

coast of England, but the high price of Baltic deals caused buyers to turn their attention to spruce, with the result that a considerable quantity was disposed of in east coast ports. A foothold having now been secured for our eastern spruce, it will no doubt continue to be marketed there to a greater or less extent.

The markets of South America, France and Australia, improved during the year. There were shipped from the port of Miramichi to France 12,000,000 feet, against 4,000,000 feet in 1897. To Australia, from the port of St. John, the shipments totalled over 5,000,000 feet; this being a marked gain over any previous record. Nova Scotia manufacturers marketed more lumber than usual in South America and the West Indies, but even in this trade profits were small. The Cuban demand was interfered with by the war. The demand from the United States for lumber was very meagre. There was a good shingle trade during the year, although prices were low. The hardwoods of the Maritime provinces were sold only to a moderate extent. More box shooks are each year being disposed of in the British market, and indications point to a speedy increase in this branch of the lumber industry.

The outlook for the season of 1899 is more hopeful. Operations in the woods this winter are light, and are being interfered with by mild weather. Prices are improving, and a degree of confidence pervades the trade generally.

According to J. B. Snowball's Miramichi wood trade circular, the combined trans-Atlantic shipments of deals, etc., from New Brunswick and Nova Scotia during the year 1898 amount to almost 561,000,000 superficial feet, this being almost 119,000,000 less than in 1897. Several parts of each province show an increase, but the decreases in the others are sufficient to bring both provinces very much behind the previous year.

A feature of this year's business was the large decrease in the exports from almost every New Brunswick and Nova Scotian port, showing a reduced shipment from the former province of 82 million sup. feet and from the latter of 37 million superficial feet. The shipment of lower port woods is yet, however, entirely too large for present market requirements, and a further curtailment of from 10 to 20 per cent. would give much better results for both shippers and producers. The prospects of improved markets in the United States, the West Indies and South America are most promising, and if these consume even a limited additional quantity of the smaller sizes (such as they usually take) it will, to a large extent, curtail consignments to Europe and have a marked beneficial effect on prices. The stock of merchantable spruce deals and logs wintering at this port is above the average, although 23 million superficial feet less than last year. This, with the decreased production of this winter and prospects of improved business on this continent will, no doubt, strengthen sellers' ideas of values.

#### SHIPMENTS FROM MIRAMICHI FOR 10 YEARS, FROM 1889 TO 1898, INCLUSIVE.

Sup. Ft.	Sup. Ft.	Sup. Ft.
1889-110,000,000.	1893-84,000,000.	1897 102,000,000.
1890-88,000,000.	1894-96,000,000.	1898 113,000,000.
1891 72,000,000.	1895 82,000,000.	
1892-95,000,000.	1896-106,000,000.	

#### SHIPMENTS FROM THE PORT OF MIRAMICHI, SEASON 1898.

Shippers	No. Vessels	Tons.	Sup. ft. deals, etc., scanning and boards.	Paling, etc.
J. B. Snowball	35	27,322	25,103,580	2,015,332
W. M. McKay	15	21,669	24,944,666	
Wm. Richards	11	12,866	13,508,165	36,000
G. J. Vaughan	9	9,933	17,808,110	31,000
D. & J. Ritchie & Co.	15	11,636	11,727,000	150,000
E. Hutchinson	12	10,595	12,233,981	
Geo. Burchell & Sons	6	5,661	6,315,000	12,000
Clark, Skillings & Co.	2	2,526		
F. E. Neale	2	1,495	1,726,563	
<b>Total</b>	<b>107</b>	<b>103,643</b>	<b>113,167,105</b>	<b>2,244,332</b>

Birch Squares—J. B. Snowball, 160,048 sup. ft. Spool Wood—Wm. Richards, 200 sup. ft.; D. & J. Ritchie & Co., 934,500 sup. ft.; Clark, Skillings & Co., 2,985,054 sup. ft.; total, 3,919,814 sup. ft.

#### DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Country.	No. Vessels	Tons.	Sup. ft. Deals, Scanning, Lumber and Boards.	Paling, etc.
Great Britain	53	55,105	60,378,916	2,087,132
Ireland	39	34,940	37,877,969	157,200
France	10	10,270	12,132,627	
Africa	5	3,528	2,777,593	
<b>Totals</b>	<b>107</b>	<b>103,643</b>	<b>113,167,105</b>	<b>2,244,332</b>

Great Britain, birch squares, 160,048 ft.; spool wood, 3,919,814 ft.

#### ST. JOHN, N.B., SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1897, TO DEC. 1ST, 1898.

Shippers	Sup. ft. Deals, &c.	Timber (tons).	Pine.	Birch.
W. M. McKay	105,748,151	95	6,070	
A. Gibson & Sons, Limited	39,374,785			
Geo. McKean	22,087,230			
Andre Cushing & Co.	5,045,299			
Other Shippers	12,008,878			566
<b>Total</b>	<b>184,954,343</b>	<b>95</b>	<b>6,636</b>	

#### DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1897 TO DEC. 1ST, 1898.

Ports.	Sup. ft. Deals, &c.	Timber (tons).	Pine.	Birch.
Liverpool	43,213,712	95	6,576	
London	6,082,530			
Penarth L.	9,644,918			
Stockton on Tees	507,834			
Fleetwood	10,210,023			
Bristol	2,826,727			
Manchester	25,564,565			
Sharpness	10,635,083			
Hull	3,269,750			
Tyne Dock	944,994			
Barrow	3,273,325			
Newport	3,286,295			
Garston	789,473			
West Hartlepool	1,574,100			
Cardiff	4,593,996			
Grangemouth	1,673,035			
Glasgow	10,738,476			
Ayr	479,346			
Greenock	2,083,379			
Belfast	10,345,237			
Cork	5,353,536			
Drogheda	478,428			
Limerick	4,140,076			
Bantry	547,798			
Sligo	526,933			
Dundalk	476,380			
Trillick	428,544			
Galway	404,266			
Dublin	688,424			
France	6,215,373			
Holland	4,712,883			
Spain	1,903,416			
Africa	1,934,075			
Australia	5,367,574			
<b>Total</b>	<b>184,954,343</b>	<b>95</b>	<b>6,636</b>	

