

Market Reports.

TORONTO.

From Our Own Correspondent.

JUNE 9.—Another large tow of lumber left our docks this morning, consisting of over 1,500,000 feet, via Ogdensburg for Boston, and the docks are nearly clear of lumber, and at all the mills north of here there are nearly clear mill yards leaving ample room for piling this season's cut. It is generally conceded that bill lumber must soon take a step upward. There are two potent reasons for this belief: 1st, the fact that last years cut is cleared out, or nearly so. 2nd, quite a number of mills that run on bill stuff last season, are this year cutting stocks for shipment to the American side, and trade with the western part of our province increases yearly. The small mills in the west for many years past furnished considerable lumber for home use, but that is now a thing of the past. Trade here also continues brisk, all the yards keep fully employed, but the two first reasons given are sufficient to warrant the belief that dimension stuff, cut to order, must advance before the season closes.

Our wholesale lumbermen have at last come to the conclusion that unless they were willing to have their last dollar filched from their pockets by the railroad companies, that they must be up and doing, consequently a deputation of the prominent dealers left here this evening for Montreal, to place their grievances before the heads of the G. T. and C. P. railroad companies. The universal opinion held by all our lumbermen is that lumber should be carried by the M feet and not by weight. All dealers would then know exactly where they stood. At the present time they frequently sell cars at less than cost, after the excess freight has been deducted. In addition to this the new orders issued from day to day by the N. & N. W. R. R. are so vexatious in their character that lumbermen are fairly sick of the whole business. It really seems as if the present management was determined to strangle the entire lumber traffic by all possible means in their power. It is true that there is a certain portion of the lumber cut that must come over their line, but there is also large cut that will take the water routes this season that would otherwise of passed over their rails. If the present manager is satisfied that his road will have all they can do well and good; if not, he is guilty in pursuing such a suicidal policy, time will tell. Lumbermen will, however, resist to the utmost any attempts at collecting excessive charges such as that now demanded. Railroad companies must be made to understand that they are amenable to the same laws that govern other common carriers. Where is the common sense or justice in saying, if you load on 20,000 pounds of lumber on our cars we will charge you for carrying 24,000 pounds, and if your load on 28,000 pounds we will charge you on that weight and 25 per cent. additional on 4,000 pounds. It is so absurd in its character that it will not bear one moment's discussion, and if any other class of men except railroad managers were to attempt to perpetrate such a gouge, four prison walls would be thought by most people the most fitting place to enclose them, and it will be to the ultimate advantage of all roads governed by such men to remember that there is a limit to the endurance of even lumbermen.

Mill cut boards and scantling.....	\$10 00
Shipping cut boards, miscellaneous widths.....	12 50