

BRITISH WOOD TRADE.

There is an improved tone in the British timber market, according to Farnworth & Jardine's wood circular of the 1st inst. Imports have been moderate and values are steady. The arrivals from Canada at Liverpool in October were 28 vessels, 26,807 tons, against 42 vessels, 36,417 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1893, 1894 and 1895, was 343,442, 372,065 and 347,783 tons respectively. Imports during the month were in some articles under the average, and as the deliveries have been fairly satisfactory, a better feeling prevails, with a firmer tendency in some of the leading articles; stocks are not excessive.

CANADIAN WOODS.—Of waney the import has been heavy, but being principally on contract, has chiefly gone direct from the quay into consumption; there is no change in value to report Square pine has also been imported more freely; the enquiry continues very limited, and the stock is ample. Red pine has been more enquired for, there is no change in value, and the stock is moderate. Oak has come forward freely; the demand for first-class wood is still fair, prices are steady, and the stock is sufficient; inferior wood is very difficult to move. Ash is in fair request, and prices are a little firmer. Elm has been imported freely; there is a fair enquiry, but no change in value, and the stock is quite sufficient. Pine deals have been imported more moderately, viz., 3,306 standards, against 3,612 standards same month last year; the deliveries have been fair, but the stock is still too heavy; values are firm, with a slightly upward tendency.

NEW BRUNSWICK AND NOVA SCOTIA SPRUCE AND PINE DEALS.—The import has been 5,745 standards, against 14,236 standards corresponding month last year; the deliveries have been satisfactory, viz., 8,696 standards, against 9,118 standards same time last year, consequently the stock is now reduced to a very moderate compass. Recent sales have been at advanced rates, and as the import for the remainder of the season promises to be light, prospects are better. Pine deals have not been imported.

BIRCH.—Logs have been imported too freely; the deliveries have been disappointing, still prices are steady, although the recent auction sale shows a slight decline in value. For planks there has been more enquiry, values have improved, and the stock is now reduced to a more moderate compass.

UNITED STATES OAK.—Of logs the import has consisted of a few small parcels; prices have ruled very low and the stock is too heavy. **Planks:** The import has been moderate; there is more enquiry, especially for long dimensions; there is, however, little change in value, and the stock is now moderate.

PITCH PINE.—With the exception of 1 vessel to Manchester of 1,008 tons, there has been no import during the past month, as against 4 vessels, 4,475 tons, during a like period last year. Of hewn there have been no fresh arrivals, and the consumption has been fairly good, leaving us with moderate stocks. Of sawn, with the exception of the cargo to Manchester, there are no arrivals to report, and this, combined with a fair consumption, leaves us with further diminished though still ample stocks. **Planks and Boards.**—The consumption of boards has not been on a large scale, but as there has been no import, stocks are lighter.

SEQUOIA (CALIFORNIAN REDWOOD).—Recent sales have only been in retail quantities, but there has been more enquiry; the stock, however, is quite sufficient.

BRITISH COLUMBIAN AND OREGON PINE.—There have been no arrivals; the demand continues very limited, and the stock is too heavy; there is no change in value to report.

United States staves have again been imported on a fairly liberal scale; the demand continues steady, and prices have been well maintained; stocks are ample for present requirements.

BALTIC AND EUROPEAN WOODS.—The arrivals during the past month have been 27 vessels, 17,091 tons, against 25 vessels, 13,904 tons, during the like period last year. Of fir timber there have been no arrivals; the deliveries have been on an improved scale, but the stock is still too heavy. **Red and White Deals.**—The import has been moderate, and chiefly on contract; there has been a fair enquiry, but the stock is still too heavy. **Flooring Boards.**—There has been about an average import; there is more enquiry, and recent sales have been at advanced rates; the stock is ample.

AMERICAN RAILWAY EMPLOYEES.

The twelve months ended with June, 1894, was a period of memorable depression for the railway traffic of the United States, as appears very plainly from the statistics of the railways of the U.S., compiled by the Interstate Commission. How "hard times" affects the railway man may be gathered from the following figures. One man out of ten was out of work: The total number of railway employees, on June 30, 1894, was 779,608, a decrease, as compared with the number on June 30, 1893, of 93,994, or 10.76 per cent. This is a smaller number employed than in any year since 1890. This decrease is, of course, due to the heavy falling off in traffic and the endeavor of the railways to economize. On the basis of four persons being dependent on each wage earner, it shows that over one-third of a million of people have been deprived of their regular means of support. The class of employees showing the greatest decrease are trackmen, the decrease for this class being 29,443, or 16.34 per cent.; the next largest decrease is 19,890, or 18.91 per cent. for laborers and other unclassified employees. The decrease in employees assigned to general administration was 3,635, or 10.27 per cent.; in employees assigned to maintenance of way and structures, 40,841, or 15.94 per cent.; in employees assigned to maintenance of equipment, 23,490, or 13.38 per cent.; and in employees assigned to conducting transportation, 32,023, or 8.05 per cent. Localized, the largest decrease is in Group VI., 26,168, or 15.36 per cent., and Group III. comes second with a decrease of 20,680, or 14.99 per cent.

A new feature in this report is a table giving a comparative statement of the average daily compensation of the various classes of railway employees for 1892, 1893 and 1894. For 1894 the average daily compensation was, for general officers, \$9.71; other officers, \$5.75; general office clerks, \$2.34; station agents, \$1.75; other station men, \$1.63; enginemen, \$3.61; firemen, \$2.03; conductors, \$3.04; other trainmen, \$1.89; machinists, \$2.21; carpenters, \$2.02; other shopmen, \$1.69; section foremen, \$1.71; other trackmen, \$1.18; switchmen, flagmen and watchmen, \$1.75; telegraph operators and dispatchers, \$1.93, and employees of floating equipment, \$1.97.

