

duces the production. Add to this the fact of an active demand from Baltic ports and from German and Belgian makers. Steel boiler plate is advanced from seven to ten shillings by yesterday's cable.

MONTREAL GRAIN SHIPMENTS.

The movement of grain to the seaboard by the St. Lawrence water route and the railways leading to Montreal has been unusually large this season. The quantities are given officially in the *Montreal Gazette*, as follows. Arrivals of grain at Montreal by railway, etc., from January 1st to October 20th, 1886, with comparative receipts and shipments for corresponding period, 1885.

BREADSTUFFS. RECEIPTS.	1886.	1885.
Wheat, bush	6,154,255	5,028,493
Corn, "	4,382,059	2,176,229
Peas, "	2,002,528	1,794,822
Oats, "	1,735,486	1,313,187
Barley, "	87,394	60,162
Rye, "	24,959	33,831

Total grain, bush.....	14,386,691	10,415,724
Flour, brls.....	696,556	647,137
Oat and Cornmeal, brls..	51,336	84,145

The aggregate receipts of grain at our chief seaport are thus 14,386,691 bushels, compared with 10,415,724 bushels in the previous year. Those of the two preceding years were 10,380,216 bushels and 11,795,947 bushels respectively. Almost all over the list there has been a gain. Wheat, corn, peas and oats all show an increase; only the quantities of barley and rye are smaller, than in 1883 and 1884. Receipts of flour and meal are, however, smaller this year than the average of the past four years. Taking now the shipments of grain from Montreal to Europe for the same period, *via* River St. Lawrence, Portland and Halifax, we find them one half larger than for any of several past years, but flour and meal again relatively less, thus:—

BREADSTUFFS.	SHIPMENTS.	
	1886.	1885.
Wheat, bush	5,929,888	3,929,831
Corn, "	4,085,571	2,015,060
Peas, "	2,066,967	1,847,262
Oats, "	1,843,733	1,284,276
Barley, "	11,637	44,354
Rye, "	15,937	37,669

Total grain, bu.....	13,953,733	9,158,452
Flour brls.....	571,446	555,405
Meal, "	59,054	94,123

NEW BRUNSWICK WOOD EXPORT.

A very considerable falling-off in exports of lumber and timber from New Brunswick appears by the comparison of shipments in this year and the like period of former years made by the *St. John Globe* of the 9th instant. The total figures are this year 108,909,416 feet as compared with 126,497,856 feet last year. The falling off in shipping is represented by twenty-seven vessels and 21,000 tons. One of the features of the year's business is the decrease in the number of steamers coming here for deal cargoes. While twenty-three steamers of 32,451 tons cleared in 1885, only seven of 6,864 tons have taken cargoes this year—a circumstance due, of course, to the exceedingly low rates that prevailed during the summer. By the tabular statements of the quantities sent to various ports it is seen that Liverpool, as usual, retains the first place as a market:

SEASON 1886.			
Port.	No. of Vessels.	Tons.	DEALS. Sup. feet.
Liverpool	44	51,098	43,541,657
London	4	4,163	1,739,566

Bristol Channel..	22	19,173	17,807,121
Ballyshannon .....	.....	.....	.....
Belfast	5	4,810	4,338,776
Barrow	2	1,981	2,136,891
Cork	8	4,576	4,471,189
Coleraine	2	565	603,713
Dundalk	4	1,365	1,592,756
Dublin	7	4,876	4,540,702
Fleetwood.....	7	4,740	3,907,589
Galway	3	1,460	1,439,136
Glasgow	2	1,262	772,318
Llanelly	2	765	708,208
Limerick	3	1,819	1,687,000
Londonderry	5	3,222	3,032,378
Queenstown.....	3	2,093	2,111,421
Sligo	3	996	1,098,212
Tralee	2	863	886,654
Continent.....	9	5,201	4,795,521
Africa	3	2,288	2,169,036
Other ports.....	14	6,253	5,511,572

Total.....154 123,449 108,909,416

Fifteen other ports received one vessel each, whose aggregate tonnage was 6,253 tons and their cargoes reached 5,511,572 feet. The names of the shippers were, in order of amount, A. Gibson, R. A. & J. Stewart, W. M. Mackay, Guy, Bevan & Co., Geo. McKean, S. Schofield, Knight & Co., C. Hamilton & Co.

