

## PUBLICATION.

The new book entitled "Johnstown Flood," published by H. S. Goodspeed & Co., of New York, is perhaps the latest work out, yet we do not feel ourselves amiss in pronouncing it also the best. It contains a most graphic and vivid narration of that wonderful disaster, the story which will not grow old for many a long year. When the first news of the Johnstown disaster came, everybody disbelieved that so horrible a story could be true. But each day brought fresh horrors to the public notice, till it was universally remarked that for once the first accounts had not been exaggerated, but even underestimated. This is so rarely the case that it is a fact worthy of notice in the history of journalism. Everywhere throughout the country the heart beat of sympathy, and kindness showed itself in the most generous contributions, which soon rolled up into millions. Even the Chicago fire failed to stir up the same passionate fellow-felling, because there, although the loss of property was great, that of life was comparatively small. We cannot but believe it will be long ere this profound interest sinks into indifference. This permanent record will be welcomed by the people of the land, North, South, East and West, and wherever people can read. The author seems to have taken pains in writing an accurate as well as a dramatic story, and the whole thing is presented with a vigor and life likeness which brings it home to every heart. Mr. Ferris has studied the whole matter with great care, and serves it to the public in admirable style. The book is well made, and has forty-eight handsome illustrations and 522 pages. We believe that any one who has an opportunity should seize the chance to purchase this thrilling work. Agents are wanted. H. S. Goodspeed & Co. pay all the duty.

"Port Arthur Illustrated," is the title of a work of 40 pages recently issued as a supplement to the *Manitoba Colonist*, published at Winnipeg. The work is gotten up in most elegant style and at considerable expense, is splendidly illustrated, and is designed to give a full description of the products, resources and attractions of Port Arthur, evidently for the purpose of booming the town. We have full confidence in the future of Port Arthur, situated as it is at the head of lake navigation on Lake Superior, with its unbounded mineral resources, vast timber limits, unbroken water connection, besides being the distributing point for Thunder Bay and Western Algoma, an area of 400,000 square miles. We see no just reason, with the vim and energy manifested by its people, why Port Arthur should not become before two more decades have rolled by—the Crowned Queen of the Lakes.

THE August number of the *Patent Review* is on our table. It has recently been enlarged to 16 pages, is well gotten up and bears every evidence of prosperity. It is the only representative journal of its class, published at Ottawa; being ably edited and containing a fund of information valuable to manufacturers, inventors and all other users of patents, it ought to be largely patronized. We wish it every success. Sample copies free.

## QUEBEC.

QUEBEC, August 26th, 1889.

Great activity has prevailed at this port during the month. Late arrival of vessels have been much more frequent, and there is an excess of some forty, over the number of sailing vessels from sea that arrived up to the corresponding date last year. The harbor presents quite an animated appearance as a large number

of ships and steamers are in port taking in cargoes of wood for English and South American markets. Such activity has not been seen here at this season for some years past. The vessels are nearly all of large tonnage, and represent nearly double that of last year. The demand for freight has been so great that merchants have been obliged to pay at least 33½ per cent. more for the carriage of square timber this year than last. For deals the freight charges are at least 50 per cent. higher than last year. Seamen's wages are also higher, in consequence of the greater demand for shipping and scarcity of men. Never for years past were wages so high here as at present. Lumbermen are now being engaged for the woods, and it is found necessary to pay from \$36 to \$60 per month for liners, hewers and broad-axe men. It is estimated that upwards of 100,000,000 cubic feet of white pine will be shipped from the port of Quebec this year, which is far above the quantity shipped in the last four years.

Messrs. Bryson Bros., of Fort Coulonge, have just closed the sale of a very valuable timber limit to Messrs. Hale & Booth, of this city. The limit is situated on the Petewawa, and is twenty miles square. The price obtained was \$90,000, which is considered a very high figure, being \$4,500 per mile.

The s.s. "Dental," left port last week for sea with the largest deal cargo that has ever left this port, viz., 1,250 St. Petersburg standard.

The ruling rates for ocean freights are: Quebec to Liverpool 29s; Deals, 70s. Quebec to East coast, England, Timber 32s 6d. Quebec to Greenock, part cargo, Timber, 28s 6d.

COMPARATIVE STATEMENT of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date—

	1887.	1888.	1889.
Waney White Pine	1,459,283	1,059,854	2,293,675
White Pine	845,959	866,678	2,889,351
Red Pine	434,122	282,893	512,933
Oak	512,453	682,631	585,393
Elm	158,199	163,832	613,554
Ash	61,325	93,009	225,372
Basswood	64	419	2,495
Butternut	1,079	419	1,271
Tamarac	4,113	1,324	6,816
Birch & Maple	115,766	126,797	361,911
Masts & Bowsprits	—	—	38—PCS.
Spars	—	—	27—2
Std. Staves	43,102	19,031	58,932
W. J. Staves	90,219	27,434	58,932
Brl. Staves	14,515	13,312	110—7

JAMES PATTON,

Supervisor of Cullers.

Quebec, 21st August, 1889.

## The Future Source of Telegraph and Telephone Poles.

The lightness and great durability of the White, Cedar (*Thuja occidentalis*) point to it as being the very best wood for the purposes for which it is so largely being made use of, that of poles for the support of telegraph and telephone wires, a use which must hereafter be constantly on the increase.

There was a time when Cedar abounded in Maine, but so many demands on it have been made for shingles, railroad sleepers and poles, that it is virtually almost a thing of the past in that state.

