The late seaking rains have out stocks in bad condition for shipment, on account of the extra neight lumber has taken on by absorption of damoness.

Receipts and shipments of lumber and shingles for the week ending November 2:-

RECEIPTS. SHIPMENTS. Lumber. Shingles. Lumber, Shingles 150142,413,000 20,000,000 45,120,000 18,160,000 1500 ... 51,095,000 17,520,000 41,614,000 18,600,000 Receipts and shipments of lumber and

chingles from January 1 to, and including, November 2:-

DESCRIPTS SHIPMENTS. Lumber. Shingles. Lumber. Shingles 1%1 1,018,305,000 691,052,000 1,555,773,000 746,000,000 180,1,362,830,000 692,378,000 1,250,052,000 692,874,000

In. 255,629,000 129,274,000 269,121,000 123,816,000

STOCK ON HAND NOVEMBER 1.

085,000 153,2 459,483 31,6 823,104 1,1	75,858 74,000 12,310 48,966 85,904
	085,000 153,2 459,483 31,6 823,104 1,1

BOSTON.

The Journal of Commerce says :- Reports coming in show the market to be as active as for any previous week. The call for pine stock minmense, and many large orders have been filled. Dealers who possess good stocks of No. I grades feel that they are in a position to reap great harvest, if present indications do not fail. The amount of building going on and in contemplation is drawing largely on the supply of western lumber. This fact, together with the rise in freights, is likely to strengthen values very materially. Hard woods continue in good demand, especially black walnut. Basswood, which has been somewhat quiet, is quoted at \$26 30. Ash has not been neglected, and some tery fair sales have been made. The following are corgo prices :-

CANADA PINE.

Sints.	Dressed.		 	849	00@50	00
Selving	, Dresser	l, lets	 	46	00@42	00
"		2nds	 	33	00@35	00
Drescol	Shipper	I <i></i>	 • • • • • •	27	00@20	00
Iressed	Box		 	18	00@20	00
Sheathir	ig, 1st qu	ality	 	42	00@45	00
••	2nd		 	34	006435	00

ALBANY.

Nov. Sth.—The Argus says we have a steady trade to report in pine lumber, with ample recipts and a well-assorted stock. The shippents, both from the river and canal sides of Bedistricts, continue to be free to the south and east by barges and by vessel. Prices are seadily maintained.

Hardwoods are in good supply and demand, are unchanged in prices.

Cearso lumber is arriving freely, and is in age demand at quotations; the demand does et permit any accumulation of stock.

The receipts of lumber by lake at Buffalo x the week ending November 7 were 11,600,. 00 feet, and by rail 61 cars. The receipts by bke at Oswego for the week were 4,609,000

The receipts by canal at Albany from the jening of navigation to the 8th inst. were :-

lids, & Setl., ft. Shingles, m. Timber, ft. Staves, ibs. io...310,627,500 6,379 638,200 10,685 Freights from Bay City to Buffalo and Tonarada, \$3.00 (7 M.; from Saginaw, \$3.25. From Leawanda to Albany, \$2.45 to \$2.50. From brego to Albany \$2.00. From Port Hope to brego, \$1.40. From Ottawa to Albany, by rate, \$3.50 t? M. feet.

Ruce	freights	aro	steady:	

@1	00
(R)	374
Ø1	373
00/12	25
2562	50
25/81	50
@2	00
@2	00
61	75
હા	75
@2	00
	(01) (00) (00) (00) (02) (02) (01) (01)

TONAWANDA.

CARGO LOTS-SAGINAW INSPECTION. n. 17 50@20 00 THE MOBILE, ALA., LUMBER TRADE.

Through the kindness of Mesers, Guy Boyan & Co., of St. John, N.B., and Mobile, Ala., we are enabled to give the following particulars with regard to the lumber trade of Mobile for the year ending the 31st of August, last :-

LUMBER.
This branch of trade, which is one of the most important of the pitch pine trade, and one of the leading industries of Mobile and South Alabama, has greatly improved during the past year, and extended its trade to new markets. A good demand provailed the entire year, and our mills were kept busy in preparing lumber for shipment; in fact, they had at times to refuse orders, as they had more than they could supply, and at the present time the demand is in excess of the capacity of the mills. Nearly four million feet of cypress lumber was shipped during the year from Stockton to New Orleans and Texas in vessels having coasting license. We have emitted this amount from our table as we have no record of last year's shipments. The number of mills in this county and on the Eastern Shore tributary to Mobile, are twentyone; there are also two new ones building, and they will probably be in operation the coming season. The following table is made up from Custom House clearances and such other coastwise shipments as we could obtain from vessels leaving this port ; we have no way of obtaining shipments by all the vessels having coasting license, or by rivers and railroads to the interior :-

