



THE DUBUQUE LUMBER REPORTER

From the Dubuque Weekly Times for the Year 1880

January 7

The market is fairly active, all things considered, and indications point to an early revival of the usual run of business. At nearly all the markets there is a better trade doing than a year ago, and from present appearances there will not be much old lumber to sell when the new stock comes into market. Prices are firm and steady. Regarding work in the woods the Minneapolis Lumberman has this to say: "News from the Chippewa is to the effect that the roads are in a most excellent condition. Nearly twenty inches of snow has fallen, and the work is progressing as finely as could be wished. More logs have been banked up to January 1 than there has been any year since the business commenced, and the prospects for an exceedingly large cut are good. The teams and crews are being doubled up. News from all parts of the pine regions show an unusually favorable winter for the loggers, making it almost certain that a very large crop will be secured for 1880. The amount of logs which will be available, however, for sawing, will be less than in 1879, because there is no 400,000 feet of old logs to be got out of the Chippewa and Black rivers as during last season. The abundance of snow makes log driving reasonably sure for next spring, besides the swamps are all filled with water. Men and teams are being added to the force in the woods as fast as they can be secured.

Shipments last week were 54 cars; week previous 72 cars.

CARR, AUSTIN & CO.

Manufacturers of
Doors, Sash, Blinds, Frames,

GLAZED WINDOWS,

Mouldings, Brackets, Stair Fronts, Etc.

AND A SPECIALTY OF
STAIRS AND STAIR WORK

LORIMIER HOUSE
100 YEARS.



W. M. BARNARD, PROP'R.

DUBUQUE, IOWA.

Is not employed in accordance or otherwise, is extensively treated and admirably suited for families and others desiring quiet quarters. For details in every particular.

J. S. RANDALL,

(Successor to Peck & Korman.)
Manufacturer and Wholesale and Retail Dealer in

Lumber, Framing Timber of all Sizes

SEASONED LUMBER OF EVERY DESCRIPTION,

DRESSED FLOORING, SIDING, SHINGLES, LATH, PROFILES, MOULDINGS, BARK, DOORS,
FLOORING, ETC., ALWAYS ON HAND.

Yard and Mill on Southern Avenue, DUBUQUE, IOWA.

PETER OLINGER,

LIVERY,

Sale & Feed Stables



FIRST-CLASS BARR AT REARWARD

SALES

CORNER 11th AND CLAY STS.,
DUBUQUE, IOWA.

Callings, Wedding and Funeral Carriages.

February 25

The market shows increasing activity, and is quite as lively as dealers care for. In fact they are not pushing trade at all. Prices are steady and very firm, and for some time to come are likely to remain as they are.

The mills are getting ready as fast as possible to start up at an early day. The weather is spring-like, and the sloughs are likely to be open very soon. All have plenty of logs to commence work on.

Shipments last week were 145 cars; received, 28 cars; shipments the week previous 125 cars; same week last year 44 cars, and in 1878, 136 cars.

March 17

The market is active, steady and strong, giving every indication of a favorable and busy season. The cold weather of last week has helped to round out the winter's work in the pineries, and the Minneapolis Lumberman says the news from the logging districts makes it certain that a full crop of logs has been secured everywhere except in Michigan, which is set down as being 33 per cent short. The same paper says the swamps are full of water, and prospects for a cheap drive are good in all the pine country. The mills at this point are about ready to commence work, and some of them will start up as soon as the ice melts in the sloughs.

In order to overcome the discrimination against the river towns made by the Chicago railroads, the lumber manufacturers of Davenport, Rock Island, Muscatine and Moline have subscribed funds for the building of saw mills on the Chippewa and at Minneapolis, and run the lumber to their Western customers by the new and cheap lumberman's railroad, by which they can land lumber at Atchinson and Kansas City within a dollar of Chicago, and from Minneapolis just as cheap. Speaking of this new route a correspondent of the Chicago Inter-Ocean estimated that two-thirds of the lumber cut on the Chippewa this year will be sent to market by rail, instead of water as heretofore.

Shipments last week were 182 cars; receipts, 19 cars; shipments the week previous 154 cars; same week last year 112 cars, and in 1878, 120 cars.

ROBT. KRAUSE,

— JOURNAL OF —

Clothing, Piece Goods,

TAILORS' TRIMMINGS,

— AND —

Gent's Furnishing Goods.

No. 127 E. Second St., - DAVENPORT, IOWA.

