

THE NEW DOCKS AT LIVERPOOL.

The *Timber Trades Journal* says that the reception accorded to the Prince and Princess of Wales at Liverpool on Thursday week was of the most gratifying character. The Prince performed the ceremony of opening the great dock gates, and the Princess the interesting duty of "christening" one of the docks, the Alexandra. At a banquet following the ceremony the Prince of Wales, in reply to the toast of his health, alluded to this important addition to the dock system of Liverpool in these words:—"We are not likely to forget the reception we have met to-day at Liverpool; and although it is by no means the first time that we have visited this great and important city, still the special occasion which brought us here to-day is one which is not likely to be forgotten by us. We have not only visited your great and important city, but we have taken part in a great and interesting work, one which, I trust and feel convinced, cannot fail to improve, if possible, even still more the great commerce of this city, and at the same time evince the great modern engineering skill of the present day. Everybody knows that Liverpool, after London, is the second largest city in the United Kingdom, but there are a few statistics connected with the docks of this great city which I perhaps may mention on this occasion. At the commencement of the century dues were paid on 450,000 tons, and in the present time they amount to 7,800,000—very nearly 7,900,000—tons. In the year 1864, when my late lamented father visited your town and opened the dock which is now called after his name, the docks and basins amounted to only 27, whilst now they amount to 53. Again, in that year the length of the quays was nine and a half miles, and it now amounts to forty miles. At that time the water space occupied by the docks was 122 acres; it is now 543 acres, and whilst the extent of the dock estate was then only 500 acres, it now amounts to 1,545. These figures show clearly the great prosperity of this city, and they also show, under the able chairmanship and able management of the chairman of the Dock Board, how flourishing everything in connection with these great docks is. I must not forget to allude to the name of one who, though he is taken from you, must ever remain in your memories, the name of the late Mr. Jesse Hartley. It was he who first founded the modern system of docks. After his death his son succeeded him, but only for a short time, and then the mantle of Mr. Hartley descended on the shoulders of Mr. Lyster, the present engineer."

We abstract the following description of the new docks from the *Daily News*—

"The river front of the Dock Estate at Liverpool and Birkenhead is about eight and a half miles. It covers more than 1,500 acres, has a water area, including the new docks, of 543 acres, and forty miles of quays. Eighty years ago the vessels entering the docks and paying dues fell far short of half a million; now it is nearly eight millions—figures which show the rapid growth of the latter in size. The new docks are calculated to accommodate the largest ships now in use, and were commenced eight years ago. A sea wall, crowned by a magnificent promenade, extends northward for 6,000 ft. across the front of the new docks to the Seaforth Battery, whence another sea-wall returns, almost at right angles with the first-named, towards the shore. The area thus enclosed is about 310 acres."

In reference to the Canada Dock, the writer says:—"The Canada Basin and its pier, constructed some years ago, have been in a great measure rebuilt and remodelled. Large timber jetties have been added outside the pier-heads, for the purpose of sheltering the entrance and facilitating the ingress of ships. To all who know the Mersey this care to prevent accident will not appear superfluous under certain conditions of wind and tide. The basin has also been enlarged, and an elaborate system of sluices constructed within it and carried along the jetties to the outer heads."

In the "Alexandra" Dock the main body of the dock is an irregular rectangle, 1,600 ft. long by 500 ft. in width, enclosing some seventeen acres of water; the total water area is 44½ acres, with 11,814 feet of quays. The water area of the

whole group of new docks is 81 acres, with more than four miles of quays and 25 acres of new sheds."

OTTAWA SQUARE TIMBER TRADE.—1901.

From Our Own Correspondent.

OTTAWA, Sept. 26.—The following is a detailed statement of the number of cribs of timber brought down from the Upper Ottawa during the present season:—

J. R. Booth.....	629
Caldwell & Son.....	329
A. & P. White.....	311
R. H. Klock.....	179
Wm. Mackey.....	321
Thistle & Carwell.....	143
J. B. Dickson.....	102
Octave Latour.....	163
R. Campbell & Son.....	550
A. McLean.....	244
Hilliard & Dickson.....	100
Fraser & Curry.....	114
John Fraser.....	112
J. Francis & Co.....	243
Hell & Hickey.....	119
Fraser & McCoshen.....	331
J. & S. Bryson.....	189
Thistle & Eagan.....	179
R. & W. Conroy.....	170
David Moore.....	185
H. & J. White.....	99
Alex. Fraser.....	144
J. & D. Oiler.....	108
Harriet & McKay.....	209
McLachlin Bros.....	271
Robert Grant.....	66
J. & G. Healy.....	34
W. Croft.....	34
Boyd Caldwell.....	88
McCool & Sunstrum.....	87
Gillies Bros.....	88
Bills Bros.....	63
Wm. Mason.....	63
J. Pomphrey.....	18
Levi Young.....	93
Chas. & Wm. Mohr.....	81
O. A. Orier.....	63
R. Nagle.....	94
Young & Bromson.....	89
James Findlay.....	12

