

At Gardner's Creek, W. & R. Wallace have a ship of 1,300 tons in frame. At Tynemouth Creek, R. S. Parker is getting out timber for a three-masted schooner of 225 tons. At Black River, J. & R. McLeod expect to begin work on a vessel of 125 tons. Quaco boasts two vessels building; one of them is the schooner of Jos. Brown, the other is Mr. Wm. Ingram's 150 ton schooner. In Moss Glen, a schooner of 125 tons is being built by Gabriel Merritt.

At Grand Lake, Queen's Co., Jno. Granville has a wood boat of 100 tons, and Jas. Flowers one of 50 tons. Washedawoak Lake affords the spectacle of the frame of a 100-ton schooner. There is some building going on at Fredericton, too, where Messrs. Jno. Gibson and Capt. Peatman have a schooner of 125 tons on hand. At Harvey, in Albert Co., Gains S. Turner has a barque of 500 tons nearly cailed in. In the same county John Shields is building a schooner of 120 tons.

The future is not very bright either, adds the *Globe*, for comparatively little work is being done in the shipyards. There are now under way or contracted for 16 vessels of 6,971 tons, compared with 24 vessels of 11,993 tons in 1884; 33 vessels of 16,549 tons in 1883, and 40 vessels of 19,500 tons in 1882.

NEW BRUNSWICK SHIPPING.

The shipping built at St. John last year was not extensive as compared with previous seasons. It reached only 7,122 tons as compared with 11,463 tons in the previous year and 21,114 in 1883. The new vessels included two ships only, where five and eight respectively were built in previous recent years. As to the shipping remaining on the registry, its aggregate tonnage at the close of last year was 234,375 tons as compared with 251,136 tons in 1884. The difference arises mainly from the lessened number of ships and barques built last year. The latest registry returns include

No.	Rig.	Tons.
63	Ships	87,258
114	Barquess	94,691
15	Barquantes	7,000
1	Brig	341
83	Brigantines	10,530
287	Schooners	22,682
91	Woodboats	5,640
3	Sloops	55
50	Steamers	5,175
657		234,375

In 1876, St. John boasted 805 vessels and steamers of 180,000 tons. During the year 1885, some ten old vessels of 635 tons were added to the registry of the port. But a large tonnage was struck off the list from different causes. Twenty-three vessels of 13,158 tons were transferred to other ports. Those wrecked during the year and struck off the registry for that cause number 24 vessels of 10,193 tons, being a considerably larger tonnage than that of the new vessels registered. To these remain to be added those vessels which have suffered disasters not yet heard from. The full effect of the year's transactions has been materially to decrease the tonnage registered at St. John. We give below the registered tonnage of several other ports in New Brunswick:

ST. ANDREWS.

7 ships and barques of..... 5,404 tons.
Total tonnage10,471 "

CHATHAM.

14 barques of 9,896 tons.
Total tonnage14,383 "

DORCHESTER.

16 ships and barques.....16,751 tons.
Total tonnage19,669 "

SACKVILLE.

4 barques 22,968 tons.
Total tonnage 3,080 "

MONCTON.

3 barques 2,303 tons.
Total tonnage 2,750 "

RICHIBUCTO.

5 barques 3,932 tons.
Total tonnage 4,200 "

The aggregate tonnage of these seven ports is thus 288,858 tons, or about 20,000 tons less than the previous year, for the falling-off has been general, Dorchester and Richibucto being the exceptions.

ST. JOHN'S WOOD EXPORTS.

The export deal trade of New Brunswick is an extensive and important one. It has been in existence for over sixty years, the first shipment of deals from that port having been made in 1822, when R. Hamilton, Son & Co. shipped per schooner "Amelia" to Cork a parcel of deals which were cut by hand. From this small beginning the trade grew, until some years it reached 160,000,000 and in 1882 say 200,000,000 feet. We give the following figures for the past two years:

ST. JOHN.

Year.	Vessel.	Tons.	Feet.
Total, 1885..	221	177,514	152,543,026
" 1884..	231	190,529	164,829,825

The shipments from St. John to trans-Atlantic ports this year are smaller than the shipments in any year since 1879, when the figures were about the same—one hundred and fifty two million feet.