Office, No. 134 Grand St., NEW YORK.

JOHN L. DAVIES & SON,

Manufacturers of

Gang Sawed Lumber,

LATH AND SHINGLES.

WADLEIGH WELLS & Co.,

MANUFACTURERS AND WHOLESALE DEALERS IN

Gang Sawed Lumber,

Lath, Shingles, Pickets, Mouldings, &c.

UPPER MILL,

Lions, Iowa.

R. CRAIG,

(Sole Dealer in Iowa)

BOOTS AND SHOES,

EVERYTHING AVAILABLE IN

Men's, Women's and Children's Wear,

Always in stock and guaranteed the best material and most fashionable styles.

THE REASON WHY

R. Craig can undersell all others is, I buy for cash, sell for cash, and make no bad book accounts.

14 West, Upper Mill St.,

CLINTON.

March 24

The demand for lumber here and at all other points continues active, with a steady and firm feeling in prices. It is not likely there will be any advance on account of the active competition opening up between Chicago and the river points. Already the railroads, by reducing rates, are giving Chicago an advantage which will exercise the river dealers to keep up with. At present the latter are making no effort to sell lumber, on account of low stocks, which in any event will be exhausted before the new crop is ready.

The rivers are about free of ice, and the running season will soon open. No lumber sales are reported.

Ingram, Kennedy & Day started up their planing mill today, and will set the saws going by Wednesday. They have a good stock of logs on hand.

A party was here last week trying to negotiate for 1,000,000 of dry uppers for a sewing machine manufactory that proposes to use veneers instead of solid hard woods for their frames.

Shipments last week were 180 cars; receipts, 25 cars; shipments the week previous 182 cars; same week last year 127 cars, and in 1878, 149 cars.

April 28

The market was more quiet last week, owing to the wet weather and bad roads. Prices are nominally steady, and dry stuff very scarce. There is a scarcity of shingles everywhere, and prices are bound to go higher, so everybody says.

Mr. Burch returned home yesterday morning from above. He says his folks have had the best and cleanest drive for ten years, and the same is true on the Wisconsin and Black generally. On the Chippewa the drive has hardly commenced yet, owing to the heavy ice on the upper stream.

The rains of last week have affected all the streams, and we are likely to have another rise before the last one has run out. One thing is assured, the drive will be the best known for years.

Everywhere the mills are in full blast, some of them running night and day, and the marketable supply of logs is scarce.

Receipts at this point last week were a fleet of lumber for Stout, and one of logs for Day.

Shipments last week were 118 cars; receipts, 28 cars; shipments the week previous 162 cars; same week last year 123 cars, and in 1878, 97 cars.



June 2

The yard market is reported quotably steady, with, however, the usual cutting of rates, in which each dealer is governed by circumstances. Stocks early piled are now reasonably dry, enough so to answer for most purposes. The mills are putting in full time, and stocks of sawed stuff are gradually accumulating.

Logs are plenty, and hold to previous prices.

The Chicago market is reported steady, mainly because manufacturers are not rushing in their supplies this season, as they usually do. On the contrary, they are sensibly piling at the mills, where they can wait until the market suits them. That is the only way the Chicago sharks can be regulated.

Shipments last week were 139 cars; same week last year 160 cars, and in 1878, 123 cars. Receipts by rail last week were 16 cars.

PIERSON & HARADON,

MANUFACTURERS

Wholesale and Retail Dealers in

DOORS, SASH, BLINDS,

Glazed Windows, Stairs,

STAIR RAILING, BALUSTERS & POSTS,

Mouldings of all Descriptions.

Elm Street, Between First and Second,

CLINTON, IOWA.

June 16

The most important local event of the week in the lumber market was a decline in prices, or rather an agreement to a uniform price list, made by dealers some days ago. As quotations now stand, they are about \$1 lower on all common stuff, including fencing, boards, grub plan, dimension, common flooring and siding, and some other grades. Pickets are \$1 higher for flat, and shaded A shingles a trifle lower. Dealers propose to all stick now by the new list.

Knapp, Stout & Co. received two fleets of lumber, Burch & Co. received a small fleet and some of the mills got in supplies of logs.

Heavy rains in the upper country have caused an immense and sudden rise in all the streams, resulting in great damage to ice men, mill owners and log men. The latest news from Eau Claire reports that the great boom above the delles had given way, and fears were entertained that the dam would follow suit. At least 150,000,000 ft. of logs are let loose by this break. On the Wisconsin it is reported that the booms at Wassau and Jenny had given way. Several small booms near or on the main river were reported broken some days ago, letting out 10,000,000 or 12,000,000 ft. of logs, and numbers of small steamers have gone up river to aid in catching them, owners offering 20 cents per log for all caught.

