

THE WOOD MARKET IN BRITAIN.

Trade in timber or lumber in the United Kingdom was very quiet at last accounts. "Hand to mouth orders" were the rule at Liverpool; "trade exceedingly quiet" at Hull; "the timber trade presents a very dull appearance" at West Hartlepool; "less is being done than at any time these twelve months" on the Tyne; "merchants still complain of the dull state of business" at Cardiff. Such are the reports to the *Timber Trades Journal* of December 20th last. And at Glasgow there was, up to 18th ult. "generally a quiet business, much of what was offered being withdrawn for lack of competition." From Leith comes word of "the dulness of trade, speculative building being practically at stand still." In London alone does there seem to be any exception to the general tenor we have above described. Pine goods there are helped in price by the destruction of 70,000 pine planks by the great fire at Dalton, about 40,000 of which were owned, it appears, by Messrs. Bryant, Powis & Bryant.

The imports in English, Welsh, Scotch and Irish ports for eleven months of last year compared with the like period of 1883 show a decline, at the close of November last, equal to 324,000 loads or about 5½ per cent. We subjoin the figures relating to principal ports:—

		11 ms. 1884.	11 ms. 1883.
London	Hewn	175,032 loads	193,017 loads.
	Sawn	1,196,994	1,189,034
Liverpool	Hewn	162,859	166,303
	Sawn	409,186	474,000
Hull	Hewn	84,055	89,993
	Sawn	329,260	365,188
Cardiff	Hewn	278,320	226,246
	Sawn	110,516	82,913
Hartlepool	Hewn	143,837	153,346
	Sawn	148,437	162,804
Grimsby	Hewn	78,906	99,547
	Sawn	126,939	130,070
Bristol	Hewn	19,372	19,885
	Sawn	108,765	99,781
Newcastle	Hewn	48,741	65,800
	Sawn	69,170	85,532
Sunderland	Hewn	87,127	115,636
	Sawn	34,590	42,815
Greenock	Hewn	56,450	108,625
	Sawn	34,049	46,557
Glasgow	Hewn	11,257	8,777
	Sawn	56,376	88,572
Total, 117 ports.	Hewn	1,872,089	1,906,822
	Sawn	3,915,356	4,115,263

—The new city council will have to give its attention to the state of the Toronto water works. It is quite certain that the water is not pure and its want of purity has probably caused some typhoid fever, though there is less typhoid in the city than some pretend; medical men in good practice can be found who have not seen a single case. Still the water is not what it should be, and no time ought to be lost in applying a remedy. The pipe across the bay leaks, or there is a leakage about the pumping house, perhaps both, and sewage gets mingled with the water. Of this there can be no reasonable doubt. Can the pipe ever be made secure against the danger of leakage? If not, what is the remedy that must be found? Lake Simcoe might be reached by tunnelling, but will the water of Lake Simcoe always remain pure? Can we do better than get water from Lake Ontario at a safe distance from shore? If we must tunnel somewhere, might we not tunnel under the bay? The whole subject requires to be carefully considered. Meanwhile there must be repairs of the present working apparatus, the leaks must be stopped and the best made of the present con-

nections till new ones, if they must be had, can be got. It is pretty certain that mere patching is not all that is required.

—In Toronto and Kingston, a vote was taken, at the time of the municipal elections, on the question of exemptions. The vote, as might have been expected, was overwhelmingly large against them. Of course the vote has no legal effect; but it is valuable as an expression of opinion, and is intended for the enlightenment of the legislature. The loss to the religious denominations by the abolition of exemptions would be little more than nominal; they would gain to a great extent in the reduction in tax rate what they lost on the assessment of church property. When this fact is considered, the large vote, in the two cities against exemptions, shows that the question is viewed as one of principle. Will the Legislature act upon these indications of opinion? It is improbable that it will do so. A vote in two cities, it will be said, does not necessarily show the general drift of opinion on the subject; and the argument, which is not altogether devoid of validity, will be made to do duty as an excuse for not attempting the abolition of exemptions at present. But abolition will come; nothing can prevent its advent when the question has been discussed a little more.

