

allow him to go on with his stock of goods in direct competition with the honorable men on the other side of the street selling the self-same goods bought of them at the self-same first price, which they expect the solvent party to pay in full for! Does he originate a popular article, a method in business, or any invention that promises a profit, let him be prepared for imitators who boldly claim his ideas as their own and others who will dub a worthless article with the title he has originated, and thereby bring the name into disrepute.

We know in this keen race to be rich, in the fierce struggle for the advance in the fight for success, it will be said that every man who enters the business field must expect the above to be the rule and not the exception, and the amount of praise given to smart rascals, and the knowledge that the world's first question is not how a man got his money, but has he got it, would seem to endorse this conclusion. But in spite of all this, men have proved that it pays to combat all these obstacles, which are principally efforts for a short road to wealth, and stick to sterling, sturdy, old-fashioned honesty in trade, which tells in the long run, notwithstanding it takes a long run to make it tell. But there is a large class that will pay for it and pay handsomely; hence, though confidence may be of slow growth, the labor of rightly acquiring it proves its value, so that, besides the conscientious satisfaction enjoyed in the possession, it will be acknowledged, even as a business move, that "honesty is the best policy."—*Boston Commercial Bulletin*.

TIMBER AND LUMBER.

The local lumber trade is now passing through the dulness of "tween seasons," which dulness is, of course, aggravated by the strike of the men engaged in the building of houses. The demand from contractors, is as a consequence, greatly restricted. Plans are out for fall work, the prospects for which are encouraging, provided that there is an early ending to the difficulty between employer and employed. Most of the dry lumber in this section has been shipped and stocks were never lower. Indications are that the new stock will be lighter than for some time past. We reduce, and it is the only change, the price of lath to \$2 to \$2.15. Fresh cut are now on the market.

SAWN LUMBER.

Clear pine, 1½ in. or over	36 00	38 00
Pickings, 1½ in. or over	28 00	28 00
Clear & pickings, 1 in.	25 00	28 00
Flooring, 1½ & 1 in.	14 00	15 00
Ship, culls stks & sids	0 00	12 00
Dressing	15 00	16 00
Joists and scantling	11 50	12 50
Clapboards, dressed	12 50	00 00
Shingles, XXX, 16 in.	2 40	2 50
" " XX	1 40	1 60
Lath	2 00	2 15
Spruce	10 00	13 00
Hemlock	9 00	10 00
Tamarac	12 00	14 00

In hardwoods the feeling is also one of dulness, no one line showing any predominating features over the other. The outlook is not bad, prices, as below, being firmly maintained. We might, perhaps, except soft elm but even in this our figures are pretty near the mark.

HARD WOODS—¾ m. ft. b.m.

Birch, No. 1 and 2	17 00	20 00
Maple, "	16 00	13 00
Cherry, "	50 00	55 00
Ash, white, "	30 00	00 00
" black, "	18 00	20 00
Elm, soft "	13 00	15 00
" rock "	18 00	00 00
Oak, white, No. 1 and 2	30 00	00 00
" red or grey "	18 00	20 00
Balm of Gilead, No. 1 & 2	13 00	15 00
Chestnut	25 00	30 00
Walnut, 1 in. No. 1 & 2	35 00	00 00
Butternut	31 00	35 00
Hickory, No. 1 & 2	28 00	00 00
Basswood	16 00	18 00
Whitewood, "	30 00	40 00

Affairs in the British timber market are thus described in a late issue of the *Timber Trades Journal*:—"Nowhere does there appear to be any great stock, and the imports are evidently below the expectation of the trade. Up to the end of May Liverpool was still about 15,000 loads behind its last year's import to the same date, and London 25,000. Glasgow had also imported considerably less. Out of 100 lots of Quebec deals, 11 only found buyers, though no old stock remained, and the quantity brought forward this year was not much more than one-third of what came in at the parallel period of last year; so that even the shortage of supply and the bareness of the yards do not tempt bidders as in other days, while the lessened demand for shipbuilding purposes is bound to tell as time goes on. Pine deals still seem to fetch tolerable prices, but other goods do not keep up so well, and spruce deals at Liverpool continue very low for the time of year."

"The lumber trade," according to the *Chicago Times*, "has proved singularly disappointing this season to all concerned in it, and vessel men, lumber manufacturers and yard dealers claim unanimously that they have made no money. The receipts for the season so far are enormously behind last year, and the shipments from here are unsatisfactory, the diminished outward movement being partly due to an increasing tendency to ship direct from the mills to the country yards. It appears, however, that lumbermen do not lose all faith in the future, and liberal investments in standing lumber are now and then made public."