The river here is rising rapidly, having gained fourteen inches in twenty-four hours, and three or four feet more are looked for.

Shipments last week were 123 cars; same week last year 137 cars, and in 1878, 143 cars. Receipts by rail last week were 17 cars.

June 23

The lumber news of the past week may be summed up nearly in one word, "Water." Nothing else much has occupied lumbermen's attention but the great floods, of which the full particulars have appeared in our columns. At the present writing the water has passed the mark of 1870, and bids fair to go several inches higher. At the lumber yards everything is afloat, and it is impossible to get about in them to fill orders, even if the cars could run on the overflowed switch tracks. The loss to log men and mill owners has been very heavy, but so far the loss at this point has been comparatively light. All the saw mills have suspended operations; in fact everything, trade included, has been brought to a perfect standstill.

The Dubuque Lumber Company have the most of their yard under water, but enough is left on dry ground to ship from, and we believe they are the only yard in the city that was loading cars today.

Shipments last week were 73 cars; same week last year 145 cars, and in 1878, 124 cars.



July 14

The market is very firm and trade fair for the season. Stocks are in better shape as regards dryness, and everything is in good supply except best A shingles which continue very scarce with an advance of 25 cents, quoted now at \$3.00.

The movement of lumber is light hardly anything going by but logs are moving freely. The water is still high and drivers commenced piling today for the first time in over a month. From a letter received by Geo. Burch, dated Saturday last, on the upper Wisconsin, it would appear that another flood of smaller proportions was coming. The letter states that it has rained hard for two or three days and that a flood is feared.

Shipments last week were 180 cars. Same week last year 89 cars, and in '78, 77 cars.

W. B. Clark, J. Rickard, A. B. Coffin, C. Leeston.

CLARK, RICKARD & CO.,

(SUCCESSORS TO CLARK & SCOTT.)
INCORPORATED IN TEXAS

Key City Planing Mills

Manufacturers of and Dealers in all kinds of

SASH, DOORS, BLINDS, BRACKETS, FRAMES, MOULDINGS,

Stair Work, Window Frames, Balustrades, and Church Work.

WOOD TURNING AND SCROLL SAWING A SPECIALTY.

Cor. 8th and Jackson Streets,

DUBUQUE, IOWA.

September 1

The lumber market is active, firm and advancing. The tendency in this direction is more persistent and marked than has been the case for ten years, and it needs no great amount of the prophesying gift to foretell even higher prices than now rule.

The streams are no doubt rising some, probably a good deal, from the late heavy rains, and an abundance of water is not an unlikely event for the balance of the running season, in which case the supplies of both logs and lumber would be liberal enough to supply the present demand.

In Chicago the demand for lumber is said to be the largest for any August since the great fire.

Shipments last week were 183 cars; same week last year 168 cars, and in 1878, 99 cars.

GILBERT, HEDGE & CO

MANUFACTURERS

LUMBER

Shingles, Lath, Square Timber,

DOORS,

SASH AND BLINDS.

Jefferson Street, Cor. Eighth.

BURLINGTON, . . . IOWA.

September 8

The market is fairly active and steady, with less talk of an advance than there was a week ago. Dealers appear to have come to the conclusion that prices are high enough for the present, especially as Minneapolis and Stillwater have not made any advance at all.

The rains have raised the streams somewhat, perhaps a foot, and with some labor rafts are being run out of the Chippewa and Wisconsin rivers. There has been quite a free movement all the week of rafts running below, but very little has stopped here. Stout got in a fleet, and Burch will have one tomorrow.

Logs continue scarce. The Minneapolis Lumberman says on this subject: "The vast quantities of logs which were brought out of the rivers by the June floods, were supposed to be an over supply, which would necessarily depress prices and leave a supply to carry over. Events have shown that this fear was not well grounded, as the entire supply which reached to Mississippi, St. Croix, Chippewa and Black river booms has been absorbed, and the market is nearly bare of all classes of logs. Prices had been well maintained, and a considerable advance on spring figures could now be realized if the stock could be had. This is especially true of long stuff, which is not to be found on the market. Such a demand for bridge stuff was never known before. This is to be accounted for by the fact that an empire is being developed in the Upper Mississippi Valley and the eastern slopes of the Rocky Mountains, which is a broken, hilly region, traversed everywhere by streams, which must not only be bridged for the numerous railroads, but for every wagon road traveled. It will take ten times as much bridge stuff to supply Dakota for the next ten years as it did Iowa during the last twenty-five. This accounts for the scarcity of log suitable for this timber, and makes the prospect for the market for some years to come a pleasant one for loggers."

