

J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR FOR THE YEAR 1888.

CHATHAM, MIRAMICHI, 25th JANUARY, 1889.

The past year's business has been on a moderate scale compared with that previous to 1885. The shipments show an increase from Miramichi and St. John over those of last year, and a decrease from nearly all the other New Brunswick ports...

The stock of wood goods on hand at this port is computed to be 30 millions superficial feet, or about an average, and the stock at St. John is said to be small.

The production for the present winter will be about the same as last year. The season, so far, has not been favorable, but the prospects are more encouraging for a fair winter's work.

Table with 3 columns: Year, Millions sup. feet, and Millions sup. feet. Rows for 1877-1885.

THE SHIPPERS FROM PORT OF MIRAMICHI, SEASON OF 1888, were:-

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists various shippers and their cargo.

DISTRIBUTION OF ABOVE SHIPMENTS.

Table with 5 columns: Country, No. Vessels, Tons, Sup. ft. deals, and Timber. Shows distribution by country.

DISTRIBUTION, BY PORTS, OF MIRAMICHI SHIPMENTS.

Table with 5 columns: Ports, No. Vessels, Tons, Sup. ft. deals, and Timber. Shows distribution by port.

OTHER NEW BRUNSWICK PORTS.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists other New Brunswick ports.

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

Table with 5 columns: Year, Total sup. ft. deals, and Timber. Shows 10-year shipment trends.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from St. John.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from Dalhousie.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from Richibucto.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from Buctouche.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from Bathurst.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, and Timber. Lists shippers from Sackville.

[J. B. Snowball's Circular continued]

The Shipment of deals from Nova Scotia to Trans-Atlantic Ports. Mr. Blair: The 250,000,000 you speak of includes a very large amount of American lumber.

The Main Issue First

An apology is due to our general readers for the ADVANCE being devoted so largely as it has been, for the past two weeks, to the North Shore lumber interests...

Mr. Blair: There are millions that come down the St. John River from the State of Maine.

Mr. Snowball: Yes, but what I am referring to is the 250,000,000 that were shipped to the Atlantic in 1887, and upon which Miramichi paid half the tax.

Mr. McNeill: How much of that came from Nova Scotia?

Mr. Snowball: Hardly any of it. Mr. McNeill: Are not Nova Scotia deals shipped out of Saint John?

Mr. Blair: Oh, I do not object to that. Mr. Mitchell: Are the operators in the southern part of the Province generally doing a good, sound business?

Mr. Snowball: We suppose they are? CROWN LANDS STAMPEGE HIGHEST OF ALL. Mr. Mitchell: How does the rate of stampegage which they compare with yours?

Mr. Snowball: I cannot say definitely. I will leave that to Mr. Miller and some of the parties doing business in the southern section of the Province to explain.

Mr. Blair: Do you feel yourself in position to establish that there is really a substantial difference between the success with which the lumber business has been prosecuted in the North Shore and in the southern portion of the Province?

Mr. Snowball: Yes, I do. Mr. Blair: Well, if you can establish that I should feel that you had made quite a point and at all events you would disabuse my mind of an impression to the contrary.

Mr. Snowball: We can prove that on the North Shore our business has been very diversified; that is, few, any, that have prosecuted the timber business on the North Shore have prosecuted it as a sole business.

Mr. Blair: Do you feel yourself in position to establish that there is really a substantial difference between the success with which the lumber business has been prosecuted in the North Shore and in the southern portion of the Province?

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It comes to as much as you pay into the revenue working there. The Intercolonial Railway, as you will understand, runs right past the head of this station. The Railway people have had a station there for the past 16 years...

Mr. Blair: But I understand you just a moment ago to say that you were doing just as well as possible?

Mr. Snowball: Yes, that is on the Crown lands, but I have operated, practically speaking, outside of that on private lands.

Mr. McNeill: When there is a loss in the business I cannot understand why a man should go outside and increase his business in that way.

Mr. Snowball: I have not increased it. A few years ago my export used to be 38,000,000 or 40,000,000 and last year it was only 21,000,000.

Mr. McNeill: You say that there is no money in the business?

Mr. Snowball: That is why do you operate to the extent of 25,000,000 or 30,000,000 and buy lumber outside?

Mr. Snowball: It is to keep my mills as far as possible from lying idle. I have got a mill at Bay du Vin and another at Redbank.

Mr. Snowball: We claim that the Province has barred these lands away on this side of the Province for little or no consideration.

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