

Shipments of deals from Newcastle, N. B. for the season now closed, were somewhat larger than in the previous season, while those of timber and of palings were not so large. The following is a comparison:

	1883.	1882.
Deals 8 ft.....	69,915,000	60,281,000
Deal ends ".....	3,370,000	
Scantling ".....	2,979,000	
Boards ".....	2,865,000	4,744,000
Battens pos.....	55,000	
Palings pos.....	2,558,000	2,570,000

The principal shippers were R. & J. Ritchie & Co., Geo. McLeod, and G. Burchill & Sons. 151 vessels of 93,369 tons were laden this year, compared with 138 vessels of 77,442 tons in season 1882; and amongst their cargo was 706 tons pine timber and 63 tons birch timber. The shipments were mainly to the United Kingdom, 129 vessels, 81,268 tons, having sailed thereto, the remainder being distributed as follows:—8 to France, 7 to Africa, 4 to Spain, 3, to United States.

The export of deals and other descriptions of sawed wood from Miramichi has this year been some 28 per cent. greater than in the shipping season of 1882. The total shipments amount to 148 million feet against 117 million. There were 278 vessels of 172,022 tons loaded wood at Miramichi this season. The shippers were:

	Vessels.	Sup. feet.
R. A. & J. Stewart.....	61....	35,920,000
Guy Bevan & Co.....	56....	35,363,881
Geo. McLeod.....	60....	30,917,090
J. B. Snowball.....	60....	28,124,506
D. & J. Ritchie & Co.....	17....	7,873,000
Alex. Morrison.....	15....	7,506,000
Geo. Burchill.....	6....	2,586,000

Total.....278 148,290,477

Between January 1st and November 16th, this year, 390 vessels arrived at Parrsboro, N. S.; 158 of them from foreign ports and 232 from domestic. During that time, 106 vessels cleared with cargoes for foreign ports and 272 for domestic ports. Fifteen million feet of deals have been exported to Great Britain from Parrsboro; 443,000 cubic feet logs and 2,700,000 sup. feet laths, and 2,855 tons coal to the United States. The value of exports from the port during that period was \$189,475 and of imports \$87,655.

MR. PATTERSON'S LECTURE.

The lecture delivered, last week, in Montreal by Mr. W. J. Patterson, Secretary of the Board of Trade, on the commercial progress of the city, was, as such an address from that gentleman may be expected to be, an interesting *melange* of facts, figures and reminiscences. The worthy Secretary is so well-known an authority on the commerce of Canada that he is at home on such a subject. His conclusion, as he looks backward on what has been and forward to the future, is touching. It is the sage counsel of experience to the young and sanguine merchant. With the reflectiveness of advancing years, he seeks to emphasize the dignity of honest work and the certainty of its reward:

"It would be a serious omission on an occasion of this kind not to make reference to what, commercially speaking, is truly a congener of the railway—I mean the electric telegraph, which, as far as British North America is concerned, had its inception in Montreal in 1846. I can truly say of it, that, while the railway has abolished distance, the telegraph wires have overcome the lapse of time. More than a mere incidental allusion ought also to be made to the growth and changes that have occurred in the shipping interests of the River St. Lawrence, to the great increase in our steam tonnage, and to the immense development of our export and

import trade. I would say to our young men, that fortunes have been made aforetime in Montreal, and will be again, though perhaps not so easily as before—but the race to be rich and fashionable is a dangerous and engrossing one. Let us all strive to be *useful and contented* and the honest reward will come, whatever may be our station in life. I am not a prophet—past progress is foreshadowing the future, and the experience of all reflecting men is affording a bright presage,—I am only, so to speak, the servant sent out from the cave on the top of Carmel to look out upon the sea for the expected blessing, and I see the little cloud expanding hither and thither and spreading upward to the zenith, ready to yield enriching showers. Let us all, young and old, perform our part faithfully; let the carpenter drive an honest nail, let the blacksmith give hearty ringing blows on his anvil; let the ploughman cut a deep straight furrow; let the commercial traveller be thoroughly impressed with the important interests entrusted to him; let our merchants be earnest, energetic and unselfish in moving the wheels of commerce—and with God's blessing, Canada will become a happy country, and Montreal a great and prosperous city.

MANUFACTURERS' NOTES.

"The effect produced on the match trade," says the *N. Y. Shipping List*, "by the abolition of the tax to which matches were formerly subject presents, a marked illustration of the commercial rule that a decrease of price is naturally and in nearly every case accompanied by an increase of consumption."

