

many of the manufacturers had already sold a considerable proportion, if not all, of their production in advance, they did not realize the full benefit of the advanced prices. Another feature which seriously reduced the profits of manufacturers and shippers was the high insurance rates and extra freights, particularly as the bulk of the shipment was made late in the season.

The principal markets for the lumber products of the Maritime provinces was South America, United States, the West Indies, and Great Britain. The average price during the year showed an advance, it is estimated, of about \$2 and one thousand feet over the quotations of the previous season. Although no statistics are available, it is known that the South American trade was particularly active, as high as \$11.50 per thousand being paid for desirable specifications at favorable shipping points in Nova Scotia. This was as against from \$9.50 to \$10 in the previous season. There were quite heavy shipments to the West Indies, which market continues to demand a grade of lumber that could not be favorably marketed in some of the other countries. It was, perhaps, in the United States trade that the most marked improvement took place during the year.

There were shipped to that market very large quantities of spruce, cedar and hemlock lumber and shingles and lath. The price of lumber suitable for this market advanced during the year from \$2 per thousand, and shingle prices were about 40 cents per thousand higher than in 1898, while there was an advance of nearly 100 per cent. in the price of lath. It is safe to assume that each of the three markets above referred to consumed one-third more lumber than in the previous season.

The trans-Atlantic shipments from New Brunswick were, according to J. B. Snowball's wood trade circular, slightly larger than in the previous season, being 431,518,197 feet in 1899 and 412,280,280 feet in 1898. The trans-Atlantic shipments from Nova Scotia show a falling off of over 2,000,000 feet as compared with 1898, accounted for by the increased shipments to the United States, South America and the West Indies. The opening spring rates of freight ranged from 44 1/2 to 47 1/2 cts, according to size of vessel and port of destination. Fall freights were from 50s upwards.

A comparison of shipments for two years shows that fewer cargoes were sent to France and Australia. In 1898 there were shipped from the ports of St. John and the Miramichi to France 17,000,000 feet, as against 4,500,000 feet last year. To Australia there were shipped over 2,000,000 feet in 1898, as against about 2,000,000 feet last year.

The manufacturers of the provinces look forward to a profitable trade this year. One manufacturer writes: "The outlook for next season is the most promising for twenty years, and the time is now approaching (so long predicted) when forest products will command the cost of production and leave a liberal profit to the investor."

The stocks of lumber held in the provinces are unusually small, in fact, most manufacturers re-advise that they are completely sold out. On the Miramichi the stock of merchantable spruce and pine wintering is 31,684,000 superficial feet, against 40,000,000 feet last year. The production of lumber in the coming season by the large manufacturers will not likely be greatly increased, but a large number of portable mills are being put in operation which will no doubt considerably increase the quantity manufactured. An undesirable feature in connection with the operation of these portable mills is that the owners are frequently not conversant with market conditions, and therefore offer their stock at a figure below the average market quotations. There is no doubt but that all the lumber manufactured in the Maritime provinces in the year 1900 will be required, and manufacturers should endeavor to maintain the strength of the market by holding firmly to prices.

The following tables of shipments from New

Brunswick and Nova Scotia are compiled from J. B. Snowball's annual Miramichi wood trade circular:

SHIPMENTS FROM MIRAMICHI FOR 10 YEARS, FROM 1890 TO 1899, INCLUSIVE.

1890-88,000,000.	1894-96,000,000.	1898-113,000,000.
1891-72,000,000.	1895-82,000,000.	1899-129,000,000.
1892-95,000,000.	1896-106,000,000.	
1893-83,000,000.	1897-102,000,000.	

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1899.

Shippers.	No. Vessels.	Tons.	Sup. ft. deals, ends, scantling and boards.	Palings.
J. B. Snowball	30	35,256	32,971,292	3,573,020
Wm. Richards	6	10,708	15,844,819	
Geo. J. Vaughan	10	11,725	15,888,174	1,343,191
W. M. Mackay	10	11,678	14,780,399	36,000
D. & J. Ritchie	16	11,556	12,224,000	94,800
F. E. Neale	4	5,059	8,567,645	
Geo. Burchill & Sons	7	7,146	8,509,000	12,000
E. Hutchison	7	6,968	8,357,032	
Fredk. Dyke	7	6,279	6,429,589	
W. A. Hickson	4	4,418	5,230,080	
Clark, Skillings & Co.	3	4,165		

Total.....113 115,558 128,802,030 5,059,011
Birch Squares—J. B. Snowball, 374,099 pcs. Spool Wood—Clark, Skillings & Co., 3,587,088 sup. ft.; James McKinlay, 625,000 sup. ft.; total, 4,212,088.

1899—DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Country.	No. Vessels.	Tons.	Sup. ft. deals, ends, scantling and boards.	Palings.
Great Britain.....	65	76,186	87,475,014	4,940,211
Ireland.....	35	30,043	32,641,986	118,800
Africa.....	6	3,427	3,230,970	
France.....	4	3,493	3,328,961	
Spain.....	3	2,409	2,122,099	

Total.....113 115,558 128,802,030 5,059,011
Great Britain, birch squares, 374,099 pcs.; spool wood, 4,212,088 sup. ft.

ST. JOHN, N.B., SHIPMENTS OF DEALS TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1898, TO DEC. 1ST, 1899.

Shippers.	Sup. ft. deals, scantling, ends and boards.	Timber (tons). Pine. Birch.
W. M. McKay	114,214,144	131 5,752
A. Gibson Ry. & Mfg. Co.	38,019,304	
Geo. McKean	24,791,633	
Andre Cushing & Co.	2,779,905	
Other Shippers	4,387,449	107
Total.....	184,192,435	131 5,859

DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1898, TO DEC. 1ST, 1899.

