

present to buy at anything like a current price that values had a decidedly upward tendency.

It is not often that we have seen so large a proportion of reserved goods realizing their limit, which was, of course, entirely due to the expectation that war would advance prices generally. About three pence a square was put down as the advance on flooring since the last sale, but this, we should say, is well within the mark. Cheap bargains are still to be had, and there are yet many in the trade, both buyers and sellers, who are strong believers in the present crisis terminating with a peaceful result, and buyers of this way of thinking will of course have nothing to do with an unsettled market.

There is no getting away from the fact that prices are still moderate, when taken in connection with the knowledge that values would be raised £2 to £3 a standard directly war was declared. Stocks, though full ones in London, are not abnormally so, and as far as the shipping ports are concerned we have no reason to suppose that stocks there are likely to be at all oppressive, even should the political question resolve itself into one of peace between this country and Russia.

We noticed there was some Columbian bright pine in the sale, which, we believe, was shipped as a sample; and judging by the price obtained for them, the experiment is likely to be repeated. £28 15s. for broads and £25 for regulars seem moderate enough if they class anything like Quebec, but their merits are not yet sufficiently known to regulate the price. After all it resolves itself into a question of f.o.b. cost and freight. The price to be paid, in the first instance, is the great thing that rules the value here.

Quebec pine was represented in Thursday's sale by several parcels of quality; one little lot of 3x7 to 13 feet changed hands at £24 which we consider well sold. Little broken parcels of this character form no reliable test of the market, and may go £2 or £3 either below or above the current rates without having any influence one way or the other.

The room was crowded throughout the proceedings, but bidding was not always brisk—for instance a lot of 1st bright Quebec boards started at £6, hung fire for some time at £8, though eventually knocked down at £16 15s. It was apparent that there was no general feeling of security amongst purchasers, that the rise in prices would be permanent, and they considered it was just as well to have kept within the mark, and let others take the chance of a further advance.

LIVERPOOL.

The *Timber Trades Journal* of May 2nd says:—The more seasonable weather we have enjoyed during the past week or two seems to have stimulated trade to some extent, for there are evidently more orders in the market than has been the case for some time past. The carriers' wharves and railway depots show increased signs of liveliness, whilst with building operations in full swing the local consumption seems more prominent. At the same time prices do not advance here at the same rate they are doing at various outports, where, owing to the increase in the rate of freights now demanded, a corresponding price has been secured for spruce deals and pitch pine timber.

At the same time the market here is exhibiting a slightly firmer tone for these articles, as is shown by the results of the recent auction sales, yet still they are below paying rates, even with the recent low rates of freight.

Up to the present time the market has not been affected by the critical condition of political affairs, though no doubt those who have made contracts for the season's supply of Russian goods from the White Sea will have an uneasy time until they get their goods safely away from the ports of shipment.

We have not heard of any war risks having been taken on timber laden vessels, most of the vessels engaged being, in the event of war breaking out, registered in probably neutral bottoms.

The work of fitting out the armed cruisers is being proceeded with, and in addition to the recent purchase of several powerful twin screw steam tugs from this port it is said two others

have been inspected during the week with a view either to purchase or employment by the Government.

The import during the last week has been larger and more diversified than usual, a cargo of East Indian teak and one of greenheart being most prominent amongst the new arrivals. The other cargoes consist principally of pitch pine and Norwegian flooring.

GLASGOW.

The *Timber Trades Journal* of May 2nd says:—The Clyde shipbuilding returns for the past month show that there have been thirty-one vessels launched, aggregate tonnage 21,101 tons; for the corresponding month last year the launches were 25 vessels, 23,982 tons. Orders booked during the past month, including the Government contracts, are stated to amount to between 14,000 and 15,000 tons.

A cargo of Mexican mahogany and cedar, is advertised by Messrs. William Connal & Co., to be exposed at Queen's Dock, Glasgow, on 5th inst.

Arrivals to note during the past week have been important, comprising six cargoes of pitch pine at Greenock (about 5,000 loads), and the imports at Grangemouth have been five cargoes, one from Pensacola and four from Baltic ports (about 2,600 loads).

