this week, as there were last, which tended to check business, so that the continuance of a heavy movement is rather more than could reasonably be counted on; the fact that the volume of shipment is well maintained is certainly encouraging.

Thus far this month, it is doubtful if there has been relatively as much lumber forwarded from the yards in this city as there was during a corresponding time in September. The movement during the first half of September was not as great as it was during the last half. The current shipment corresponds very nearly with that of the first two weeks in September. From October 16 to 21 there were forwarded from the Twenty-second street district, north of south branch, 892 car loads, which was about the same number as was sent out for a corresponding portion of the week before. If the same ratio is continued through the month it is probable that shipments for October will not aggregate as much as they did in September. But since the storm the movement has been increasingly brisk, and from now to the close of the month the volume, may so rise as to make the month's aggregate equal that of September.

Dealers who have a large business in Nebraska—and there are a few—are profiting by the low rate now prevailing to Omaha, namely, 13 cents a hundred. It is confidently asserted that this rate is cut to 10 cents for Omaha dealers, who buy in this city, at prices here, and settle their own rates at the other end of the route. But nobody here will acknowledge to getting lower than a 13-cent rate. The dealers who ship heavily to Kansas City and common points are looking anxiously for the decision of the committee of three in regard to differentials to Missouri river points, hoping that it will be for lower rates. It is said that the Alton wants a 12-cent rate, and the result will probably be a compromise on a 15-cent rate. The fact that the Omaha lines are giving a 10-cent rate from northern points to Omaha has a tendency to nettles Lake Michigan shippers and bring a pressure to bear on the general agents to induce them to reduce rates from this city and other Lake Michigan markets.

The assertion is made by the dealers this week that a stronger feeling has lately been developed in regard to prices. It is claimed that fencing, piece stuff and 12-inch boards are selling at firmer prices. It is said that No. 1 fencing is now quick at \$13 a thousand, whereas hitherto it had been sold at \$12.50; these figures pertaining to dealings between yards. Piece stuff is selling on teams at figures 25 to 50 cents a thousand better than heretofore, it is said, the range now being from \$10.50 to \$11.50. It is to be hoped that the claim to firmer, and in some instances higher, prices, is well founded, the Lumberman is willing to give the trade the benefit of the claim without serious question this once, so that dealers can, if they will, infuse a little strength into values. The stoppage of the Menominee mills will, some think, have a tendency to strengthen prices, as it will cause a shortage in several of the larger Menominee yards, and oblige them to sort up liberally from other yards. But it is not certain that the mills on the Menominee will long remain at rest. Negotiations are now pending looking to such an adjustment of the difference between the employees and the mill owners as will secure the running of the mill the remainder of the season.

Receipts of lumber, shingles, etc., from

Jan. 1st to Oct. 22nd as reported from the Lumberman's Exchange:—

	RECEIPTS.	Lumber.	Shingles.
1885	48,813,000	27,680,000	
1884	51,216,000	16,940,000	
FROM JANUARY JAN. 1, 1885, TO OCT. 22, 1885, INCLUSIVE.			
	RECEIPTS.	Lumber.	Shingles.
1885	1,449,894,000	622,780,000	
1884	1,688,042,000	734,500,000	
Decrease	138,148,000	112,810,000	
LAKE RECEIPTS FROM JAN. 1 TO OCT. 1.			
Lumber	1,262,312,000		
Shingles	607,454,000		
Lath	40,807,000		
Wood, cords	24,440		
Posts	3,080,800		
Railroad ties	1,537,701		
Slabs, cords	27,443		
Barls, cords	20,002		
Poles	40,000		
Spikes	2,000		

	1885.	1884.
Lumber & timber	638,079,892	665,305,191
Shingles	358,608,200	335,263,075
Lath	62,781,982	63,568,278
Pickets	1,976,565	2,167,345
Cedar posts	676,938	453,767

EASTERN FREIGHT RATES.  
FROM CHICAGO AND COMMON PO (ON CAR LOAD LOTS)  
OF HARD AND SOFT LUMBER.  
IN EFFECT OCT. 1.

To New York	30c.
Boston	35c.
Philadelphia	25c.
Baltimore	27c.
Washington	27c.
Albany	28c.
Troy	28c.
Buffalo and Pittsburgh	17c.
Shermady	28c.
Whiting	17c.
Suspension Bridge	17c.
Salamanca	17c.
Black Rock	17c.
Dunkirk	17c.
Erie	17c.
Toronto	17c.

THE Temiscamingue and Kippewa timber limits, consisting of 465 square miles, which is part of the British and Canadian Lumbering Co.'s limits formerly worked by Allen Grant, have been purchased by Messrs. Gillies Bros., of Carleton Place, from Mr. Cockburn, who bought them at auction recently.

## ALBANY.

Quotations at the yards are as follows:—

Pine, clear, # M.	\$35 00
Pine, fourths	40 00
Pine, select	45 00
Pine, good box	22 00
Pine, common box	11 00
Pine, 10-in. plank, each	00 42
Pine, 10-in. plank, culls, each	00 23
Pine boards, 10-in.	00 24
Pine, 10-in. boards, culls	00 16
Pine, 10-in. boards, 16 ft., # M.	23 00
Pine, 12-in. boards, 16 ft.	23 00
Pine, 12-in. boards, 13 ft.	23 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, gork, # M.	100 00
Black walnut, 1 inch	80 00
Black walnut, 1 inch	00 00
Saymore, 1-inch	23 00
Saymore, 1-inch	21 00
White wood, 1-inch and thicker	33 00
White wood, 1-inch	23 00
Ash, good, # M.	40 00
Ash, second quality, # M.	25 00
Cherry, good, # M.	60 00
Cherry, common, # M.	25 00
Oak, good, # M.	40 00
Oak, second quality, # M.	20 00
Basewood, # M.	25 00
Hickory, # M.	40 00
Maple, Canada, # M.	23 00
Maple, American, per M.	36 00
Chestnut, # M.	33 00
Shingles, shaved, pine, # M.	0 00
" 2nd quality	0 00
" extra, shaved, pine	4 00
" clear	0 00
" cedar, mixed	0 00
" cedar, XXX	0 00
" hemlock	2 25
Lath, hemlock, # M.	0 00
Lath, spruce, # M.	0 00

## LIVERPOOL.

The Timber Trades Journal of Oct 17th says:—The diminished import still continues, and the market is thus, for a time, relieved from that pressure which always arises from a desire to make sales from the ship side, in order to save the heavy charges consequent upon storing. Further there has also been a cessation from the numerous and rapidly recurring public sales, so prominent in the trade a few weeks back, which will tend to steady the market in the meantime, by mitigating the large consumption created by these forced sales. The complaints of the difficulty—that is in