POREIGN.		
!	1880-1.	2879-SQ.
Cuba	2,039,645	1,957,440
Jamaica	1,598,067	974,655
Great Britain	1,647,651	582,962
Hayti	1,607,214	530,925
Trinidad	558,734	870,619
Rio de Janeiro	414,554	730,200
Mexico	255,170	1,3,3,222
France	1,545,626	1,525,715
Germany	450,833	723,901
Various	2,176,323	1,882,391
Total	12,613,817	11,168,030
Value	3153,531,62	\$149,390.93
Coastwise.		
	1850-1.	1879-80.
New York	600,473	1,898,215
Texas	2,648,505	476,000
Boston	1,030,000	S95,188
Philadelphia	656,573	1,105,000
Baltlmore		622,500
New Haven	289.712	•••••
Various	322,000	407,205
Total Total shipments, Foreign and Coastwise	5,517,563 18,161,380	5,404,198
		10,012,225
We are now at the close		the most

successful seasons in the pitch pine trade over enjoyed by this port. The supply of timber throughout the whole season was regular and sufficiently abundant to enable shippers to give their vessels a fair despatch and avoid the annoyance and expense of densurrage, so noticeable during the previous season, and yet it was not too abundant to prevent cutters from realizing remunerative prices almost up to the close of a protracted season. The markets in Great Britain from the close of the season of 1879-80 until carly in the present year were very firm, and prices, for large average timber especially, were high. Large sales were early effected, while prices were at their highest, and as the supply of stock and vessels to remove it were sufficiently abundant at moderate rates to enable shippers to perform all their contracts, they enjoyed a very profitable season's work. But, as is always the case in the timber trade, no sooner do the markets of Europe offer inducement to importers than the trade is overdone, the markets glutted and prices dropped below the cost of importation, and the past season was no exception to the rule, aided no doubt by the sympathy of the timber trade with that of iron, which has been drooping in price since early in the spring. Although the prospects for next season's shipments look gloomy enough at present, still there seems but little doubt but that prices will revive when the shipping season fairly roopous, and we will probably see a steady demand for all classes of pitch pine goods (but especially for the larger average of hewn timber) throughout the coming season at prices that will have a fair margin for both shippers and cutte s. We are lead to this belief from the fact that the crops throughout Europe are unusually good, and consequently the tone of the market in nearly all branches of trade steady Great Britain is assuming must also be considered an aid to the revival of the tumber trade. It is true that the vessels are almost entirely constructed of iron and steel, but it must be borne in mind that the internal fittings (in the construction of which pitch pine is an important item) are still the same, but on a much larger scale. Therefore, with these facts before us it does not seem improbable that the ensuing season will be a fairl, good one. We append our annual statement of the shipments of pitch pine to Europe, &c., by which it will be seen how rapidly this branch of trade is increasing in importance at Mobile :-

HEWN TIMBER.				
Carques.	Cub. ft.	Value.		
1880-81 41	1,364,950	8186,229.28		
1879-8019	521,932	61,005.47		
1878-70	245,507	30,679 03		
1877-7817	467,521	64,627.30		
1870-7719	491,090	63,314.60		
1876-7012	279,530	33,513.60		
1874-75 5	128,162	10,187.18		
BAWN TIME	RR.			
1880-81 28	371,900	52,363.45		
1879-8015	223,075	26,540,43		
1878-70	65,519	8,235.87		
1577-78	2,248	250.80		
1570-77	74,881	9,435,38		

STAVES.

The high price paid for timber last year caused more time to be devoted to timber and less to staves, which caused our receipts to be very light and smaller than they have been for years. During the past year a good demand prevailed, and prices ruled from \$10.00 to \$15.00 per thousand higher than the previous year. Present prices will no doubt be maintained during the coming year, as prices and demand have greatly improved in Europe, and the indications are that during the early winter months staves will probably be \$10.00 per mille higher. Nearly one-half of this year's shipments were to Spain. Prices of No. 1 staves have ranged from \$120.00 to \$130.00 per thousand. The foreign exports for the past three seasons have

ocen us tollows :		
1880-81	91,462	\$11,316,27
1\$79-\$0	121,460	13,351.21
1878-79	120,032	13,594,50
Total	222 9.4	\$28,261,08

SHINGLES.

