

The Quebec *Chronicle* finds the timber market to be even duller than it usually is at this season of the year. One raft of Ottawa timber, about 47 feet average, changed hands at 16 cents. In deals there is little doing, and the sales in the principal markets of Great Britain are being effected at prices entirely too low to pay shippers. Pine are not as much enquired for as they were, and spruce are dull of sale.

The following is a comparative statement of timber, staves, &c., measured and culled to 26th August at Quebec :

	1884.	1885.	1886.
Waney White Pine	1,520,580	1,509,972	2,311,112
White Pine..	2,192,314	1,405,293	1,984,503
Red Pine ...	250,079	57,216	203,917
Oak	546,792	1,232,155	710,529
Elm	687,893	918,277	377,819
Ash	375,316	250,338	125,375
Basswood....	4,415	47	218
Butternut....	1,121	3,083	192
Tamarac	18,633	2,163	3,459
Birch & Maple	185,156	380,268	160,641
Std. Staves ..	38.1.2.25	45.8.2.10	43.5.2.6
W. I. Staves ..	78.0.0.2	81.8.0.20	67.9.2.6
Brl. Staves ..	0.6.2.13	195.9.3.25

We learn from the St. John *Globe* that the late rise in the St. John has floated into the Fredericton booms about 20,000,000 superficial feet of logs that were scattered along shore from Woodstock to the Fredericton limit. The rise, by an increase in the rapidity of the current, was a great help to the Boom Co. in its operations, so much so that the Douglas boom will finish rafting this week, having rafted at that boom this season in the neighborhood of 12,000 joints. The company will finish rafting at the Glasier and Mitchell booms, two weeks hence. This will close the Boom Co's. operations this season, provided the drives hung up last spring are not brought in by a rise in the water. If they are, there will be 25,000,000 additional, principally from the main, Tobique and Aroostock rivers.

Three million feet of lumber will be required for the new Canadian Pacific elevator at Montreal.

In the Ottawa district large numbers of shanty men are already being engaged to go to the bush to engage in lumber operations for next season.

It is announced that an important sale of timber limits will take place on the 22nd of this month in Ottawa. In view of the present manufacturing craze a large attendance of the "lumber kings" of Canada may be expected on that date. So thinks the *Citizen*.

The largest raft of timber that has been started this season is now on the way to Quebec. It is owned by Messrs. McLachlin Bros., of Annprior, and contains 266 cribs. It is manned by a crew of 115 men.

Following is a comparative statement of the toughness of various woods: Ash, 100; beech, 85; cedar of Lebanon, 84; larch, 83; sycamore, and common walnut, each, 68; Occidental plane, 66; oak, hornbeam and Spanish mahogany, each, 62; teak and acacia, each, 58; elm and young chestnut, 52.

The Rathbun Co., of Deseronto, has closed a contract with the Grand Trunk Railway Co., for 300,000 railway ties to be delivered during the coming fall and winter.

Russel, Sheen & Co., lumber dealers, of Boston, have failed with liabilities estimated at \$400,000.

McLennan's mill at Kilworthy has cut 15,000,000 feet since the season began.

At a meeting of the Northwestern Lumbermen's Association held in St. Paul late last month, it was decided to advance prices \$4

per thousand on all grades of lumber below first fencing. This was done on account of the increased cost in production, due to advance in the price of stumpage, increased taxes, extra expense in handling, owing to the extreme low water, and a shortage of upwards of 1,000,000,000 feet, as against 1885, on the Mississippi and its tributaries.

A recent letter from a correspondent at the Indian and Colonial Exhibition, says that there have been further enquiries for white oak staves, this time from Spain. The last enquiry was followed by a purchase on account of a New Orleans wine cask manufacturer. Mr. H. F. Coombs, of the Canadian section, has offered to supply all needed information on the subject.

Two extensive timber limits were sold by private sale in Ottawa on the 27th. One on the Coulouge of 60,000 acres, and the other on the Temiscamingue of 54,000 acres. The *Citizen* understands that the figures realized were good.

In the London market buyers maintain an attitude of reserve, and express their determination to wait upon events. Great fear seems to be entertained, groundlessly the *Timber Trades Journal* hopes, that the market will later in the season, be swamped with consignment cargoes. It is the opinion of many of the larger English operators that the stocks held at the shipping ports are heavier than usual, and that sellers will sooner or later elect to forward them to the London market rather than hold them over till next year.