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

	Total Sup. ft. Deals, &c.	Timber (tons).	Pine.	Birch.
1889	180,167,488	7,221	487	
1890	132,608,516	1,311	4,317	
1891	122,242,682	5,004		
1892	140,529,309	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	9,892	128	
1897	244,399,066	9,454	92	
1898	184,954,343	6,636	95	

#### TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK, 1898, COMPARED WITH 1897.

Ports.	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
St. John			184,954,343	6,731
Miramichi	107	103,643	113,167,105	
Moncton	29	27,751	29,549,783	
Dalhousie	42	30,654	28,230,563	256
Campbellton	20	17,207	16,249,172	
Shediac	25	12,514	11,740,280	
Sackville and Baie Verte	18	9,347	8,972,658	
Richibucto and Buctouche	18	8,019	7,455,899	
Bathurst	9	9,768	12,159,857	
<b>Totals</b>	<b>268</b>	<b>218,811</b>	<b>412,479,660</b>	<b>6,987</b>

Ports.	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
St. John			244,399,066	9,546
Miramichi	102	100,505	101,719,077	880
Moncton	38	53,574	58,187,504	962
Dalhousie	47	27,722	24,185,011	
Campbellton	16	14,375	14,960,267	323
Shediac	31	15,711	14,980,765	
Sackville and Baie Verte	27	14,147	14,419,134	
Richibucto and Buctouche	21	8,800	7,489,438	
Bathurst	13	13,658	13,864,133	29
<b>Totals</b>	<b>262</b>	<b>247,862</b>	<b>494,204,195</b>	<b>11,740</b>

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

	Sup. feet.		Sup. feet.
1889	369,000,000	1891	320,000,000
1890	293,000,000	1895	291,000,000
1891	253,000,000	1896	380,000,000
1892	325,000,000	1897	491,000,000
1893	312,000,000	1898	412,000,000

#### SHIPMENTS FROM NOVA SCOTIA.

Ports.	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
Halifax	57	34,572	62,495,950	458
Parsonsboro	29	39,189	37,214,102	
Amherst and outports	43	31,347	21,797,890	95
Sheet Harbor	13	7,856	8,030,958	
Hubbard's Cove	5	3,012	2,912,000	
Ship Harbor	6	4,108	1,213,627	
Pictou	6	6,591	6,446,000	925
Sherbrooke	1	269	291,776	
Liscombe	4	4,388	4,798,531	
<b>Totals</b>	<b>164</b>	<b>128,832</b>	<b>148,239,840</b>	<b>1,478</b>

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past ten years were:

	Sup. feet.		Sup. feet.
1889	92,605,488	1894	106,327,259
1890	99,512,924	1895	100,324,393
1891	78,603,742	1896	123,116,389
1892	87,861,398	1897	185,362,562
1893	109,254,930	1898	148,239,804

#### MANITOBA AND NORTHWEST TERRITORY.

As predicted in our review one year ago, the production of logs during the winter of 1897-98, for the purpose of supplying the lumber requirement of Manitoba and the Northwest Territory, was greatly increased in comparison with that of the previous season. This was in anticipation of a greater consumption of lumber. Nearly all the mills cutting for that market increased their output during 1898, but at the close of the year the demand had absorbed the bulk of the stock manufactured. Much activity characterized the trade of the spring and summer months, and a slight advance in price was made. Continued rains interfered with the fall trade, which, although of a considerable volume, was not as heavy as was anticipated. It is reported that the total sales of lumber in Manitoba and the Northwest exceeded those of the previous year by about 30,000,000 feet. The quantity of spruce cut by Manitoba mills is estimated at 15,000,000 feet in excess of 1897. The growth of the trade in imported lumber from the United States has been very great. In 1892, before the duty was taken off, the importation of rough lumber was only a little over a million feet, while that of dressed lumber was very much smaller. In 1897 the importation from the United States amounted to 16,000,000 feet, and in 1898, 35,000,000 feet. The lumbermen anticipate a good season in 1899, and are preparing for same by operating heavily in the woods. They are encouraged by the knowledge that retail stocks are unusually light, and that the spring promises to witness a resumption of building operations on no small scale.

#### BRITISH COLUMBIA.

The lumber trade of British Columbia made some progress during the year 1898, and this notwithstanding adverse circumstances. The quantity of lumber disposed of in the Canadian market was greater than in the previous year, while the exports to foreign countries were somewhat less. Owing to the failure of the salmon pack, the local box trade fell off perhaps 50 per cent., but this was counterbalanced by the increased consumption of lumber for building purposes. Throughout the province the volume of building was unusually large, while the destruction by fire in the early fall, of a large portion of the buildings of New Westminster proved a boon to the mills in that vicinity. The Manitoba and Northwest demand was larger than in 1897, with prices fully 10 per cent. higher, but shipments of tully and decking to Ontario and Quebec were lighter. More than the usual quantity of cedar was disposed of in Manitoba for house finish, which seems to indicate that this wood is growing in favor.

There were two obstacles which prevented