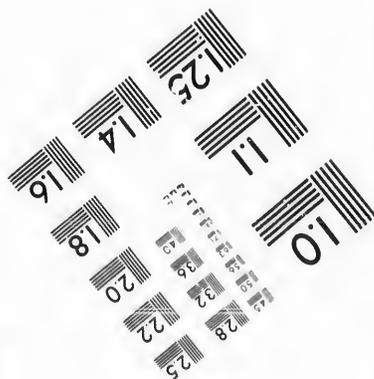
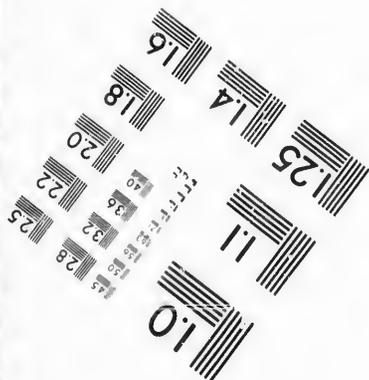
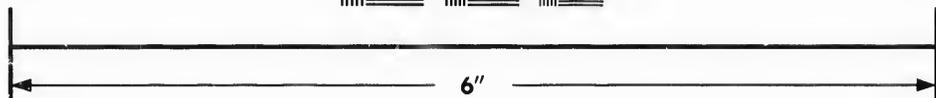
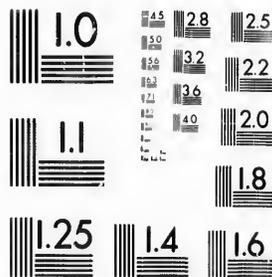


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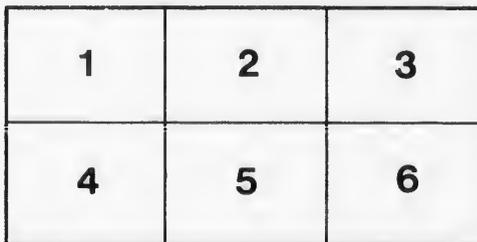
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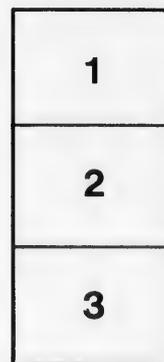
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REMARKS
ON THE EVIDENCE
TAKEN
BEFORE A COMMITTEE
OF THE HOUSE OF COMMONS,
ON THE
TIMBER DUTIES,
1840.

" Truth is brought to light by time and reflection, but the Lie of the
day is upheld by noise, clamour and misrepresentation."

QUEBEC:

PRINTED BY WILLIAM NEILSON, NO. 19, MOUNTAIN STREET.

1841.

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REMARKS ON THE EVIDENCE

TAKEN BEFORE

A COMMITTEE OF THE HOUSE OF COMMONS,

ON THE IMPORT DUTIES, 1810.

“ Truth is brought to light by time and reflection, but the Lie of the day is upheld by noise, clamour and misrepresentation.”

In looking over this evidence it is impossible not to be struck with the fact that, with one exception, the members of the Committee appointed for the investigation of the subject, are totally unconnected with Canada, and have no interest therein, and that not one of the witnesses had, or pretended to have, any practical knowledge of the Colonial timber trade. The consequence of this injudicious composition of the Committee, and selection of witnesses, must be fatal to the object had in view by the House of Commons in appointing it; that object being to obtain true and correct information, upon which the House might safely bring forward legislative measures beneficial to the Empire at large. But if the Committee and witnesses be deficient in the necessary knowledge of the subject under inquiry, the desired information cannot be obtained, the truth must still remain undeveloped, and the House of Commons proceeding to legislate on the subject with no other guide than a Report founded on such partial and incorrect evidence, can hardly fail to err, and may jeopardize most important interests of the Empire. Had a portion of the Committee been acquainted with the colonial timber trade, many questions might have been put to the witnesses that would have brought out important information, and have neutralized the effect of previous answers, which had a tendency to throw discredit on the trade; they

