

nage at one time in the Fall being scarcely obtainable even at extreme rates. Sail for Quebec loading at seventeen shillings for Clyde, and nineteen shillings for Liverpool throughout season. Deal freights by steam for Montreal loading to leading ports in the United Kingdom opened at forty shillings, and from early September till close of season were unsettled at advanced and at times at extreme figures.

COMPARATIVE STATEMENT OF SAILING VESSELS CLEARED AT THE PORT OF QUEBEC, FOR SEA (LUMBER LADEN), 1882 TO 1897, FROM THE OPENING TO THE CLOSE OF NAVIGATION.

Vessels.	Tons.	Vessels.	Tons.
1882.....	426 359,925	1890.....	250 238,162
1883.....	487 416,169	1891.....	205 182,615
1884.....	366 291,398	1892.....	244 225,008
1885.....	369 294,789	1893.....	177 146,970
1886.....	325 250,635	1894.....	136 115,639
1887.....	271 206,172	1895.....	86 70,960
1888.....	227 195,928	1896.....	103 82,622
1889.....	275 240,892	1897.....	99 84,233

For the year ending 1st November, 1897, there were brought to Quebec by the Quebec and Lake St. John Railway, 3,406 cars of deals and lumber, 299 cars pulp, 389 cars ties, 2,235 cars cordwood, 158 cars square timber and 576 cars pulp-wood.

THE MARITIME PROVINCES.

Manufacturers in New Brunswick and Nova Scotia entered upon the year's business with promising prospects. The winter of 1896-97 was one of the most favorable on record for getting logs out of the woods, and the large cut which had been induced by the improved outlook for foreign trade reached the mills with little difficulty at a slightly earlier date than usual. The result was a very heavy production of lumber. Spruce, the chief lumber manufactured in these provinces, was exported extensively to the British market, owing to the depression that existed in the United States. The result was that later in the season the markets of the United Kingdom became overstocked, and prices suddenly collapsed. Early shipments of New Brunswick spruce deals sold in the British markets at £7 per standard c.i.f. During the summer prices dropped to £6 10s. to £6 15s., and late fall shipments only realized £5 15s. to £6 per standard. Nova Scotia deals brought prices slightly below those manufactured in New Brunswick. Local prices, of course, were governed by the foreign demand, and weakened accordingly, until late in the fall quotations at St. John and other leading ports were nominal, and shipments were confined to contract requirements. The result of this was that large stocks of lumber which were intended to be marketed in 1897 were held over for spring shipment.

The import duty on lumber practically closed the United States market, and the shipments to that country after August 1st were of little account. A few cargoes of laths were sold at very low prices. Dullness prevailed in the shingle trade, and some of the mills ceased manufacturing before the close of the season.

Manufacturers report that, taken as a whole, the year's business was more profitable than that of 1896. The demand from South America and the West Indies assisted in placing the balance on the right side of the ledger. Large quantities were exported to these countries from Nova Scotia, while increased shipments were also made to France and Spain. In point of volume the lumber trade of the maritime provinces exceeds all previous records. The exports of spruce from all ports, excepting Miramichi, Richibucto and Sackville, show a marked increase. Interesting statistics will be found below. The total shipments from New Brunswick were enormously large. These figures represent the exports for four years :

Year	Feet.
1894.....	322,170,039
1895.....	302,126,536
1896.....	367,438,149
1897.....	531,628,162

From the consular district of St. John, which includes the port of Fredericton, the exports of lumber and shingles to the United States were

valued at \$304,163.61, showing a decrease as compared with the previous year of, approximately, \$108,000. The following are the totals, by quarters, for the two years :

	1897.	1896.
1st quarter.....	\$132,742.85	\$ 73,199.01
2nd ".....	507,459.33	555,999.29
3rd ".....	308,603.58	440,101.74
4th ".....	304,163.61	287,071.86
Total.....	\$1,252,969.37	\$1,356,371.90

It may be noted that the lumber exports (exclusive of firewood and bark) for the last half of 1895 were valued at \$956,078.29, compared with \$727,173.60 in the last half of 1896 and \$612,767.19 in the last half of 1897. That is, the exports for the last half of 1897 to the United States were \$343,000 less than in the like period of 1895.

Coming to trans-Atlantic shipments, we find, according to Hon. J. B. Snowball's wood circular, a total of 494,204,195 feet, an increase in 1897 of over 100,000,000 feet as compared with the previous year. Much larger quantities were shipped to Ireland, Belfast showing a gain of 18,000,000 feet, and Dublin of 5,000,000 feet. The Manchester canal was the destination of 27,000,000 feet, while in 1896 only 5,000,000 feet found a market there. Particulars of shipments follow :

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1886 TO 1897, INCLUSIVE.

Year	Sup. Feet.	Year	Sup. Feet.	Year	Sup. Feet.
1886—	72,000,000.	1890—	88,000,000.	1894—	96,000,000.
1887—	68,000,000.	1891—	72,000,000.	1895—	82,000,000.
1888—	73,000,000.	1892—	95,000,000.	1896—	106,000,000.
1889—	110,000,000.	1893—	83,000,000.	1897—	102,000,000.

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1897.