The same is true of the west side of the St. John, as far north as Houlton, in Maine, including the territory of the province of New Brunswick, on that side of the St. John within this limit.

On the upper waters of this river, as well as in the State of Maine and in the province of Quebec, Cedar is abundant in places, though the shingle business is also making great inroads upon it even there, great quantities of Cedar logs being annually driven down the St. John to be manufactured into shingles at its mouth.

By far the best places, however, for long, large and sound Cedar are to be found on certain rivers which discharge their waters into the Bay of Chaleur.

At one time the writer of this spent two months in the winter, three or four years since, in the vast forests which fringe one of the larger of these streams. Here Cedar was to be met with growing far up on the hillsides wherever there was a depression in them, or where the clear waters of some small brook trickled downward to the rapid river. This Cedar could be reckoned by the hundred of a million feet of the best quality, and large and long.

What is true of this river is also true of others there. The Bay of Chaleur, therefore, must ere long be a chief source of supply for the production of this wood, whose transportation to Eastern markets will be cheapened when the ship railway across the isthmus between Nova Scotia and New Brunswick, now in course of construction, shall have been completed.

Frederickton, Canada.

EDWARD JACK.

## CASUALTIES.

Geo. Campbell, in Gilmour's sash and door factory, Trenton, was caught in a belt and horribly mangled. He was alive when picked up, but died 24 hours afterwards.

William Johnston, a river driver, in the employ of the Gilmour Company, was drowned in the Trent at Belleville, Aug. 1. He and others were engaged in breaking a jam at the head of a rapid, and when the logs began to move he failed to reach a boat which was near and was swept on to death.

John McLelland, working in Christie's shingle mill, Severn Bridge, Ont., had one of his fingers cut off and the rest of his hand badly mangled last month.

Brice Crawford, employed by Mr. O. Dufoc in rolling logs on the Ottawa river, near Mackays, Ont., was killed by a large stone weighing about two tons falling from the bank of the river and crushing him.

Mr. Bradford, employed in the Feeny shingle mill, at Gilmour, whilst sawing shingles slipped and fell on the saw, severing his right arm from his body, and narrowly escaped having his body cut in two.

A young man named Wheeler, had his hand badly crushed at Peters & Cain's lath mill, Midland, the other day.

Dexter Willard, an employee of the Cookshire Mills Co., Cookshire, Que., was struck by a piece of a plank thrown off by the saw, striking him on the left side, knocking him five feet, breaking his ribs and injuring one of his lungs so badly that he died soon after.

James Findlay, working in Campbell & Dickinson's saw mill at Midland, fell on a circular saw and had his right arm and fingers of his left arm cut off. He sustained other injuries and his recovery is doubtful.

John Joslyn, lumber merchant, Broadview, Assa., was killed last month by a C. P. Ry. engine.

## THE CANADIAN TRADE REVIEW

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## NOTICE.

## Weights and Measures.

TRADERS, manufacturers, and owners of Weights, Measures and Weighing Machines generally, are specially requested to read carefully the following instructions and act accordingly:

1. The Weights and Measures Act provides for a regular biennial inspection of all Weights and Measures used for trade purposes, as well as for irregular inspections of the same, which may be made at any time when deemed necessary by the inspector, and it also imposes a heavy penalty on any trader or other person who wilfully obstructs or impedes an Inspector or an Assistant Inspector in the performance of his duty under said Act, or who refuses to produce the whole of his Weights and Measures when called upon to do so by an Inspecting Officer.

2. Every trader, manufacturer and owner of Weights, Measures and Weighing Machines, when paying moneys to Inspectors or Assistant

Inspectors of Weights and Measures for verification fees, is entitled to, and is specially requested to demand from the officer who makes the inspection, an official certificate ("Form O 6" with the words "Original for the Trader," printed at the head thereof) properly filled out and stamped, and also at same time to carefully ascertain whether or not the stamps attached to such certificate represent *exactly* in value the amount of cash paid. Traders are requested to bear in mind that certificates of verification are of *no value whatever* unless stamps covering the full amount of fees charged are attached.

3. Owners or holders of these official certificates are specially requested to keep them carefully for two years, and in order to secure their safe keeping it would be advisable to placard them in their place of business in the manner in which ordinary License certificates are done; for it must be distinctly understood that all traders who are unable to produce their *properly stamped* certificates, when asked to do so by an Inspector or Assistant Inspector, may, in all probability, have to pay over again their verification fees.

E. MIALL,  
Commissioner.

Department of Inland Revenue,  
Ottawa, April 15th, 1889.

## OAK FOR SALE.

600,000 feet of Fine Standing Oak on the Thessalon River, four miles from Bruce Mines Station, C. P. R. Can be moved by rail or water. Full particulars by addressing

J. W. LANG & CO.,  
33 Front St. East,  
Toronto.

The third page of the Toronto DAILY MAIL is noted for "Want" advertisement. If you want to buy or sell anything. If you want a situation, a mechanic, a business, machinery, lodgings, if you have lost or found anything, or if you want to find out where anyone is, advertise in the Toronto DAILY MAIL and read the advertisements on the third page of that paper. The charge is two cents a word each insertion. Address THE MAIL, Toronto, Canada.

If you want to buy or sell a Farm, advertise in the Toronto WEEKLY MAIL. That paper reaches 100,000 farmers' homes every week, and your advertisement should meet the eye of someone who wants to purchase. Advertisements of this class are inserted in the Toronto WEEKLY MAIL for Five Cents a word each insertion, or Twenty Cents a word for five insertion. Address THE MAIL, Toronto, Canada.