

DISTRIBUTION OF ST. JOHN, N. B., SHIPMENTS, DEC. 1, 1894, TO DEC. 1, 1895.

Ports.	No. of Vessels.	Tons reg.	Sup. ft. Deals, &c.	Timber (Tons) Pine Birch
Australia.....	1	1,511	1,039,139	
Barrow.....	1	2,466	2,533,388	
Bristol.....	2	3,420	3,638,513	
Fleetwood.....	5	6,780	7,330,290	
Ireland.....	45	38,707	38,946,843	9
Liverpool.....	26	44,622	42,843,556	324 7,588
London.....	19	24,794	3,287,833	462
New Port, Mow.	3	3,590	3,520,904	
Penarth R'ds, f.o.	4	6,125	5,274,236	
Sharpness.....	4	6,835	7,040,158	
Scotland.....	4	7,198	8,018,353	127
Wales.....	2	2,632	2,359,307	188
Whitehaven.....	1	546	617,187	

Totals..... 117 149,226 126,449,707 324 8,374

Canary Islands.. 6 982 1,512,000

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 16 YEARS.

	Total Sup. ft. Deals, &c.	Timber (tons) Birch Pine
1880.....	215,485,000	16,035 2,441
1881.....	210,281,730	5,134 1,734
1882.....	201,413,717	7,576 3,332
1883.....	181,517,932	11,778 3,883
1884.....	164,829,825	14,006 3,836
1885.....	152,543,026	13,769 3,686
1886.....	138,934,392	7,354 4,313
1887.....	118,450,590	5,197 1,587
1888.....	153,184,187	4,721 457
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

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK IN 1894 COMPARED WITH 1895.

—1894—				
Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Tons Timber.
Miramichi.....	128	101,951	95,605,185	16
St. John.....	150	171,789	153,473,076	5,015
Bathurst.....	12	9,947	8,829,000	43
Dalhousie, (including Campbellton).....	39	24,444	20,451,756	203
Richibucto.....	13	6,130	5,936,920	
Shediac.....	20	10,331	9,806,100	
Sackville, (including Baie Verte).....	23	13,626	13,402,771	
Outports of { Hillsboro Harvey Moncton Alma }	20	19,081	18,675,813	
Totals.....	405	357,299	326,180,621	5,277

—1895—				
Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Tons Timber.
Miramichi.....	116	89,771	82,457,575	
St. John.....	117	149,226	126,449,707	8,698
Bathurst.....	12	8,987	8,817,000	20
Dalhousie, (including Campbellton).....	42	30,264	25,568,030	164
Richibucto.....	9	4,561	4,420,210	
Shediac.....	23	11,456	11,250,269	
Sackville, (including Baie Verte).....	19	9,009	9,083,501	
Outports of { Hillsboro Harvey Moncton Alma }	22	22,532	23,336,282	434
Totals.....	360	325,806	291,382,574	9,316

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

Sup. feet.	Sup. feet.
1886—276 millions	1891—253 millions
1887—250 "	1892—325 "
1888—277 "	1893—312 "
1889—369 "	1894—326 "
1890—293 "	1895—291 "

SHIPMENTS FROM NOVA SCOTIA, 1895.

Port.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Tons Birch Pine
Outports of Amherst	31	27,188	21,302,000	
Halifax.....	50	35,517	29,353,192	158
Hubbard's Cove....	1	498	445,604	
Ship Harbour.....	4	2,191	2,087,833	
Sheet Harbour.....	2	1,526	1,457,712	
St. Margaret's Bay..	2	887	702,428	
Parishboro.....	37	45,274	42,701,549	
Pictou.....	8	6,170	3,683,000	2,370
Liscomb.....	6	7,672	7,293,181	
Sherbrooke.....	1	350	297,834	
Totals.....	142	127,273	109,324,393	2,528

The shipment of deals from Nova Scotia to trans-Atlantic ports for the following years were:

1886.....	87,280,125	1891.....	78,603,742
1887.....	81,959,589	1892.....	87,861,398
1888.....	85,070,005	1893.....	109,252,930
1889.....	92,605,488	1894.....	106,327,250
1890.....	99,512,924	1895.....	109,324,393

BRITISH COLUMBIA.

