

AUSTRALIA.

We take the following from the monthly circular of Messrs. Lord & Hughes, timber brokers, of Melbourne, dated the 21st of Nov. 1893:

Since our last report, on 21st ultimo, the offerings at auction of most descriptions of timber have been large, and we have to report a general decline in price, except for American lumber, which has shown an advance.

The cargo of spruce ex Hooghly, from Quebec, via Adelaide, and the balance of Oregon, ex Chrysolite, were offered at auction yesterday, but bidding not being up to importers' views, they were withdrawn.

The trade are doing a large business, which seems likely to continue.

The arrivals have been—Mario Becker, from Gothenberg, and Bertha, from Frederickstad, with flooring; Felix, from Goffo, and Leto, from Soderham, with deals; Hooghly, from St. John's, Memnon, from Sagunay, and Augusta, from Chicoutim, with spruce deals, flooring, and pickets; Star of Peace, from Port Gamble, with Oregon timber, laths and pickets; Rodney, MacCullum More, Andross, Sussex, and Loch Shiel, from Great Britain, with flooring, deals, slates, lead galvanized iron and cement; Etna and Hanover, from Hamburg and Autwerp, via London, with galvanized iron and cement; Eme and Navosink, from Boston, with clear pine, shelving, ceiling, spruce deals, slates, laths, and plaster; Stanley, from Kaipara, with Kauri pine; Nemesis, Wendouree, Laura, Rodondo, Konowarra, and Cheviot, from South West coast and laths; Victorian and Australian, from Adelaide, with laths and plaster.

RED DEALS.—Imports: 613 standard, from the Baltic. The arrivals have been Felix, from Goffo, and Leto, from Soderham. Sales by auction during the month have been light. On the 30th October the cargo ex Mississippi was offered, when only 300 pieces 9x3, brand HBA, were sold at 5d. per foot of 3. Other sales have been of parcels ex Charlotte Lange and Wilhelmina.

SPRUCE DEALS.—Imports: 59,576 pieces. The arrivals have been Hooghly, Memnon, and Augusta from Canada, Eme and Navosink from Boston, and Adrossa from Liverpool. Sales by auction comprise cargo ex Memnon and shipments ex Navosink and John Lewis, the latter being a transhipment from Adelaide; 11x3 realized 3gd. to 3d., and 9x3 3gd. to 3gd. The cargo ex Hooghly was offered yesterday, but 33-16d being the best offer it was withdrawn for the present.

OREGON TIMBER.—Imports: 637,114 feet super. This parcel arrived in the Star of Peace from Port Gamble, and was offered at auction on the 13th inst., but only a small portion was sold at £6 12s. 6d. for deal sizes, and £6 15s. for sitches. The cargo, ex Nemesis, was sold on 2nd inst., at £7 2s. 6d. to £6 10s. The balance of cargo, ex Chrysolite, was offered at auction yesterday, but £5 7s. 6d. being best offer, it was withdrawn.

LUMBER.—Imports Clear pine, 260,888 feet super; white pine shelving, 96,190 feet super; T. and G. ceiling, 15,687 feet super. The arrivals have been Eme and Navosink, from Boston. The cargo, ex Navosink, was offered at auction on 16th inst., when all the shelving was sold at an advance on last quotations, Peabody brand realizing £14 to £13 12s. 6d. reverse, £13 12s. 6d. to £12 12s. 6d. T. and G. ceiling, £10 2s. 6d. Michigan clear pine realized £18, and Canada clear, £17 10s.

PINE.—Imports Nil. Auction sales. Nil.

REDWOOD.—Imports Nil. Sales by auction have been made of 1 in 2 in 3 in and 6 in. at £11 10s.

FLOORING AND WEATHERBOARDS.—Imports: 2,776,160 feet lineal from the United Kingdom and Norway; 1,028,930 feet lineal from Canada. The arrivals have been Mario Becker and Bertha, from the Baltic; Memnon and Augusta, from Canada; Rodney and Loch Shiel, from Great Britain. Sales by auction during the month have been made ex Charlotte Lange, Ivanhoe, Wilhelmina, Schwanden. The following being prices realized: Red 6x13, 10s. 6d. to 9s. 6d.; 6x7, 8s. to 7s. 9d.; 6x7, 6s. to 5s. 9d.;

6x7, 5s. 6d. to 5s. 3d.; 5x7, 4s. 9d. to 4s. 6d.; 4-out weatherboards, 6s. 9d. to 6s. 6d. White 6x13, 9s. to 8s. 3d.; 6x7, 7s. 6d. to 7s. 3d.; 6x7, 6s. to 5s. 3d.; 6x7, 4s. 9d., 6x7, 4s. 8d. to 4s. 4d.; 4-out weatherboards, 6s. to 6s. 3d.

KAURI PINE.—Imports: 233,127 feet super. The only arrival since our last has been Stanley, from Kaipara, cargo of which was sold by auction on 13th inst. Sales have also been made Marie Virginia and Robin Hood, of logs, at 12s. to 10s. 6d.; sitches, 17s. 9d. to 12s.

CEDAR.—Imports: 269,140 feet super. The arrivals have been Nemesis, Wendouree, Laura, Rodondo, Konowarra, and Cheviot, steamers, from Sydney. The only sales by auction of logs took place yesterday, when about 94 were sold at 51s. to 33s.

