

The shipments of deals, etc., from Nova Scotia to trans-Atlantic ports for the past ten years were:

1892	87,861,398	1897	185,362,562
1893	109,252,930	1898	148,239,804
1894	106,327,250	1899	128,009,504
1895	109,324,393	1900	146,294,110
1896	123,116,385	1901	182,000,336

BRITISH COLUMBIA.

The lumber trade of British Columbia no more than held its own during the year. The car trade was fairly good and an increased quantity of lumber found its way to Manitoba, the Northwest Territories and the eastern provinces. There was also an average local demand for building material, salmon boxes, etc. The foreign trade, however, was not altogether satisfactory either in respect to volume or price. Shipments show a falling off of 14.2 per cent. as compared with the previous year. It was difficult to secure a price on foreign cargoes which would leave the exporter a fair profit, and it is understood that several orders were refused on account of the price being too low. Efforts are now being made by the mill men to reach an agreement which will do away with the cutting of prices and place the export trade on a more satisfactory footing.

The principal loss in export business was 41.1 per cent. in Australia, which took only 23,000,000 feet against over 32,000,000 feet the previous year. The United Kingdom took only 9,000,000 feet, against 22,000,000 feet in 1900, a falling off of 146.7 per cent. The consumption of South Africa was only 4,000,000 feet, a decline of over 30 per cent. The countries showing an increased consumption were South America, with a gain of 19.3 per cent.; China, a growth from less than 2,000,000 feet to nearly 7,000,000 feet; and Japan expanding from 1,500,000 to 6,000,000 feet.

The figures in detail of shipments to foreign countries are shown below:

SHIPMENTS BY COUNTRIES.

	1900	1901
	Feet B. M.	Feet B. M.
Australia	32,240,564	22,919,807
United Kingdom	21,980,695	8,909,864
South America	8,739,125	13,045,214
China	1,955,368	6,687,133
Japan	1,523,627	6,015,559
South Africa	5,117,672	3,926,620
France	2,696,242	
United States	1,030,625	
Mexico	357,445	746,762
Calcutta		3,036,539
Hamburg		1,214,661
Alaska		170,260
Boehey		44,852
Fiji Islands	446,724	

Total 76,208,087 66,714,271

Sixty-eight vessels sailed from the province with lumber, the shipments from the different ports being as follows:

SHIPMENTS BY PORTS.

	1899	1900	1901
	Feet B. M.	Feet B. M.	Feet B. M.
Chemainus	24,952,042	38,365,833	25,856,316
Vancouver	12,553,087	20,128,612	21,815,297
Woodyville	9,615,655	14,700,467	16,926,189
Other ports	2,620,180	3,003,175	2,116,469

The Chemainus mills were 48.4 per cent. behind their 1900 shipments, while the Vancouver and Moodyville mills expanded about 2,000,000 feet each. The North Pacific Lumber Company entered the export market, shipping two cargoes to Australia.

The following table shows the point of shipment, destination, quantity and value of foreign cargoes:

FROM CHEMAINUS.

Vessel	Destination	Feet B. M.	Value.
Great Admiral	Sydney	1,066,218	\$ 6,316
St. James	Sydney	1,198,984	12,519
Fort George	Sydney	1,505,895	14,343
Antofagasta	Antofagasta	777,156	7,976
Dundee	Cork	1,712,532	21,950
Senator	Liverpool	1,074,939	14,365
Reland	Greenock	834,582	10,588
James Drummond	Fremantle	1,135,518	11,410
Antioietta	South Africa	790,434	7,442
Star of Bengal	Adelaide	1,461,765	13,100
Sooma	Melbourne	747,900	6,453
Havaji	Taku	1,102,347	12,287

Vessel	Destination	Feet B. M.	Value
Sixtus	Hamburg	1,211,651	31,885
Highlands	Capetown	1,005,519	8,385
St. Frances	Adelaide	1,405,193	12,000
Forest Holme	Shanghai	848,752	9,356
Antofagasta	Antofagasta	811,472	7,820
Rufus E. Wood	Sydney	1,067,920	9,791
Fort George	Port Pirie	1,510,836	10,198
Republic	Melbourne	936,686	8,268
Hawaiian Isles	Port Pirie	2,014,376	13,597
St. David	Adelaide	1,269,821	10,746
Admiral Tegetthoff	Antofagasta	703,749	6,654
Kona	Valparaiso	749,606	7,420
Undaunted	Cape Town	1,317,516	10,881
Robert Sudden	Wallaaroo	730,665	6,866
Lottie Bennett	Valparaiso	641,371	6,076

FROM MOODYVILLE.

Rose	Geraldton	613,217	6,282
Alsterthal	Valparaiso	1,467,071	13,761
Alexander Gibson	Cape Town	1,603,585	15,928
Athenian	Bombay	44,852	
Palatinia	Yokohama	718,838	
Admiral Tegetthoff	Antofagasta	706,844	6,875
Anna	Callao	1,332,873	11,802
Sulitelma	Arica	766,979	7,600
Cavour	Callao	1,085,780	9,716
Guernsey	Nagasaki	2,253,571	21,769
Salfordia	Port Arthur	2,043,284	14,370
Benj. Sewall	Fremantle	1,046,555	9,487
Ivy	Hong Kong	819,409	7,840
Ventnor	Calcutta	3,036,539	24,890

FROM VANCOUVER.