THE ELBE DISASTER.

The Court of Marine Jurisdiction, in Rotterdam, has rendered judgment upon all points against the British steamer "Crathie," which ran into and sank the steamer "Elbe," off Lowestoft, England, January 30th, 1895. The court decrees that the owners of the "Crathie" shall pay all damages sustained by the North German Lloyds Company through the collision, and also that they shall pay all costs, and that the ship be held under seizure until the money is paid. The judgment of the court is long and exhaustive, and decides that the "Elbe" was navigated strictly in accordance with the prescribed rules of the right of the road at sea, while there was a deplorable lack of precaution on the part of the navigators of the "Crathie."

GREAT SHIPPING STRIKE.

A cablegram from London, dated November 6th, states that in consequence of the lock-out put into force yesterday by the Clyde shipbuilders against part of their employees, nearly all the engineers employed in Clyde ship yards quit work this morning, as a public protest against the action of the employers, who have no local dispute with the engineers in their employ, yet have declared a lock-out in sympathy with Belfast shipbuilders, with whom they entered into an agreement for common action in the dissent of the latter with their engineers. Public sentiment is overwhelmingly opposed to the action of the Clyde builders.

—It seems as if all the estates in Norrland [Sweden] are by degrees becoming the property of saw-mill companies. Recently a farmer at Bracke, in Zamtland, sold his farm to the Tunadals Aktiebolag for 40,000 kr. It had belonged to the same family from time immemorial. The timber exporting firm, Braathen & Co., at Sundswall, have also recently bought an estate for 95,000 kronor. This was from another farmer, Mr. S. Soderholm, and is situated at Sorkrange. Splendid forests, having been saved a great many years, belong to the estate.

AS OTHERS SEE US.

"I never could see," said the doctor to his brother, who was a draftsman, "how a man could be contented to sit all day and just make lines on a paper. It would be very dull music for me, and I can't see where the ambition comes in." "And," said the draftsman, "I never could be contented to squeeze people's wrists, sort out a lot of little square papers and jounce a little powder out of a bottle on each piece, thinking all the while that it was about even chances whether I killed the patient or not." "But," said the doctor, "we have to know what to put in those little papers; anyone can wrap up a little powder." "And," said the draftsman once more, "if we didn't know where to draw lines and how long to make them, you wouldn't ride sixty miles an hour to a hundred dollar consultation. Anyone can make marks on a piece of paper." And the doctor allowed there might be something in drafting after all.—*Exchange.*

OIL ON PELEE ISLAND.

It is now announced that the Pelee Gas and Oil Company, in the second trial, have found the long-looked-for fluid, petroleum. The well was struck on the Dr. Scudder estate of 3,500 acres, held by this company. The Standard Oil Company have lately secured a foothold of several thousand. The oil is very lively, and tested at Windsor 35 specific gravity. Petrolia and Oil Springs go only 30 to 32. This may prove to be the best quality as yet found in Canada. The vein from which the oil flows is 760 feet below the surface, and is supposed to be the same as the Ohio oil fields. The whole island contains 13,000 acres, of which the Pelee Company have 7,000.—*Amherstburg Echo.*

—Removing to Cowansville, Que., from Adamsville in 1893, A. L. Vanasse opened business in the grocery and hardware line. He has lately assigned on demand, owing \$1,608, with assets estimated at about \$1,000.

—Napoleon Toupin, keeping a general store for the last three years at Fecteau's Mills, and formerly a farmer and cheesemaker, has been served with a demand in insolvency.

—A Russian judge recently gave a decision worthy of Solomon. A creditor complained that he was unable to get his money from a debtor, although the latter was in a position to pay. The debtor declared that he had promised to pay on St. Henry's Day—a saint unknown in Russia. The judge ordered him to pay on All Saints' Day, "for that day includes all saints not mentioned on the calendar."

—The Fisheries Department at Ottawa is informed that the total catch of seals in the Northern Pacific and Behring Sea during the past season by British Columbia vessels was 73,614. Although this is 21,414 skins less than the phenomenally large catch of 1894, it is still the highest number ever taken in any year except 1894, and is 3,022 more than the catch of 1893, which was the largest known up to that time.

—Soft wood becomes stronger than hard wood under pressure. The case of a block of Oregon pine taken from the middle of an upright which formed a part of the timber support in the Comstock mines for twelve years gives an example of the effect of heavy pressure on wood fibre. It is so hard that it cannot be cut with a knife, and one of its sides is polished from the squeezing it has undergone. Yellow pine from the lower levels of the Comstock has been so compressed by the enormous weight that its density exceeds that of lignum vitæ.—*New York Tribune.*

—Two small grocers in Montreal, Alphonse Beauchamp, and J. B. Bourcier, have failed with liabilities of \$600 and \$700 respectively.

—H. Archambault, another small dealer in the same line has compromised at 25 per cent., cash.—O. Dauphinais & Co., dry goods. Montreal, are reported insolvent. This is Mr. D.'s third failure within six years. He first failed in 1890, owing \$15,000, and resumed in his wife's name; failure followed in January last, when he re-started under cover of his sister's name. His present liabilities are \$3,083. Evidently Mr. D.'s forte is not storekeeping. But who are the persons or firms who supply such men with goods on credit, only to fail repeatedly and use the name of sister, cousin or aunt as a cover to go on again and make life harder for solvent merchants.