

Market Reports.

MONTREAL.

From Our Own Correspondent.

AUGUST 22.—Since the date of our last report (August 10th) shippers have been pretty busy, having shipped four cargoes to the River Plate, and three vessels have taken a good deal to London. At the present time four vessels have been laid on for South America, and four are loading for ports in the United Kingdom. Freight to South America is firm. Large vessels are getting \$13.50 per M., and small vessels \$15. Shipments since 10th instant to date were:—To Montevideo, 1,375,304 feet; Buenos Ayres, 39,632 pieces and 586,862 feet; London, 13,616 pieces and 603,000 feet. Total shipments since opening of navigation to date to the River Plate were 4,984,190 feet, against 2,683,675 feet for the same period of 1880, being an increase of 2,300,515 feet.

At the present time there is not much doing in the lumber yards, as is usually the case between the seasons. The only reported business is in small lots for building purposes within range of quotations, but some activity is expected next month. We quote:—

Pine, 1st quality, 2 M.	\$32 00	24 00
Pine, 2nd " " M.	18 00	24 00
Pine, shipping culls, 2 M.	12 00	15 00
Pine, mill culls, 2 M.	8 00	10 00
Pine, mill culls, 2 M.	5 00	6 50
Spruce, 2 M.	8 00	10 00
Hemlock, 2 M.	8 00	10 00
Ash, run of long culls out, 2 M.	10 00	12 00
Hass, 2 M.	14 00	16 00
Oak, 2 M.	35 00	45 00
Birch, 2 M.	17 00	20 00
Hard Maple, 2 M.	18 00	25 00
Lath, 2 M.	1 25	1 35
Shingles, 1st, 2 M.	3 00	4 00
Shingles, 2nd, 2 M.	2 00	3 00

Commonwood.—The demand is improving and the market is firm as under for large lots:—

Upper Canada Maple.	8 00	20 00
Birch.	5 50	20 00
Hemlock.	5 00	20 00
Tamarac.	4 00	4 50

TORONTO.

From Our Own Correspondent.

AUGUST 26.—During the last week or tendays lumber shipments from the north have largely improved in regard to quantity received here, but just at present it has again fell off owing to scarcity of vessels. Docks are full, and a large number of loaded cars standing awaiting shipment. No blame is therefore to be attached to the company in this instance, as most certainly if shippers do not unload their lumber promptly, they cannot expect to be supplied with cars. The local wants, however, are not near fully met as yet, shippers in all cases getting the preference, as the cars are generally unloaded more promptly; so that it is evidently to the interest of the company to grant shippers all the cars they can spare, and let the local trade go. It is quite natural for a little selfishness to crop out in corporations as well as in individuals.

Lumber comes in freely over the Midland and Grand Trunk to this city; and in this connection it gives me great pleasure to say a good word in behalf of that much abused company, the G.T.R. So far as lumbermen are concerned, at least, there is little fault to find with the treatment received at their hands. The officials, without a single exception, so far as I have had an opportunity of judging, are gentlemen in the truest sense of the word; always obliging and courteous, and prompt in the transaction of all business coming before them. Not half as much red-tapeism in their method of doing business as with some one-horse roads to be found here; in fact, it is generally with the latter that you find the most snobbery and incivility.

The price of the various grades of lumber is likely to advance in the local market, especially on bill stuff cut to order. An increase in the rates of freight from all points north is said to be in contemplation by the H. & N. W. R. Co. This was to be expected at no distant date after the N. R. Co. obtained possession of the H. & N. W. R., thereby stopping competition from all points north of this place and Hamilton. Most people who do business over these roads are under the impression that rates are high enough at present, but when the powers that be determine otherwise, they will have to submit gracefully if they like, but submit anyway; this is the inevitable result of all monopolies.

There is now a large quantity of cedar posts

coming to this market to meet the demand consequent on the building and laying down block pavement on many of our streets. None but perfectly sound cedar is allowed to be used in the pavement, and the price of cedar is likely to advance, especially as the shipper hitherto has not received sufficient remuneration for his timber and trouble in cutting and hauling, the prices paid in the past only leaving him something like \$16 per car at the point of shipment. I have doubts, however, as to this kind of roadway fully meeting the wants of our citizens. In my opinion the nature of that kind of wood is so porous; that it will absorb much filth and moisture, and ultimately become a nuisance.