The shipment of deals from other Provincial ports to trans-Atlantic ports was as follows, says the *St. John Globe*. Of course the shipments from outports are included in the statement of the ports to which the outports are attached:

DALHOUSIE.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	36	19,282	13,796,950
1884,	43	23,782	18,235,140

BATHURST.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	19	12,028	9,493,405
1884,	38	19,122	14,901,282

MIRAMICHI.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	169	104,691	87,250,028
1884,	213	126,030	108,274,864

CARAQUET.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	6	2,775	2,232,000
1884,	8	4784	2,943,000

RICHIBUCTO.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	31	12,981	11,909,050
1884,	12,205,709

COCAGNE.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	3	1,068	942,265
1884,	2	839	737,406

SHEDIAC.

Year.	No. of Vessels.	Tons.	Deals, s. feet.
1885,	15	6,336	5,797,035
1884,	12	5,353	4,810,000

All the deal shipping ports in New Brunswick are believed to be included in this list, except Sackville and its outports. From these the shipments this year were 7,117,000 feet, in 18 vessels of 7,423 tons; the exact figures for last year we do not know. Adding together the shipments from all the ports in the province in 1885 we find they amount to 291,080,759 feet. The shipments in 1884 were about 331,000,000 feet, and in 1883 404,287,676 feet. There has been a heavy falling off in nearly all the ports.

The largest shipper of deals was Mr. Alex. Gibson, who despatched over 77,000,000 feet; next in order W. M. McKay, R. A. & J. Stewart and Guy, Bevan & Co.

Timber export also shows a falling off, the total being 13,770 tons birch and 3,686 of pine, as compared with 14,006 tons birch and 3,836 of pine in 1884. There were also 192,000 pieces of pailing shipped last year against 132,000 in the previous year.

Most of the timber went to Liverpool, only six other British ports sharing with her. Neither to Africa, Australia nor Europe were any sent this year, as in former years.

HALIFAX IMPORTS AND EXPORTS.

The quantity of sugar and molasses imported at Halifax during the year 1885 from the West Indies, Demarara and Brazil, was:

Sugar—12,920 hhds., 1,143 trcs., 2,654 brls., and 167,365 bags, baskets and mats.

Molasses—9,594, punsh., 815 trcs., 1,078 brls.

The importers were: J. T. & A. W. West, Daniel Cronan, N. S. Sugar Refinery, A. G. Jones & Co., Halifax Sugar Refining Co., S. Cunard & Co., Jno. Taylor & Co., G. P. Mitchell & Sons, J. Butler & Co., Jas. Fraser, G. E. Boak & Co., R. J. Hart & Co., Wm. Stairs, Son & Morrow, Walter Mitchell and others.

The quantity of fish exported to the same places was: 257,177 quintals, dry; 58,466 brls. pickled.

The exporters were: Daniel Cronin, J. T. & A. W. West, Jas. Butler & Co., R. J. Hart & Co. A. G. Jones & Co., Jno. Taylor & Co., J. F. Phelan & Son, E. Morrison & Co., G. E. Boak & Co., Jno. Allan & Sons, Levi Hart & Co., G. P. Mitchell & Sons, F. W. Hart, C. H. Harvey, M. Neville, S. Cunard & Co., Boak & Bennett, E. D. Tucker, Walter Mitchell and others.

PETROLEUM EXPORT.

The foreign trade in American petroleum is growing rapidly. The shipments of petroleum and petroleum products from Philadelphia during the year 1885 exceeded anything in the history of the trade in that city, aggregating 151,756,840 gallons, or 30,000,000 gallons more than in 1884. The principal receivers of this great American product were Antwerp, Bremen, Hamburg and Rotterdam, these places having taken about 13,000,000 gallons each, while the Austrian port of Fiume received over 17,000,000 gallons, principally crude. The English were also large consumers, London being a purchaser to the extent of 13,660,574 gallons, while Liverpool received 2,437,108 gallons and Gibraltar 1,956,820 gallons.

The demand for refined petroleum in the far East, to which countries it is shipped principally in tin cans covered with wooden boxes, has increased to an amazing extent, and British and German sailing craft have joined with the large American ships in carrying the oil to Java, Batavia, China and Japan. In many instances the oil is carried on the backs of mules 1000 miles into the interior of China, where it is then used in lighting pagan temples, the lamps of which are never allowed to go out. Many of these places of worship have two hundred lamps burning, and are never allowed to be without at least one pagan worshiper. The Japanese port of Hiogo received 9,001,900 gallons.

—The Bank of Nova Scotia has declared a half-yearly dividend of 3½ per cent., the Merchants' Bank, of Halifax, one of 3 per cent., and the Halifax Fire Insurance Co. one of 7½ per cent.