Market Reports.

MONTBEAL.

From our own Correspondent.

Aug. 10th.-There is very little to report this week. Prices continue steady as last reported, business has been very fair, the demand for building lumber has been good, and prospects are that it will continue so for some time to come. The market for walnut and almost all hardwoods has been active. Yard prices are as follows :-

Pine, 1st quality, # 14	\$ 35	UO OC	40	œ
Pine, 2nd W M.	22	003	24	00
Pine, shipping culls, & M	14	0000	16	00
Pine, 4th quality deals, W M	ii	000	12	00
Pine, etti dimitti nomi di se cocco	70	002	18	ň
Pine, mill culls, \$ M.	iň	200	ï	×
Spruce, & M.	τX	·	ï	×
Ash, run of log cuils out, \$1 M	20	ma	≘	뺬
Bass. " \$1	17	000	Į,	w
Ash, run of log cuils out, \$\psi \text{M}	40	DOG:	50	œ
Hard Maple, # M	25	00.Z	30	œ
Lath, WM	ī	300	1	40
Shingles, 1st, # M	9	000	Ō	ÕĊ.
Suingles, let, 4 71	ŏ	ma	ŏ	ñ
Shingles, 2nd, W.M	-	~~	•	-,
SHIPMENTS.				

Exports are going on briskly, and there are at present 18 vessels in port chartered to load for South America. The rise in grain freights has had no effect on rates of lumber tonnage, which, however, are firm, but the demand is We quote rates of freight to River Plate at \$14.50 to \$15, as to size of vessel. Deals are taken in considerable lots to the United Kingdom at from 6s. to 7s. 6d. The barque Cupid, which was damaged, is still at Quebec under repairs. Shipments from this port since the 24th ult. were: -To London, 30,000 ft. deals and 33,541 pcs. deal ends; to Bristol, 10,000 ft. deals; to Liverpool, 577,712 ft. lumber; to Cork, 10,000 ft. deals. The shipments to the River Plate since date of last report were 6 vessels, carrying 2,957,480 ft. The total shipments to South America since opening of navigation to date vere 5,310,250 ft., against 4,735,541 ft. for same period of 1881, being an increase of 573,709

CORDWOOD There is not much to be said about this mar ket. Prices keep high, but trade is rather slack. There is not a very heavy stock on the wharves, and if anything the tendency is upwards, which

checks business. We quote ex cartage					
Long Maple	•	••	. 1	77	00
Long Birch				0	50
Short 'Long Beech	٠.			6	00
Short "				5	50
Tamarack	4	5	0@	5	œ

TORONTO.

From our own Correspondent.

Aug. 9th.—There is not much that is worthy of record in regard to the movement of lumber at this point since I last wrote you. Shipments over our docks has been somewhat brisker during the last week, but not nearly up to anticipations, and from present indications the local consumption of lumber for this season will be fully one-half less than during the building season of 1831. Various causes are assigned for this falling off in our building trade; some say that the carpenters' strike in the early part of the season was the main cause, others affirm that the high price of material has the most to do with it; if the latter is the correct theory, roal estate owners may rost assured that the day is past, never to return, whon they will be able to purchase lumber at rates existing four or five years ago, and it is not difficult to determine why this advance in value of lumber must to a certain extent hold good. All the pine in our frontier townships has been cut off, and our nearest points for any considerable quantities of lumber, by rail, is now 100 miles, or over, on which the rates of freight is 81c. per hundred weight, and ', many cases the logs are brought from 20 to 50 miles by river driving, to the point of manufacture, so that it is quite uncloss and certainly not desirable to expect that lumber will again sell at any such figures as in the past. For my own part I don't think that either of the above reasons given for the slacknote of the building trade are correct. The fact is building in this city has been overdone, and monied corporations have grown shy, and decline to invest, preferring to take their chances on

though there is no doubt that land in many parts of this city has doubled and trebled in value during the last two or three years, and s healthier state for the building trade of our fair city will not tarry long.

