

standards last year. The stock at present at St. John is estimated to be 20,000 standards. The export of wood goods to France under the low tariff has hardly come up to expectations. There was shipped from this province this year to France and French Algerian ports 15 cargoes, containing 12,398,000 superficial feet, against 16 cargoes last year, containing 10,240,000 sup. ft. The general depression in business in the United States last year about stopped shipments to that country, and put a large extra quantity on the British market. As there are signs of business confidence being restored there, we may expect a renewal of shipments, particularly from St. John and Nova Scotia ports, to the relief of other markets.

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1885 TO 1896, INCLUSIVE.

Table with 3 columns: Sup. Feet. (1885-77, 1888-90, 1889-93), No. Vessels, Tons, Sup. ft. Deals, Timber. Totals: 300, 325,806, 291,382,574, 9,316.

The average shipment for the above 12 years is 86 million superficial feet per year. The average shipment for the 12 preceding years, viz., from 1873 to 1884 inclusive was 118 million superficial feet, an average falling off of 27% in the volume of our business. As we have not any new country to draw on for supplies, this decreased export will have to continue. From St. John previous to 1884 the average shipment was 190,000,000 superficial feet, and since 1884 it has fallen to an average of 146,000,000 sup. ft.

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1896.

Table listing shippers: J. B. Snowball, W. M. McKay, D. & J. Ritchie, Ernest Hutchison, F. E. Neale, Geo. Burchill & Sons, Clark, Skillings & Co., J. W. & J. Anderson.

8 Shippers... 133, 108,118, 106,147,420, 1,494,955. Spool Wood—W. M. McKay, 404,078 sup. ft.; Clark, Skillings & Co., 1,574,597 ft.; J. W. & J. Anderson, 468,392 ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Table with 4 columns: Country, No. Vessels, Tons, Sup. ft. Deals, Palings. Totals: 133, 108,118, 106,147,420, 1,494,955.

In addition to above there were shipped to Buenos Ayres by J. B. Snowball three cargoes, containing 1,445,000 superficial feet of deals, boards, etc.

ST. JOHN, N. B., SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1st, 1895, TO DEC. 1st, 1896.

Table listing shippers: Alex. Gibson, W. M. McKay, George McKean, Watson & Todd, Jarvis Wilson. Total: 167,246,442, 128, 9,892.

DISTRIBUTION OF ST. JOHN, N. B. SHIPMENTS, DEC. 1st, 1895, TO DEC. 1st, 1896.

Table with 3 columns: Ports, Sup. ft. Deals, Timber (Pine, Birch). Total: 167,246,442, 128, 9,892.

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1895 COMPARED WITH 1896.

Table comparing 1895 and 1896 shipments from Miramichi, St. John, Bathurst, Richibucto, Dalhousie and Campbellton, Shediac, Sackville, and Outports of Hillsboro, Harvey, Moncton, Alma.

1895

Table with 5 columns: Ports, No. Vessels, Tons, Sup. ft. Deals, Timber. Totals: 300, 325,806, 291,382,574, 9,316.

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:

Table with 2 columns: Sup. feet (1887-250 millions, 1888-277, 1889-369, 1890-293, 1891-253), Sup. feet (1892-325 millions, 1893-312, 1894-326, 1895-291, 1896-386).

SHIPMENTS FROM NOVA SCOTIA, 1896.

Table with 5 columns: Ports, No. Vessels, Tons, Sup. ft. Deals, Timber. Totals: 137, 126,619, 123,116,389, 4,308.

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past ten years were:

Table with 2 columns: Sup. feet (1887-82,959,589, 1888-85,070,005, 1889-92,605,488, 1890-99,512,924, 1891-78,603,742), Sup. feet (1892-87,861,398, 1893-109,252,930, 1894-106,327,250, 1895-109,324,393, 1896-123,116,389).

BRITISH COLUMBIA.

The excellent quality of the British Columbia timber is becoming more widely known each year, which accounts for the substantial increase made in 1896 in exports of lumber to foreign countries. The following table, although not quite complete with regard to the quantity and value of cargoes, will serve to show the scope of distribution:

BRITISH COLUMBIA LUMBER FLEET, 1896.

Table with 5 columns: Name, From, For, Cargo Ft., Value. Lists ships like Crown Prince, Hindostan, Nineveh, Prince Regent, Clan Buchanan, Mooltan, John Gambles, Birkdale, Altcar, General Gordon, Prince Albert, J. D. Bischoff, E. K. Wood, Eclipse, King Cyrus, Lake Lemar, Aida, Puritan, W. H. Talbot, Sikkongen, Glenbank, Inch Keith, Forest Queen, Queen City, Rosalie, Volunteer, Tanner, Chas. F. Crocker, Nonantum, Empire, Philadelphia, Orient, Eureka, Antonietta, Hesper, Carrier Dove, Guardian.

Table with 5 columns: Name, From, For, Cargo Ft., Value. Lists ships like Laura May, Arranmore, C. F. Sargent, John Smith, Desdemona, Aldreda, Melrose, Benj. Sewell, Quickstep, Jane L. Stanford, E. K. Wood, Chichal, King Cyrus, Eltsa, Wreather, Corolla, India, Alex. McNeill, Jessie Osborne, Magallanes, Guinevere, Bolivia, Beechley, Katie Flecking, City of Adelaide, Prince Viktor, Americana, Ertol, Kosciusko, Marie Berg, Colorado, Senator, Herenslea, Clairmont, Hindostan, Trowbridge, Bundaceer, Ariel, F. S. Redfield, Port Adelaide, Ariadne, City of Delhi, Wythop, Khorsan, Speke, Blair-gie, Lyderhorn, Verbenia, Addenda.

It will be observed that there has been a gain of 12 per cent. in the number of ships carrying lumber to foreign markets, while the total tonnage has increased from 76,316 to 93,394. Of the 86 vessels, 39 loaded at Vancouver, 23 at Moodyville, 16 at Chemainus, 4 at New Westminster, 2 at Maple Bay, and one each at Victoria and Vesuvius Bay.

During the year there was also a good local demand, arising from the requirements for mining purposes. Some revival in the shingle trade took place, but unfortunately prices remained very low. Shipments to the eastern provinces kept up well throughout the season.

At the beginning of the year a gigantic lumber trust was organized to control the foreign trade, and to be known as the Central Lumber Co. It embraced nearly all the principal mills on the Pacific coast. The operations of the trust were successful early in the season, and prices were advanced to a remunerative basis. But towards the close of the year some of the members showed a disposition to withdraw from membership, and this finally culminated in the breaking up of the combine, with what result remains to be seen.

In 1897 a still greater foreign trade is looked for. Japan, Europe and South Africa are likely to be heavy purchasers. China is at present making tests of British Columbia timber for railway purposes, and efforts are being made to extend the Australian trade.

MANITOBA.

An average year was experienced by manufacturers in Manitoba and the Northwest Territories. The demand for lumber was principally from the farmers, who, encouraged by the higher prices received for grain, expended money more freely for improvements to buildings. Had the production of wheat been as great as the previous year, the season would have been one of unusual prosperity. A quantity of lumber was brought from British Columbia, but the main source of supply was the Lake of the Woods district, where the output of logs this winter is being greatly increased, in anticipation of a prosperous season in 1897.

HE LIKES IT.

MR. S. S. Stevens, Auburn, Nova Scotia, writes: "Enclosed please find \$1.00, subscription to the CANADA LUMBERMAN. I received the November number, which I liked very much."