Freights to Oswego continue the same, but will doubtless shortly advance. Rates for unloading at Oswego having advanced ten cents per M., and sailors' wages being likely to advance, it is hard to see how vessel owners can long continue to carry at the present rates, as it certainly leaves them a very small trifle after paying all expenses incurred.

St. John's still continue scarce, and dealers here pay the advanced figures demanded by manufacturers, although my own impression is that prices are no higher than they should be in order to enable the maker to pocket a fair profit.

Mill cull boards and scantling.	\$ 0 00
Shipping cull boards, promiscuous widths.	12 00
Scantling and joist, up to 10 ft.	13 00
" " " 10 ft. to 12 ft.	12 00
" " " 12 ft. to 14 ft.	12 00
" " " 14 ft. to 16 ft.	12 00
" " " 16 ft. to 18 ft.	12 00
" " " 18 ft. to 20 ft.	12 00
" " " 20 ft. to 22 ft.	12 00
" " " 22 ft. to 24 ft.	12 00
" " " 24 ft. to 26 ft.	12 00
" " " 26 ft. to 28 ft.	12 00
" " " 28 ft. to 30 ft.	12 00
" " " 30 ft. to 32 ft.	12 00
" " " 32 ft. to 34 ft.	12 00
" " " 34 ft. to 36 ft.	12 00
" " " 36 ft. to 38 ft.	12 00
" " " 38 ft. to 40 ft.	12 00
" " " 40 ft. to 42 ft.	12 00
" " " 42 ft. to 44 ft.	12 00
" " " 44 ft. to 46 ft.	12 00
" " " 46 ft. to 48 ft.	12 00
" " " 48 ft. to 50 ft.	12 00
" " " 50 ft. to 52 ft.	12 00
" " " 52 ft. to 54 ft.	12 00
" " " 54 ft. to 56 ft.	12 00
" " " 56 ft. to 58 ft.	12 00
" " " 58 ft. to 60 ft.	12 00
" " " 60 ft. to 62 ft.	12 00
" " " 62 ft. to 64 ft.	12 00
" " " 64 ft. to 66 ft.	12 00
" " " 66 ft. to 68 ft.	12 00
" " " 68 ft. to 70 ft.	12 00
" " " 70 ft. to 72 ft.	12 00
" " " 72 ft. to 74 ft.	12 00
" " " 74 ft. to 76 ft.	12 00
" " " 76 ft. to 78 ft.	12 00
" " " 78 ft. to 80 ft.	12 00
" " " 80 ft. to 82 ft.	12 00
" " " 82 ft. to 84 ft.	12 00
" " " 84 ft. to 86 ft.	12 00
" " " 86 ft. to 88 ft.	12 00
" " " 88 ft. to 90 ft.	12 00
" " " 90 ft. to 92 ft.	12 00
" " " 92 ft. to 94 ft.	12 00
" " " 94 ft. to 96 ft.	12 00
" " " 96 ft. to 98 ft.	12 00
" " " 98 ft. to 100 ft.	12 00

Cutting up planks to dry.	18 00
boards.	16 00
Sound dressing, stocks.	16 00
Picks Am. Inspection.	26 00
Three uppers, Am. Inspection.	32 00
12-inch flooring, dressed.	25 00
" " " rough.	14 00
" " " dressed.	24 00
" " " undressed.	14 00
" " " dressed.	20 00
" " " undressed.	15 00
1/2 headed sheeting, dressed.	20 00
Cleabarding, dressed.	12 50
XXX sawn shingles, 2 M.	3 00
XX sawn shingles.	2 00
Sawn lath.	1 50

LONDON, ONT.

From Our Own Correspondent.

AUGUST 25.—My last letter, which from some unexplained cause did not appear in your issue of the 15th August, gave, I think, a good synopsis of the lumber trade of this city as it stands today. I mentioned in that letter that business had slackened off somewhat, and that merchants were waiting for the expected "spurt," which would last in all probability till the setting-in of the first frost. Well, the "spurt" has not yet arrived; meantime there is plenty to do, and more time to do it in than dealers have had for the past few months. The demand for mill culls and scantling is very brisk, and I may say the same of scantling and joist of the medium lengths, but in other grades everything is quiet, shingles excepted.

