

J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR, FOR THE YEAR 1896.

THE GOVERNMENT OF NEW BRUNSWICK NOW HAVE 4,536,320 acres of timber lands under license against 2,780,800 acres in 1892. In the Miramichi section nearly everything available has been taken up and lands so poorly wooded that they would not be looked at a few years ago...

The average shipment for the above 12 years is 96 millions superficial feet per year. The average shipment for the 12 preceding years, viz. from 1883 to 1894 inclusive was 115 million superficial feet, an average falling of 27% in the volume of our business. At the same time we have no new country to draw on for supplies this decreased export will have to continue. From St. John previous to 1884 the average shipment was 190,000,000 superficial feet and since 1884 it has fallen to an average of 146,000,000 superficial feet.

Table with 3 columns: Year (1885-1896), Millions sup. feet, and 1896-1897 inclusive. Shows a steady decline in timber exports over the period.

Table titled 'THE SHIPPERS FROM THE PORT OF MIRAMICHI IN THE SEASON 1896, were:-'. Lists various shippers and their respective volumes in millions of superficial feet.

Table titled '1896-DISTRIBUTION OF MIRAMICHI SHIPMENTS.' showing the distribution of timber shipments by country (Great Britain, Ireland, France, etc.) and their respective volumes.

Table titled 'DISTRIBUTION BY PORTS OF MIRAMICHI SHIPMENTS.' showing the distribution of timber shipments by port (St. John, Miramichi, etc.) and their respective volumes.

Table titled 'DISTRIBUTION OF ST. JOHN, N. B. SHIPMENTS, DEC. 1st, 1895, TO DEC. 1st, 1896.' showing the distribution of timber shipments by shipper (Alex. Gibson, W. M. McKay, etc.) and their respective volumes.

Table titled 'DISTRIBUTION OF ST. JOHN, N. B. SHIPMENTS, DEC. 1st, 1895, TO DEC. 1st, 1896.' showing the distribution of timber shipments by port (Bristol Channel, St. John, etc.) and their respective volumes.

Table titled 'SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 19 YEARS.' showing the total volume of timber shipments from St. John to various ports over a 19-year period.

Table titled 'DALHOUSIE, OUTPORTS OF MONCTON.' showing the distribution of timber shipments from Dalhousie to various outports (Hillboro, Harvey, etc.) and their respective volumes.

Table titled 'SACKVILLE INCLUDING BAIE VERTE.' showing the distribution of timber shipments from Sackville to various ports and their respective volumes.

Table titled 'TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1895 COMPARED WITH 1896.' comparing the total volume of timber shipments from New Brunswick in 1895 and 1896 across various ports.

Table titled 'SHIPMENTS FROM NOVA SCOTIA, 1896.' showing the distribution of timber shipments from Nova Scotia in 1896 by port and volume.

Table titled 'The Shipment of deals from Nova Scotia to trans-Atlantic Ports.' showing the volume of deal shipments from Nova Scotia to various trans-Atlantic ports.

Miramichi Advance. (1) The property of the Crown; (2) Property belonging to the Parish of Chatham in which the assessment is made; (3) Property belonging to the County of Miramichi...

The steamship Warwick of the Donaldson Line, plying between Glasgow and St. John N. B., ran ashore on one of the Murr Ledges, which lie off Grand Manan, and is a total wreck. The mishap occurred about ten o'clock on Wednesday night last week, and the vessel was going nearly at full speed at the time.

We observe that the Halifax papers, with a little loss of spirit unworthy of a settlement of Indians, are endeavoring to make capital against the port of St. John because of its Warwick mishap. It would, however, be as reasonable and consistent to condemn Halifax as a port dangerous of approach for ocean steamers because the Indian Queen, Humboldt, Atlantic and other liners were wrecked in its vicinity...

Is the Murder and Wrong to be Reversed Through? Can anybody in Town give an explanation, on grounds that will satisfy reasonable public expectation as to what is required of a man in representative positions, for the persistent and determined efforts of Ald. Nicol and Watt to prevent the lower section of the town having an engine house as well as the upper section?

It will be well for the people to bear in mind the fact that although the Town Council, months ago, assigned to a committee the duty of examining and testing sites for proposed engine houses, nothing in that connection appears to have been done. Why? Is the subject an unimportant one?

What an a St. John architect, however able in his profession, know in reference to engine house sites more than our own people? He can, no doubt, furnish plans for a building and tell us how to build it, but when our Council vote to build a stranger here who is not a fire expert, but merely an architect, to tell them where they should place their engine houses, it looks like a confession of their own incapacity.

Ald. Coleman has already told the Council what the character of the ground is at the site of No. 2 Engine House, where Ald. Nicol and Watt seem determined that one engine house and only one for the whole town shall be built, and yet there is no doubt that they will make a strong effort to induce Mr. Fairweather to say that their views should be carried out, regardless of the waste of money for a needlessly deep foundation and the fact that it being built on the site will deprive the lower part of the town of proper fire protection.

The excavating of the ground at No. 2 site for the necessary 19 or 18 ft. wall, and the building thereof will cost a good deal of money, but of course, the greater the cost of the proposed building at that place the greater the superintending architect's per centage will be. Messrs. Nicol and Watt, however, seem to have things a good deal their own way, so far.