Paul Rickmers	London	2,503,827	22,252
Sehome	Valparaiso	728,193	6,662
Palatinia	Yokohama	1,198,120	14,078
Prince Victor	Queenborough	784,942	10,180
Antuco	Callao	1,225,458	11,395
Falls of Garry	Sydney	1,627,472	14,770
Prince Albert	Queenborough	1,211,979	17,354
Fantasi	Liverpool	927,103	14,969
Mindora	Fremantle	880,650	7,640
Thalassa	Plymouth	1,091,070	12,522
Palatinia	Taku	883,094	8,178
Bangor	St. Michaels	170,260	1,447
Khorasan	London	781,835	9,331
Athenian	Nagasaki	276,280	2,922
Golden Shore	Sydney	844,681	6,709
Guernsey	Nagasaki	1,358,225	17,754
King Cyrus	Melbourne	330,261	6,946
Fred E. Sander	Iquique	516,100	4,901
Salfordia	Port Arthur	990,247	6,932
Tartar	Japan	210,525	4,065
Servia	Sydney	1,225,841	9,909
Battle Abbey	Melbourne	1,238,774	9,845
Kailua	Melbourne	842,825	6,630
Sehome	Iquique	742,119	7,100
Hesper	Fremantle	738,361	6,502
Ida	U. K.	489,989	8,555

FROM BARNET.

Passepartout	Sydney	436,891	
City of Hankow	Sydney	932,816	9,609

FROM FENDER ISLAND.

Commerce	Santa Rosalia	169,540	3,229
Eric	Santa Rosalia	143,233	2,766
Luzon	Santa Rosalia	159,972	2,840
Forester	Santa Rosalia	191,418	3,626

BRITISH COLUMBIA SHINGLES.

The British Columbia shingle trade of 1901 opened with very light stocks in the lumber yards throughout Ontario, Manitoba and the North-West. There were also only one or two mills which had any stock on hand worth mentioning. It is safe to state that there was less than 15 million shingles at all the mills in British Columbia ready for shipment when the spring trade started.

The demand was rather later than usual in developing—no shipments to amount to anything being made until April. When once started, however, the demand remained heavy and prices kept fairly firm throughout the year till the close of the fall trade; in fact, prices were advanced 15 cents per thousand in August, but the advance was not held at the close of the season's trade, when orders commenced to fall off. Although some dealers had to wait on shipments, it is safe to state that they all finally got what shingles they wanted to supply their customers.

The apparent scarcity of shingles for a time during the year is accounted for by the fact that three mills (including two of the largest in the province) were burned down during the early part of the year; and one of these mills had been closed down from the beginning of the year until the time it was burned. These three mills made a shortage in the supply for the whole season of about 75 millions. In

other words, had these mills been in operation steadily, the trade would have been supplied more promptly, and all the mills would have done less business.

One of the features of the year's shingle business was the arrangement between the Pacific Coast Lumber Company and four of the manufacturers, whereby the company closed down their mill and acted as selling agents. While the demand, of course, had something to do with keeping up prices during the year, it is conceded by all that the arrangement above referred to was responsible in a large measure for maintaining a uniform price, and if it could have been amicably continued for the length of time intended, it would have undoubtedly maintained a uniform price and helped to keep the business in a healthy condition.

Another feature in the shingle trade of British Columbia during 1901 was the building of no less than eight new mills, with an aggregate capacity of about 700 thousand per day. Arrangements are also made for the building of three more large mills in Vancouver, which will have a combined capacity of at least 600 thousand per day.

The total quantity of British Columbia shingles manufactured and sold during 1901 amounted to about 225 millions. Of this quantity from 25 to 35 millions would be consumed in British Columbia and the balance about equally divided between Ontario, Manitoba and the North-West.

The following is a list of the existing mills in the coast district of British Columbia, with their daily (10 hour) capacity, viz.:

B. C. Mills, Timber and Trading Co., Vancouver	160 M
E. H. Heaps & Co.	180 M
Hastings Shingle Mfg. Co.	135 M
(4 mills in Washington in addition to Vancouver mill.)	

Thos. Kirkpatrick	Vancouver	80 M
Spicer Shingle Mill Co.	"	160 M
British Columbia Shingle Co.	"	90 M
Cook & Tait	"	80 M
Cascade Lumber Co.	"	90 M
Robertson & Hackett	"	25 M
W. L. Tait	"	25 M
Robert McNair	"	75 M
The Canada Shingle Co.	"	90 M
Fraser River Lumber Co., New Westminster	110 M	
A. R. Welch	"	110 M
Brunette Saw Mill Co.	"	75 M
Galbraith Bros.	"	25 M
Chillawack Shingle Co., Harrison River	75 M	
Haddon & Son, Cloverdale	25 M	

In addition to the above the following firms have made arrangements to build shingle mills: Pacific Coast Lumber Co., at Vancouver, capacity about 250 M a day.

Hastings Shingle Mfg. Co., at Vancouver, capacity 250 to 300 M per day.

The following named firm has actually commenced building: Robert McNair, at Vancouver, capacity not decided on, but will likely be about 150 M a day.

It can be seen from these figures that the 10 hour per day capacity of the shingle mills now built and those building and arranged for is about two and one-quarter million. All these mills can be operated night and day in fact, it has been the practise for the shingle mills in British Columbia to work night and day as long as orders were on hand. Continuing, these figures show a monthly capacity of 25 working days of 112,500,000, or a yearly capacity of 1,135,000,000 shingles for the coast mills of the province.

The total Canadian trade for B. C. shingles during the last five years has not averaged over 200 to 225 million a year. If all these mills could get timber to operate steadily, the shingle business would certainly be in an utterly demoralized condition in a comparatively short time; but where the proprietors are going to get a supply of raw material for their mills is a question we will not attempt to answer just now. It looks like trouble in the near future for the shingle industry of British Columbia, and the above words of warning would seem to be timely.