would have been enabled to detect the false statements, and gross misrepresentations of some of the witnesses, which will, in all probability, be received by the House of Commons as correct—their knowledge would also have enabled them to suggest such questions as were calculated to elicit the truth, and the result of evidence so obtained, would have left an impression on the minds of the Committee that would have produced a Report, on which the Legislature might fearlessly have acted, instead of adopting the dangerous proceeding of founding their recommendation of a change in the duties on timber upon the evidence of individuals whose interests and prejudices all lean to one side.

MR. MCGREGOR'S EVIDENCE, QUESTION No. 922.

Mr. McGregor says that foreign nations would take our manufactures in about the same proportion that we took their timber, were it not for the present differential duty on foreign and colonial timber.

Mr. McGregor is doubtful as to foreign nations taking fully as large an amount of British manufactures as we might take of their timber, and he is quite right in doubting it, as he knows that to a certain extent, they manufacture for themselves; but Mr. McGregor abstains from giving the Committee a much more important piece of information, which he was well able to do, that the Colonies take in British manufactures not only fully the amount of the timber exported, but a great deal more; the annual import being now £3,000,000, and for the last twenty years the balance of trade with the colonies has been greatly in favor of England. Whatever increase there might be in the export of British manufactures to foreign nations, by a reduction of the duty on foreign timber, there must of necessity be a reduction of the import of British manufactures into the colonies, by colonial timber being thus excluded from the British market.

923—Mr. McGregor says, the present differential duties oblige ship builders and others to pay a higher price for timber of all kinds.

To give weight to a bold assertion like this, the individual making it ought to be a practical man acquainted with

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the various markets in Great Britain, and the descriptions of timber used in ship and house building, mines and manufactories; and it can hardly be supposed that Mr. McGregor possesses this knowledge, as it can only be acquired by trading in the article for a number of years. Now, it is a fact, that when the present duty of ten shillings per load was imposed on colonial timber the price of Baltic timber at the shipping port, rose 75 per cent, of that amount, and whenever the subject of an alteration of the duty has been under consideration, the very discussion of the subject has caused a rise in the price of Baltic timber at the shipping port. If Mr. McGregor's scale of duties be adopted, the import of Colonial timber must cease, and the price of Baltic timber will rise at the shipping port in the same ratio as the differential duty may be reduced; and ship builders and others will be obliged to pay as high, if not a higher price for timber than they do at present, which extra price will go into the pockets of a few influential individuals in England, who are interested in the timber trade of the north of Europe.

927—Mr. McGregor says he has resided in all the North American Colonies, and is of opinion that if the restrictions on our import trade were withdrawn, any protective duty on Colonial timber would be unnecessary.

Mr. McGregor's residence in Canada must have been very short, as he is not remembered in Montreal or Quebec; and his evidence on the timber trade contains the most unfounded and incorrect statements, calculated to mislead those who are called on to legislate upon it, and proves that he is as ignorant of the subject on which he is speaking, as a person might be supposed to be who had never set his foot in Canada. With some very trifling exceptions, Mr. McGregor cannot point out one instance where the Colonists have solicited the removal of these restrictions, or where they have complained of their imposition; indeed, so light are they, that until Mr. McGregor mentioned them in his evidence, many of the Colonists were in ignorance of their existence; and to say that we would give up our timber trade in return for the removal of these paltry restrictions, is a gross misrepresentation.

924—Mr. McGregor's opinion that the revenue would be increased £1,000,000, by an alteration of the present duty and adopting the scale he proposes, is merely the opinion of one individual, and ought only to be taken for what it is worth. Others equally as competent to form a correct judgment as Mr. McGregor, are of a contrary opinion.