Ports.	Sup. ft. deals, scantling, ends and boards.	Timber (tons). Pine. Birch.
Barrow.....	3,053,200	
Barry Dock.....	3,302,110	
Belfast.....	4,548,416	
Bantry.....	513,351	
Cardiff.....	14,181,468	
Coleraine.....	460,030	
Clare Castle.....	386,265	
Cork.....	1,158,339	
Dingle.....	479,070	
Dublin.....	6,978,077	
Foynes.....	434,499	
Fleetwood.....	3,427,773	
Garston.....	1,663,200	
Glasgow.....	8,341,124	
Liverpool.....	38,515,710	131 5,859
London.....	4,160,786	
Limerick.....	2,878,035	
Londonderry.....	1,131,181	
Manchester.....	39,206,834	
Mersey f.o.....	14,942,136	
Newport.....	4,937,590	
Newry.....	550,770	
Sharpness.....	20,532,072	
Swansea.....	775,669	
Tralee.....	682,110	
Waterford.....	889,720	
Australia (Melbourne).....	2,176,415	
Spain (Barcelona and Valencia).....	1,304,410	
France (Marseilles).....	1,168,157	
Holland (Rotterdam).....	970,129	
Africa (Tunis).....	443,789	
Total.....	184,192,435	131 5,859

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

	Total sup. ft. deals, etc.	Timber (tons). Birch. Pine.
1889.....	180,167,488	7,221 487
1890.....	132,608,516	1,311 4,317
1891.....	122,242,682	5,004 —
1892.....	146,529,309	10,200 —
1893.....	156,653,334	5,294 —
1894.....	153,473,076	5,015 —
1895.....	126,449,707	8,374 324
1896.....	167,246,442	9,872 128
1897.....	244,399,066	9,454 92
1898.....	184,954,343	6,636 95
1899.....	184,192,435	5,859 131

SHIPMENTS FROM OTHER NEW BRUNSWICK PORTS.

MONCTON.

John L. Peck	1,305,000 sup.
J. Nelson Smith	613,000
W. M. Mackay	12,535,037
Geo. McKean	8,217,452
Chas. J. Willis & Co.	4,304,517
Total.....	27,858,508

SHEDIAK.

J. L. Black & Sons	3,084,519 sup. ft.
Geo. McKean	2,118,585
W. M. Mackay	1,408,187
M. Wood & Sons	1,463,137
Chas. J. Willis & Co.	969,553
T. B. Calhoun	802,062
E. J. Smith	566,235
Total.....	10,411,578

SACKVILLE.

Geo. McKean	4,113,073 sup. ft.
M. Wood & Sons	2,322,434
W. M. Mackay	944,094
Chas. J. Willis & Co.	1,033,861
P. J. Mahoney	2,260,521
Total.....	10,683,583

DALHOUSIE.

Geo. Moffat & Co	8,439,407 sup. ft.
King Bros.	6,153,697
Prescott Lumber Co.	3,689,429
Price Bros.	4,386,796
Nat. McNair	1,010,751
Geo. Darch	770,000
Geo. J. Vaughan	1,205,000
Wm. Currie & Co.	976,000
Total.....	27,240,080

CAMPBELLTON.

Geo. McKean	6,949,265 sup. ft.
Richards & Co.	6,176,821
K. Shives	1,806,112
J. D. Sowerby	1,902,810
W. M. Mackay	605,000
Price Bros.	706,980
Total.....	18,146,988

RICHIBUCTO AND BUCTOUCHE.

J. & T. Jardine	7,908,977
Edward Walker	1,053,975
J. D. Irvine	322,948
Total.....	9,285,900

BATHURST.

W. M. Mackay	8,036,737 sup. ft.
Sumner & Co.	1,590,571
Total.....	9,627,308

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1899, COMPARED WITH 1898.

— 1899 —					
Ports.	No. Vessels.	Tons.	Sup. ft. deals, etc.	Timber (tons).	
St. John.....	—	—	184,192,435	5,990	
Miramichi.....	113	115,588	128,802,030	352	
Moncton } Hillsboro.....	18	23,536	27,858,508		
} Hopewell.....					
} Harvey.....					
Shediac.....	21	10,843	10,411,578		
Dalhousie.....	36	27,374	27,240,080		
Campbellton.....	28	20,172	18,146,988		
Bathurst.....	8	10,254	9,627,308		51
Richibucto and Buctouche	15	8,683	9,285,900		
Sackville.....	16	10,479	10,683,583		
Total.....	255	226,899	426,248,410	6,393	
— 1898 —					
Ports.	No. Vessels.	Tons.	Sup. ft. deals, etc.	Timber (tons).	
St. John.....	—	—	184,954,343	6,731	
Miramichi.....	107	103,643	113,167,105		
Moncton } Hillsboro.....	29	27,751	29,549,783		
} Hopewell.....					
} Harvey.....					
Shediac.....	25	12,514	11,740,280		
Dalhousie.....	42	30,654	28,230,563		256
Campbellton.....	20	17,207	16,249,172		
Bathurst.....	9	9,768	12,159,857		
Richibucto and Buctouche	18	8,019	7,455,849		
Sackville.....	18	9,343	8,972,658		
Total.....	268	218,899	412,479,660	6,987	

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

	Sup. feet.		Sup. feet.
1890.....	293,000,000	1895.....	291,000,000
1891.....	253,000,000	1896.....	386,000,000
1892.....	325,000,000	1897.....	494,000,000
1893.....	312,000,000	1898.....	412,000,000
1894.....	326,000,000	1899.....	426,000,000