A public sale took place here on the 29th inst. The chief attraction was a large crop of California redwood. A fair proportion changed hands, most of the lots disposed of being 3 in wood. The greater part of the cargo, however, was withdrawn, the bidding not coming up to what the brokers deemed a satisfactory figure. Of the rest of the catalogue, which comprised a varied assortment of yellow and red pine deals and spruce deals, the lots sold were principally the Dalhousie yellow pine deals, the bulk of the other goods being withdrawn, as offers did not meet the exposers' views. There was a large company, but the bidding was sluggish.

The Sawdust Nuisance.

A case of great importance to all interested in the navigation of the Ottawa river and also the Chaudiere lumber merchants came up before the Court of Chancery yesterday, Vice-Chancellor Proudfoot presiding. Mr. Ratte, boat builder of the Queen's wharf, entered an action for compensation for damages against Messrs. Perley & Pattee, J. R. Booth, Bronson & Weston, and the Young estate. The amount of compensation is placed at \$10,000. Plaintiff claims that he has sustained serious damage from sawdust deposited in the river at the mills owned by defendants. The latter state that for twenty they have enjoyed the privilege of so disposing of their sawdust; they therefore make a general denial and plea of prescription. The case is still unfinished.

A FUNNY MAN'S FINAL JOKE.

A retired humorist ventured one day into a mill, and while in an unguarded moment he was perpetrating some of his old and shopworn jokes upon an innocent operative he was drawn into some of the ponderous gearing and dreadfully crushed. They combed him out of the machinery after a spell and spread the effects on the floor.

"Who is it? Who is it?" was the anxious inquiry as the crowd gathered around. Nobody knew.

Then the humorist slowly opened his eyes and moved his lips. A sympathizing bystander bent down his ear.

"There is a good reason why nobody recognizes me," the humorist whispered painfully.

"Why is it?" the sympathizing bystander asked.

"Because," the humorist explained, as he saw a chance to steal home, "because I have been travelling in cog."

And then a smile like a summer cloud played for an instant over his features and he was gone. He never spoke again.—*Boston Journal*.

It is reported that Sir Robert Hart, at present holding the position of Inspector General of Chinese Imperial Maritime Customs, has been offered the post of British Minister to China, recently made vacant by the death of Sir Harry Parkes.

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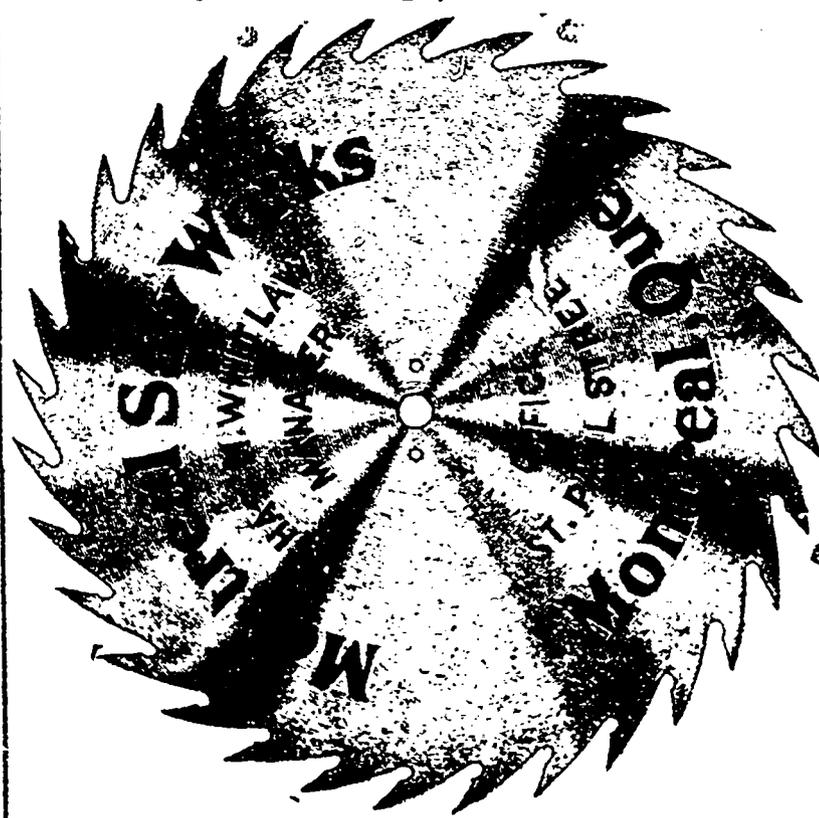
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