931—Mr. McGregor asserts that the nursery for British seamen, furnished by our Colonial timber trade, would not be injured by putting an end to it, if the restrictions on the Colonial import trade were removed; as the Colonial mercantile navy would increase by the removal of these restrictions, and thereby make a nursery for seamen in itself.

If the present trade in timber were destroyed, 1000 ships, averaging 400 tons each, would be thrown out of employment. The Colonial mercantile navy might perhaps be kept up to 300 ships, averaging 100 tons each, and how far they would form what is meant by a nursery for seamen, Mr. McGregor would find it difficult to explain.

931—Mr. McGregor says that New Brunswick alone would suffer loss from a change of the timber duties, in consequence of her Saw Mill establishments being so much more extensive than elsewhere.

The Saw Mill establishments in Canada, it would be easy to prove, are much more extensive than those of New Brunswick; a fact that Mr. McGregor's residence in *all* the Colonies, ought to have informed him of.

939—Mr. McGregor says the timber trade of these Colonies is of consequence to New Brunswick only, including a few Houses in Quebec and Montreal; and yet this monstrous assertion remains uncontradicted.

There is no person who has resided a short time in Canada and has acquired any knowledge of its trade, but must be convinced that so far from this being true, the interest, the welfare and happiness of the great bulk of the population, amounting to 1,200,000, and its very existence as a British Province, depend solely and entirely on a continuance of the timber trade, a stoppage of which would spread ruin and desolation throughout the

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land. The trade of Canada in timber is of more importance to the Province and the Empire at large, than the whole trade of the other North American Colonies, united with New Brunswick.

991—Mr. McGregor says that in 1834, the *people* of Canada expressed to him distinctly that they were willing to give up the timber trade, if the restrictions on their import trade were removed.

If any of the people of Canada expressed such an opinion, they must have belonged to that party whose object it was to bring about a separation from the Mother Country, and whose treasonable attempts to do so in 1837 and 1838, were so signally defeated by the loyalty and patriotism of the men engaged in the timber trade. To believe that any other class of the people of Canada could have recommended so suicidal an act, is impossible. It is supposed that during Mr. McGregor's short residence in Canada he obtained his information respecting the timber trade, from two obscure individuals, Englishmen by birth, who being unsuccessful in their endeavours to obtain a livelihood in mereantile pursuits in Quebec, established a seditious newspaper in Montreal, and advocated the rebel cause, until they were driven out of the country by the execrations of their indignant fellow countrymen; and these are the men who, it is supposed, represented, in Mr. McGregor's mind, the people of Canada.

MR. J. D. HUME'S EVIDENCE, QUESTION No. 1236.

Mr. Hume says the class of ships benefitted by the timber trade are old ships, and that it would be better for the government to buy and destroy them, rather than not change the duties; and as for the Colonists, only give them free trade and they will gladly give it to you in return.

A very large portion of first class ships are engaged in the timber trade; many indeed that are employed in the West India trade, make one voyage alternately to Quebec, and numbers that are engaged in the cotton trade of the United States make one voyage in the year to Canada. The remark of Mr. Hume respecting old ships would have applied with much more

correctness 25 years ago, when the ships in the timber trade were those that had been discharged from the Transport Service in 1814 and 1815, but which are now worn out or lost, and their place supplied by ships built since that period.

Mr. Hume's assertion that the Colonists would gladly give up the timber trade in return for freedom of trade in other articles, is as unfounded as some of Mr. McGregor's, and is entirely destitute of truth. To suppose that we would willingly give up the timber trade for the removal of the restrictions on our paltry import trade, is to suppose that we would give a pound sterling for a penny currency.

1396 and 1397—Mr. Hume says: destroy all the old ships in the Colonial timber trade, and pay their owners a compensation for them; do not build so many new ships, but repair those that are left, and the shipping interest will then prosper, and we shall be relieved from the necessity of finding employment for those that have been so destroyed.

