

## TIMBER FOR RAILWAYS.

When the charter of the Northern Pacific railroad was granted, the company was given the privilege of cutting such timber as was needed in construction on lands "adjacent" to the line. As the work progressed through timberless regions, the contractors, under the color of this tree cutting privilege, in some instances went 100 miles away from the line to obtain timber, construing the word "adjacent" to mean anywhere on Uncle Sam's domain that timber was to be found that could be rafted to the railroad. There has been some kicking against this free range of the forests in eastern Washington, and, through the instigation of local interests, probably, the United States began suit against the company for the recovery of \$70,000 stumpage value in Yakima county. The case was tried before Judge Hoyt, of the second judicial district, at Olympia. The decision of the court was in favor of the defendant company. The text of the decision recited that the word "adjacent" had a broader sense than the word "adjoining," and could be stretched, like the elastic skin of the man at the dime museum, to cover even a hundred miles. If this decision holds in the higher courts, it follows that lands adjacent to a land grant railroad company may cover unlimited territory.—*Northwestern Lumberman.*

## ST. JOHN LUMBER EXPORT.

The *Monetary Times* says:—As has already been stated, the prospect for the lumber trade is not favorable, and one may be prepared to hear of operations upon a reduced scale everywhere. At St. John we are told there is held over about 35,000,000 feet, while last year the stock there amounted to about 58,000,000 feet. Through out New Brunswick the stock is about two-thirds of what it was in January, 1883. A reduction of fully forty-five per cent. has been made, too, in the lumbering operations there this season. In the year 1883 St. John shipped to Europe, Africa, and Australia 181,518,132 superficial feet of deals and ends, a large quantity, but, says the *Telegraph*, considerably below every year in the last ten years, excepting 1875 and 1879. The shipments during the first three quarters of the year were heavy, but since the unfavorable turn in the wood market in England they have been largely reduced.

The following statement shows the quantity exported and the ports to which the cargoes were sent:—

Ports.	Vessels.	Tons.	Deals, etc.
Africa, 1883	10	5,649	5,319,725
do, 1882	2	2,078	1,991,116
Australia, 1883	2	2,333	1,877,974
do, 1882	3	3,404	1,900,080
Barrow, 1883	4	2,693	2,645,930
do, 1882	10	8,907	7,891,134
Bristol Ch. 1883	35	26,076	25,252,035
do, 1882	46	32,364	31,343,063
Continent 1883	27	19,723	18,321,454
do, 1882	26	18,640	16,784,469
Ireland 1883	91	45,900	48,478,095
do, 1882	76	42,362	39,223,422
Liverpool 1883	74	31,001	67,713,949
do, 1882	91	102,036	84,542,341
London 1883	6	6,891	5,329,409
do, 1882	8	6,820	5,495,159
Scotland 1883	8	7,393	6,799,250
do, 1882	8	7,635	6,603,712
Wales 1883	8	3,451	1,845,803
do, 1882	4	2,006	611,057
Total 1883	270	205,311	181,518,132
do, 1882	234	231,379	201,413,217

Ten cargoes were sent to Africa, where two only were sent in 1882, and none in 1881 or 1880. Liverpool, of course, continues to be the centre of the trade—57,000,000 feet being sent there.

The chief shipper of sawn woods continues to be Gibson, of Nashwaak, whose shipments, though 10,000,000 feet less than in 1882, were 19,000,000 feet more than in 1881, and 24,000,000 feet more than in 1880. He despatched 118 vessels, of 105,491 tons. Other large shippers were R. A. & J. Stewart, W. M. MacKay, Guy, Beran & Co., S. Schofield, Clinch & Sons, Knight & Co.

The square timber trade of that port shows figures rather ahead of the previous year, 3,883 tons of pine and 11,950 tons of birch having been exported, compared with 3,332 tons of pine and 7,576 tons of birch in 1882. As exporters in this department of trade, the names of

Scammell, Bros. and McLachlan & Wilson require to be added to those mentioned above. The square goods all went to the United Kingdom except 159 tons birch to the Continent of Europe. We take some extracts from a statement given of the shipments from St. John for the last thirty years:—

Year.	Tonnage.	Deals, etc.	Pine.	Birch.
1861	256,402	148,100,392	71,226	8,483
1866	225,521	123,034,687	77,441	10,876
1869	211,794	146,376,001	29,422	9,009
1865	209,602	159,637,724	17,294	9,437
1870	183,029	148,971,221	3,472	7,095
1875	202,813	171,157,264	748	6,933
1877	252,171	216,175,920	1,191	13,043
1880	252,058	210,012,240	2,834	16,832
1881	255,785	210,231,730	1,642	5,166
1882	331,370	201,413,717	3,332	7,576
1883	205,311	181,518,132	3,883	11,950

The *Telegraph* also gives the shipments from the principal ports of the Province of New Brunswick:—

Year.	Vessels.	Tons.	Deals.
1882	31	13,165	12,495,000
1883	23	10,369	9,674,000

Year.	Vessels.	Tons.	Deals.
1882	33	20,242	17,412,506
1883	62	27,483	23,415,007

Year.	Vessels.	Tons.	Deals.
1882	10	3,023	4,030,000
1883	3	1,379	1,350,000

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1882	38	20,637	15,632,626
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"The total shipment of deals from all the ports given above amounted in 1883 to 401,237,676 superficial feet, compared with 331,990,174 feet in 1882. The shipments from the ports from which we have no returns would not alter these figures very much, and our statement shows pretty nearly the total deal shipments from New Brunswick."

## NEW BRUNSWICK.

For several years past there appears to have been a gradual falling off in the deal shipment of New Brunswick. The pine timber trade has declined to next to nothing although the exports of birch timber slightly increased during the past year. The export of pine from the port of St. John has fallen from 77,441 tons in 1865 to 3,883 tons in 1883, while in 1875 it only amounted to 748 tons. The shipment of birch timber, although showing a small increase over 1882, was light, the total shipment only reaching 11,950 tons last year against 7,576 tons in 1881. The smallest shipment of deals made during the past thirty years was in 1883 when only 123,638,363 feet were exported, while the largest shipment made during that period was in 1877 when it reached 215,183,920 feet. Although the greater part of the deal and timber exports of New Brunswick goes to Europe, over 7,000,000 feet of deals were shipped to Australia and Africa from St. John last year. There appears to be a large decrease in the quantity of deals being carried over at the latter port this winter as compared with last year; the figures being 58,000,000 feet held over during the winter of 1882 against 35,000,000 at present held. The total shipment of deals from the province during last year, from all parts, will probably reach 410,000,000 against 335,000,000 feet exported during 1882.

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