This gives a total of 5,749 cribs; but, in addition to the above, there was a small raft brought down for James Findlay by rail, while all the timber of the British Canadian Company is coming down the same way. The timber by rail would be equal to 600 cribs, so that the grand total of timber reaching market will be 6,349 cribs. To this must still be added 750 cribs in the four rafts of O. Latour; the three of David Moore, and one of R. and J. White, which stuck in the Upper Ottawa, in order to get at the season's output of square timber.

An Architect on the Situation.

An architect, who has done a good deal of work for speculative builders this season, is inclined to think that the marked activity seen in the last six months, will decline gradually for the next six months.

"What about prices?" asked a representative of the *Real Estate Record*, of New York.

"My opinion is that the price of labour and material will fall to their normal condition, and then people will think about building again. You know that from 1865 to 1873, the market was in a sea saw condition. A year of activity was followed by a year of dullness. Of course, when the panic came, everything came to a standstill for several years. It is only within the last two years that the building trade has regained its wonted buoyancy."

Don't you think there are too many high-priced houses in the market to-day?

"I have no doubt of it. As soon as prices become settled, builders will start now enterprises, and as a natural consequence will be able to place houses in the market next year at a figure lower than those who have built this year possibly can."

Somebody will lose money then?

"Yes, but the few will suffer for the good of the many. Rotten concerns will be pushed to the wall, and safer business must inevitably follow."

Nature Makes no Mistakes.

Nature's own remedy for bowel complaints, cholera morbus, cholera, cramps, vomiting, sea sickness, cholera infantum, diarrhoea, dysentery, and all diseases of a like nature belonging to the summer season, is Dr. Fowler's Extract of Wild Strawberry, which can be obtained of all dealers in Medicine.

A WAVE OF IMPORTATION.

The *Timber Trades Journal*, of Sept. 17, says:—"Not only in London but all along the east coast there is an unusually large supply of wood goods reported in our last number, chiefly from Scandinavia and the Baltic, by reason of about a week of northeasterly winds blowing steadily on that side of the island of Great Britain, being really the first spell of that kind which we have had from that direction for some months past. The prevailing winds this summer were from the west and south-west, with an occasional slant from the eastward, scarcely enduring twenty-four hours, or a day or two at most, when they again reverted to the west as before. The consequence was that east country ships dropped in slowly, and the timber-carrying trade seemed to be about to be done chiefly by steamships, sailing vessels making so small a show up to the end of July in comparison of the anticipations of the trade."

We had ourselves warned importers that the summer months were likely to make up a good deal of the shortcomings of the spring, and we certainly had an impression that July and August would bear out the view we took; but when the returns for July showed a substantial deficiency, as compared with last year, our confidence in a plentiful supply somewhat abated, and it appeared likely that the trade would be in a position to make a good profit on the purchases they had made earlier in the year; also reports began to be circulated that demand was overtaking supply, inasmuch that those who had made contracts for their season's importation were regarded as on the lucky side, and those who had hung back in doubt during the previous months seemed then to be in some haste to secure a larger share of the stock still remaining for shipment abroad than they had previously intended to buy.

The returns for August again, though those of a good average month, were still moderate, and short of public expectation. This gave renewed briskness to speculation, and some considerable stocks abroad found buyers ready to deal for them offhand, as we intimated last week. The sudden change in the ratio of supply which we then had to record must, however, in some degree damp the ardour of buyers. People wondered what had become of all the sailing ships that were supposed to be in the trade, and those who had chartered and got their bills of lading long since began to fear the short days would be here before the cargoes on the way home. September has already materially abated their apprehensions, and the opinions of the trade in regard to the ultimate wind-up of the year will again vary.