Shipments last week were 189 cars; same week last year 202 cars, and in 1878, 114 cars.



October 20

The first breath of winter has passed over us, and lumbermen are reminded that they have only a very limited time to get their season's work completed. During the week several overdue lumber rafts have arrived.

Trade in the yards is still active, and prices firmly adhered to. The Minneapolis Tribune says: "The demand for lumber is such that everyone is kept busy delivering. Taken all together, we have never seen such a rush and push as is going on now among the fraternity. There is very little dry lumber in the whole West, nearly all the shipments are only half seasoned, and many sorts are sent fresh from the saws. Stocks along the Mississippi are rather diminishing than increasing, and are not so large as they were a year ago, and will be wholly inadequate to maintain any such trade as we have had for the last three months until next June even with all the sawing which can be done by the railroad mills during the winter."

Shipments last week were 227 cars, against 293 cars the week previous, 178 cars last year, and 102 cars in 1878.

JOHN L. DAVIES & SON,

Manufacturers of

Gang Sawed Lumber,

LATH AND SHINGLES.

Bridge and Dimension Timber of all Sizes

SAWED TO ORDER.

November 3

The market is active and prices are firm. The mills are running full time, and are endeavoring to get as big a stock of sawed lumber as possible on hand. They will keep the saws going to the last day the weather will permit.

The Minneapolis Lumberman says: "Logging operations are inaugurated on a large scale in Minnesota and Wisconsin. The snow of last week set many to hauling logs on the upper Mississippi. Very few western mills have shut down, but cannot expect to run more than two weeks longer."

Shipments last week were 245 cars, against 171 cars the week previous, 210 cars last year, and 95 cars in 1878.

November 17

The season for running lumber and logs is fast drawing to a close. Winter has his grip on the air and on the water, and the signs indicate that it will be earlier and more severe than usual. Ice is forming in the sloughs, and pulling ceased last Saturday night. This morning owners were engaged in getting their rafts into winter quarters. The mills are running still, and they will keep on doing so until the last log can be hauled up the chute.

In the yards trade is excellent, and market shows no change, each and every dealer classing it as firm. Stocks on hand are fair, but not large, and the probabilities are that it will all be wanted by or before next spring.

The Chicago and other leading markets are firm and active.

Shipments last week were 167 cars, against 227 cars the week previous, 198 cars last year, and 104 cars in 1878.



November 24

News is meager in the lumber yards. The winter has come like a snap judgment on dealers, none of whom were fully prepared for it. The mills that in a few days since were under full headway, have all closed down, and their early suspension will leave the supply of sawed lumber still lighter than was expected. Yard trade is fairly active, and prices rule entirely steady with indications of weakness. The same remarks apply to all the leading Western markets.

Work in the pineries is opening up heavy, the camps are formed and the gangs are large. The season is fully two weeks earlier than usual, and there will no doubt be an enormous crop of logs cut. There are still a good many logs on hand, and mostly where they can be got at easily next spring, so that the mills will all be able to get to work early next season.

Shipments last week were 121 cars, against 187 cars the week previous, 212 cars last year, and 71 cars in 1878.



December 15

The market is decidedly quiet. Building operations have ceased, owing to the severe weather, and shut trade right down. Prices, however, continue very firm, with dealers feeling pretty well assured that stocks are none too heavy for the spring demand until the new crop will be ready to use. The weather has ruled favorable for work in the woods, both on this side and in Michigan. A dispatch from Eau Claire dated the 9th says: "The cold snap proves an incentive to bring men, teams and supplies to the lumbering camps as rapidly as possible. Snow this morning in the upper Chippewa pineries is reported to be from six to eight inches deep, and logging operations have commenced two weeks earlier than usual. A good ice road on the river is furnished to the remote upper camps. There is a demand for men and teams at good wages, and ample work guaranteed until the last day of March. Heavy horse teams are in demand at \$250 for the former, and \$175 to \$200 for the latter. Supplies are being pushed forward with all possible dispatch via the new Wisconsin and Minnesota Road and by teams."

