

## CHICAGO.

## AT THE YARDS.

The Northwestern Lumberman says:—The weather for the past week has been particularly unfavorable to trade. If there was any previous tendency to revival, the snowstorms and cold wave were sufficient to check it. The yards now look dreary and unbusiness-like in their mantle of snow. As a general thing no attempt has been made to keep all the alleys clear or shovel the snow off the piles. The snow has come for a month past in a succession of heavy and light falls alternating, with some thawing and freezing, so that the snow is exceedingly solid, and to a large degree resoling ice more than snow. The accumulation in the alleys and roadways has been packed as hard as pavement almost, so that it will require many days of warm weather to render the yards easy to work in.

Yet there has been a steady call for lumber all winter. Many dealers say that their sales during January were considerably in excess of those of January 1885. The demand has been like the dropping of a slow rain in May—hardly noticeable, but coming a little all the time. Dealers who make a specialty of supplying yards with assortments state that they have had a good wagon trade all winter—better than usual at this season. This shows that there has been a constant distribution; for yards do not need a replenishment of assortments when there is no trade. It likewise shows that there is a scarcity of special kinds of dry lumber, and that a sudden start of trade in the latter part of this month, or the first of March, would render this shortage of dry stock still more pronounced; for the winter has not been favorable to drying lumber.

The demand for car-building stuff has served to keep a little life in winter trade. This call does not take a wide scope in yard stock, but it enables dealers to work off short white pine strips and Norway two-inch common for decking, and Norway clear strips for lining, at good prices, often at an advance on corresponding grades for other purposes. This demand is still well maintained, and gives no sign of abatement. It has already been sufficient to nearly clean out of market the specialties called for, and prices have lately stiffened.

There begins to be a little stir in the thick lumber market. The movement eastward is increasing, and the call from the sash and door factories is beginning to be felt. No fear need be entertained by the holders of thick selects and uppers. There is not such a surplus of these classes of lumber in the country at large as to lead to apprehension of a decline in prices, while an advance is possible.

The movement of lumber to eastern points is increasing, as can plainly be seen by the large sprinkling of eastern line cars in the make-up of trains. The slight reduction of eastwise freight rates may have acted as a stimulus to movement in that direction, and it is barely possible that heavy shippers are getting rates lower than the open ones.

Country yard men are not yet making violent effort toward the replenishment of their stocks. The winter has been against them and their farmer customers. Roads are blocked with snow in some sections, the weather has been extremely cold, and prices of grain are so low that farmers feel poor. Yet enquiries for estimates begin to come, and in such a number as shows trade in the near future. A few days of mild weather would bring new life into the district.

The question of spring prices is now a vital one to holders of lumber and intending purchasers. As a general statement, wholesale dealers are insisting on firmer prices than prevailed last fall. Of course the pertinacity of their grip will be fully tested only when the traveling men take the road. At the present it is safe to say that values range from 75 cents to \$1 a thousand higher than they were last fall. There may be exceptions to this general rule, but as yet trading has been too light for such exceptions to make the market. Sellers to the local trade insist on firm prices on dry lumber for assortments. There can be no motive for serious cuts in prices, unless some house catches a fright at imaginary evil in prospects, and resolves to unload. In such a case there is no stopping a

man in his wild career. One house has resolved to go out of business on May 1. There will probably be others, but such determination is yet to be developed. The lower spring close outs there are the easier it will be to maintain prices. Receipts of lumber and shingles, for the week ending Feb. 4th as reported from the Lumberman's Exchange:—

RECEIPTS.		Lumber.	Shingles.
1884.....	5,050,000	883,000	
1885.....	8,234,000	952,000	
FROM JAN. 1, TO FEB. 4 INCLUSIVE.			
RECEIPTS.		Lumber.	Shingles.
1884.....	17,092,000	5,449,000	
1885.....	11,613,000	4,057,000	
Increase.....	5,449,000	1,392,000	
STOCK ON HAND JAN. 1.			
		1884.	1885.
Lumber & timber.....	620,092,473	623,910,107	
Shingles.....	8,313,350	332,634,011	
Lath.....	95,053,078	88,101,199	
Pickets.....	4,440,752	2,528,733	
Cedar posts.....	1,062,947	397,825	

## EASTERN FREIGHT RATES.

FROM CHICAGO AND COMMON POINTS ON CAR LOAD LOTS OF HARD AND SOFT LUMBER. IN EFFECT NOV. 1.