The Trade Schools of New York have re-opened for their third session. The fact that 200 students have entered their names for this season's work shows that their advantages are well appreciated. Instruction is given in brick-laying, plumbing, fresco-painting, stone-cutting, plastering, pattern-making, for moulders and machinists, turning, and wood carving. A class in turned wood-carving and scroll sawing has been formed for young men between the ages of 16 and 25. The classes are taught by practical workmen.

In the first stages of the manufacture of wood pulp for paper, poplar was pre-eminently adapted for the purpose, and for a good while it was thought that only this wood, basswood and a few other kinds could be ground into a suitable pulp. Now, however, machines are made which turn out pulp with equal facility from all kinds of wood. The longest fibre is made from willow, basswood and poplar ranking next respectively. Cedar, fir and hemlock are said to work about alike; maple has a fibre shorter than that of either spruce or pine, and is quite hard to grind; birch is very hard and grinds quite short. Poplar and buckeye pulps remain white for a considerable time, other woods changing color; birch becomes pink, maple turns purple, and basswood takes on a reddish hue.

The *St. John Telegraph* of the 16th inst. says that the nail factories of E. R. Moore & Co., and S. R. Foster & Son in that city are working many hours over time to meet unusually large and pressing orders. At the Rankin mill about 100,000 laths, for which there is an urgent demand in the United States, are manufactured daily. "Though the mills in and about St. John are producing double the quantity of shingles that was ever before manufactured here," says the same journal, the demand for export and local consumption is quite equal to the capacity of the mills.

The West Farnham Beet Sugar factory is this year being conducted upon a policy of economy;

having improved machinery the works are being run with thirty men less than in former years, and the working expenses reduced by \$300 per week. This year's crop of beets has already been converted into syrup and sugar, and the refinery is about to begin operations. The farmers near by are well satisfied with the returns made, Mrs. Dufresne, of St. Pre, having realized as much as \$64.17 from half an acre of beets; Amadee Reinville, St. Marie, \$325 from six acres; and Joseph Hughes \$55 from half-an-acre.

A new patent for carriage lamps invented by Holmes & Burke for electric lighting, has been experimented on by the Great Northern Railway of England. The merits claimed are less internal resistance of the battery, the facility with which it can be charged, and its freedom from noxious fumes.

Messrs. Goudron Freres, a firm of French machinists, are about to establish a bolt and nut factory at Berthier *en haut* Que., the municipality having voted them a bonus of \$4,500, and freedom from taxes for ten years. They have heretofore carried on business in Montreal.

We learn that the print works now in course of erection at Magog, P. Q., are to have 5,000 looms, capable of turning out 300,000 pieces of print per annum. The imports from abroad at present are estimated to amount, with duty, to close on \$5,000,000. The product of the Magog mills will amount from \$1,000,000 to \$1,250,000. The Hochelaga, St. Croix and other mills have received extensive orders for printing cloths.

—A list is given this week by the *Spec-tator*, of factories in Hamilton which are either new or have improvements or additions to their premises or machinery in progress or in contemplation. In foundries the following are the novelties:—A new foundry at the corner of King and Tisdale streets. Another on the corner of York and Queen streets, of which the roof is on. A large foundry now in operation will double its capacity. Tenders for the new buildings have been asked for. A new foundry has just been started on Barton street. Dunn's spice mills will be doubled in capacity. A new merchant roller flour mill on York street will soon be in operation. A new building on York Street, to constitute part of Messrs. Tuckett & Son's tobacco works, is building. An addition to Messrs. Morgan Brothers' flour mill and whip factory will double the capacity of each. The Edison Electric Light Company has taken a five years' lease of the premises now occupied. A new engine and boiler and machinery, will be put in. A new biscuit factory on Cannon street is nearly finished. The machinery is now in, and the factory will probably be in operation this week. A new saw factory in building on Mary street. A new mineral water factory will be started on Jackson street. An immense addition will be begun in the spring to Wanzer's new screw factory and wood-working establishment. The roof of the Erie Cotton mill, James Street, is on, and the machinery is in the city. So great an addition, the *Spec-tator* adds, was never before made to the industrial resources of Hamilton in a single year.

—The "war of rates" in matters of carriage, has extended beyond the bounds of the American continent and rages upon the ocean. It will be startling to many to learn that owing to over-competition between Liverpool and New York, the Anchor Line Steamship Company has withdrawn its vessels from that route, but it is understood that the service will be resumed in the spring. The company owns a fleet of forty-five steamers which are employed on the different routes in the trans-Atlantic service.