Now although the retail trade keeps dull, there is no glut on our market, all the yards having light stocks, and nothing is forced on the local trade, neither will there be, so long as the American market is open to dealers, and fair prices ruling, so that I do not anticipate that manufacturers will be left with anything on their hands at the close of the season that cannot be disposed of at fair prices.

1	QUO	TATIO	NS, FROM	YARDS.	
i Mill coll	bearing.		entling		.\$10 00
Rhippins	cull bo	ards. p	romiscuou	widths	. 12 00
1	etc	oka		widths	. 14 00
Scantling	end fo	let un	to 16 ft		14 00
1		,,,-	18 1		. 14 50
•	41	41	20 ft	**********	. 15 00
4.	44	44	20 ft		. 15 60
	46	16	24 ft		. 16 00
	44	44	26 ft		. 16 50
Scantling	rand to	ist, up	to 28 ft		. 17 00
46		,1	20 ft		. 18 00
	44	46			
i "	44	44			
**	44	46			
	41	**	.33 ft		. 30 00
• • •	**	**	40 to 44 t	t.	20 00
Cutting t	ip plani	a to dr	y		. 22 50
. "	boar	18. **			20 00
Sound dr	cosing s	tocks.		*****	18 00
Picks An	ı, inspec	tion			25 00
Three up	pers, A	m. Ine;	ection		. 35 00
1	-		R. M.		
14-inch fi	ooring.	dressed	·		30 00
15 **	- 41	much.			10 00 1
25 44	44	dresso			26 00
1¥ "	46	undres	16d		10 00
1" "	44	dressed	l'		. 23 00 1
1. "	46	undres	eed		17 00
# Bended	Sheetin	g, dres	eed		22 50
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OTTAWA.

From our own Correspondent.

Avg. 8th.—As a result of the representations set forth in a petition from a large number of prominent lumbermen to the Minister of Public Works, that the tolls on the Carillon dam be rescinded, the latter has complied with the prayers of the petitioners, and issued an Orderin-Council to that effect. The following is the text of the order, which appeared in the last issue of the Canada Gazette:-

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 15th July, 1882.

On a memorandum dated 5th July, 1882, from the Minister of Public Works, submitting that certain rates of toll on saw logs, timber, &c., passing the Carillon Dam, on the Ottawa River, were established by Orders in Council of the 29th May, 1860, and 3rd May, 1882, and publishe" in the Canada Gazette.

The representation is now made to his De partment that the construction of the dam across the river, instead of facilitating, rotards the descent of timber, from two to three days being now occupied in passing, whereas previously not more than two hours were required for the passage of rafts, and application has been made for the removal of the rafts in question.

That the dam was not built for the purpose of facilitating the descent of timber but to increase the supply of water to the Carillon and Grenvillo Canal.

The Minister, in view of the circumstances recommends that the Order in Council in so far as provides for the collection of tolls at the Carillon Dam, be rescinded; the Acting Minister of Inland Revenue concurs in the foregoing recommendation and further advises a refund to the parties who have paid tolls during the pros ent season of navigation.

The Committee submit the above recommen dation for Your Excellency's approval.

JOHN J. McGEE,

Clerk, Privy Council.

I cortify that the tolls heretofore collected on saw logs, timber, &c., passing the Carillon Dam, on the Ottawa River, under Orders in Council of 29th May, 1860, and 3rd May, 1882, have been this day removed by. His Excellency the Gorgmor General in Conneil.

JOHN J. McGEE,

Clerk, Privy Council. Privy Council, 15th July, 1832.

The construction of the dam complained of

navigation of logs and square timber to the Quebec market. Before the dam was built only about two hours were required for the passage of raits; whereas at present from two to three days are required. The object of the dam is to increase the water supply on the Carillon and Grenville Canal. The Government's relieving lumbermen of the obnoxious toll will be considered somewhat of a recomponse for the inconvenience existing.

THE SHIPPING TRADE.