The importation to the United Kingdom for the first week of this month averaged more than 110 timber ships per day, and if it continues at that rate to the end of the month, and assuming the average cargo to be only 150 standards, we should have imported nearly as much in excess of last year as we were at the end of August in arrears of it—viz., about 700,000 loads. But this, of course, is not altogether likely, though it is far from impossible that we shall tread very closely on the heels of last year, for if the North Sea were cleared of the bulk of the cargoes on it last week, the Atlantic, as shown by the returns from the west coast, was all the other way.

Liverpool, with heavy stocks, had very little added to them, and, though doing a fair trade, could not get any appreciable advance. The best sizes and qualities of St. John spruce, at the public sale, brought no more than £7 10s., and the average of the cargo not £7, and other spruce cargoes from the Gulf of St. Lawrence averaged about £6 10s. With these prices on a backward importation it can scarcely be expected that better terms will prevail later on. There were, however, two causes assigned for the disinclination of buyers to accede to an advance of price—one that "the lower port cargoes were somewhat discoloured," the other, that buyers were discouraged by the bad harvest prospects. For ourselves we do not attach importance to either in this case; most likely the plentifulness of the stock on hand and the knowledge that a good many spruce cargoes are on their way to Liverpool were the real checks to more liberal dealings. Waney board timber, of which the stock on hand is nearly double

what it was last year, found no buyers at the reserve on it—this, too, in the face of a rising market at Quebec. In contrast with the state of the importation for the same week in London, we may point to the fact that more firewood was imported there than the total bulk of wood into Liverpool, over thirty cargoes of firewood besides oddments arrived in the Thames during that week, bringing altogether more than 3,550 fathoms (above 23,070 loads). Possibly with the next strong puff from the westward the arrival of transatlantic timber ships in Liverpool will render the contrast less remarkable, but on the other hand, as the demand is already scarcely equal to the supply, which means that the commodity is too abundant to admit of much margin to the vendor, with large arrivals it will be still more difficult to obtain a profit. * * * We may therefore look forward to a rather full importation during the fall. Nor, after the bound forward which the trade has made in that department since the present month commenced, will anyone be surprised if the tot-up at the end of this year should find the United Kingdom quite as well supplied with foreign and colonial timber as it was at the termination of the last.

Swedish Enterprise.

The *Timber Trades Journal* says:—"It is reported that, in view of the development which the trade in wood goods from the north of Sweden to Australia is taking, several of the Swedish shipbuilders, who have hitherto been occupied in building wooden ships, are preparing to lay down iron ships instead, the advantages of the latter class in carrying capacity, &c., more than making up for higher first cost. There is no doubt a considerable field of employment open to tonnage of this class, and which can be much easier worked than steam tonnage, from the north of Sweden; but it is, however, liable to be ousted out of the return freight and other goods from Australia by steam, however remote this contingency may appear at present. Iron shipbuilding at Gothenburg, Malmo, Oscarshamn, and Stockholm is active, and an increase in the size of the vessels is observable. Steamers of 3,000 tons burden are now being built at Malmo for Copenhagen firms, to run between that lively Danish town and the United States with emigrants and goods."

Boiler Explosions.

A Canadian mechanical engineer, named Arnoldi, has invented a device designed to give a partial security against boiler explosions. The invention consists of an electric adjustable attachment to the ordinary steam gauge now in use, to give an instant and continuous alarm, at any distance from the boilers or other pressure generators, of any excess of pressure over that at which the alarm has been set, and where there is more than one generator in operation, an ordinary "tell tale" can be attached to signify which generator is at fault. The invention possesses a great many valuable features, prominent among which may be noticed that it is extremely simple and inexpensive, and can be attached to existing arrangements at no expense beyond that of the alarm itself, and without in any way affecting the present adjustment of the gauge.

Fire Proof Shingle Roofs.

Spon, for this purpose, recommends a wash composed of lime, salt and fine sand or wood ashes, to be applied as in putting on a coat of whitewash. This coating, he adds, will render an ordinary shingle roof fifty-fold more safe against fire from falling cinders in case of a neighboring fire, than one without it. He adds, also, that it will have a preservative effect on the shingles, protecting them against rotting from exposure to the weather, and against warping, and states that the older and more weather-beaten the shingles are the more benefit they will derive from this application. He recommends, finally, that a small quantity of lampblack be mixed with the wash, to give the coating a darker color, thus avoiding the offensive glare of a white-washed roof.

The ancient orders of architecture are the Tuscan, Doric, Ionic, Corinthian and Composite. The five leading pens of Esterbrook's make are the Falcon, Bank, Engrossing, Extra Fine and School.