

ST. JOHN, N.B.—SHIPPING INTELLIGENCE.

(From Cudlip & Snider's Circular.)

ST. JOHN, N.B., January 1, 1893

WE beg to hand you our Annual Report of the Lumber Trade from this Port to Great Britain, and also from the principal Shipping Ports of the Province, with such other information bearing upon the trade, as may be useful or interesting.

The past year has employed from this port to Great Britain 308 ships, 233,167 tons against 304 ships, 212,331 tons, in 1892; 218,000 tons in 1891; and 212,469 tons in 1890—a small increase over the average of the three years previous in tonnage, and in cargo of 1,821 tons birch; 15 tons pine timber; and 17,947,000 superficial feet of deals.

The total shipments from St. John to all ports—Great Britain, United States, and South America—have been:—

	1893	1892	1891	1890
Deals and Boards, {	233,167	205,108	212,331	218,000
Spruce & Pine, &c. {	1,821	1,500	1,500	1,500
Timber, {	15	15	15	15
Other, {	17,947,000	17,947,000	17,947,000	17,947,000
Total, {	252,943	224,568	231,361	239,465

Resides a large quantity of stuff, such as clap boards, broom handles, shingles, cedar, ship knees, &c.

We have prepared the comparative list above in the same shape as in previous years, but in the Sugar Box shipments for Cuba, it is desirable to compare the shipments of the different seasons, and commencing the season the 1st of October.

Total Shipments from 1st October to 31st December have been:—

	1893.	1892.
Sugar Box Shooks, bxs.	649,229	251,316

Shewing a large increase, and still a large quantity in the course of manufacture and shipment. It is estimated that there remained on the 1st January, 1893, to be shipped during the balance of the season, 350,000—making the whole production 990,000.

In addition to the increase in shooks, there has been shipped from this port about eleven million superficial feet of boards more than in 1892—a large proportion of which has gone to the South American markets.

The preparations in the woods for getting out Pine suitable for these shipments, and the arrangements making by mill-owners all indicate an increase in this branch of our trade for the current year.

Ship Building has been prosecuted to a moderate extent only during the past year, and our builders are compelled—from the preference given to iron ships in Great Britain, and the increased cost of ships to class seven years at Lloyd's—to turn their attention to the building of good spruce ships, to class five years. These ships are purchased and sailed by our own people and with proper management, and reasonable good luck, have proved an advantageous investment to their owners. The results of the past year have been remunerative to ship owners as a rule, and their earnings in a great measure made abroad; the vessels for deal carrying being mainly supplied from the United States.

The failure of the Commercial Bank and of S. J. Scovill, together with the panic that followed, have borne heavily upon our business community, and has created a want of confidence and a general contraction in business, which has somewhat tried it, but so far we are glad to be able to state that it has held up wonderfully against it—the failures have been trivial in number and importance. Although the amounts involved in the suspension of the two concerns were large, yet circumstances were such that they did not bear upon the business community as heavily as might have been expected: and but for this unfortunate circumstance we could have recorded a fair year's business, with good crops in the agricultural districts, and a consequent comfortable position of the mass of the people. Stocks of goods are moderate, and all are disposed to restrict their purchases to the lowest point consistent with their business. This tends to make business matters appear duller than they would otherwise be; but we hope for a sound and good business here coming year.

It is stated that negotiations for the renewal of the reciprocity treaty are in progress, which would give an impetus to our lumber trade, and release us from relying so much upon the markets in Great Britain, where we have to compete with cheap Norwegian and Swedish deals, carried at small freights.

Freights.—The rates of freight in 1893 have ruled above those of the two previous years, although the amount of tonnage employed has been quite equal to these; but the demand for vessels for box shooks freight early in the year, and other causes, have conspired to produce a more remunerative rate for ships. The year opened at 72s. 6d. to 75s., nominal rate for Liverpool; but very little done in the months of January, February and March. In April, with spring approaching, engagements were made more freely at 76s. to 78s. 6d. In May, after the opening of the river St. John, they advanced to 75s., and later in the month to 76s. 6d. about the middle of June they receded again to 72s. 6d. In July they rallied up to 75s., and 76s. 3d.; and in August advanced to 77s. 6d. In September, from the failure of B. Lingley and his consequent withdrawal from the market, they receded to 75s., at which figure they continued through the months of October and November until the closing of the year closed with quotation for Liverpool dull, at 72s. 6d. The great demand for Cuba has absorbed a good deal of tonnage that would otherwise have been obliged to accept deal freights, and prevented a further decline. With the gradual reduction in shipwork and otherwise in American tonnage, which suppresses the carrying for a large portion of our shipments from this port, the probability is that freights in the

coming season will rule quite or nearly as high as during the past year.

SPRUCE.—The stock held at this port is rather more than was estimated. High freights, and a scarcity of tonnage, have kept back shipments that would otherwise have been made.

The stock held here on 31st December 1893, was 53 million superficial feet of Deals and Logs, against 64 in 1892; 54 in 1891; 49 in 1890; 55 in 1889; 55 in 1888; 52 in 1887; and 70 in 1886. The stocks at the out ports are slightly in excess of those of last year.

