

Including 225 cars from the Salmon Arm district, the output in fruit and vegetables was as follows:

Freight shipments: Apples, 2,730 cars, valued at \$3,550,000; crab apples, 250 cars, valued at \$175,000; pears, 50 cars, valued at \$78,750; peaches, 100 cars; prunes, 150 cars; plums, 75 cars; apricots, 40 cars; cherries, 20 cars. These stone fruits were valued at \$385,000.

Express shipments and less than carlots, 233 cars, valued at \$349,500.

This makes a total fruit shipment of 3,648 cars, with a cash value of \$4,537,250. Added to this were 7,000 tons of by-products from fruit, including evaporated apples, cider and vinegar, with a value of \$235,000.

Of onions there were shipped 450 cars, worth \$360,000; other vegetables, 515 cars, valued at \$309,000. The local canneries handled 3,000 tons of vegetables, their output being valued at \$63,000. This brings the total value of vegetable shipments up to \$732,000.

In 1919 about 1,000 cars more apples were shipped than in 1918.

CANADIAN EXPORTS OF PULP AND PAPER

Canadian exports of pulp and paper for October were the largest for any month in the history of the industry, reaching a total valuation of \$11,863,578, an increase of \$3,533,021 as compared with the preceding month and of \$5,301,636 as compared with the corresponding month of last year. They were made up as follows:

October.	1918	1919
Paper and manufactures	\$3,251,500	\$5,954,916
Pulp, chemically prepared	2,914,255	3,965,946
Pulp, mechanically ground	396,187	1,942,716
Totals	\$6,561,942	\$11,863,576

Newsprint paper formed the chief item of paper exports, amounting to 1,414,860 cwts., valued at \$5,024,934, some of the largest importing countries being:

	Cwt.	Value.
United Kingdom	57,212	\$ 213,534
United States	1,234,768	4,375,185
New Zealand	43,747	152,700
Australia	56,482	194,933

DEATH OF PROMINENT LUMBERMAN.

Mr. J. E. Tucker, president of the Vancouver Lumber Company, Limited, and one of the originators, died in California last week. The late Mr. Tucker had been in poor health for several years and had long relinquished active management to his son-in-law, Mr. E. C. Knight. His death is a cause of keen regret in lumber circles, and to a large number of personal friends.

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