

LONDON.

The *Timber Trades Journal* of May 1st says: The long interval since Thursday—for Saturday may almost be included amongst the holidays—will tell its tale on the dock and yard deliveries, perhaps more now trade is in such a chronic state of inactivity than had matters commercial been of a more wholesome kind. If orders had been coming in pretty briskly, the man of business would begrudge every day spent from his premises as so much money lost; and though possibly quite capable of enjoying himself on the days set apart for recreation, would be only too ready to get back again to work. In slack times the case is different, and it does not matter much whether the holidays are extended an extra day or so. Indeed, we expect that the disposition will have been pretty general to carry the pleasuring well into the week.

The money put in circulation at these holiday times, when, as this Easter, everything has been in favor of out-of-door recreation and enormous passenger traffic, cannot fail of having a good effect on trade; and some briskness in buying and selling may be looked for as soon as the effervescence is over and people subside again into their ordinary avocations. But, if the timber trade is to rally again this year, some symptoms of it may be expected to show themselves within the next week or two. As far as London is concerned, the import trade is likely to evince considerable activity this month, and the dock deliveries will be a good index to the rest.

Though it would be unsafe to predict a material change for the better in the trade of this season; there is, nevertheless, ample room for hope that the stagnation of the timber trade is pretty nearly at an end. Some good business will, no doubt, be done. Let us trust it will not be overdone. That apprehension apart, better business might soon be looked for.

The dock arrivals this week are not so active as they were in our last record. Only one pitch pine cargo has come forward—the Hermon, for Messrs. J. M. Ross & Co.—mostly sawn timber; and what came under our notice, being rafted from the ship's side in Canada dock, seemed of fair quality. Steamers have been coming forward freely, however, and two from Gefle are now discharging, or were at the time of writing these lines, in the Surrey Commercial docks.

In the Victor, a barque from Karlshamn, for Messrs. Churchill & Sim, discharging in Canada dock, we noticed on some of the deals considerable quantities of ice, so that the cold must have been pretty intense when they were shipped.

The sale on Thursday was well attended; in fact, it was just as we anticipated, everybody would be there, expecting to see nobody, and Messrs. Churchill & Sim must have been surprised themselves at seeing such a number of buyers present. Prices, however, did not exhibit any improvement, and there was very little disposition amongst those present to put their hands in their pockets for more than would cover the requirements of the existing moment; in fact, some goods went back visibly in the short interval between this sale and that of the same brokers on the 15th April, only a fortnight previously. At that sale Russian wainscot logs fetched 62s. 6d to 63s. (12 ft. and up), while on this occasion goods of apparently the same class and character, and even of the same mark, did not reach higher than 57s. 6d. and 60s., a difference of 8 per cent. against the later seller. The logs, however, were not the straightest we have seen, and to their indifferent character, rather than to market influences, must the big drop in prices be attributed.

The teak buyers appear to have supplied themselves so well on the former occasion that they did not want any more, and not a single lot was sold out of the twenty-two submitted, the reserve price being evidently a bar to business on these goods. Battens went poorly throughout, though now and again a lot sold well, notably the 2x4 scantling mixed at £7 15s., and the 4th at £6 10s., but this was not the general character of the sale. Rough boards seemed sought after, a good many small buyers being to the fore. 1x6 5th quality at £6 was not a bargain, and even at a drop of 10s. at which two of the lots were secured, they were

by no means cheap. The Saguenay pine, ex Magnum, was well sold, but just now there is rather a scarcity of 3rd pine plank in the market, and this parcel had nothing very special to recommend it.

The Arendal battens went cheap, as also did the Pitea goods, ex Inverloith, yellow balks falling at 31s. a load, the deals by this ship going also much under cost. Mixed white 3x9 at £6 10s is rather a startling price! Let us hope it is of an exceptional character. The pitch pine ex Lillie Soullard went very low, none of the lots reaching £9. The two lots ex Lock Awe, Savannah stuff, were better done by at £9 15s., but we should think even at this they did not cover cost. Generally, the unreserved goods disposed of were ordinary description, so that we must not take too severe a view of prices. The sale terminated shortly before half-past three, and, so close upon the holidays, things might have gone feebler than they did. There was very little flooring offered, and prices seemed to hang a good deal.

LIVERPOOL.

The *Timber Trades Journal* of May 1st says:—As usual, during Easter week, little attention was paid to business, or, at any rate, it was followed by comparatively small results. Owing to the arrival of several cargoes of Norwegian flooring, the quays are fairly occupied, and of the new arrivals a good proportion is forwarded to the country under old engagements.

