

## THE ENGLISH MARKET.

Jas. Smith & Co.'s Liverpool wood circular of April 3rd, 1883, says:—The arrivals since our last have been 42 vessels, 21,182 tons, against 20 vessels, 14,781 tons, in 1882 and 17 vessels 12,624 tons in 1881.

FROM 20TH JANUARY TO 31ST MARCH, 1883.

	Vessels.	Tons.
Quebec.....	4	3,843
St. John, N. B., &c.....	4	6,901
United States.....	40	17,530
Baltic.....	60	20,374

FROM 20TH JANUARY TO 31ST MARCH, 1882.

	Vessels.	Tons.
Quebec.....	7	6,829
St. John, N. B., &c.....	24	10,076
United States.....	16	8,049
Baltic.....	40	84,151

FROM 20TH JANUARY TO 31ST MARCH, 1881.

	Vessels.	Tons.
Quebec.....	1	921
St. John, N. B., &c.....	4	3,734
United States.....	23	10,403
Baltic.....	6	1,093
Total.....	39	20,100

The import during the month (save one item, prepared flooring) has been small, and helps to strengthen the market, which has been weak and languid all the year. Lately a better feeling has taken place, and now that the holidays are over and fine seasonable weather prevailing, a more encouraging state of things should be exhibited in the general trade of the country, and the wood trade may then fairly look for an improvement, especially as stocks cannot be considered otherwise than very moderate. The plentiful supply of money and the continued low rate of discount, 3 per cent., does not augur much demand for trade purposes. Freights are much the same as last month, although an increased demand would quickly advance rates.

**COLONIAL WOODS.**—Yellow pine timber: The sales have been small, all from the yard, and of a retail character. Around the coast contracts have been made more freely. Red pine has been in fair demand. Ash: No sales reported. Elm: The stock is light. Walnut: The stock is light of Canadian, and good large wood commands full prices. Birch maintains its value, and the stock is the smallest for some time past. Oak: The stock is light, with a fair demand, especially for planks, cut to sizes; the sales have been of the latter, at 2s. 9d. per foot for prime, and 2s. 1d. to 2s. 3d. for inferior quality; and specifications. A cargo is now landing and not yet sold. N. B. and N. S. spruce deals: There have been no fresh arrivals; a cargo of Nova Scotia, to arrive, has been sold at \$7 5s. c. i. f. to an outport. The consumption here has been rather below that of the same time last year, and the stock is larger than last year's, which was unusually light as compared with former years. The only sales have been at auction of St. John, viz, ex-Governor Langdon, averaging \$7 11s. 3d., and ex-Marabout, at \$7 10s., ex quay, which shows a slight improvement. Quebec pine deals: The stock is being reduced, there has been an increased demand, and full prices obtained. By auction, a few 1st quality Three Rivers, 3x10, realized \$21 per standard, and 2nd quality, long lengths, 3x11, \$17 per standard; a parcel of 3rd quality has also been sold, the price of which has not transpired. Quebec staves: Pipe have changed hands at \$95, and puncheon at from \$23 10s. to \$25 per mille. Palings and laths are asked for.

## PAPER AND ITS USES.

The great diversity of uses to which paper pulp has been heretofore put has prepared us for almost any statement in regard to its application. We have been informed of paper boxes, paper barrels, and boots; paper floors, ceilings and siding, paper car wheels and rails; and paper dishes, pails, and other furniture that were hardly prepared for the statement that paper chimney shafts were among the possibilities of this almost universally applied material: Perhaps says an English exchange there never was before in the history of mankind so outrageous a violation of preconceived ideas as is embodied in the sentence, "Paper Chimney Shafts." The name is sufficient for a tolerable joke, yet in Breslau a shaft

has been erected fifty feet high of paper pulp which has been chemically impregnated so as to resist combustion. Paper has been put to some extraordinary purposes, but we think the use of paper for chimney shafts surpasses all."

The limit to which paper pulp may be used in the various industries has by no means been reached. For several years the most expensive and safest car wheel has been made of this material, using a steel tire. Houses are being built on western prairies of "lumber" made of straw pulp. Railroad bars of the same material are seriously proposed, and now comes along a lively German scientist and makes the stuff fire-proof, and build a chimney of it. Next came ovens, heating furnaces, stoves. Should this development proceed as all others, it will materially effect the iron trade. The materials for paper pulp—worthless woods and straw—are most abundant and cheap. The limit to its use could hardly be affected by the lack of stuff to make it.

## Stocks in England.

The *Timber Trades Journal* says:—All colonial goods continue less in stock now than they were a year ago at similar date, and this state of things will probably remain till the first open-water cargoes put in an appearance, which is not likely to occur for some considerable time yet. The same with regard to pitch pine; stocks are still light, being about 17,000 pieces, against 45,000 last year. The stock of prepared boards, including the recently arrived cargoes, a portion of which have not been taken into stock, does not come up to the stock in hand last year by about 400,000 pieces, a not very considerable difference, and which the next returns will probably more than make up. The open winter 1881 and 1882 kept the stocks of flooring from diminishing to any considerable extent during the dead season, but though this winter has been far from a severe one, still there was sufficient frost in the Baltic to close the ports at the usual time, and thus check the importation to this country.