To New York.....	30c.
Boston.....	35c.
Philadelphia.....	25c.
Baltimore.....	25c.
Washington.....	25c.
Albany.....	25c.
Troy.....	25c.
Buffalo and Pittsburgh.....	15c.
Schenectady.....	25c.
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, 4 M.....	\$53 00/25 00
Pine, fourths.....	48 00/20 00
Pine, selects.....	45 00/17 00
Pine, good box.....	22 00/13 00
Pine, common box.....	11 00/13 00
Pine, 10-in. plank, each.....	00 42/00 25
Pine, 10-in. plank, culls, each.....	00 23/00 25
Pine boards, 10-in.....	00 23/00 32
Pine, 10-in. boards, culls.....	00 10/00 20
Pine, 10-in. boards, 16 ft., 4 M.....	23 00/32 00
Pine, 12-in. boards, 16 ft.....	23 00/32 00
Pine, 12-in. boards, 13 ft.....	23 00/30 00
Pine, 11-in. siding, select.....	40 00/43 00
Pine, 11-in. siding, common.....	15 00/18 00
Pine, 1-in. siding, select.....	40 00/43 00
Pine, 1-in. siding, common.....	13 00/15 00
Spruce, boards, each.....	00 00/00 16
Spruce, plank, 12-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, 2x4, each.....	00 00/00 14
Hemlock, wall strips, 2x4, each.....	00 00/00 11
Black walnut, good, 4 M.....	100 00/120 00
Black walnut, 1 inch.....	80 00/90 00
Black walnut, 1 inch.....	00 00/55 00
Scamora, 1-inch.....	23 00/30 00
Scamora, 1-inch.....	21 00/25 00
White wood, 1-inch and thicker.....	35 00/40 00
White wood, 1-inch.....	23 00/30 00
Ash, good, 4 M.....	40 00/43 00
Ash, second quality, 4 M.....	25 00/30 00
Cherry, good, 4 M.....	60 00/65 00
Cherry, common, 4 M.....	25 00/30 00
Oak, good, 4 M.....	40 00/43 00
Oak, second quality, 4 M.....	25 00/30 00
Hickory, 4 M.....	40 00/40 00
Maple, Canada, 4 M.....	23 00/20 00
Maple, American, per M.....	30 00/25 00
Chastnut, 4 M.....	38 00/40 00
Shingles, shaven, pine, 4 M.....	0 00/5 50
2nd quality.....	0 00/5 50
extra, sawed, pine.....	4 30/4 50
cedar, mixed.....	0 00/3 30
cedar, XXX.....	0 00/1 00
hemlock.....	2 25/2 37
Lath, hemlock, 4 M.....	0 00/2 20
Lath, spruce.....	0 00/1 30