The Exhibition building is now nearing its completion in lumber material, and my statement of half a million feet will perhaps be a somewhat short estimate of the quantity used.

The cedar block pavement from Dundas to the G. W. R. depot on Richmond will probably require about forty to fifty carloads of posts, and the locality from which they will chiefly come is at present indefinite. Will know more of this matter when the laying begins. I only hope the merchants on Richmond street will not fling their poisoned arrows of despotism at the workmen as the Yonge street shopkeepers did during their temporary state of transition. Inconvenience and laying block pavements are synonymous, and those who have been through the mill should know this.

There is no change to report in prices since my last, and a copy of this I append.

I wish I could give you some items of shipping, but will have to wait until communication is opened up with the St. Clair river and the Georgian Bay via the "Thames," which it has been proposed to "scoop out" and make navigable.

Mill cull boards and scantling.	2 80
Shipping cull boards, promiscuous widths.	10 00
" " " 10 and 12 in. stocks.	10 50

Common boards, promiscuous widths.	13 00
Scantling and joist, up to 10 ft.	14 00
" " " 10 ft. to 12 ft.	14 00
" " " 12 ft. to 14 ft.	14 00
" " " 14 ft. to 16 ft.	14 00
" " " 16 ft. to 18 ft.	14 00
" " " 18 ft. to 20 ft.	14 00
" " " 20 ft. to 22 ft.	14 00
" " " 22 ft. to 24 ft.	14 00
" " " 24 ft. to 26 ft.	14 00
" " " 26 ft. to 28 ft.	14 00
" " " 28 ft. to 30 ft.	14 00
Common stocks.	14 00
Common 2 in. plank.	13 00
Cutting up plank and boards.	18 00
Sound dressing, stocks.	17 00
Clear and picks.	24 00
Three uppers, Am. Inspection.	35 00
12 inch dressed and matched flooring.	20 00
" " " " "	20 00
" " " " "	20 00
XXX sawn shingles, 2 M.	3 25
Lath per 1000 feet.	1 25

ST. JOHN, N. B.

From Our Own Correspondent.

SHIPPING.—Shipping is still scarce in the harbor, and will be so for some little time, until the fall fleet begins to put in an appearance.

VESSELS IN PORT.—The following is a list of the vessels in port, with their tonnage and destination:—

STEAMERS.	SAILS.
Scindia, 1423, dis.	
Asiana, 1193, Liverpool.	
John Murphy, 1472, Liverpool.	
Missouri, 818, regaling.	
Naval Reserve, 1831, Liverpool.	
Wm. A. Campbell, 1538, Liverpool.	
BARKES.	
B. Hilton, 986, dis. W. C. England or L.C. Ireland.	
Hants County, 641, Bristol Channel.	
Huron, 774, United Kingdom.	
Industri, dis.	
Sichem, 510, dis.	
Providence, 478, —	
Vestfold, 500, dis.	
Cite d'Aleth, 273, France.	
Algeria, 620, Hare Island.	
Kato Crosby, 697, Dublin.	

BRIGS.
Leah, 554, —
Myrtle, 169, dis.
G. S. Berry, 236, —
Curlew (new) 350, Bristol Channel.

FREIGHTS.—Freights continue to stiffen a little, as a consequence of the rising market in England, and at this writing we can quote from 56 to 57 1/2 to direct ports in United Kingdom, and we know of one charter made at 60s., with a choice of five ports. American and coastwise freights are about the same. Logs are scarce and in demand, and very easily command \$8. Deals are also hard to find. A great many small country mills have shut down for the present, being out of stock, and supplies from this source are about exhausted. The stock on hand for sale is small, and lots are readily disposed of at \$9 per M.

The American market just now is dull, in consequence of recent numerous arrivals of lumber-laden vessels.

The tonnage from the port of St. John, arriving in Liverpool up to the 1st of August of this and the two preceding years is as follows:

1879	50,490
1880	53,103
1881	31,053

Showing a considerable decrease for this year.

The stock of lumber on hand in Liverpool on the first of August, with the importation and consumption, is as follows:

IMPORTATION.	STOCK.	CONSUMPTION.
N. B. and N. S. Standards.	Standards.	Standards.
Spruce Deals.	11,524	16,428
		8,651

The English market still shows signs of improvement, and we sincerely hope that the advance may not be a temporary inflation, but a healthy and permanent improvement.

