

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 :

| | 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 |
| | \$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.

| Sup. Feet. | Sup. Feet. | 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, &c. | Sup. ft. Deals, &c. |
|--------------------------|--------------|------------|---------------------|---------------------|
| 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 | | | |

102 100,505 101,719,077 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, &c. | Sup. ft. Deals, &c. |
|--------------------|--------------|--------|---------------------|---------------------|
| 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.....102 100,505 101,719,077 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. | Sup. ft. Deals, &c. |
|-----------------------------------|---------------------|---------------------|
| Alex. Gibson & Sons, Limited. 114 | 113,178 | 2,613 |
| W. Malcolm Mackay..... | 106,678,912 | 92 6,744 |
| Geo. McKean..... | 16,070,521 | 97 |
| Watson & Todd..... | 7,536,455 | |
| 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. | Sup. ft. Deals, &c. |
|---------------------|---------------------|---------------------|
| 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.

| | 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 | 100,505 | 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 | 20,246 | 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 :

| Sup. ft. | Sup. ft. |
|-----------|-------------|
| 1888..... | 277,000,000 |
| 1889..... | 309,000,000 |
| 1890..... | 293,000,000 |
| 1891..... | 253,000,000 |
| 1892..... | 325,000,000 |
| 1893..... | 312,000,000 |
| 1894..... | 326,000,000 |
| 1895..... | 291,000,000 |
| 1896..... | 386,000,000 |
| 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 :

| Sup. ft. | Sup. ft. |
|-----------|-------------|
| 1887..... | 82,959,589 |
| 1888..... | 85,070,005 |
| 1889..... | 92,605,488 |
| 1890..... | 99,512,924 |
| 1891..... | 78,603,742 |
| 1892..... | 87,861,398 |
| 1893..... | 109,252,930 |
| 1894..... | 106,327,250 |
| 1895..... | 109,324,393 |
| 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-