Shippers.	No. Vessels.	Tons.	Sup. ft. Deals, Scantling, Ends and Boards.	Palings Pes.
J. B. Snowball.....	31	30,572	27,240,447	1,209,000
W. M. Mackay.....	30	28,482	33,523,310	
D. & J. Ritchie & Co.	19	12,619	12,570,000	149,700
E. Hutchison.....	10	10,769	10,553,562	20,000
G. J. Vaughan.....	4	4,988	7,071,004	
Wm. Richards.....	2	3,386	4,140,101	
G. Barclay & Sons.....	2	3,767	3,737,000	
F. E. Neale.....	2	2,761	2,883,653	
Clark, Skillings & Co.	2	3,161		
Total.....	102	100,595	101,719,077	1,378,700

Spool Wood—J. B. Snowball, 227,023 sup. ft.; Clark, Skillings & Co., 2,574,169 sup. ft. Timber—J. B. Snowball, 3,521 cubic ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Country.	No. Vessels.	Tons.	Sup. ft. Deals, Scantling, Ends and Boards.	Palings Pes.
Great Britain.....	49	56,931	59,680,988	1,229,775
Ireland.....	40	34,416	33,605,287	148,925
France.....	6	4,862	4,564,312	
Spain.....	5	3,172	2,839,363	
Africa.....	2	1,124	1,029,127	
Totals.....	102	100,595	101,719,077	1,378,700

Great Britain, spool wood, 2,801,192 ft.; timber, 3,521 cubic ft.

ST. JOHN, N.B., SHIPMENTS OF DEALS, &C., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1896, TO DEC. 1ST, 1897.

Shippers.	Sup. ft. Deals, &c.	Timber. Pine Birch.
Alex. Gibson & Sons, Limited.	114,113,178	
W. Malcolm Mackay.....	106,678,912	92 6,744
Geo. McKean.....	16,070,521	97
Watson & Todd.....	7,530,455	
Total.....	244,399,066	92 9,454

DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1896, TO DEC. 1ST, 1897.

Ports.	Sup. ft. Deals, &c.	Timber. Pine Birch.
Avonmouth Dock.....	3,002,118	
Ayr.....	598,783	
Bristol.....	9,361,836	
Barrow.....	2,346,300	
Clyde.....	1,195,920	
Fleetwood.....	16,712,852	
Glasgow.....	13,721,614	684
Garston.....	1,799,189	
Liverpool.....	59,650,519	92 8,670
London.....	4,311,963	
Manchester.....	26,984,593	
Preston.....	397,132	
River Mersey.....	732,155	
Sharpness.....	15,051,211	
Ireland.....	54,013,083	100
Wales.....	25,804,998	
France.....	7,824,204	
Spain.....	406,572	
Holland.....	484,024	
Total.....	224,399,066	92 9,454

SHIPMENT FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

Year	Total Sup. ft. Deals, &c.	Timber (tons) Birch.	Pine.
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
1896.....	167,246,442	9,892	128
1897.....	244,399,066	9,454	92

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK, 1897 COMPARED WITH 1896.

Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Timber.
Miramichi.....	102	100,595	101,719,077	880
St. John.....	188	284,603	244,399,066	9,546
Outports of Harvey Alma Hillsboro Hopewell.....	38	53,574	58,187,304	962
Sackville (Bay Verte).....	27	14,147	14,419,134	
Dalhousie.....	44	27,722	24,185,011	323
Campbellton.....	16	14,375	14,960,267	
Bathurst.....	13	13,058	13,864,133	29
Richibucto.....	21	8,800	7,489,438	
Shediac.....	31	15,711	14,980,765	
Total.....	480	532,495	494,204,195	11,740

Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Timber.
Miramichi.....	133	108,118	106,147,420	
St. John.....	"	"	167,246,442	10,020
Outports of Harvey Alma Hillsboro Hopewell.....	22	20,240	25,614,039	
Sackville (Bay Verte).....	36	19,843	19,996,978	
Dalhousie.....	60	41,631	36,600,980	195
Campbellton.....	8	7,518	8,188,078	
Bathurst.....	26	11,374	11,191,062	
Richibucto.....	23	11,545	11,054,978	
Shediac.....	308	220,275	386,039,977	10,215

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

Year	Sup. ft.	Year	Sup. ft.
1888.....	277,000,000	1893.....	312,000,000
1889.....	309,000,000	1894.....	326,000,000
1890.....	293,000,000	1895.....	291,000,000
1891.....	253,000,000	1896.....	386,000,000
1892.....	325,000,000	1897.....	494,000,000

SHIPMENTS FROM NOVA SCOTIA, 1897.

Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Timber.
Halifax.....	71	50,111	84,060,000	500
Parrsboro.....	33	40,598	44,397,133	
Outports of Amherst.....	35	31,322	24,485,560	
Bridgewater.....	23	10,873	10,749,000	
Pictou.....	13	12,937	10,872,360	3,184
Hubbard's Cove.....	6	5,887	5,659,000	
Yarmouth.....	3	2,927	2,684,061	
Liverpool.....	1	528	495,260	
Mahone Bay.....	3	1,522	1,478,000	
Jordan River.....	1	528	482,188	
Total.....	189	157,233	185,362,562	3,684

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

Year	Sup. ft.	Year	Sup. ft.
1887.....	82,959,589	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
1891.....	78,603,742	1896.....	123,116,389
		1897.....	185,362,562

The disappearance of sailing vessels is marked by the larger average tonnage of vessels visiting St. John. In 1895 the traders averaged 774 tons, in 1896 813 tons, and in 1897 985 tons. Sailing vessels are said to be favored by both shippers and receivers of lumber cargoes.

In view of the fact that the lumber business was overdone last year, the cut of logs this winter is being greatly curtailed, and the output will be little more than half the quantity produced last year. The wintering stocks, however, are heavy, so that there is certain to be an average supply available for shipment next season. The strength of the market will depend upon the course pur-