—Some American journals, including the *New York Herald*, advocate the free admission into the United States of Canadian lumber, as a means of conserving American timber and preventing a future wood famine. They think, no doubt rightly, that Canada could be induced to commit the folly of wasting her timber resources by this bait, and the Americans might keep a store of their own for a rainy day. But the lumberers of Michigan and other places are in much too great haste to make money out of the present supply of timber to allow such arguments as these to be listened to. Congress is not likely to take the advice of the *Herald*, and the worst that will happen to Canada will be that perforce she will be obliged to conserve considerable portions of her timber supply. If she loses the small profit of selling now, she will retain an inheritance which must immensely increase in value in future.

NOVA SCOTIA SHIPPING.

The shipping interests of Nova Scotia are of great importance not only to that province but to the Dominion. The ships of our maritime provinces are found in every part of the world, and the prominence of those provinces in ship-building have much to do with the growth and extent of Canadian foreign trade. Our wooden ship-building yards have a hard fight to maintain themselves in face of the growth in iron ship-building. A good many decreases of tonnage are found in the subjoined list of registries at the different Nova Scotia ports at the close of 1884. The figures are in most cases compared with those of 1883.

ANNAPOLIS.

Two new schooners appear on the register at this port, 149 tons and 123 tons respectively, while two more are transferred from other ports. Vessels on register 31st Dec., 1884, number 91

of 20,176 tons against 88 of 20,190 tons in 1883.

AMHERST.

No new vessels registered here in 1884. The number now on register here is sixteen, of 5,391 tons.

ARICAT.

Entries of new vessels on register here:—2 schooners; transferred from other ports, 7; struck off as lost, sold, or destroyed, 11. Number now registered, 125; tonnage, 6,186, an increase of 125 tons over 1883.

BARRINGTON.

Six new vessels, 408 tons; four transferred hither, 248 tons. Number now on register, 46 of a tonnage 2,783, which shows an increase of 9 vessels and 368 tons.

DIGBY.

One brigantine and four schooners, new; six schooners transferred to this port. Struck off as wrecked, foundered, burned or missing, 8 of 1,242 tons. Registered here now, 164 craft of 14,846 tons, an increase of 3 vessels but a decrease of 532 tons.

LIVERPOOL.

Six new schooners of 591 tons, and eight of 1,103 tons struck off as transferred or destroyed. Total registered 89 of a tonnage 8,454 as compared with 91 vessels of 8,966 tons a year ago.

PARSBORO.

The new vessels added to the list during last year numbered eight—1 ship, 1 barquentine, and 6 schooners—and one schooner was transferred from another port. Total 9, of 2,135 tons. There were struck off, 8 vessels of 990 tons, leaving 103 vessels of 21,765 tons on the register against 102 vessels, of 20,620 tons a year before.

SHELBURNE.

This port had, at the close of last year, 136 vessels of 11,299 tons, an increase of 4 vessels, 87 tons. The new craft included one steamer and fifteen schooners, 1,282 tons in all. There had been wrecked, foundered or burned, six vessels of 834 tons, and transferred to other ports, six, of 361 tons.

SYDNEY.

The Cape Breton port of Sydney boasts no fewer than 114 vessels on her register at the close of 1884, with a tonnage of 6,023 tons, which compares favorably with the 108 craft of 5,879 tons of 1883. Six vessels, 517 tons were struck off during last year, and twelve, of 661 tons were added, new—2 steamers, 1 brigantine and 9 schooners.

GUYSBORO.

Four new schooners and two transferred, represent the 344 tons added at this port, while 9, of 478 tons, were sold, transferred or lost. Her total is now 51 of a tonnage of 2,054 tons, a decrease of three vessels and 134 tons as compared with 1883.

WEYMOUTH.

One brigantine and one schooner were added to the craft registered here, while two were struck off. Number now on list, 32 of 6,016 tons, as against 32 of 6,379 tons.

The total tonnage at 21 ports of Nova Scotia this year is given at 544,216 tons, while that of 1883 was 540,770 tons, an increase for the last year of 3,446 tons. The number of vessels was 3,021 in 1883 and 3,030 last year.

LUNenburg.

The new vessels placed on the register of Lunenburg during the year 1884 were: 3 brigan- tines and 42 schooners, total tonnage 4,636; transferred from other ports 7 of 411 tons making 49 whose tonnage was 5,047. Two were destroyed as unseaworthy, twelve were sold and a number lost, so that the aggregate to-day, 284 vessels of 22,176 tons, does not differ very greatly from the 282 vessels, 20,350 tons of a year ago.