## OSWEGO, N.Y.

From Our Own Correspondent

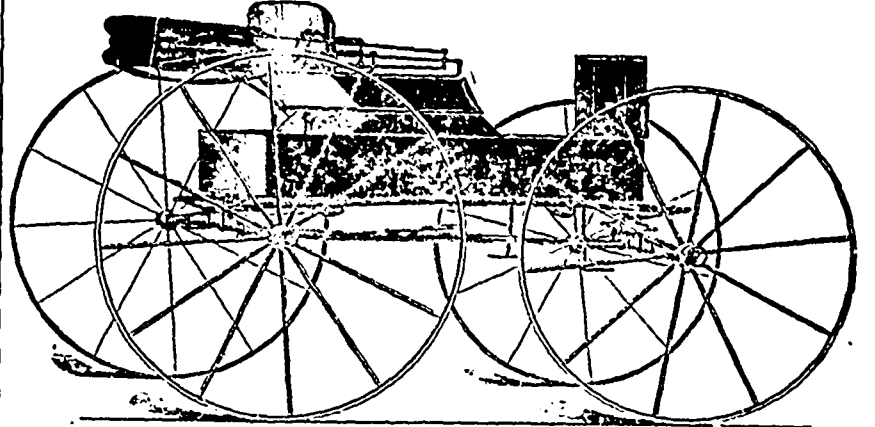
Three uppers.....	\$12 00/14 00
Picking.....	32 00/45 00
Cutting up.....	24 00/20 00
Pine Common.....	22 00/25 00
Common.....	14 00/13 00
Mill run lots.....	11 00/14 00
Mill run lots.....	16 00/12 00
Sidings, selected, 1 in.....	30 00/35 00
1 1/2 in.....	32 00/30 00
Mill run, 1x10, 13 to 16 ft.....	10 00/21 00
Selected.....	21 00/24 00
Shippers.....	14 00/16 00
Mill run, 1x10.....	17 00/20 00
Selected.....	21 00/20 00
Shippers.....	13 00/10 00
Mill run, 1 & 1 1/2 in. strips.....	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 30
XXX Cedar.....	2 75/3 50
Lath 1 1/2, No 1.....	1 80/1 90
No 2.....	1 00/1 25

## TOWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers.....	\$12 00/14 00
Common.....	18 00/24 00
Culls.....	10 00/18 00

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MOUNTED WITH THE HERBRAND GEAR IRONS.

Manufactured by us. Call at our Show Rooms and inspect before placing your orders or purchasing elsewhere.

**FITZGERALD & STANGER**

Corner of Brock and Water Streets.



**B. LAURANCE, Optician, Montreal.**

Has removed his Agency for his Celebrated Spectacles and Eye Glasses and given same to

**JOHN McKEE, Druggist, George Street, Peterborough.**

The appreciation of the very superior qualities possessed by my Pebble and other Spectacles and Eye Glasses, as shown by the large and increasing sales, simply proves that articles of real merit will always become popular. My Pebble Spectacles and Eye Glasses are unfailing as Eye preservers, are always pleasant to wear, and last many years without change. They are the Cheapest as well as the Best.

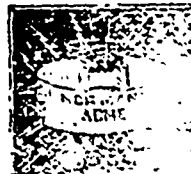
I supply no other House in Peterborough than the one noted as above. MR. McKEE, my Agent, has a special fine line of Gold Spectacles and Eye Glasses suitable for Presents.

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ELECTRIC BELT**

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ESTABLISHED 1874.

These Electro-Curative Belts, Insoles and Trusses are  
SUPERIOR TO ANY OTHER REMEDY.



And will Cure  
when all other  
remedies fail.

Circular and Consultation  
Free.

**CONSTIPATION**

Is entirely overcome by using NORMAN'S ELECTRIC BELTS. No injury can result, and they are pleasant to wear. Try one and be cured. Guaranteed genuine. Circular and consultation free. A. Norman, 4 Queen Street East, Toronto.

PETERBOROUGH, 29th September, 1884.

This is to certify that I have used one of Norman's Electric Shoulder Braces for my boy 7 years of age, for Spinal Curvature, with very beneficial results.

JONAS H. PASHLEY.

For Sale by J. D. TULLY, Agent  
for Peterborough.

**STEAMSHIP TICKETS  
TO OR FROM EUROPE.**

As the conference pool is dissolved I can sell Tickets at very much reduced rates from former prices, being Agent for the following first-class lines of steamers:—

**DOMINION AND BEAVER LINES**  
FROM MONTREAL, and the

**WHITE STAR, INMAN, NATIONAL,  
ANCHOR AND MONARCH LINES**  
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Being Agent for the G. T. R. and the above Steamship Lines, I can sell tickets direct from Peterborough to any destination.

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Peterborough May 31st, 1884

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