An unusual dull spell exists at this port in the shipping trade. There is a large number of American boats lying at the docks awaiting loads, as many as forty being counted to-day. Rates have not materially changed. The cause of the dulness in the exportation of the sawn lumber is due in some degree to the enforcement of new regulations by the American Cu tom House authorities, which will no doubt sect the market to no small extent. Heretofore, it seems, the duty on Canadian board lumber was levied by the Americans, on the prescribed condition that the average measur ment in thickness of the board was one inch. Car manufacturers, allowing for drusing, etc., have turned out their boards averaging one inch and a quarter. Taking the large amount that is exported annually, the amount of duty evaded by this quarter of an inch must have been considerable. Stringent orders have, however, recently been issued by the authorities to the Custom House officials on the other side to levy duty on Canadian lumber at its actual measurement.

The saw mills hereabouts are running in good order, the water being at a favorable height; in fact better than any other period this year.

51. JOHN. N. B.

From our own Correspondent.

Aug. 8th.—Our lumber market is still very dull, owing no doubt to the very high rates of freight that vessels are asking now for Atlantic business, and spruce deals have still farther declined in price, and are selling at about \$9 per M., being 50c. less than at the date of my last

Freights generally on this side of the Atlantic have advanced considerably during the past fortnight, and even the greatly increased rates paid at St. John have failed to draw a single ressels from any of the ports of call. Under these circumstances, and in view of the fact that vessels of a good class are in great demand for grain in the United States ports, and that ordinary vessels are much wanted at Quebec, where freights are considerably higher. most likely that there will be a still farther advance here.

Freights to-day may be quoted as firm at the following rates :-

SHIPPING.

The following is a list of the vessels in port, with their tennage, destinations and rates of freight:-

Calliope, 1,202, Liverpool, 61s. 3d. c. d. Surydice, 1,247, ** Missouri, 813, 62s. 6d. c. d. Arabla, 967, "71s. Sd. c. c. d. Lottle Stewart, 762, Bristel Channel, 70s. c. d. Arabia, 967, Lepreaux, 709, Limerick, 65s, c. d. Gloire, 1,138, Bordeaux, 60s, c. d. Westmoreland, 218, Port Natal, £3 c, d Harriet Campbell, 649, St. Nazzire, Fidelia, 450, Unchartered. Belle Star, 553, Unchartered.
COMPARATIVE SHIPMENTS 1ST. JANUARY TO DATE.

1831. 1882 Deals. Pins. Birck. I.S. fl. Tons. Tons. 753 2,962 117,223 117,594 350 3,890 VESSELS LOADING THIS DATE. 1531. 1852

Ships. Tons. Ships. Tons. 27,721 11

BOSTON.

Avo, 5.-The Journal of Commerce says: There is a moderate and steady inquiry for pine and other soft woods, and prices keep along protty oven. There is considerable building going on and in contemplation for fall, and the outlook of trade is very good. Stocks are pretty well reduced at the yards, and more activity is to be looked for soon. The western primary farm property in Manitohy and elsewhere, al causer a lengthy and inconvenient outlay in the points generally show quite firm prices. At ition of the supply, for no somer did the trade

Chicago there continues the irregularity in prices that has provalled for quite a time. Advices from Albany report an agreement among dealers to advance prices on August lat at the rate of \$2 per M feet on shelving and above and \$1 per M feet on grades below. southern pine market remains rather dull. Hard woods ke long protty evenly."

ADA PINE. Dressed Box Sheathing, 1st quality..... 2nd "

ALBANY.