The lumber trade of 1895 in British Columbia was of a satisfactory volume. The exports to foreign countries increased considerably, the largest shipments being made to South America and the United States. The shingle trade has shown little improvement, but dealers are looking forward to better conditions in 1896. The following figures will show the amount of shipments made to the different countries during the year:

	Feet.
United States.....	13,597,305
South America.....	13,430,970
South Africa.....	9,694,816
Australia.....	5,874,958
China.....	4,699,068
France.....	2,541,222
Belgium.....	838,515
Ireland.....	1,177,408
England.....	1,008,566
Halifax, N.S.....	673,900
Japan.....	169,086

Total Shipments..... 53,705,814

It will be observed from the total amount of shipments that a considerable trade was done. The largest shipments were made from Vancouver, from which port 44 vessels sailed. 15 sailed from New Westminster and 10 from Moodyville. No advance in prices has taken place, and the margin of profit has been small. The prospect for the lumbermen of British Columbia is good. An increased foreign trade is anticipated, and from China and Japan a large demand is probable as a result of improvements now being carried out in those countries. The lumber of the province is also to find a market along the borders of the Baltic sea—one of the greatest timber countries of the world—its strength and uniformity of size making it adaptable for many purposes for which no other woods are suitable. The improvement in the mining business will also create considerable local demand. The Central Lumber Company, of San Francisco, which has recently been formed, embraces nearly all the mills on the Pacific coast. Under the intended mode of conducting the business, it seems probable that a fair share of business will be secured by each individual mill, and that shortly better prices will be realized. All the available lumber steamers have been chartered by the combine, and outsiders will experience difficulty in securing vessels to carry lumber for export. An advance in prices would not, we think, affect the demand for British Columbia fir and red cedar, more especially where its qualities are known.

MANITOBA.

Operations throughout Manitoba and the Northwest Territories during the early part of the year were restricted, but large crops stimulated trade after the first six months had passed. The cut of the Lake of the Woods mill was small, as fewer logs were taken out during the winter of 1894-95, owing to the fact that stocks carried over were large. In Winnipeg considerable building has been done, which has resulted in a local demand. A number of grain elevators have also been built throughout the country. Prices have been well maintained, but lowered slightly towards the end of the year, as a result of the importation of Minnesota lumber and a supply of spruce from the Riding Mountains. The operations of the Western Retail Lumbermen's Association have been felt by the retail trade, and the prospects for 1896 are of a satisfactory character.

CORRECTION.

In the description of Messrs. Leischman, Maundrell & Co.'s works at Woodstock, Ont., which appeared in our last number, it was stated that they had three mills, turning out three million feet per year. This is incorrect, as they have only one mill, turning out one million feet per year. The firm control three yards, at which are handled from eight to ten million feet per year.

HON. J. W. LONGLEY, M.A.

COMMISSIONER OF CROWN LANDS FOR NOVA SCOTIA.

For the past ten years the position of Attorney-General of Nova Scotia has been held by the Hon. J. Wilberforce Longley, M.A. The extent of crown lands in that province is not sufficient to justify the maintenance of a Commissioner for that department alone. The duties of that position have therefore been looked after by Mr. Longley as Attorney-General.

Mr. Longley was born at Paradise, N. S., in the year 1847. He was educated at Acadia College, and graduated in June, 1871. Four years afterwards he was called to the bar of Nova Scotia.

While articled as a law student in the city of Halifax he became a frequent contributor to the press, and took an active interest in current political questions. In 1873 he became chief editorial writer for the *Arcadian Reporter*, and afterwards joined the staff of the *Halifax Morning Chronicle*, paying special attention to public affairs. In the year 1882 Mr. Longley



HON. J. W. LONGLEY, M.A.

was nominated by the Liberals of Annapolis County to contest the riding as a candidate for the Local House. The county was regarded as a Conservative stronghold, and few people were to be found who considered the election of the Liberal candidate probable. However, after an exciting campaign, Mr. Longley headed the polls by a majority of 79 votes. From the time he first took his seat in the House of Assembly he became a prominent and influential member of that body, and two years afterwards was chosen a member of the Executive Council. At the general elections of 1886 he again contested the County of Annapolis. As in the case of the previous contest, the election was very close, but Mr. Longley was successful by the narrow majority of sixteen. He immediately entered upon his duties as Attorney-General in the Government, a position which he has since maintained. He is considered one of the ablest orators of the House, is energetic and industrious, and one of the best informed men of the day. Since that time he has been the author of a large number of measures dealing with criminal procedure, town incorporation, the abolition of imprisonment for debt, the assessment law and other important subjects.

At the general elections in 1890 he was re-elected, and all hopes of defeating him have now been abandoned by his opponents.