

## ST. JOHN, N.B., SHIPPING INTELLIGENCE.

(From Cudlip &amp; Salders' Annual Circular.)

St. John, N.B., Jan. 1, 1893

WE have, as usual, at this season, compiled for transmission to our correspondents abroad an annual report of the lumber trade from this port to Great Britain and elsewhere, and such other information bearing upon the shipping trade of the Province, as comes within our reach. We include also the shipments to Great Britain from the other principal shipping ports of the Province.

The past year has employed from this port to Great Britain 262 ships, 181,672 tons, against 268 ships, 231,177 tons, in 1888; 212, 311 tons in 1887; 213,008 tons in 1886, showing a falling off in tonnage, as compared with 1888, of 48,505 tons, and in vessels over 1 million superficial feet. British timber shows an increase of 2,110 tons, and pine timber of 1,743 tons. The deficiency in shipment of deals from this port has been covered in part by an excess from the North Shore ports, reducing the falling short to 18 millions superficial feet from the whole Province. The falling short from this port to Liverpool in shipments of deals amounts to 19 millions superficial feet, and to London nearly 17 millions superficial feet—only 1,469 standard having been shipped to the latter port in 1892, but these short shipments do not appear to have influenced these markets favorably—a strong evidence of the odds that we have to contend against of cheap deals and cheap freights from the Baltic; and year by year forcing upon us the conviction more strongly that we must look for nearer and better markets.

The total shipments from St. John to all ports have been—

	1891.	1888.
Sawn Lumber—Spruce and Pine—superficial feet	213,284,490	24,731,797
Palms, etc.	3,266,000	1,589,000
Laths, etc.	65,000,000	86,084,000
Sugar Box Shooks—Boxes	1,011,128	1,121,149
Besides shingles, clapboards, railway sleepers, spruce poles, and other wood goods.		

The above shipments of sawn lumber have been divided as follows:—

	1891.	1888.
Great Britain.....	113,999,000	15,213,000
United States.....	49,189,000	11,721,000
Spanish West Indies.....	6,265,572	10,248,926
River Platte.....	6,926,572	2,788,589
British West Indies.....	2,746,027	1,654,412
Valparaiso.....	2,304,411	2,424,834
Teneriffe.....	99,284	317,176
Other Ports.....	225,762	22,778
	213,284,490	24,731,797

Although, of the above quantity of lumber, the shipments to Great Britain show an excess in superficial feet over other countries; yet, being of spruce, and of low value, we find on analyzing the statement, that adding thereto the box shooks to Cuba, and laths, clapboards, &c., shipped to the United States, that the sawn lumber, being of pine, and of a higher cost than spruce, the total value of our exports in wood goods to foreign countries, largely exceeds that to Great Britain.

The shipments to Great Britain, notwithstanding the moderate freights paid, have been barely remunerative, leaving but a small amount to cover first cost of logs and their manufacture which is costing much or more than when these goods brought better prices.

The shipments of sawn lumber to the United States have increased in amount during the year, but these have been made up largely of lumber cut on the American territory, which, passing down the River St. John, has been manufactured by American citizens at mills within the Province, and owned by them, is admitted into the United States duty free. Of the whole quantity, 49,189,488 feet shipped, there were of the American article 33,344,372, making 15,845,116 of provincial growth and manufacture exported to meet a duty of 20 per cent in the United States. It would be of vast advantage to our trade if we had a near and ready market free from vexatious duty for our cheap and small lumber, which will not bear the high cost of transport to Europe or other long voyages. Although much dissatisfaction has been expressed, that American citizens should be privileged to carry on a trade under more advantageous circumstances than residents of the provinces, we are not disposed to take this view of it, as the manufacture gives employment to a large number of our people, gives freight to a large amount of tonnage owned in the provinces engaged in carrying it, and if it had not this privilege would be thrown more directly into competition with our shipments to the West Indies and South America—as from its very superior quality and higher cost, but a very limited quantity of it could meet a high duty and find a remunerative market in the United States. We have also shipped very largely of laths to the United States (upwards of 90 millions), and these, with palings and sawn lumber, show an export value considerably rather under the mark of \$767,000, against \$659,000 in 1888. The total exports of lumber and other merchandise to the United States in 1889 amounted in value to \$1,209,000, against \$1,035,900 in 1888. These include the value of the American lumber manufactured in and shipped through this port. In addition to this, there is a large amount shipped from St. Stephen of 40 mill saw superficial feet of American growth lumber. We have the actual returns from the Consular office of certified invoices of shipment of 33,888,021 superficial feet having issued from it as shipped at St. Stephen in nine months of 1889—and, strange to say, we do not find any provincial report of duty paid thereon into the provincial chest.