Mr. Hume might as well say to the cotton and woollen manufacturers of England, "destroy the oldest articles of your stock, and we will pay you for them; do not manufacture so many new goods, and we will more easily be enabled to find a market for what you have left, and the smaller quantity that you do manufacture; and the manufacturing interest will then prosper." It is really surprising that a man of Mr. Hume's experience and understanding should attempt to maintain such an argument; but absurd as it is, his answers to these two questions convey this very meaning, and leave the same impression on the mind as if he had actually used the above words.

1398—Mr. Hume says it is bad policy to make the public consume bad timber, in order to employ bad ships.

Among the many erroneous impressions left on the minds of the people of England, by the gross misrepresentations of the enemies of the Colonial timber trade, there is none more false than that Colonial timber is bad. Colonial timber is not bad, in the true meaning of the word. A piece of timber is only bad when disease exists in it. One description of timber may

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be inferior in its qualities of strength and durability to another, but it is not for that reason bad. A piece of Memel white wood timber is inferior to a piece of Memel red wood, but this inferiority does not prove that the white wood is bad; on the contrary, the white wood is preferable for certain purposes to the red, and will preserve its soundness and strength longer in certain situations.

The white pine of Canada is inferior in strength and durability to the red or white wood of Europe; and English beech plank is inferior to Canada elm plank, but the white pine of Canada is not for that reason bad, any more than is the English beech; and any joiner or carpenter in England could tell Mr. Hume, that for certain purposes of his trade the white pine of Canada is so much superior to European timber, that there are some descriptions of work which he would hardly undertake without it. The same practical man could also tell Mr. Hume, that the pure *yellow* pine of Canada is infinitely superior to the white wood of Europe, possessing as it does a combination of the qualities of white and red pine, partaking of the softness of the white as well as the durability of the red.

The red pine of Canada is equal to any species of fir timber produced in Europe. It is not inferior in any one point to the Memel red wood or Norway fir, and there is no purpose that European fir can be applied to that Canada red pine is not equally fit for; indeed it is much superior to Norway timber, from being more free from sap, and longer and larger. The average cubical contents of Norway timber, are from 25 to 30 feet per piece—and the average cubical contents of Canada red pine are 35 to 40 feet. The opinions of practical men would prove the truth of the above observations, and expose the gross misrepresentations and fallacious arguments of theorists and prejudiced persons. It requires only judgment and honesty to bring the truth to light respecting the comparative qualities of European fir and Canada red pine.

The rock elm of Canada, or any thing equal to it, is not produced in Europe; its virtue is only even now becoming generally known in England, and the demand for it has increased

during the last ten years one hundred fold. At the present day, almost entire cargoes of it are shipped from Quebec. In certain situations it is imperishable, and in those situations it will bear a competition even with English oak. These are the descriptions of Colonial timber that the people of England are induced, by the misrepresentations of Mr. Hume and others, to believe to be bad. There are descriptions of timber in Canada that are not produced in Europe, and if the Canada trade be put an end to, (besides other alarming consequences) recourse must be had to another description of timber, more costly in itself and requiring a greater quantity of labour in its workmanship; all which will produce the very effect that the public in England are made to believe exists at present in consequence of the protective duty in favor of the Colonies, namely, that they are paying a higher price for timber than they would if the trade were free.

With respect to the other part of the same answer, Mr. Hume says, that not only is the Colonial timber bad, but that the ships which carry it are bad. A bad ship is an unseaworthy ship; and to procure insurance on such a ship is a felony. If unseaworthy ships are allowed to navigate the seas, that is not a consequence of the Canada timber trade; it is the duty of the authorities in England to prevent it. An old ship is not necessarily a bad ship or an inferior ship; on the contrary, many ships, 50 years old, are better than some that are only 10 years old. The erroneous impression as to bad ships, as Mr. Hume very properly observes, arises from the bad system of classification at Lloyds, where age, and not quality, stamps the character of the vessel. To say that the ships in the Colonial timber trade are bad because they are old, is incorrect. Bad ships are not, or ought not to be allowed in any trade; and if the ships in the North American timber trade were as bad as Mr. Hume and others represent them to be, very few would ever reach the shores of England: as it is a fact that, in a passage from Quebec, particularly in the winter season, a ship has to encounter weather as bad as is experienced in rounding Cape Horn.