Quotations at the yards are as follows :-

Pine, clear, & M	.857 00/2964 08
Pine, fourths	60 002960 00
Dias artests	. 55 00,000 00
Pine, solects	. 52 000000 00
Pine, good bex	. 22 000\$35 00
Pine, 10-in. plank, each.	00 88/200 44
Dine 10 in wheate will and	. 00 10000 55
Pine, 10-in. plank, culls, each	THE DOMEST OF
Pine boards, 10-in.	. 00 25@00 32
Pine, 10-in. boards, culls	00 18900 19
Pine, 10-in. boards, 16 ft., W M	06 00/490 00
Dine 10 to Lands 70 to De Discourse	25 000350 00
Pine, 12 in. boards, 16ft	
Pine, 12 in. boards, 13ft	. 25 004.78 00
Pine, 11 in. siding, select	88 M/M/ 63
Pine, 1 in. siding, common	15 00/2010 00
The state of the s	10 000 19 00
Pine, 1-in. siding, select.	
Pine, inch siding, common	15.00@19.00
Spruce, boards, each	00 000000 18
Spruce, boards, each. Spruce, plank, 11-in., each.	00 00000 00
Comment of	OU CORROR SU
Spruce, plank, 2 in., each	00 00/200 30
Spruce, wall strips, each	00 116600 12
Spruce, wall strips, each Hemlock, boards, each	00 000000 18
Hemlock, joist, 4x6, each	00 00200 31
Translant John Clark	00 00000 31
Hemlock, joist, 24x4, each	03 000800 18
Hemlock, wall strips, 2x4, each	00 00000 10
[Asb, good, # M	40 00@43 00
Ash, second quality, WM	95 00230 00
Cherry, good, W M	60 00980 00
Charly, good, Water	00 00930 00
Cherry, common, # M	25 00@35 00
Oak, good, \$ M	33 00/243 00
Oak, second quality, WM	20 00@25 00
Basewood, WM	22 00@25 00
1 11 -h 20 10	22 00825 00
Hickory, ♥ M	35 00@40 00
Maple, Canada, # M	25 008 25 00
Maple, American, per M	25 00@28 00
Chestnut, * M	35 00/240 00
Shingles, Caved, pins, # M	22 00/8 40 00
in the state of th	0 0029 6 50
I LUU CUBULT	0 00@ 5 00
CILIE, BAKOU, DING	0 0000 5 00
" clear. "	0 000 3 00
" cedar, mixed	0 000 3 50
11 order TTY	
	0 0020 4 00
TRUBIOCX	0 00@ 2 50
Lath, hemlock, # M	0 003 1 76
Lath spruce "	0 00@ 2 00
Tath olog	0 0000 0 00
Lath, hemlock, # M Lath, spruce, "Lath, pine, "	0 00@ 2 25

OSWEGO, N.Y.

BUFFALO.

......\$45 00@43 00

We quote cargo lots:-

Three uppers	116	00/245	300
Pickings	35	00/832	00
Fine, common	20	0002	ŠÖÖ
Common	14	00317	/ ÕÕ
Culls	. 19	00/21	'n
Mill run lots	19	0000	ñ
Sidings, selected, 1 inch	33	mag	im
14 Inch	33	man	ím
1} inch Mill run, 1x10, 13 to 16 feet	17	000	č
selected	åį	7000	: ~
Strine 1 and 11 inch mill our	77	Man	℅
Stripe, 1 and 13 inch mill run	**	0021	: ₩
lx6 selected for clapboards	*	0022	
Objection TTT 10 lead	2		
Shingles, XXX, 18 Inch, pine	3	1063	w
XXX, 18 inch, oodar	3	750	90
Lath		@ 2	: 25
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CHICAGO.

The Northwestern Lumberman says :- Values at Saginaw, Muskezon, Minneapolis and other points of production are fully maintained, with a little atronger feeling rather than otherwise prevailing. Purchasers who visit such places of supply find that the offerings are extremely limited, the general statement being that the stock to be cut has been pre-engaged. The limited number of cargoos daily offering on the market of this city is an evidence that the statement of scarcity of procurable lumber made by searchers after it is true at least of Lako Michigan ports. Dealers who, through what they considered wise motives, did not stock up earlier in the season, are now a little anxious to know where their supplies are coming from, provided a heavy fall trade should onsue. The pertinacity with which manufacturors have held on to prices throughout the season thus far must be taken as a new feature of the lumber business, which has an adequate cause, and after the season's fight is over it will be well for the trade at large to study out a means for meeting it in the future. Generally the demand regulates the supply; but this year we have witnessed the supply dictating to the demand, and laughing at opposition. Lately we see in this cargo market the pushing disposi-