

THE N. B. COASTING TRADE.

The following letter appears in the *Sun*, of St. John, N.B.:-

MR. EDITOR,—I wish to call the attention of the readers of your paper to one of the results that will arise from the legislation which has been brought before Congress—to make subject to full import duties all lumber, cut in the State of Maine, now manufactured by American citizens at St. John and shipped to the American markets.

I refer to the coasting and carrying trade of St. John, which is largely supported and employed by that branch of lumber industry. Upon enquiry it is ascertained that 100,000,000 (one hundred million) feet or upwards is annually shipped here to the United States of this class of lumber, requiring the work of eighty coasting schooners of an average of one hundred and twenty-five tons. These vessels make about ten trips a year and earn on an average \$600 each trip, an annual earning of \$6,000 for each vessel, being in the aggregate \$480,000 for the schooners employed.

Of the \$600 so earned each trip, about \$100 is used in the American ports to discharge the vessel and \$500 is returned to St. John, the home port of the vessel. Of the \$500 so returned about \$300 is required for wages and provisions of the crew, harbor dues, towages, and the expense of loading the cargo. The balance of \$200 then goes to the owner for profit and to enable him to keep in repair and to reduce these vessels as they are worn out or lost. So that out of the aggregate sum of \$480,000 earned, \$80,000 goes abroad, while \$400,000 belongs and is strictly retained in St. John, or the immediate neighborhood of St. John, as these vessels are built by and manned invariably with St. John and St. John River men, are provisioned, outfitted and supplied by St. John supply and material men, and are owned by persons near the home port.

The result of the legislation that is now sought for will be to turn from the St. John River, which is the natural highway to the sea for all lumber grown on the Aroostook and the tributaries of the St. John that extend into the State of Maine, and compel the transportation of all such lumber to be made over the artificial highway (of railroad) to the port of Calais, where the British coaster is prohibited from carrying or being engaged in the American coastwise business, thereby ensuring to St. John the complete loss of the \$400,000 a year which now goes largely to her laborers, and the balance to the benefit of her trade.

And while we cannot prevent any legislation that our American neighbours may deem expedient to enact in this behalf, still as we look on with unavailing sorrow at the destruction of this branch of our industry, we are reminded that it is our duty to file our protest against the enemy of our city's interests, who to build up a railway monopoly threatens us at one swoop with an annual loss of \$400,000 in this one branch of our industries.

GEO. F. BAIRD.

St. John, June 17.

BUILDING OPERATIONS.

The Winnipeg correspondent of the *Toronto Globe* says:—The demand for lumber is greater ten times than the supply. It is being brought up and down the Red River by steamer and barge, whole train loads are being brought in from the South, and yet operations have to be suspended for hours at a time for lack of material. The supply of stone is about as defective as that of lumber. On Friday last I was talking with Mr. Baxter, formerly a celebrated contractor of Dundee, who is here trying to repair his fortunes. He had got the greater part of a stone foundation put in for a massive brick block when the architect came up and told him there would be no more material until Tuesday. Baxter turned to me and said, "Eh, man, isn't it heart breakin'? The loss o' time is bad enough, but the loss o' men is far waur." The impossibility of procuring material thus prevents contractors from giving constant employment, and entails the necessity of hiring and rehiring workmen to complete a job. Bricks are very scarce at present, and will be so all the year through. I believe that by this time there

is machinery at work with a capacity of over a million a day. The clay, I understand, is of very fine quality, being good near the city and really excellent out at Selkirk. At this latter place there is clay which if washed would make good pottery. Despite all these drawbacks building is progressing with a rapidity which is startling. The other day I am sure I saw over five hundred dwelling houses well advanced towards completion, and plans are prepared for hundreds more. Large brick business blocks will be erected just as fast as material can be procured. Indeed, the lack of material alone limits building operations. To rent a place at present is well nigh impossible. Houses are rented before a pile is driven in the foundation. Business stands command prohibitory rears. The other day I had occasion to attempt to rent a building about one hundred yards from the main street, and on a side street. The rent demanded was higher than what would have been asked for the same accommodation within one hundred yards of the intersection of King and Yonge streets in your city. Rents, freights, the dearth of money, and the scarcity of material combine to make everything about double its value in Toronto.

THE ENGLISH TRADE.

The *Timber Trades Journal* says the trade in home-grown timber cannot be said to be in a prosperous condition at the present time. From no part of the country can we hear of a brisk demand. In the districts round Berkshire and Buckinghamshire oak is very low in price, in the eastern counties the market is said to be overstocked, whilst in Yorkshire it is reported to be quite a drug. At the Lancashire bobbin mills trade is dull and has been for months past, and the raw material is fetching low prices. The great and prolonged stagnation in the general trade of the country of a few years back, and especially the depression in the coal and iron industries, brought prices down to the lowest ebb. The hopes cherished that the revival of trade which set in last year, would stimulate the demand and lead to improvement in values have been dissipated by the fearful havoc wrought in our woodlands and forests by the late October and April gales, which have thrust an enormous quantity of wood on an already overstocked market.