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G. R. PORTER'S EVIDENCE, QUESTION No. 2709.

Mr. Porter says, the duties first imposed on Colonial and Baltic timber were for the purpose of encouraging the introduction of an article of prime necessity, during war, when there was reason to believe the supply of timber might fall short. This is the only admission in the whole evidence, of the Colonial timber being of any value to the Mother Country. And of what vital importance to Great Britain is the circumstance of her being able, at all times, to procure an article of such prime necessity as timber. If the Canada timber trade were stopped, and a war in Europe should prevent any supply from the Baltic, the consequences would be serious, for it is a very mistaken opinion, to suppose that the Canada trade could be suddenly resumed, after once being abandoned. It has taken 33 years to bring it to what it is at present, and before it could be again brought into such a state as to ensure a sufficient supply, the most serious injury might be sustained by the Empire at large; the navy, for instance, might be useless for want of masts.

Mr. Porter says, the high price of timber checks ship building in England, and some of the other witnesses make the same observation; but Mr. Porter and the ship builders in England would find, if the Canada trade were stopped, that timber, instead of being cheaper, would, in all probability, be even higher than it is now; as the Baltic people, when they had no competitor in the trade, would put on their own price; and this is the great object of those who are now, for their own individual interest, raising the clamour against Colonial timber, and who have succeeded in inducing Mr. Porter, Mr. Hume, Mr. McGregor and other theorists, to join them in the clamour. With respect, however, to the effect the present duties on Baltic timber will have on ship building in England, it is well known to persons conversant in this business, that not one tenth, and in some instances, not one twentieth part, of the timber consumed in the construction of a good ship, is Baltic timber; therefore ship building cannot be checked to the extent Mr. Porter would wish people to believe; and it may also be observed, that it is the price of labour, and not the price of timber,

that constitutes the chief cost of ship building. The consequence to a ship builder of a reduction of the duty on Baltic timber, would be, that he would consume more of it than of Colonial timber; not that he would build more ships. The prosperity of ship building in England depends on the general trade of the Empire, and not on the admission of timber at a high or low duty.

2713—Mr. Porter repeats the old argument, that a larger amount of British manufactures would be exported to the Baltic, if Baltic timber were admitted at a lower duty; but Mr. Porter and others, who make use of this false argument, suppress the fact that, the export of British manufactures to the Colonies would be decreased by the import of Colonial timber being decreased; so that as far as the manufactures are concerned, no benefit would result to them, while the effect on the Colonists would be ruinous.

5715—Mr. Porter is of the same opinion as Mr. McGregor, that the protection which enables the Colonies to carry on the timber trade, is of no advantage to them. It can hardly be supposed that Mr. Porter or Mr. McGregor, can form a correct judgment as to what is, or what is not of advantage to the Colonists, ignorant as they must be of their trade; but if either of them had resided a few years in the country, they would have learnt that, without the timber trade, Canada would be nothing; that the climate, throughout a great part of the Lower Province, is not adapted to the pursuit of agriculture; that all the skill and ingenuity of man are useless in contending with the rigour of a Canadian winter of seven months, during which period, a farmer must live in idleness, consuming the scanty supply which his land has produced during the previous summer; that we have no manufactures, and no minerals to excavate; in fact, no trade but in timber; and without it, Canada would become what it was in the time of the French, and export only a few furs.