Next in order of amount and value are the shipments to the Spanish West Indies, which in sugar box shooks have continued quite up to those of 1888; notwithstanding the inscription in Cuba, and the expectation on the part of many that this trade would be materially interfered with.

The shipments of shooks from 1st January to 31st December amounted to 1,011,128, against 1,121,149, a slight decrease, but commencing the season is usual in the trade on the 1st September the shipments have been 574,110 in 1892 against 574,895 in 1888, a slight increase, and with the tonnage, import, loading and the engagements made, we anticipate that there will be rather an increase than a falling off by the time the shipping season closes. The manufacturers have had to submit to a concession of about 10 per cent, on their sales this year as compared with last, and freights having ruled fully 20 per cent lower, the market has been steadier, and a safer business has been done by those engaged in it. The shipments of sawn lumber have fallen off as compared with 1888 about three millions superficial feet; but this has arisen more from a scarcity of the article of a suitable quality and price than from any other cause.

The shipments to the River Platte have more than doubled the past year, having been 6,926,572 superficial feet, against 2,788,589 in 1888. They have been met by competition, with heavy shipments from Quebec and Montreal pressed too rapidly and too much at once upon the market, which has reduced the sales' value. But this evil will cure itself, more especially as our port is open for shipment all the year round, whereas the St. Lawrence is closed from November to May.

The business of the country, generally, has been quiet dull throughout the year, with a tendency on the part of those in trade to buy sparingly and avoid speculative purchases. So it has tended to a sound state of trade, but has curtailed profits. The tonnage now owned, to a large amount, at this port, carried a good deal of money abroad, and remitting their earnings in hard cash or its equivalent has tended to keep up an easy state of money matters; and, in addition to this, our coasters have, in the aggregate, earned a large amount in carrying lumber to the United States, and their earnings are being reinvested in tonnage to the same purpose, giving employment to our mechanics at home.

The tonnage of new ships registered at this port in 1892 amounts to 63 vessels—20,731 tons—of which 31 vessels were under 100 tons register; 12 from 100 to 200; 9 from 200 to 600; 9 from 600 to 1200; and 6 over 1200 tons. The Customs House official returns of the whole tonnage standing in their register book at the close of 1892 have not been made up; but the amount will exceed 240,000 tons, showing a steady increase from year to year. The amount standing recorded 31st December, 1892, was 186,018 tons, and on 31st December 1891, 186,413 tons.

About 18,000 tons of new ships are now building under inspection of French Lloyd's; and there has been classed under their inspection, in the year 1892, 21,334 tons, against 13,514 tons in 1888, showing a steady increase of confidence on the part of owners and underwriters in the efficiency of their survey. Its thoroughness and practical character, and the absence of vexatious and useless restrictions, commend it in preference to English Lloyd's, which we learn has not a single vessel now building under their survey in this port or its neighborhood.

Our ship builders have entirely ceased to build hatched ships—their cost being so large that they are no adequate or remunerative market for them in Great Britain, where the demand is now mainly for iron ships. For the purpose of our own trade, as well as for general freighting purposes, our ship-owners find that a well built and thoroughly fastened spruce ship is more profitable, and quite as competent to do her work as well and carry dead weight better than heavy wooded ships. Of the tonnage building here the greater portion is for account of parties resident in the city. Of late years those engaged in business have found it to their advantage to invest in tonnage, which, when well managed, has proved remunerative to themselves, and of advantage to the general interests of the province, in giving employment to the mechanical interests engaged in building, and returning into the community the ship-earnings made abroad.

The reduction in the mercantile navy of the United States, by shipwreck and otherwise, and the high cost of building there preventing its being replaced, tends to favor our ship-owners by giving them employment from West Indies and other foreign ports into the United States, in addition to the large quantity of lumber carried consigned to them.

FREIGHTS.—The year just closed has exhibited a lower range of freights than we anticipated at the opening of it, and below those of 1888. Dull markets in Britain have had an influence on the minds of shippers in lowering their offers, as tonnage has not been by any means abundant, or pressed heavily upon the market. At the beginning of the year the rate was 72s for Liverpool, and dull at that, although but few ships were offering. During the months of January, February and March they rather dropped, and ruled at 70s; and towards the end of March engagements were made at 68s 9d. Towards the middle of April, a considerable amount of tonnage pressing upon the market, they receded to 66s, and in May to 63s 9d, and early in June 62s 6d was accepted; but towards the end of the month they rallied, and 65s was paid—which, throughout July, with a firmer feeling early in August, when they further advanced to 66s 3d and 6s 6d, and these rates ruled through out September. In October they rather dropped, and 66s 3d was the outside rate. In November they advanced to 68s and in December to 72s 6d at which figure the year closed, although they may be considered dull at that, as there is an impression on the minds of shippers that some of the idle ships at the cotton and other American ports will be looking this way for employment. We have given above the Liverpool quotations only of freights. For Ireland