Two cargoes of Christiania poles and spars have come to a good market, as the stocks remaining in dealers' hands had become worked down to a very small margin, and a very large quantity of these goods will be wanted for the International Exhibition, and for decorations in the street during the visit of the Queen to this city.

Next week an auction sale of spruce deals, birch timber, &c., will be held by Messrs. A. F. & D. Mackay, which will include some of this season's shipments; but for the following week no whitewood sale is announced, nor is it very probable that any will be held, as business will be considerably interrupted on account of the Royal visit, which extends over three days.

There is no change in prices of any of the principal articles in the market, the absence of any improvement in the timber trade being in contrast to other large branches of business in this city, though the consumption of spruce deals and flooring must have been considerably stimulated by the large quantities which have been used in the construction of exhibition buildings and the numerous adjuncts to it in various parts of the ground. Comparatively little of the heavier portion of the work now remains to be done, the contractors for the joinery, Messrs. Brown & Backhouse, of Liverpool, having nearly completed all the heavy work; yet there will still be employment for a great number of hands in finishing the uncompleted parts of the building, which will occupy at least another fortnight, and for which no inconsiderable quantity of timber and boarding will be required.

GLASGOW.

The *Timber Trades Journal* of May 1st says: The principal arrivals at Clyde ports to note during the past week are cargo of teak and one of pitch pine at Greenock, a cargo of pitch pine at Port Glasgow, and two of mahogany at Glasgow. Since last writing there have been no auction sales held by timber brokers here, and business has been quiet. Deliveries of deals from Yorkhill yards for April have been much under those for same month last year, being 50,000 pcs. as against 85,353 pcs. in April, 1885; the aggregate for the first three months of this year was, however, equal to that of the corresponding period of 1885.

The first two of this season's Clyde and Canadian steam traders sailed from the Broomielaw a few days ago, one, the Allen line screw steamship Norwegian, and the other a Donaldson liner, the Alcides. The entire import of Quebec and Michigan deals landed at Glasgow last year came per steam liners. The number vessels of the sailing or log timber fleet that have left Greenock for the St. Lawrence this year is very much under the tonnage that had sailed by this time last year their departure

being later owing to the long continuance of frost over Canada.

The tonnage of the vessels launched from Clyde shipyards in April will be a larger total than the monthly returns have shown for some time back; exact figures not yet made up. On one day recently there were four vessels put into the water measuring in the aggregate 10,280 tons. The launches expected to take place in May are few.

TYNE.

The *Timber Trades Journal* of May 1st says:—The arrivals of the past seven days are mainly composed of pit-props, mining timber and battens from the south of Norway, one cargo of battens from Gothenburg per sailing vessel, which is a little unusual in these days of steamers, and also a cargo of staves and headings from Memel.

The Easter holidays having come in the way have interfered a good deal with business and prevented its onflow. What little there is to be done is, according to common report, of a very unprofitable nature, prices being cut down to the lowest possible limit.

Stocks are getting a little lower, and the better descriptions of redwood deals especially may be reckoned very low. Of common battens there are still very large stocks held, and they do not appear very sensibly to diminish.

A few ships are reported to have been chartered during the last few days at rates, on the whole, a little lower than those formerly quoted. 25s. from Hudikswall is reported to have been done, a rate which certainly must have reached the lowest depths.

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests, granted by the United States Patent Office, April 27th, 1886, is specially reported by Franklin H. Hough, solicitor of American and Foreign patents, 925 F. Street, N. W., Washington, D. C.

340,660—Lumber drier—W. E. Cole, Montgomery, Ala.

340,343—Saw mill, band—C. Esplin, Minneapolis, Minn.

340,697—Saw set—A. W. Zimmerman, Fernwood, Ill.

340,802—Saw setting device—A. C. McEwen, Jersey City, N. J.

340,583—Saw setting device—C. W. Coons & W. H. Metzger, Canton, Ohio.

340,583—Saw tool dressing device—H. O. Kelsey, West Salamanca, N. Y.

PATENTS ISSUED MAY 4.

341,149—Cutter head—H. C. Knowlton, West Gardner, Mass.

341,055—Saw guide—J. A. Robb, San Jose, Cal.

340,990—Saw mill, band—W. M. Dickerson, Indianapolis, Ind.

341,336—Saw mill, band—C. Esplin, Minneapolis, Minn.

341,011—Saw tooth, Diamond—T. A. Jackson, New York, N. Y.

341,187—Saw tooth, insertible—J. Timmons, Newark, N. J.

341,071—Saws, machine for grinding shingle saws—H. A. Squire, Ludington, Mich.

BUFFALO.

We quote cargo lots:—

Uppers.....	\$45 00	\$46 00
Common.....	17 00	\$18 50
Culls.....	12 50	\$13 00

LUMBER SHIPMENTS.