2716—Mr. Porter repeats the opinion of Mr. Hume, respecting old ships being employed in the timber trade, and even goes further, by stating that certain persons in England do

that which would render them liable to a criminal prosecution: that is, navigating, and of course procuring insurance on rotten, and consequently unseaworthy ships. Is it to be wondered at, that the Colonial interest should suffer, when prejudice and ignorance, such as this evidence discloses, are arrayed against it, and where assertions so grossly unfounded (to give them the mildest name,) are received as truth; the Colonists, meanwhile, having no opportunity of contradicting them.

Mr. MITCHELL'S EVIDENCE, QUESTION No. 2982
to 2999.

This gentleman informs the Committee, that *crooked* fir timber, fit for ship building, is to be procured from Norway: that he has seen it, and that there is plenty of it. Notwithstanding this bold assertion of Mr. Mitchell, he is now most respectfully told that he has stated what is utterly incorrect; and that neither he nor any other person ever saw crooked fir timber, fit for ship building, in Norway.

3015—Mr. Mitchell says the Norway timber is not so well squared as Memel timber, the people of Norway being unable to put so much labour upon it—now, the fact is, it is not the labour that they cannot afford to put upon it, for labour is as cheap in Norway as among the serfs in Russia; but it is the timber that they cannot afford to cut away. It is already so small in the girth, they are afraid of making it less by squaring it well; and even half squared as it is, it hardly exceeds 8 inches; and yet this small, short, contemptible trash, that hardly deserves the name of timber, is attempted to be put in competition with the splendid red pine timber of Canada, that grows to the size of even 16 and 18 inches, and 70 feet long.

3143—Mr. Mitchell thinks a profitable trade in Colonial timber might still be carried on, even if the duties were equalized. How far this may be done, is shewn by the following statement:

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| The freight from Quebec is, say 38s. which is | | 9d. per foot. |
| The shipping price of red pine,—38 to 40 feet average, | | <u>9¾d.</u> “ |
| Making the cost at port of delivery, | sterling, | <u>18¾d.</u> “ |
| The freight of timber from Norway, per Mr. Mitchell, | | 3¾d. “ |
| The cost of Norway timber, as per | do. | <u>5d.</u> “ |
| Making the cost at port of delivery, | sterling, | <u>8¾d.</u> “ |
| The freight from Memel is, say 20s. which is a little more than | | 4¾d. “ |
| The cost of Memel timber, | | <u>8¾d.</u> “ |
| Making the cost at port of delivery, | sterling, | <u>13¼d.</u> “ |

And although the cost of Baltic and Norway timber at the port of delivery is 8¾d. and 13¼d. per foot, and Colonial red pine 18¾d., Mr. Mitchell is of opinion that a profitable trade might still be carried on in Colonial timber, if the duties are equalized. Notwithstanding, however, Mr. Mitchell's opinion, it is a lamentable truth, that without protection the Colonial timber trade must cease.

Mr. Mitchell says, a gentleman in Leith, who was building a large steamer, was obliged to forego the use of Baltic timber for her decks, in consequence of its high price (caused, Mr. M. infers, from the high duty on it). If the ship builder himself had been examined, instead of Mr. Mitchell, he could have told the Committee that for ship's decks, the much calumniated white pine of Canada was superior to Memel or Dantzic fir, or even Canada red pine; this is a fact now so universally admitted as to require no proof at the present day; the opinion of Mr. Mitchell of Leith, to the contrary, notwithstanding.

3173—Mr. Mitchell says he has seen a letter from Baron Humboldt to Lord Castlereagh, which states that the red pine timber exported from Quebec, grows entirely in the United States. Now, it can hardly be supposed that the learned Baron would write an untruth, for this most certainly is untrue: it must, therefore be supposed, that he only repeats the misrepresentation of some other person. Nineteen-twentieths of the red pine shipped from Quebec, come out of the Ottawa river, and the remainder from the western shores of Lake Ontario, and not one stick from the United States. In 1835, the present

Lord Monteagle, at that time Chancellor of the Exchequer, stated in his place in the House of Commons, (and was not contradicted,) that the principal part of the timber exported from Canada, was no more Canada timber than it was China timber--an assertion as far from the truth as that which Baron Humboldt's friend made to him respecting red pine. A little oak and a few staves, are all the lumber articles that come into Canada from the United States, as good timber cannot now be procured there sufficiently near water carriage to make it a profitable operation.