and other ports in the United Kingdom they rose and fell with them. Some very fair charters have been effected during the year for River Platte and Valparaiso. Cuba freights for box shooks have ruled low as compared with last year. Present rates, 30s under deck, and 70s upon deck—a falling off of fully 20 per cent, from same date in 1888. It is difficult to arrive at a reliable conclusion as to the course of deal freights during the coming season; but judging from the moderate stocks held, and the disposition of shippers to invest more of late than in past years not to press their goods forward upon a losing market, we incline to the belief that a moderate, if not low range of freights, will rule through the early part of the season, at all events, and with the reduction of gold in the United States it is probable our mill-owners will turn their attention more to manufacturing for and shipping to that quarter. St. Stephen has long done so to advantage, shipping little or nothing to Great Britain; and a fall of 1 per cent in the value of gold should surely make it worth our while to follow their example.

## HALIFAX MARKET REPORT.

HALIFAX, N. S., Jan. 13

**B**USINESS has been rather more active the past week. The imports have been light, but the exports are heavier than for two or three weeks past. Among the imports in addition to those given under the different headings below, are 222 1/2 M lumber, 4 M hoops, 310 bags malt, 100 bbls rosin and 10 blads leaf tobacco. Exports, 203,000 lb lumber, 251 M shingles, 6 M hoops and 400 bxs candles.

**BERADSTUFFS**—Flour has again declined and the market is extremely dull. There is hardly any demand for Canadian or Extra State flour, but Southern flour is in fair request for exportation to the West Indies. Cornmeal continues in fair demand at previous rates. Rye flour and Oatmeal quiet and unchanged. Receipts—5,469 bbls flour, 760 bbls cornmeal, 200 bbls oatmeal, 624 bxs wheat and 0,492 bush corn. Exports—417 bbls flour.

**FISH**—The market is more active for dry fish. Some parcels of Labrador cod sold during the week at \$3 40 per quintal cash from the vessel, and some lots of Shore Talqual as high as \$4 40 and \$4 60 cash from store. Mackerel are in fair demand, and several large parcels have changed hands during the week at \$17 60 for No 1, \$14 for No 2, and \$7 75 for large 3's. Herrings dull and nominal. Alewives and Salmon quiet and unchanged. Mackerel and 1's in moderate demand at quotations.

	RECEIPTS.	Qts.	Bbls.	Hf-Brls.	Tons
Codfish.....	610				
Herring.....		333			
Mackerel.....		89			
Tongues and Scales.....		10			

	EXPORTS.	Tons	Drms	Bxs	Hf-Bxs	Qts
Codfish.....	683	102	475	379		200
Scalish.....	194					
Ling.....		25		25		

	Bbls.	Hf-Bbls.	Kits.
Herring.....	3843	50	
Alewives.....	324	3	
Salmon.....	48	1	2
Mackerel.....	1162	9	7
Rich Roas.....	1083		

**OILS**—No change to note. Receipts: 5 casks and 17 bbls cod oil. Exports—77 cks cod oil.

**PRODUCE**—Trade in moderate demand only, but firmer, with a small advance on previous rates. Potatoes quiet, but firmer, and advancing. Barley nominal. Butter quiet and lower. Lard unchanged. As no further arrivals of oats and potatoes can now be expected until the spring opens, prices will probably rule higher. Receipts: 121 pkgs butter. Exports: 181 pkgs butter, 182 lbs oats, and 674 bbls potatoes.

**PROVISIONS**—Pork is quiet with a declining tendency, the English market ruling low. Beef quiet and unchanged. Exports—123 barrels pork. No receipts.

**SALT**—Unchanged. No exports. Receipts—Ex brigs "Arthur," 114 bbls.

**WHEAT**—INDIA GOODS.—Molasses quiet and lower, buyers holding off for the new crop Cienfuegos, which will soon be coming along. Some new crop of Demerara is already in the market, and lots have been sold at 42s to 42 1/2 duty paid. Sugar quiet, and less firm. Rum unchanged. Exports—116 blads and 4 barrels Sugar, and 35 puns, 4 turcos and 14 barrels Molasses. No receipts.

	Molasses.	Puns.	Tons.	Bbls.
Total to date.....	173			0
Same date last year.....	0		0	0

	Sugar.	Hlds.	Tons.	Bbls.	Bxs	Bkts.
Total to date, 245.....	5	125		0	0	0
1889.....	0	16		0	0	0

—Continued.

## GREAT WESTERN RAILWAY.

Traffic for week ending Dec. 23, 1892.

Passengers.....	\$39,293 61
Freight.....	60,657 81
Mails and sundries.....	2,637 44

Total receipts for week.....	\$7,584 76
Corresponding week, 1893.....	\$2,879 93

Increased.....\$4,704 83