RED AND WHITE PINE (Colonial).—Imports: Nil. Auction sales. Nil.

DOORS.—Imports: Nil. On 10th inst., sales by auction of American doors, ex various ships, were made: 2 ft 6 in. x 6 ft. 6 in., 1 1/2 in. d m. No. 1 realizing 9s. 9d., each in bond, do., 2 in. do., 12s. 3d. do.; 2 ft. 8 in. x 6 ft. 8 in., 1 1/2 in. do., 14s., do.; do., 1 1/2 in. do., at 16s. 3d. do.; 2 ft. 10 in. x 6 ft. 10 in., 1 1/2 in. do., at 18s. do.; 3 ft. x 7 ft. 1 1/2 in. do., at 20s. 3d. to 20s. do.; do., 2 in. do., at 21s. do.

LATH AND PICKETS.—Imports: Laths, 4,578 bundles; pickets, 3,953 bundles. Sales by auction have been made of Oregon laths, 4 1/2 feet, at 42s. to 41s.; 4-foot, 33s. Oregon pickets, 6-foot, £9 7s. 6d.; 5-foot, £10 1 1/2 feet, £9 15s. to £9 7s. 6d.; spruce laths 4 1/2 feet, 41s. to 40s. Spruce pickets, 4 1/2 feet £7 10s. to £7 7s. 6d. Baltic white laths, 4 1/2 feet, 32s. 6d., 4-foot, 20s. 6d.

DESTRUCTION OF FORESTS.

Several years ago there was great lamentation over the destruction of the buffalo, until some political economist suggested that as ox required no more food than a buffalo, and that the country would be richer by hundreds of millions of dollars if the buffalo could be exterminated and their places occupied by good breeds of cattle. We remarked to a friend, recently, that the supply of good pine lumber was nearly exhausted in this country. He said he was glad to hear that was the case, for as long as the pine lumber lasted it would exclude from the market various materials that have been experimented with sufficiently to prove that they are in all respects equal to, and on many accounts superior to lumber.

It seems more than probable that ten years after the pine lumber shall have disappeared there will be but few regrets for its loss; and that in the next century a new growth will have taken the place of the old, undisturbed by the axe of the pioneer. The history of the lumber trade may come to resemble in that respect the history of the whale oil trade. Petroleum destroyed that business, as straw-lumber, paper mache and similar manufactures are likely to destroy the lumber trade.

There can be no doubt but that the wholesale destruction of the forests in this country is doing great injury to its agricultural interests, and that it should be stopped, and particularly in the older States, where hardly any trees are left to make new forests, and where the soil is so thin that the land becomes a desert when unprotected by tree. But in unsettled portions of the country to which immigration is not attracted it is probable that the evil work out its own cure through natural causes.

Not Content With Being the Best.

Whatever may be said in regard to the propriety of the management of great railway lines to provide for the public only what is actually demanded in the way of accommodations and comfort, can in no way apply to the management of the Chicago, Rock Island & Pacific Railway, or as it is more familiarly known, "The Great Rock Island Route." This line has for years been recognized as the best and most comfortable route between Chicago and Kansas City, and the Southwest, and has been abundantly able on this account to successfully cope with its competitors. But not satisfied with this success and its already elegant equipment, its managers have caused to be turned out of its shops at Chicago, a magnificent line of Dining Cars, which go into immediate ser-

vices on the Kansas City Line. These cars contain all the conveniences of well-furnished dining rooms, are elegant in design and finish, and models of the advanced railway art of the day. Within them meals are furnished equal to those of any first-class hotel in the land at the low rate of seventy-five cents. Travellers on this line now find on its trains all the comforts and conveniences of first-class hotels. Besides the best of first and second class coaches there are Parlor Chair Cars (which are free to all passengers holding through first-class tickets), Pullman Palace Sleeping Cars and Dining Cars.

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We bespeak for the owners and managers of this magnificent railway ample returns for their generous provisions for the wants of the public, which is, as has already been proven by the patronage extended to this line, quick to appreciate and patronize those who prove by their deeds and generous treatment that they are devoted to its comfort and welfare.

"The Journal of Progress."

We have watched with much interest the inception of a new monthly magazine entitled *Journal of Progress The Woodworker's Magazine*. It is one of the most tastefully printed periodicals that we know of, embellished as it is with a coloured cover, appropriate title head-piece, initial letters, handsome engravings, etc., and printed in good type on excellent paper. The number before us contains two large, full page engravings, designed especially for this magazine, which for elaboration, finish and general excellence will be much admired. The *Journal of Progress*, although ostensibly a woodworker's magazine, contains a great variety of matter—much of it from eminent authors—suited to readers of almost any description. Its columns headed Chips, Curious, Historical and Scientific, Literature, and Important General News, and its series of papers on "What Shall We Do With Our Boys?" by some of the most prominent writers of the day will be looked forward to much with anticipations of pleasure. It is published by the *Journal of Progress Company*, 907 Arch street, Philadelphia.

Killed in the Woods.

On Friday afternoon, Jan. 11th, two young men in the employ of Mr. Little, lumberman on the St. Maurice, were felling a tree in the woods. A large branch, falling, struck one of the young men and killed him instantly. The deceased, Edward Young, belonged to Three Rivers.

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