Such is the evidence upon which it is proposed to introduce into the Imperial Parliament a measure, having for its object a change in the present duties on timber. The measure is brought forward at the instigation of a few individuals interested in the trade of the north of Europe, who for the last ten years have unceasingly endeavoured to accomplish the same object, but have hitherto been unsuccessful, the question having, up to this time, been decided on its own merits--and on its own merits, (truth and justice), the enemies of the trade have hitherto failed in their object. The same party have now succeeded in introducing it as part of a system purporting to effect a general change of the import duties, for the benefit of the Empire at large; endeavouring thereby to blind the public as to their real motives, and to the serious consequences of this particular change; and they have also succeeded in inducing Mr. Hume, Mr. McGregor and Mr. Porter, all mere theorists, totally ignorant of the Colonial trade, to join them in endeavouring to persuade the people of England that an equalisation of the timber duties would make timber cheaper and produce more revenue.

By the operation of the present differential duties on Baltic and Colonial timber, the trade is so nearly balanced that the quantities of each kind imported into Great Britain, vary very little from one year to another; latterly they have increased in about the same proportion, but if this nice adjustment of the balance is destroyed, by a reduction of the differential duty (and very little will do it,) Colonial timber will be excluded from the British market and the trade in it

must cease; and no sooner does it cease, than the price of Baltic timber will rise at the shipping port, exactly as much, or perhaps more than the differential duty has been reduced, and the consumer in England will have to pay to a foreigner as high a price for timber as he pays now to a British subject; which high price it will then be impossible to check by an import of Colonial timber, the trade having ceased; and when once abandoned, it cannot suddenly be resumed. When the competition between two parties in the same trade is destroyed, the natural consequence is a rise in the price of the article in which they trade; and the result to the people of England of a change of the timber duties will be, disappointment in their expectations of timber being cheaper.

It may now be desirable to inquire into the probability of the revenue being increased to the extent of £1,000,000, as Mr. McGregor expects, by an alteration of the duty. Not having the returns for 1839 and 1840, the following statement is taken from the returns for 1838:

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|---|-----------------|
| The quantity of timber imported into Great Britain in 1838, | |
| was 717,112 loads, viz : | |
| From British America, 552,636, producing a revenue of | £268,889 |
| From other places, 164,476 producing a revenue of | 431,541 |
| Making the total revenue produced from timber, | <u>£700,430</u> |

Mr. McGregor proposes by his new tariff, that the duty on all Colonial timber, except oak, teak, elm and other wood used for ship building, should be 7s. 6d. per load, and the duty on Baltic timber 25s.; but Mr. McGregor, with his mere theoretical knowledge, is not aware that every description of timber shipped from Canada, except ash, is used for ship building.

It is shewn that the total revenue derived from timber in 1838, was £700,430, from a consumption of 717,112 loads; now, as no timber could be imported from the Colonies under Mr. McGregor's tariff, the whole quantity required for the consumption of Great Britain, must come from the Baltic; and to produce a revenue exceeding by one million, the present revenue of £700,430, taking the duty at 25s., as proposed by Mr. McGregor's tariff, there must be imported from the Baltic

and other places, 1,360,344 loads, which exceeds the present consumption by 643,232 loads, being an over import beyond the consumption of 89 per cent. Now, it is rather too much to suppose that the consumption could suddenly increase 89 per cent., and if it did not, but as is more than probable, remained steadily at about what it is now, and has been for the last two or three years, viz: 720,000 loads, it would at 25s. per load produce a revenue of £900,000, being an increase of about £200,000 beyond the present revenue. It is evident, then, that the change of duty on square timber will not produce a greater increase of revenue than about £200,000, and it will therefore be necessary to ascertain if the article of deals will make up the difference between this sum and the one million that Mr. McGregor expects. The quantity of deals imported into Great Britain in 1838, was—

