

was in good demand a month ago may next month be an almost unsaleable drug on the market.

But the same men who are shy of inter-communication with other members of the trade in their own locality are often frank and outspoken with those they meet away from home, and who are not concerned with the affairs of their neighborhood except remotely, and not at all in opposition. Then they give and take information freely, and not unfrequently obtain knowledge of what is going on in the very place they came from, which they find most valuable to them in its after application.

Is it not, therefore, very desirable that the trade should have some place of meeting, where everybody from the remotest confines of the empire can foregather to transact business and obtain from one or another all the information it concerns him in his affairs to know? But this brings us round to the subject of the importance of a Timber Exchange in London of a cosmopolitan character; but as that is we understand a subject on which we shall have occasion to write at full length in an early number, we must withhold our pen here. We are concerned for the moment only with the Board of Trade returns, and must not forget the Latin precept, "*Ne sutor ultra crepidam.*"

RAINY RIVER.

A Winnipeg *Times* representative had on Sept. 25th a conversation with Mr. T. Sheppard, manager of the Rainy Lake Lumber Co., Fort Francis. Regarding the present supply of lumber Mr. Sheppard said:

"We have about 100,000 saw logs and 60,000 shingle logs at present rafted, this would represent if cut about 18,000,000 feet of lumber. On account of the destruction of our mill at Rat Portage by fire, we shall probably cut little if any timber during the coming season."

"What are the varieties of timber in the limits of your company?"

"The logs we have cut are all red and white pine of good quality. Hardwood, such as birch and maple, is scarce and of poor quality. White oak is the principal hardwood."

"What are the agricultural facilities of the Rainy River country?"

"It is, I think, about the finest district for farming purposes in the Dominion. The land is easily cleared, and is a very rich sandy loam with clay subsoil. A good many settlers have gone in this season, and a large quantity of grain—estimated at about 10,000 bushels, principally oats—has been raised. The Rainy Lake Lumber Co. are taking in a threshing machine this fall. The lumbermen will consume all the products of the soil for many years to come, a good market being thus provided for the settlers at their own doors."

"Is Fort Francis progressing?"

"The town now consists of about fifty houses. It is mainly supported by the Rainy Lake Lumber Co. and Hudson's Bay Co., both of which have large establishments there. We have a regular steamer once a week from Rat Portage now, and it is intended to put another on the route so great has been the traffic. The run is made in 24 hours, the distance being about 135 miles."

Mr. Sheppard left for his backwood home.

A LESSON FROM FIJI.

The following letter appears in the *Toronto Mail*.—Mr. Phipps drew his instructive examples from many quarters far apart, but I don't remember that he went as far as Fiji, and yet there too, where civilization has given us the last illustration of its blessings and its curses, he might learn. In the *May Contemporary*, Sir A. Gordon's article on "Native Councils in Fiji" contains the following:—"On one occasion a speaker, commenting upon the destruction of forests and the neglect in some places of the coconut plantation, ended by saying:—'The question is, who is to blame? Roko Tui Buaat once rose, and with great dignity replied:—'We the Rokos, are to blame; the Bulis are to blame; the magistrates are to blame. We Rokos to often give an order and think no more of it. The Buli hears our order, and perhaps repeats it, but does not enforce it. The magistrate says, 'I cannot see that the law speaks of this.' Do you think they will send us yams and bananas and

sugar canes from England? Is the government to plant our trees for us? If we are men, we have to live; we have hands; our fathers planted, and we too must plant, and our children after us. In many parts where there was formerly much water there is none to-day. It is because the timber is cut down the land is bare the water dry. I hear some say 'who ever heard of planting forest trees?' I heard of it; I have seen it done. I know of trees that have been preserved for years. Many will say, 'what folly! Do these trees bear fruit?' Well, what about your house? Is that built of fruit or wood?" Bravo! So Canadians may learn from Fijians.

Yours, &c.,

JOHN CARRY.

Port Perry, Sept. 24, 1883.

A FAMOUS SHIP.

The *London Timber Trades Journal* says:—"We have more than once made mention of the famous old New Brunswick built ship, Marco Polo, formerly well-known in the Australian passenger trade, and celebrated for her quick passage, having once made the voyage out and home within five months under canvas alone. Lately, and for some years past, she had subsided into the timber trade, which has always been the *refugium peccatorum* of ocean-going ships, as they lose their character at Lloyd's, and are no longer considered trustworthy for general or perishable cargoes. After many vicissitudes and revivals the old ship met her fate at last on the coast of Prince Edward Island, in the Gulf of St. Lawrence, and the wreck and cargo were sold last week for the insignificant sum of £600. Her cargo alone would be equal, if all there, to above 2,000 loads, as she was originally over 1,500 tons register. From the small price obtained, probably little but her sails and rigging with her ground tackle are expected to be landed, with probably some of the cargo, the cost of saving which may be nearly as much in a sea way as it is worth. All that can be saved from the wreck, if sound and good, will, doubtless, ere long be afloat again in some new colonial ship. The biography of the Marco Polo, if it could be fairly written, would be almost as interesting as that of the great traveller after whom she was named."

A NEW DEPARTURE.

Something novel among Maritime province ship-builders is announced in the *St. John papers*. Mr. McKie, a well-known Boston ship-builder, has had constructed for him in St. John under his own superintendence for the most part, the frame of a 600 ton three-masted schooner. This material, when in shape, will be freighted to one of the yards in the vicinity of Boston, where it will be put together and the vessel completed. "The scheme is novel, and the more it is considered the more apparent its advantages become," the *Telegraph* goes so far as to say. What with rafting timber to American seaports and freighting vessel-timbers, New Brunswickers and Americans are becoming quite too previous.

Advice to Mothers.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for Children Teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for Children Teething is pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

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