The timber drives on St. John, N.B. waters, says a maritime exchange, are all down with the exception of those on the Aroostook river branch. About 12,000,000 feet of logs are hopelessly hung up on this river, of which 6,000,000, the cut of Mr. Robert Connors, have not yet left Machias stream where they were cut. Besides Mr. Connors' drive there are two other whole drives included in the remaining 6,000,000.

At Pembroke recently the foreman of a timber drive on the Petewawa river, was convicted under the Ontario Act for the preservation of the forests from fire, Cap. 23, 41, Vic. 1878, with having neglected to provide himself with a copy of the Act, and regularly read and explain it to his men. The provision is to regulate the necessary habit of starting fires for cooking and warming purposes along the rivers and in forests. His neglect cost him \$20 and costs. The cook on the same drive was also fined \$15 and costs for having failed to properly extinguish the cooking fire when leaving. The heaviest penalty for violation of this act is \$50; lumbermen will therefore see the importance of properly posting themselves and their men as to its requirements.

Between 60,000 and 70,000 feet of square timber, belonging to Messrs. Thompson & Son, left Montreal for Quebec on Monday. The *Peterboro' Review* tells us that this timber was taken out last season in the townships back of Port Hope and in the pineries near Madoc. At present about 150,000 feet of square timber belonging to Mr. Francis Maxwell, is passing over the Midland and Grand Junction branches of the G. T. R., for Belleville. Messrs. R. & G. Strickland will shortly raft from Port Hope about 300,000 feet which was taken out of the townships north of Lake Simcoe during the past season.

—A half-yearly dividend is announced by the Canada Pacific Railway Company. It is at the rate of three per cent. per annum,

DRY GOODS.

What is to be the fashion in fall goods? is the puzzling question which the retail dry goods dealer is, about this time, doubtless asking himself. When the seductive commercial man, now on the mid-summer trip, opens up his well-filled sample box of dress goods, the buyer will find a large variety of enticing designs to select from; the display made by some houses being much superior, both as regards quality and pattern, to former seasons'. In plain cloths, such as costume cloths, Ottoman cords, Jersey cloths, Ladies' cloths, serges etc., etc., the shades are many and beautiful, especially those of golden brown, bronzes and moss greens which bid fair to catch the popular taste. The rough-surfaced goods, with their pretty colored loops and curl effects, will also be a leading line with store-keepers. Stripes, checks, brocades, and sangliers, too, will be much worn; and into mantle cloths and ulsterings the loop and curl effects are also introduced.

Entries of winceys and prints are being rapidly passed through the custom houses here and large piles of these goods are to be seen in the warehouses. The trade is prepared to deliver them at once.

A great effort has been, and is being, put forth on the part of our Canadian manufacturers to vary the products of their mills, a step which this journal has been strongly urging for a long time past. The variety offered to-day is greater than ever before known, and the result, we are assured, has been a material help to all concerned.

Up to the present time very few blankets or shirts or drawers have been placed with retailers, but travellers now out are confident of sending in fair orders as there is said to be no chance of a reduction in price. Prospects through the country are described as encouraging, crops look well and the feeling is more hopeful than for many months.

—A Montreal despatch to the *New York Times* says:—"In spite of the action of the Government in abolishing the canal tolls, the Kingston and Montreal Forwarding Company has found it necessary to lay up its barges. There is no movement in grain by the St. Lawrence route. At present freight rates there is no demand for cargoes by vessels of call and ocean tramps, and the storehouses here are all full of grain, so that the regular lines have all and more than all they can carry for the next month or more. The consequence is that no rates are being granted by this route, and no business is being done. Hence the necessity of laying up barges. The coal trade is unfortunately demoralized also, so that the forwarding companies receive no relief in that trade. Of twenty-two barges owned by the Montreal and Kingston line only six are employed in the coal trade, and they were chartered for the season, while ten have never been in commission, and the remaining six are now being laid up." A greater quantity of ocean tonnage has come to Montreal this season than had come up to date last year.

—The value of exports from Hamilton to the United States for June last was \$32,968. The largest item was wool; among the others were malt, calfhides, pickled sheepskins, cowhides, cattle, hay, eggs, sewing machines and castings. Customs' collections were \$45,819 as against \$49,869 in June, 1884. Inland Revenue receipts were \$9,665 against \$20,930 in the previous June.