As to square timber, there has also been a falling off, the export of birch being less than half the quantity sent last year. The figures are as follows:

SHIPPERS.	1886.		1885.	
	Tons	Tons	Tons	Tons
	Birch.	Pine.	Birch.	Pine.
W. M. Mackay....	2,156	1,614	8,823	2,425
S. Schofield.....	1,265	202	3,394	548
A. Gibson	1,056	8	7	....
R. A. & J. Stewart..	11	76	....	....
G. McKean.....	8	....	....	....
	5,496	1,800	12,224	2,973

Ports.	1886.	1885.	1886.	1885.
Liverpool	3,939	1,109	10,487	2,315
Avonmouth.....		76	....	....
Carnarvon.....	501	....	800	....
Crookhaven.....		....	363	....
Dublin	125	....	....	....
Fleetwood	400	706	....	658
Glasgow	512	9	....	....
Hare Island .....	....	....	7	....
Queenstown .....	....	....	563	....
Wexford	8	....	4	....
Continent	11	....	....	....
	5,496	1,900	12,224	2,973

The *Globe* ventures the opinion that the shipment for the remainder of the year will be comparatively light, and the above proportions between the two years will probably be maintained.

In 1885, the number of vessels was 181; tonnage 144,803 tons, carrying 126,497,000 feet.

TIMBER AND LUMBER NOTES.

The largest single cargo of laths ever shipped by Messrs. F. H. Todd & Sons from the St. Croix was carried to New York recently by the three-masted schooner *Elizabeth M. Cook*. The cargo consisted of 2,120,500 laths.

One or two of the Chaudiere lumber mills will soon shut down for the season. Scarcity of logs is the trouble.

Two of the timber limits of Mr. Jas. B. Dickson, of Pembroke, have been sold at auction. One of them, on the Ottawa River, opposite Mattawa, is bought by Rochester & Dougherty for about \$30,800. The second is on the Kipewa, and was sold to E. B. Eddy, the price it is said being \$18,400.

The following is a comparative statement of timber, staves, &c., measured and culled to 21st Oct. at Quebec:

	1884.	1885.	1886.
Waney White			
Pine	2,198,453	2,796,786	2,866,509
White Pine....	3,686,744	2,654,987	2,668,287
Red Pine	327,735	69,767	267,010
Oak	772,042	1,495,508	1,036,766
Elm	653,812	1,010,179	398,950
Ash	410,458	278,615	134,446
Basswood	4,544	95	409
Butternut....	1,260	3,083	192
Tamarac	19,113	3,622	6,312
Birch & Maple	201,289	381,035	227,183
Masts.....	— pcs	— pcs	104 pcs
Spars.....	41 pcs	17 pcs	— pcs
Std. Staves ..	93.6.1.12	76.6.0.17	65.1.2.28
W. I. Staves..	260.8.0.19	185.9.3.25	128.7.0.29
Brl. Staves ..	9.7.1.0	195.9.3.25	19.0.3.16

"It won't do to let a green man do your business for you," said an old lumberman who has operated in Canada, and in every lumber district in the United States, excepting on the Pacific coast. "Dan Sullivan proved that. He sent a man over to France who knew nothing about lumber particularly, and when nosing around Paris he sold 350,000 feet of ship decking, from two-and-a-half up to three-and-a-half, by five inches; none of it must be under 48 feet long, and all without defect of any kind. The price was to be \$18 at the side of the vessel. Sullivan received the order and sent it to his mill, and in turn was informed by his foreman that all the mills in that section could not produce the stuff in six months. The boss replied that it was past his understanding why a mill couldn't saw that kind of stuff as well as any other. Orders were given to lay aside all fine long logs, and at the end of six weeks the vessel arrived and there was in pile only 4,000 feet of the desired decking, and nearly a half of that would not pass inspection. Sullivan paid \$1,350 to have the contract declared void.—*North-Western Lumberman*.

A sale of Georgian Bay timber limits took place at Ottawa on Tuesday last. Three berths, containing 36 square miles each, were disposed of, one to Mr. J. G. Bryson at \$11,300, one to Mr. David Moore at \$15,100, and one to Messrs. A. & J. McArthur for \$25,100.

INSURANCE NOTES.

Statisticians bring out some curious facts with regard to the birth and death-rates of the leading nations of the world. In England and Wales it has been found that the birth-rate is 35.4, and the death-rate 20.5 per 1000 persons. In Sweden the birth-rate is 30.2 against a death-rate of 18.1. In the German Empire, birth-rate 39.3 and death-rate 26.1. Austria, 39.1 birth-rate, 29.6 death-rate. The official returns state that in the United States the annual birth-rate is 36 and death-rate 18, but the *Record* thinks the American birth-rate is much larger. The increase of the U. S. is fully 10,000,000 since the last census was taken in 1880.

In the city of Vienna the New York Life Insurance Company has purchased a valuable site, situated on one of the most prominent business corners; has torn down the old and venerable building erected more than a century ago, and is now erecting a palatial edifice at a cost of more than 200,000 florins. This piece of enterprise doubtless contributes in a considerable degree to increase the confidence of the Viennese in the responsibility and business energy of the company. So writes the American Consul-General in that city.

The Equitable Life Assurance Society, of New York, seems determined not to be overshadowed by its American competitor, and has just purchased two large buildings adjoining the site of the New York Life Insurance Company, and intends to erect a large and commodious building in Vienna.