At Liverpool prices of nearly every description of wood goods seem to be growing easier every day, and, low as the range of prices is to-day there is perhaps nothing to warrant the assumption that the bottom has yet been touched. No public sales of whitewood are announced up to the time of writing, nor does the *Journal* hear of any being contemplated, which is not to be wondered at seeing the unsatisfactory results of those lately held and the unpromising aspect of the future.

It is not expected that the big raft at Joggins will be ready to launch before the middle of September. The work is progressing slowly.

A giant oak weighing about 55 tons has been recovered from the bed of the Rhine, where it is supposed to have lain at least 3,000 years, and is on exhibition on a kind of Noah's Ark moored off the Cours-la-Rhine, Paris.

BOOT AND SHOE NOTES.

It is the belief of the *Shoe and Leather Review* that the wide-awake dealer cannot have too many hints upon show-window display, and advises that the interest of clerks should be enlisted in the work of decoration. It is recognized as difficult for a person to acquire a taste for decoration; one must have a natural bent in the direction. Novelties in this work are what attract people's attention, and the dealer who puts his wits to work will find his attractive window display yielding him a substantial return in a year's time.

Where, in the name of goodness, exclaims the *Scottish Leather Trader*, is all the rubbish coming from that finds its way into the hands of London dealers in boots and shoes of the cheap order? The stuff of which they are made is barely worth picking off a dunghill, and they seem as if they were blown together.

The average lady, says an American exchange, should never wear a low-cut shoe upon the street, as she cannot do it and pre-

sent a neat and trim appearance. There is an air of slackness about them and should never be worn by a lady of taste on the street. They look far more correct in the country when worn as a recreation shoe, but never should they have a place in company at evening time, or be used every day in the city. After all, nothing is so neat and pretty as a high-cut boot.

A year ago the subject of early ordering received much attention from American boot and shoe dealers and we are told by the *Boston Review* that no little profit resulted from a discussion of the matter. Extreme views, says that journal, found expression then, for there were men who talked about two or three weeks being time enough for the manufacturer to get the order ready and deliver the goods. There were others who advocated the other extreme—the six-months-ahead plan. Sensible dealers saw that the proper course lay between these extremes, and that the point in time at which the dealer should order his stock depends largely on his location, the quality of goods he is ordering, and the demands of his trade. It is probable that most dealers learned, from that discussion, supported by their own experience, that it is better to order short of the probable quantity needed, and depend largely on sizing-up orders than to order large stocks early and before the needs of the trade are known.

The *Boot and Shoe Recorder* says: There is a good deal of pressure on the manufacturers for the delivery of goods ordered, and the work is being pushed as rapidly as possible. The advance in leather and also in wages have to be borne by the manufacturers, as they cannot ask an advance on the orders in hand. Much of the work will therefore be turned out without profit, if, indeed, there is not some loss. The prospect that higher prices will rule for the next sale encourages the shrewd buyers to send more duplicates and take the chances of late delivery.

INSURANCE NOTES.

Mr. J. T. Vincent has been appointed resident secretary at Toronto, of the Glasgow and London Insurance Co.

A cable despatch announces the death, in London, of J. Moncrief Wilson, general manager of the Queen's Insurance Company of England. Mr. Wilson had occupied this position for upwards of twenty years. He was a member of the Scotch Institute of Actuaries, and at the time of his death was about sixty-eight years of age.

A convention of the Canadian agents of the New York Life Insurance Company was held in Montreal last week under the presidency of Mr. David Burke, the manager for the Dominion. Amongst the visitors were Dr. H. Tuck, the vice-president, Mr. Thornton, assistant superintendent, and Mr. J. W. Guiteau, statistician. These gentlemen, together with the agents and a number of prominent citizens, were entertained at dinner in the Windsor Hotel by Mr. Burke.

The policy-holders of the Briton Medical Life will doubtless be pleased to learn that the company is to be carried on upon the basis of a reduction in the amount of the policies and a continuance of the payment of the present premiums. This course is regarded by the *London Insurance Review* as the best that could have been adopted under the circumstances, for, in its opinion, anything less would have been an unmitigated misfortune, from every point of view. The same journal says that