During the past season shippers were fortunate, as the market was plentifully supplied and they did not have to contend with a "scarcity" like they had the first part of the previous season, this caused prices to rule low and made Mobile the cheapest market in the world. Our shipments to foreign ports show a decrease, but those to constwise ports show a large increase; in addition to this, the shipments by rail, &c., to the interior of Alabama, Mississippi and Georgia, is estimated at 10,000,000 shingles. This shows that the decrease to forign ports has been made up by a strong domestic demand. According to the Custom House records, the shipments have been as follows :-

Fotely	n. Coasticise.	Value. \$23,538.80 13,174.00
1880-814,110,2	50 724,000	\$23,533.50
1579-804.089.2	00 200,000	13,174.00
1878-79 3,702,3	000,191 00	17,361 20 (
1877-783,710,3	00 109,500	17,361 20 17,553.65

The Time to Cut Timber.

Experience teaches that the best time to cut timber is in the summer when in the most rapid season of its growth, and while that season is drawing to its close. The highest authority on this subject advises that the same rule be followed that skilful nurserymen observe in performing the operation of budding-that is, just as the terminal bud on each branch begins to form-as soon as it is first evident that the growth of the branch is about to terminate, but is still in active progress. Experienced tree propagators have found that much earlier than this the jurces of the tree are in too thin or liquid a state to form good wihe son between the bud and peeled surface. From the moment the bark separates freely from the wood, these jureos continue to thicken until growth ceases altogether, and the new wood is completely formed, and, when this new west is in the state of a thick paste, then is the time that the bud will adhere most perfectly. This is the period when the bark may be pecked from the tree without destroying its vitality, and this is the time for cutting timber. Larly in the spring the tree is full of sap, which is little else than pure water, and which has been gradually accu-...... 11 50312 50 and firm. The immense proportions that ship- inulating through the winter by the absorption

building on both the East and West coasts of of the roots, with no outlet for its escape, as there is in summer through myriads of leaves. While the tree is thus replete with water it is in the worst condition to cut, but when a portion of this water has passed through the leaves and the rest has been much thickened by conversion into material for wood, then is the time for cut-

> HAGYARD'S YELLOW OIL will be found in HAGYARP'S YELLOW Off, will be found in valuable for all purposes of a family liniment. Immediate relief will follow its use in all cases of pain in the stomach, bowels or sides; rheumatsin, colic, colds, pursons and bruises. For internal and external use. It has no equal in the world for what it is recommended. For sale by all dealers at 25c. per bottle.



CANADIAN PACIFIC RAILWAY.

Emory's Bar to Port Moody.

NOTICE TO CONTRACTORS.

Tender for Work in British Columbia.

SEALED TENDERS will be received by the undersigned up to NOON on WEDNESDAY, the later day of FEBRUARY next, in a lump sum, for the construction of that portion of the road between Port Moody and the V. and of Contract of, near Luncy's lar, a distance of noout & miles.

Specifications, conditions of contract and forms of tender may be obtained on application at the Canadian Pacific Railway Office, in New Westminister, and at the Chief Engineer's Office at Ottawa, after 1st January next, at which time plans and profiles will be open for inspection at the latter office.

This timely notice is given with a view to giving Contractors an opportunity of visiting and examining the grounds during the fine season and before the wintersets in.

Mr Marcus Smith, who is in charge at the office at New Westminister, is instructed to give Contractors all the information in his power.

No tender will be entertained unless on one of the printed forms, addressed to F. Braun, Esq. Sec. Dept. of Railways and Canals, and marked "Tender for C. P. R."

Dept. of Railways and Canals, Ottawa, Oct. 24th, 1881.

F. BRAUN, Secretary.

LEATHER BELTING.

Chipman, Renaud & Co.

MANUFACTURERS OF

LEATHER BELTING, FIRE ENGINE HOSE LACE LEATHER, &c.

124 & 128 Queen St. 125-1y

MONTREAL