In a St. John architect to be asked to tell the Council whether No. 2 site is the right one on which to undertake the construction of an engine house, without test pits being sunk under his supervision for the purpose of ascertaining how far excavation is to be carried down in order to reach a foundation? If not, are test pits to be fired at this unimportant site of year? Public opinion is against No. 2.

This Chapter shall extend and be applicable to all Parishes, incorporated Towns and Cities, except so far as special provisions inconsistent herewith may exist or be made in reference to the assessing and levying of Rates and Taxes in any such Parishes, Cities, Towns or Cities.

Lake's Episcopal and several of the Methodist churches in the city. There are in port unladen ocean steamers, one ship, three barques, two brigantines and 50 schooners. Sixteen deaths were reported in the city last week; two from consumption.

The wreck of the Warwick of the Donaldson line on the Murr-ledge, about ten miles from the Southern Head of Grand Manan, last Wednesday evening, will probably be the subject of a strict enquiry. The ship is understood to have been about 15 miles out of her course, the night was not dark, the lights were all burning as usual, and the roar of the surf on the ledges can usually be heard at a distance of ten or fifteen miles.

Chatham Town Council. Council met in regular monthly session on Tuesday evening. Ald. Bennett, by request, acted as clerk pro tem.

The Mayor also said that since the Council met in regular monthly session on Tuesday evening, Ald. Bennett, by request, acted as clerk pro tem. His Worship the Mayor said that before taking up the order of business he desired to urge upon the Council the necessity for considering, as soon as possible, the subject of the proposed Engine House or house and Ferry. It is suggested that the Engine House question they should determine whether one or two were to be provided, and take steps to obtain plans and specifications and invite tenders for construction.

The matter of the Ferry should also be taken up at an early date, although it was not, perhaps, so urgent as that of the engine house. There was, as recently pointed out by the Board of Trade, necessity for a material reduction in the rates and greater frequency of crossing the river. The expense of maintaining the Ferry should be ascertained, and in this connection, it would be well to consult with the present ferryman as to the expense of operating.

The Mayor also said that since the Council met in regular monthly session on Tuesday evening, Ald. Bennett, by request, acted as clerk pro tem. His Worship the Mayor said that before taking up the order of business he desired to urge upon the Council the necessity for considering, as soon as possible, the subject of the proposed Engine House or house and Ferry. It is suggested that the Engine House question they should determine whether one or two were to be provided, and take steps to obtain plans and specifications and invite tenders for construction.

Advances on St. John Letter. A HINT TO FARMERS—GENERAL NEWS OF THE DAY. The writer remembers when a crop of potatoes similar to the snowdrift, of 300 to 400 bushels per acre, was the occasion of no comment, and when rot and rust were unknown. The disease, in the locality with which I was familiar, gave no warning of its approach; in a week after the fields were struck by the pest was destroyed. It is noticed that the fields which were most heavily manured suffered the most and on new land that had been burned and where no manure had been used the potatoes were unaffected.

REPORT OF AMONGER REPORT. Ald. Watt, from the Fire Committee, submitted report of Engineer Alex. Fraser on the condition of and repairs necessary to be done upon the Amoleg steam fire engine as follows:— In connection with steam cylinder to be dismantled and the piston, valves, and the lower part of the boiler to be examined and repaired; all the above parts are to be examined and repaired; the valves and forward valve to be removed.

Mr. Fraser's report was, on motion, accepted and, on motion of Ald. Nicol, seconded by Ald. Loggie, it was ordered that the Fire Committee be authorized to advertise for tenders for repairing the engine in accordance with said report.

A LITTLE MORE PREMATURE. Ald. Nicol said he was in no hurry to be relieved on that account. Ald. Bennett said he was in no hurry to be relieved on that account. Ald. Nicol said he was in no hurry to be relieved on that account.

A LITTLE MORE PREMATURE. Ald. Nicol said he was in no hurry to be relieved on that account. Ald. Bennett said he was in no hurry to be relieved on that account. Ald. Nicol said he was in no hurry to be relieved on that account.

A LITTLE MORE PREMATURE. Ald. Nicol said he was in no hurry to be relieved on that account. Ald. Bennett said he was in no hurry to be relieved on that account. Ald. Nicol said he was in no hurry to be relieved on that account.

A LITTLE MORE PREMATURE. Ald. Nicol said he was in no hurry to be relieved on that account. Ald. Bennett said he was in no hurry to be relieved on that account. Ald. Nicol said he was in no hurry to be relieved on that account.

A LITTLE MORE PREMATURE. Ald. Nicol said he was in no hurry to be relieved on that account. Ald. Bennett said he was in no hurry to be relieved on that account. Ald. Nicol said he was in no hurry to be relieved on that account.

WARMUNDE SPECIAL BARGAINS. Silverware & Jewellery. Stop It Quick! Penleton's Panacea.

STOP IT QUICK! Penleton's Panacea. A cure for various ailments.

MURDOCH'S NEW CARPET AND FURNISHING DEPARTMENT. Go to Portland, Boston, Etz.

GO TO PORTLAND, BOSTON, ETZ. Canada Eastern Railway and Fredericton.

MILLINERY OPENING! GRAND DISPLAY OF Fall and Winter Millinery THE BOUQUET.

INTERCOLONIAL RAILWAY. On and after Monday the 7th September, 1896, the service of this railway will run daily.

WOVEN WIRE FENCING. WIRE ROPE SLABBER.