The receipts at this port during the past year, have been 181 million superficial feet, against 183 in 1892; 160 in 1891; 172 in 1890; 150 in 1889; 163 in 1888; 147 in 1887; 189 in 1886; and 182 in 1885. The shipments correspond in quantity, as near as may be, with the receipts of the year.

The stocks held over from last season, were laid in at a high cost; and, no doubt, the value of the incoming lumber would have been sustained, had not the advance in rates of freight operated against its value, coupled with the dull state of the market in Liverpool and Great Britain generally. This was further aggravated by the failure of one of the largest shippers in the trade and the consequent withdrawal of his competition in purchasing.

So far, the weather has been good, and quite enough of snow to enable lumberers to operate advantageously. The impression is, that they are getting out more Pine, suitable for the increasing demands for the West Indies and South America, and less of Spruce; and this we confirm, from the best sources of information within our reach, but much will depend upon the quantity cut by Mr. A. Gibson, now the largest operator in the Province, and the shipper of one-third of the total quantity of Spruce from Saint John to Great Britain. We understand, that in view of the large production—competing, as it were, with himself—in freights and sales, the operations of parties working under him, will be materially curtailed. The production, at any rate, is not likely to be increased over that of last season; as on reference, we find it quite up to quantity to that of any previous year. The stock is held in few hands, and a large proportion for Liverpool account.

Stock of Spruce Logs and Deals, held at various Ports, 31st December, 1893.

PORT.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.
Bathurst	24	1	1	1	1	1	1	1	1
St. John	53	54	54	54	54	54	54	54	54
St. Stephen	1	1	1	1	1	1	1	1	1
St. George	1	1	1	1	1	1	1	1	1
St. Andrew	1	1	1	1	1	1	1	1	1
St. George and Shediac	1	1	1	1	1	1	1	1	1
St. John and St. Stephen	1	1	1	1	1	1	1	1	1
St. John	53	54	54	54	54	54	54	54	54
Total	108	111	111	111	111	111	111	111	111

PINE. The receipts in 1893, have been 10,000 tons against 14,000 in 1892; 20,000 tons in 1891; 14,000 tons in 1890; 13,000 tons in 1889; 10,000 tons in 1888; 43,000 tons in 1887; and 31,000 tons in 1886. The stock on hand is 10,000 tons, against 8,000 tons 31st December, 1892; 8,000 tons in 1891; 400 tons in 1890; 1,000 tons in 1889; and 30,000 tons in 1887. Year by year the production of Pine Timber becomes less; and more is converted into boards at our own mills, being more remunerative to the getters than in the shape of square timber.

BIRCH.—The receipts for the present year have been 9,000 tons, against 6,000 tons in 1892; 11,000 tons in 1891; 4,000 tons in 1890; 4,000 tons in 1889; and 7,000 tons in 1888.

The stock on hand is 6,000 tons, against 4,000 tons 31st December, 1892; 4,000 tons in 1891; 8,000 tons in

1893; 4,000 tons in 1884; 8,000 tons in 1883; 5,000 tons in 1882; and 10,000 tons in 1881. The operations in the woods will likely be about the same in extent as last winter. The stock held over, is larger than expected; as a rule American ships object to carry birch, and the number of new ships which usually prefer some for ballast, has been small.

Comparative Shipments from New Brunswick to the United Kingdom.

PORT.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.
St. John	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
St. Stephen	1	1	1	1	1	1	1	1	1
St. George	1	1	1	1	1	1	1	1	1
St. Andrew	1	1	1	1	1	1	1	1	1
St. George and Shediac	1	1	1	1	1	1	1	1	1
St. John and St. Stephen	1	1	1	1	1	1	1	1	1
St. John	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
Total	8,511	8,511	8,511	8,511	8,511	8,511	8,511	8,511	8,511

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Timber Merchants & Ship Brokers.

MADE-UP LIQUORS.—The New York Commonwealth. In an article on the poisonous made-up liquors so much in use as a beverage in these days, and the frightful effects arising therefrom, says:—One is impressed to seek a reason for the number of murders and sudden deaths which are now so frequently reported, and in doing so there is one frightful source which to trace the cause of the evil, and that is the amount of made-up and poisonous liquors now sold to the public as a beverage. In a very large majority of the cases of murder reported, the murderer has been found to be laboring under a species of insanity, produced by the fiery poison of a made-up stuff called liquors. At any corner you may find a compounder of poisons, and it is too tempting a business to be easily prevented. Ten dollars' worth of strichnine or other poisonous drugs will impart to a barrel of beer double the strength of that value of hops, and with the present skill in chemical preparations, hardly a gallon of pure liquor is necessary to produce thousands of gallons. The city is flooded with these poisons called by all sorts of names. The best brands of champagne are wholly produced in this country in such perfect imitation, that the genuine cannot be detected if per chance a bottle should be mixed with it. The California wines offered for sale are very large, but are made-up manufacture of certain establishments in the city. So with other wines and liquors. Nor are these exaggerated statements; they can be verified any day by the assessor of internal revenue, and examination of the liquor. But can nothing be done to stop this wholesale poisoning of the community? Must every man who takes a glass of wine become a possible murderer, or an insane homicidal? The evil is one which cannot be overlooked.