The leading markets are reported steady, and most of them active.

Shipments last week were 62 cars, against 97 cars the week previous, 115 cars last year, and 45 cars in 1878.

J. & C. CHRISTMAN,

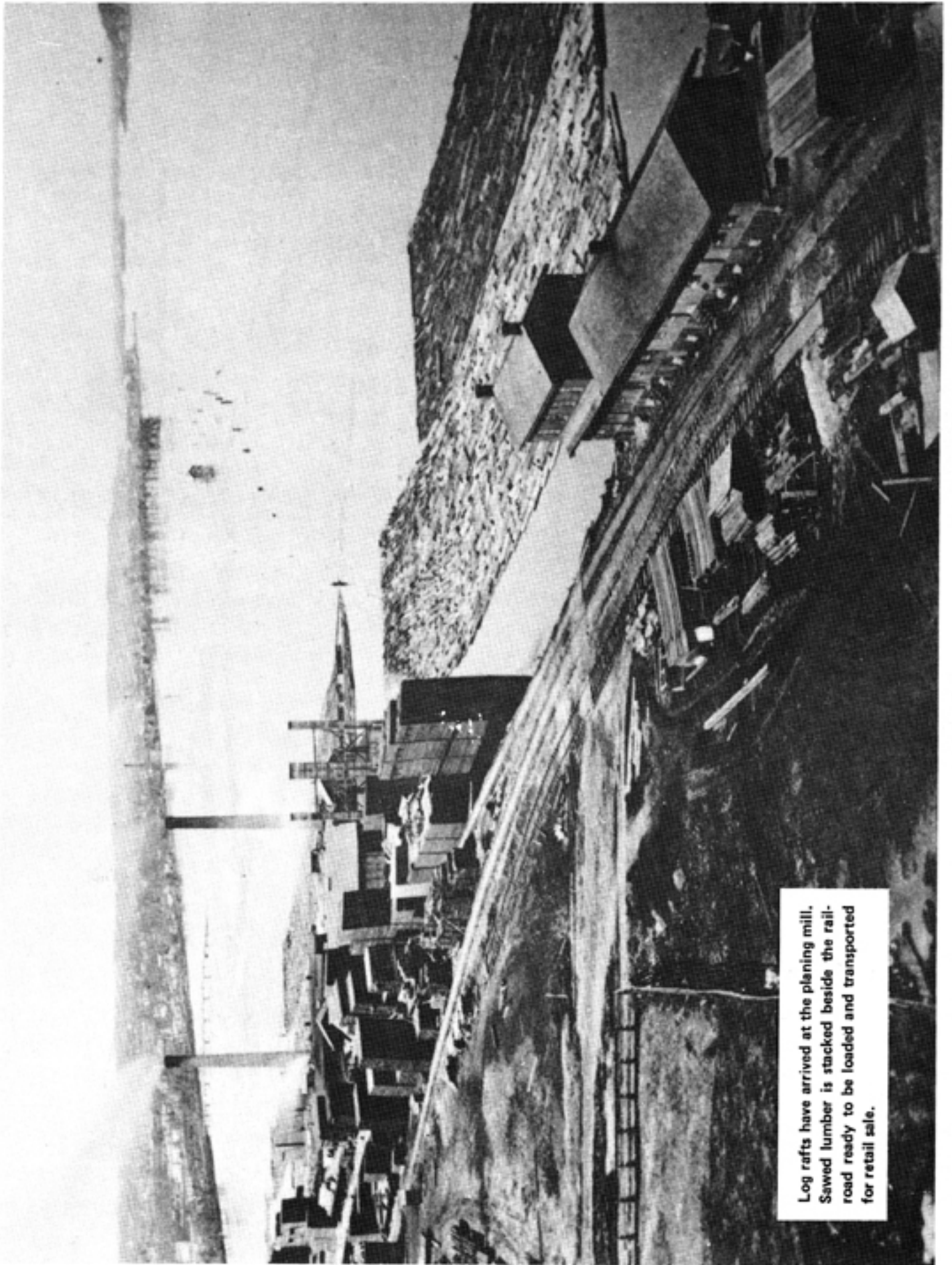
DEALER IN

SHELF AND BUILDERS' HARDWARE

Fishing Tackle and Seine Twine,

356 Main Street,

DUBUQUE, IOWA.



Log rafts have arrived at the planing mill. Sawed lumber is stacked beside the railroad ready to be loaded and transported for retail sale.