Whilst building timber continues to be sent forward so freely from the north of Europe and Canada, home-grown timber cannot be said to stand in any great competition with it for constructive purposes. We hear now and again of the growing scarcity of supply in those countries which supply our market with building woods, and of the increasing cost of transport to the places of shipment; but a glance at the total importations each year shows that any scarcity is made up by the energy with which the available stock is pushed forward, and there is little fear that the supply will fail to keep pace with the demand for some considerable time to come. It is in hardwoods that home-grown timber comes into competition with foreign wood, but for special purposes and in our local industries, native timber of good quality and dimensions will always command a good price.

GIGANTIC TREES.

We often refer to our "big trees" of California, and no one who has seen them ever doubts that they are big trees in earnest, but truly they seem almost like dwarfs in comparison with some of the gum trees of Australia. No authentic statement gives any one of them a greater height than 325 feet. But Baron F. von Mueller, director for many years of the botanical garden of Melbourne, than whom no better authority can be found, measured one tree of *Eucalyptus colossa* (the *larri* of the natives) which was 400 feet in height, one of the *Eucalyptus amygdalina*, which was 421, and another of the same species which was 476. And not far off was still another, which was not measured, it was believed to be at least 500 feet in height. These statements seem incredible, but their accuracy can scarcely be questioned.

During their younger years the eucalypti are slender, and it is believed that for about seventy to eighty years their growth is chiefly in height,

but after that time they increase enormously in bulk. Mueller measured one which was 30½ feet in diameter at the base, and at the height of 230 feet, where the first branch was given off, the trunk had still a diameter of 12 feet. In the London exhibition of 1862 was known a eucalyptus plank 75½ feet long by 11½ feet wide, and of proportionate thickness. Another plank was also ready to be sent from Australia to the same exhibition, but no ship could be found to bring it; we need scarcely be surprised at this, for the plank was 167 feet long. These are not random statements, they are simply verities, and they are only incidental expositions of the wonders of that strange land.—*Boston Journal of Commerce.*

Lumber on Fire.

TRENTON, June 21.—About 2.30 this afternoon a fire was discovered in a pile of lumber in Gilmore & Co.'s mill-yard. An alarm was given, but before the fire brigade got to the yard, or the company's own appliances could be got to play on it, fanned by the high winds the fire spread with fearful rapidity until the whole of the lumber in the north-east part of the yard was in one blazing mass. Fortunately the wind was blowing away from the mill or nothing could have saved the splendid new mill now completed, and it looked as if they would go at one time, and assistance was telegraphed for from Belleville and Cobourg. The fire, after leaping through the yard, fired four of the houses belonging to the Company and occupied by their men, also a couple of other small houses. The fire brigade with the mill hands were enabled to keep the flames from working up against the wind toward the mill and other buildings, the whole of which are saved. The fire was got under control about five this afternoon, after destroying about 5,000,000 feet of lumber, four large dwelling houses and two small ones. The loss will exceed \$100,000, covered by insurance. The fire is supposed to have been caused by some one smoking and leaving his pipe in the lumber pile, as a pipe was found where the fire started.

A COOPERAGE establishment at Green Bay, Wis., is having a boom. It manufactures, for the most part, tripe, fish, pickle and syrup barrels, and is not only selling all it can turn out, but is so far behind orders that it recently refused an order for 10,000 barrels. A Buffalo contract calls for 13,000 syrup barrels, another for 19 car loads of pickle barrels, and a third large order is for white ash tripe barrels. Bolts come in freely from up the bay, down the river, and by team.

THE Pensacola, Fla., *Commercial*, of a late date, says—"One cargo of lumber for Australia, direct, is now loading in this port, and we have the best authority for stating that a line of sailing vessels will soon be engaged exclusively in this trade. Heretofore, we understand, all lumber shipped from here to Australia has gone via the English ports, when, after being picked, the inferior only was sent to that market. This certainly marks an important era in our affairs."

VENERIES are active and command good prices in most markets, especially in the East, and fancy burls are eagerly snapped up, as a usual thing.

THE lumber trade around Puget Sound has been so exceedingly brisk that the lumber is nearly all used up. The demand for British Columbian lumber, therefore, is rapidly increasing, and its value rising in proportion.