## Pliable Wood.

The *London Timber Trades Journal* in its account of the recent Building Trades Exhibition, describes the following as among the curiosities:—There is the Pliable Wood Company, whose stand is deserving a passing notice. They put a card into your hand, with their address printed on it, which is a pure veneer, tougher than pasteboard but with the color and grain of the wood plainly showing, and which is flexible without splitting or cracking. Rather a curiosity than an obliging visiting card, perhaps, but showing to what uses wood can be turned in case of need. They claim too that their process is *indestructible by fire*—that is, it may be assumed, not liable to take fire by anything short of a welding heat. All their preparations of wood take a high French polish; and they exhibit specially pressed match boarding, of various woods, for ceilings, partitions, passages, stairs, &c., rendering lath and plaster unnecessary.

In a recent sitting of the German Parliament the Bill for raising the wood duties was referred to a committee by 136 votes to 135.

The *Timber Trades Journal* of March 31, says:—It is satisfactory to see that prices have been so well maintained in the north. The sales at Glasgow and at Leith last week indicated considerable firmness in the market, as nothing appeared to be sacrificed, and some goods fetched remunerative prices. Sixty feet average Quebec yellow pine timber averaging over 85s. per load must be considered a fair sale; but 3rd Quebec yellow deals at about £9 for regular sizes was not so good. Pitch pine, while pulling down the prices of the old favorites, does not do much for the importer over in Glasgow. 1s. 4d. per foot is equal to 66s. 8d. per load; from this deduct 42s. freight, and 21s. first cost; there is 3s. 8d. left to pay insurance, landing charges, dock dues, auction fees, discount, &c., before the importer can look for a margin. In Liverpool this commodity is doing rather better just now. There is a large demand, but the supply is too incessant to admit of any material advance of price.

## LUMBERING BY LIGHTNING.

The *Northwestern Lumberman* says:—The part that electricity will play in the lumber business is a thing unknown. At present it cuts no figure except for lighting mills; but with its unlimited possibilities, its use may be much more extended. Just now electric motors are commanding attention. It is claimed that the cost of such a motor is small in comparison with steam engines, and that they can be made to weigh considerably less than the common engine. Perhaps a light motor may be just the thing for the logger to haul logs over a light track. Felling trees by electricity has been tried, and although it did not prove a success, there is no reason to despair. That logs will be cut and hauled by electric apparatus is not improbable, and no one can say that electricity will not yet be the power that will run saw mills. In fact, the day may come when a good share of the lumber business will be run "by lightning."

## Railway Freights.

The *Northwestern Lumberman* says:—There is a growing feeling in Mississippi that the legislature should take in hand railway matters, and seek to equalize the freight rates. It is thought that an effort will be made to that end at the coming session of the legislature. If by any means the lumbermen along the lines of railroads could ship their common lumber it would be greatly to their advantage. As it is now, millions of feet of such lumber are piled at the mills, with the probability that it will lie there until it rots. A mill man recently offered 1,000,000 feet to a gentleman for \$3 per thousand, and the offer was not accepted. It would find sale if it could only be shipped. Any quantity of it could be bought at from \$3 to \$6 dollars per thousand, nearly every mill having 1,000,000 feet or more of it on hand.

## A Large Fir Tree.

The following letter appears in the *Timber Trades Journal*:

SIR,—I sometimes see in the *Journal* reference to large or historic trees, and, thinking it may interest some of your readers, I send the following particulars of a large Pinaster I have cut into planks this week. The tree standing was near 100 feet high of measurable timber. The butt length of 21 feet cut three 12 inch planks containing from 60 to 65 feet cube each. Two of them are excellent planks, as clean as 1st yellow pine. The grain of the wood shows rapid growth, the color is bright red throughout. I suppose it would be difficult to match these planks in English-grown wood, the dimensions being 21 ft. x 3 ft. 6 in. x 12 in., all square.—I am, yours truly,

S. SCORRY.

Steam Saw-mills, County Wharf, Northam,  
Southampton, March 22nd, 1883.

A **TIMBER** raft has gone to pieces in the gale at the mouth of the Edisto River, S. C., and three raft tenders have been drowned.

A **LINE** of lumber vessels will be put on this season between Thompson, near Manistique, Mich., and Chicago. They will run in the interest of the Delta Lumber Company, whose mills are at Thompson.

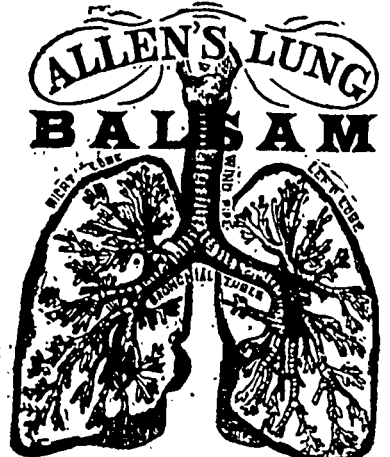
## On Thirty Days Trial.

The Voltaic Belt Co., Marshall, Mich., will send Dr. Dye's Celebrated Electro-Voltaic Belts and Electric Appliances on trial for thirty days to men (young or old) who are afflicted with nervous debility, lost vitality and kindred troubles, guaranteeing speedy and complete restoration of health and manly vigor. Address as above.—N.B.—No risk is incurred, as thirty days' trial is allowed.

**BURDOCK BLOOD BITTERS** cures scrofula, erysipelas, salt rheum, piles and all humors of the blood. Cures dyspepsia, liver complaint, biliousness, constipation, dropsy, kidney complaints, headache, nervousness, female weakness and general debility, when used in time.

**HEADACHE**—Headache is one of those distressing complaints that depends upon nervous irritation, bad circulation, or a disordered state of the stomach, liver, bowels, etc. The editor and proprietor of the *Canadian Presbyterian* was cured after years of suffering with headache, and now testifies to the virtue of Burdock Blood Bitters.

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(This engraving represents the Lungs in a healthy state.)

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