Your editorial remarks anent the practise of running American logs through Canadian waters and shipping the manufactured article free of duty to the States, are very pertinent. There is no doubt that the privilege is much abused, and the Canadian manufacturer is simply two dollars per thousand worse off than his American next door neighbor who produces a consul's certificate that his lumber was cut in American waters, and is the growth and produce of the United States. The evil, for it is one, should most assuredly be remedied, and that right speedily.

St. John, N.B., Aug. 20, 1881.

From Another Correspondent.

THE LOG SUPPLY.—The heavy rains during the last few weeks caused a great rise of water in our rivers, in consequence of which large quantities of logs which had been hung up on the main river and larger tributaries have been run out, including a large portion of those belonging to the State of Maine in the Arrowok river. These logs will now become available for the fall sawing. As the latest advices from Great Britain report the continued improve-

ment of the markets on that side of the water, and as the shipments from this direction for the present, as well as for the immediate future, will be on a limited scale, we may reasonably look forward to a large and profitable business this fall.

FREIGHTS.—There has been very little done in chartering since the date of last report. Available tonnage is in light supply and shippers are backward in responding to advanced rates demanded. The market is very firm, however, and rates are not likely to recede. The last transactions we hear of were the B. Hilton and Sichem, both for the west coast of England, at 57 1/2.

SHIPMENTS.—The shipments of deals and other sawn lumber are as follows:—

For Europe.	12,896,000 Sup. feet.
" United States.	2,289,000 "
" Australia.	501,000 "
St. John, N.B., Aug. 22, 1881.	

OSWEGO, N.Y.

AUG. 25.—The following are the quotations:

Three uppers.	\$12 00	45 00
Pickings.	32 00	35 00
Fine, common and dressing.	20 00	25 00
Common.	14 00	18 00
Culls.	11 00	13 00
Mill run lots.	17 00	22 00
Sidings, selected, 1, 1 1/2 inch.	30 00	37 00
Mill run, 1x10, 12 in.	10 00	21 00
Selected.	20 00	25 00
Strips, 1 and 1 1/2 inch mill run.	14 00	18 00
" " " culls.	10 00	13 00
1x6 selected for clapboards.	25 00	40 00
Shingles, XXX, 18 inch, pine.	3 75	3 50
" " " "	2 75	2 50
XXX, 18 inch, cedar.	3 00	3 25
" " " "	2 25	2 40
Lath.	1 40	1 40

No change in prices. Dealers are now getting forward now cut stocks. About all last year's cut has been got forward, and disposed of. The demand keeps up, and prices are quite firm. Country dealers are now satisfied that very little change can be made in prices during the season, and are buying quite freely and paying very promptly—a sure sign that they are selling at an advance.

NEW YORK.

AUGUST 15.—The present season has been one of unusual activity in this department of business. At the opening of the year, prices of the majority of goods were resting upon an extremely low basis, and with a hardening of real estate values all around, the prospects favored an extensive trade so soon as the weather was sufficiently settled to admit of preparations. The predictions that were uttered at that time, and the anticipations, have been realized to the fullest extent, as not only has the consumption of this country exceeded that for many years, but foreign countries have drawn upon us liberally, and the demand does not as yet appear satisfied. Well may people cry out that our forests are disappearing, and that but a few years only will elapse before there is an actual scarcity, for such statements are true, and the several State governments should see to it that where felling is extensively carried on planting should be encouraged to the same degree.

Never in the history of this city and its surroundings have building operations been so extensive. The island is rapidly filling up with costly and attractive edifices, and the end of the operations appears no nearer now than it did several months ago. The enormous demand for land has been the means of forcing values for such an extreme upward point, but buyers do not hesitate, for though surface space is dear, space above is unlimited and cheap. This can be seen in the many structures that are attaining a height of ten and even twelve stories, the trouble of mounting the enormous pile being removed by the general use of elevators: in fact, the preference is given to offices high up in the world, as a cool and bracing atmosphere is assured, and the noise and bustle of the street is thus avoided.

The position of the market to-day is exceedingly favorable. Spruce, yellow and white pine, walnut—in fact all descriptions—are actively inquired for, and prices are maintained at a point that yield a very remunerative return to the manufacturer, and few, if any, express fears as to the future situation.

WHITE PINE.

Since the extraordinary foreign business in June the export demand has steadily fallen off,