THE Crown Timber Office records show that during the month of May 159 cribs of timber passed through the Government slide at Portage du Fort, 8,260 cribs and 3,000 saw logs through the Arnprior slide, and 43,688 saw logs, 103 pieces of flat timber and 2,729 railway ties through the Gatineau boom.

THE Canada Lumber Company, that got out a fine lot of timber in the Adirondack region, N.Y., last winter, and put it into St. Regis river at Fort Jackson, is having discouraging work in running the sticks to the St. Lawrence. A gang of St. Regis Indians had, at a late date, succeeded in getting the drive but seven miles from the starting point.

SINCE the 17th June 5 rafts, composed of 584 cribs and 14,703 pieces of timber, have left Ottawa; since the 19th June 56 double cribs, containing 2,800 pieces of square, flat and round timber, left the Gatineau boom, also 24,323 saw logs; since the 21st, 1,360 pieces of timber left the Madawaska, 197 cribs and 4,002 pieces of timber passed through the Des Joachims slide for the week ending June 17th.

By a reference to our advertising columns this week it will be noted that our old friend *Perry Davis' Pain-Killer* appears in costlier apparel than it has worn for some time past. This splendid advertisement is well calculated to both catch the eye and convince the mind. We know of no better evidence in favor of an article than the written testimony of so many well known citizens, especially the testimony of men who speak from long years of experience, as these do, in favor of the Pain-Killer. Messrs. PERRY DAVIS & SON & LAWRENCE inform us that they are compelled to renew their advertising, not because the Pain-Killer is losing one whit of its popularity, but to caution the public against the already numerous and constantly increasing number of base imitations, and other trashy mixtures, which are being sold in the market; many of them without merit and only intended to sell on the reputation of the genuine Pain-Killer.

It has become a common practice in Canada of late, among a "certain class" of dealers, to keep in stock "cheap things," if its "only cheap," particularly in the medicine line; and in a little while they of course have a large collection of these imitation articles which they substitute for the genuine, whenever a customer happens to come along "green enough" to allow it. An honest dealer ought to recognize his position better, and not on any account recommend an article to a fellow-being, or influence him in any way in buying an article he knows nothing about, except that it pays a good profit. Carelessness in this way may cost a life, and no man has a right to so trifling with matters of such great importance. PERRY DAVIS' PAIN-KILLER has been before the public for so many years, and has steadily grown in public favor, till we are satisfied there is no better cure for our thousand little ills than PERRY DAVIS' PAIN-KILLER, and we heartily recommend it.

LIVERPOOL STOCKS.

We take from the *Timber Trades Journal* the following Comparative Table showing Stock of Timber and Deals in Liverpool on May 31st, 1881 and 1882, and also the Consumption for the month of May, 1881 and 1882:—

	Stock, May 31st, 1882.	Stock, May 31st, 1881.	Consumption for the month of May 1882.	Consumption for the month of May, 1881.
Quebec Square Pine.....	58,000 ft.	538,000 ft.	62,000 ft.	107,000 ft.
Wancy Board.....	150,000 "	180,000 "	—	—
St. John Pine.....	3,000 "	5,000 "	—	3,000 "
Other Ports Pine.....	25,000 "	43,000 "	3,000 "	8,000 "
Pitch Pine, hewn.....	707,000 "	560,000 "	240,000 "	214,000 "
sawn.....	347,000 "	340,000 "	221,000 "	197,000 "
planks.....	07,000 "	07,000 "	30,000 "	40,000 "
Red Pine.....	14,000 "	32,000 "	8,000 "	2,000 "
Dantzic, &c., Fir.....	108,000 "	176,000 "	51,000 "	51,000 "
Sweden and Norway Fir.....	4,000 "	9,000 "	4,000 "	—
Oak, Canadian.....	214,000 "	360,000 "	29,000 "	31,000 "
Planks.....	68,000 "	147,000 "	80,000 "	20,000 "
Baltic.....	58,000 "	02,000 "	7,000 "	9,000 "
Elm.....	33,000 "	27,000 "	4,000 "	6,000 "
Ash.....	9,000 "	4,000 "	4,000 "	—
Birch.....	40,000 "	102,000 "	21,000 "	44,000 "
Greenheart.....	01,000 "	50,000 "	24,000 "	8,000 "
East India Teak.....	03,000 "	8,000 "	20,000 "	11,000 "
Quebec Pine Deals.....	3,510 stds.	7,361 stds.	1,609 stds.	1,181 stds.
Spruce.....	7,220 "	15,080 "	4,076 "	6,300 "
N. B. & N. S. Spruce Deals.....	380 "	1,030 "	204 "	574 "
Pine.....	2,220 "	8,030 "	—	61 "
Baltic Deals.....	100 "	400 "	—	—
Boards.....	3,080 "	3,760 "	1,900 "	1,968 "