The following is a complete list of the loaded barges by the respective forwarders, all of which will have left the harbour before Tuesday night:—

Blandford & Williamson 10 barges for Montreal	2,175,000 ft.
D. Murphy & Co., 9 barges for Burlington and Whitehall	2,250,000 "
D. Murphy & Co., two barges for Quebec	500,000 "
D. Murphy & Co., 23 barges for Montreal	6,575,000 "
D. Murphy & Co., six American boats for New York	900,000 "
Bangs & Co., five barges for Burlington	1,263,000 "
Geo. A. Harris, eight barges for Burlington	1,875,000 "
Jas. Wood & Co., eight barges for Montreal	2,000,000 "
G. T. Easton, five barges for Kingston	1,000,000 "

making a grand total of nearly eighteen million feet. Of this amount the following concerns loaded about as follows:—

Barges.	
E. B. Eddy.....	10
Gilmour & Co.....	12
Lord, Hurdman & Co.....	6
Bronson & Weston	9
G. A. Grier & Co	5
Perley & Pattee	16
J. McLaren & Co	5
W. McLiment & Co.....	2
Ross Bros., Buckingham.....	4
W. C. Edwards & Co., Rockland	5
Hamilton Bros., Hawkesbury	2

The loading of these barges has given a week's employment to about one thousand laboring men, and has made quite a boom around the Chaudiere. The yards are still quite full and the forwarders are looking for a busy season. The following mills are now sawing:—Bronson & Weston, Gilmour & Co., Grier & Co., Perley & Pattee, and Lord, Hurdman & Co. Messrs. Booth & Eddy expected to start sawing on May 1st.

The following steamers left last night with their respective tows, viz.: Florence, with 8 barges, Montreal; E. B. Eddy, with 8 barges, Montreal; A. McMahon, 2 barges, Montreal.

The following will leave to-night: A. Gilmour, with five barges, 1 drington; Icy, with 10 barges, Montreal, and Monday night, G. A. Harris, with eight barges, Burlington; J. R. Booth and Elfin, with 5 barges, Montreal, Lake Champlain and New York.—*Ottawa Citizen May 1st.*

A NOVEL DESIGN IN STEAMBOATS.

Mr. A. P. Cockburn, M. P., General Manager of the Muskoka & N.issing Navigation Company, has just had a boat built on a new principle, from designs of his own, for use by his company. The boat was recently launched at Burk's Falls, Ont., and has been found to work admirably; indeed, the captain has telegraphed Mr. Cockburn that "she is a credit to her designer." She is described as a combined paddle and screw general purpose steamer, and can run either with paddler or screw, or with both. In the waters where she will ply the channels are often blocked with logs, which seriously interfere with the passage of either paddle or screw steamers, as the logs get under the vessel, and if struck will injure either of the propelling powers, and the boat has to stop while the obstruction is cleared away. It is anticipated that it will be comparatively easy to keep the boat constantly moving by the use of either of her propelling powers when the other has to be detached. The detachment can be instantly made, or a change from screw to paddle, or vice versa, without delaying the boat. The boat is 96 feet long, 17 feet 9 inches beam, 27 feet over all, has 7 feet depth of hold, and draws 4 feet 6 inches of water. She is capable of maintaining a speed of thirty miles an hour. It is claimed for the vessel that she will prove one of the most convenient and useful boats for her size and cost ever built.—*Railway Life*

Indians as Loggers.

Estimates of the log cut on the Court Oreilles Indian reservation, in Sawyer County, Wis., were too small. W. D. Stevens, the government scaler, furnished the *North Wisconsin*, of Hayward, the following statement: Callaghan Bros. cut 33,033 pieces scaling 6,671,860 feet; Dan McDonald cut 46,549 pieces, scaling 9,229,780 feet; Bergerson & Gaynor cut 16,588 pieces scaling 3,326,230 feet; Dobin & Stratton cut 119,660 pieces, scaling 27,573,240; making a total cut of contracted logs, or 47,499,120 feet. The logs were cut from 131 subdivisions belonging to individual Indians.—*N. W. Lumberman.*

At the sale of timber limits held at Ottawa last week over \$140,000 worth of property was disposed of, including a limit on the River Mattawa to Mr. Alexander Fraser for \$62,000, also limits for \$30,000 and \$1,600 to the same purchaser, and a limit to Mr. J. B. Fraser for \$5,200. Mr. A. Fraser also bought 344,000 cubic feet of square and waney timber for \$6,880; 337,551 do., \$1,290; about 8,000 standard saw logs, \$12,560, and about 140,000 feet sawn lumber, \$11,900.