

are some features in the market which are worth mentioning. Operators do not appear anxious to hire crews of men, as usual at this time of the year. Prices are low, and there is apparently not sufficient inducement to cut heavily this year, and incur the high cost of provisions, etc. Both on the St. John and Miramichi rivers it looks as if the production this year will be considerably lighter than average last year. The cut on the St. John River was nearly 150,000,000 feet, but this season it is estimated at something like half this amount.

In the North West, the much talked of lumber combine is reported to have fallen to the ground. The mountain millmen, all of them honorary members of the Northwest Retail Lumber Dealers' Association, have resigned from that body, and in future the mountain mills will sell to any person who has the necessary cash, whether he be settler or retail dealer. The British Columbia Lumber and Shingle Manufacturers' Association, embracing all the coast lumber and shingle mills, also has affiliation with the Retailers' Association in the Northwest, and it is now a question if the understanding between the two bodies can be maintained in the face of the creation of an open market. The Mountain Mills' Association proposes to open supply depots at all important points in the prairie country east of the Rocky Mountains. This is looked upon as being one of the most important moves in a trade sense which have been made for a long time, and the farmers of the western plains believe it will redound greatly to their benefit.

Farnworth and Jardine, Liverpool, under date 1st September, report conditions in the trade in the United Kingdom as under:—

The arrivals from British North America during the past month have been 32,024 tons register, against 35,365 tons register during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1902, 1903, and 1904 has been 314,067, 308,015, and 324,683 tons respectively. The business of the past month has been very dull. Imports all round have been ample, though some articles in timber show a marked reduction as compared with recent years, and which is very necessary. The deliveries, with the exception of Canadian timber, have been fair, but stocks generally are heavy, and values difficult to maintain. Moderation in consigning is very desirable. With regard to Canadian woods: of waney there has been a very light import—on merchants' account—but the demand continues quiet, and the deliveries have been disappointing; stocks are ample, but there is little change in value to report. The arrivals of square pine have been only about 2,000 feet, but there has been little enquiry, and stocks are sufficient; prices are fairly steady. Red pine has not been imported, and there is little demand except for occasional special requirements; stocks are sufficient. There have been no direct imports of oak logs this season, but the demand is exceedingly quiet, the deliveries small, and stocks are ample; there is little change to report in value. Elm—There have been no arrivals; with fair enquiry for first-class wood the deliveries have been satisfactory, and stocks are moderate; values are firm. For ash the demand is very limited. The arrivals of pine deals, although less than corresponding month last year, have been large; the deliveries have been disappointing, and stocks which have further increased are too heavy; values for some descriptions are weaker. The demand for red pine deals is dull; stocks are ample.

New Brunswick and Nova Scotia Spruce and Pine Deals.—The arrivals during the past month have been on a liberal scale, although less than the corresponding month

last year, viz.: 13,340 stds., against 15,560 stds. in 1903; the deliveries have been large, but the business has not been satisfactory, and as stocks are heavy it is desirable consignments should be further curtailed; prices rule low, but have recently shown rather more firmness. The demand for pine deals is dull, prices are low, and stocks are heavy. Of birch logs the arrivals have been moderate, chiefly from the lower ports; the deliveries have been fairly satisfactory, and stocks are not too large, but values are easier. Planks have also been imported very moderately, and the stock is light, but there is little improvement in value to report.

United States Oak—The arrivals have been small, but the demand continues very quiet, and prices rule low. Of planks the arrivals during the past month have been moderate, there has been a fair consumption, and the stock is somewhat reduced, but is still too heavy; good specifications of first quality planks are still in fair demand. The total stock, including outside depots, now amounts to 490,000 cubic feet.

Baltic and European Woods—The arrivals during the past month have been thirty-nine vessels 23,465 tons register, against thirty vessels 19,959 tons register during the corresponding month last year. Fir Timber—There has been no import, the deliveries have been more satisfactory, but the demand is limited, and stocks are sufficient; prices are fairly steady. Red and white deals have arrived very freely, chiefly for Manchester; the deliveries have been fair, but stocks are large. Flooring boards (whitewood) have again been imported freely; the deliveries have been fair, but stocks are sufficient; values are steady. Galatz, etc.—The import consists of about 1,000 standards, chiefly for Manchester; the consumption has been small and the stock is ample.

SOME MONTREAL SIGHTS.

To visit Montreal for the first time is a revelation to the Ontarian; to visit it in 1904 is to a former resident an inspiration. Whatever reproaches the city may have deserved formerly because of conditions arising in part from the original laying out of the plan, in part from rapid growth, which, by the apathy of the authorities, was permitted to be fungous growth, are being gradually removed, and the city advances in stateliness and beauty. To look at Dominion Square from the steps of the Windsor—to stand on Place d'Armes Square and gaze at the noble buildings that surround it—to linger among the attractions of McGill University—to ramble amid the vastnesses of the Angus shops, as the C.P.R. have named their new Maisonneuve works, after their much-esteemed chairman of committee—to witness the appropriate transformation of the always handsome Albert Buildings into the still more imperial-looking Imperial Bank Chambers—to surrender one's self to the fascination of that marvellous interior of the Bank of Montreal—to sit upon the brow of Mount Royal, enjoy the Park and drink in the landscape—any or all these must remain in the memory as outstanding points in the development of a city of which every Canadian should be proud.

Just as the trans-Atlantic tourist revisits New York after many years' absence and finds the sky-line as seen from the harbor all changed by the sky-scraping structures of that aspiring city, so, but happily in less degree, the traveller who revisits Montreal to-day by water route sees as he passes the city front a wondrous change. The parish church is no longer the overshadowing feature; our Lady of Bonsecours has her attraction; the revetment wall forms a new and striking horizontal line; the imposing dome of the Cathedral of St. James improves the view; tall chimneys tower (one wishes he did not have to add, and belch black smoke), and fine commercial structures of six, seven, eight stories compete in height with spire and tower of church and public building.

The harbor works are in a greater degree of forwardness than any of the strangers had expected to see them. An important factor in their construction is the profuse use of cement and concrete. Great piers of concrete are