| | | | | |
|--------------------|--------|-----------------|------------------------|---------|
| From British Ame. | 40,273 | great hundreds, | producing a revenue of | £60,546 |
| From other places, | 31,707 | do. | do. | 567,051 |

| | | |
|---------------------------|------------------------|----------|
| Making a total of 71,980, | producing a revenue of | £627,597 |
|---------------------------|------------------------|----------|

Mr. McGregor proposes to make the duty on deals the same as timber, 25s. per load. A great hundred of deals 16 11 3, contains 9 loads 26 feet—say 9½ loads; the duty on a great hundred of deals would therefore be £11 17s. 6d. 71,980 great hundreds at £11 17s. 6d. would produce a revenue of £854,762, being an increase of £227,165
And if the increase on timber, as above, be added, 200,000
It would make the total increase of revenue on timber and deals, £427,165
which is not half the sum Mr. McGregor expects.

It has been clearly shewn that the change of duty will not make timber cheaper in England, and it is as clearly shewn that the increase of revenue will not be more than half a million, which will be produced at a cost that will make the gain a loss, for that cost will be the loss of a colony, worth years of the extra revenue, to say nothing of the hundred other evils that will follow.

But even if the revenue of Great Britain is increased by this contemplated change in the duty, and that increase can only be

obtained by the ruin of a particular portion of the subjects of the Empire, it is unjust; but it is doubly unjust, when it is taken into consideration that the sufferers were invited by Royal promises of protection, to leave their native country and establish themselves in the newly conquered Colony of Canada: that in the hour of England's need, they were encouraged to commence a trade in an article of prime necessity to the Empire: that their trade was fostered and supported by Imperial enactments for the sake of rendering a supply of that article certain in war or peace; and that they have expended the produce of their honest labour for years, in the erection of wharves, mills, stores, &c., for the convenience of carrying on that trade successfully.

There are persons who maintain that a change in the duty will not have the serious effect on the Colonies that is apprehended—but these persons, like Messrs. Hume and McGregor, know nothing of the trade of Canada—if they did, they would be convinced that all the evils anticipated will follow, and that Canada will be reduced to the same miserable state into which Mr. McGregor describes the town of Augsburg, in Germany, to have fallen by the removal of the manufacturers, where the houses were turned into barracks and hospitals, nobody living in them of the name or family of those who constructed them; bad laws and bad government having destroyed the trade and prosperity of the country, and brought desolation and ruin as their consequences.

The timber trade is the parent of all others in Canada; the expenditure in the prosecution of it has brought them into life, and succours and supports them; and without it they must die: like the branches of a mighty river, it extends its influence into the most remote districts, and fertilises and nourishes the professions and trades of men of every grade, in a population of upwards of 1,200,000, from the judge on the bench to the mechanic in his workshop. It is to Canada what the manufacturing, the agricultural, and the shipping interests combined, are to Great Britain.

If the result of this experiment of a change in the timber

duties should be the reverse of what its advocates expect, what effect would the failure of their measure have on Great Britain and Canada. Without obtaining cheaper timber, or the increased revenue they calculated on, these wise men would find that they had ruined one of the finest Colonies of the Empire: that they had destroyed the means of manning the navy: that they had cut down the bridge that afforded a cheap conveyance across the ocean for their own redundant population, entailing thereby misery and distress on the unhappy objects themselves, and a train of taxes in the shape of poor rates, on the whole community.

Will then the people of England sanction a measure based on injustice, ignorance, and misrepresentation, and thereby risk the ruin of a million of their fellow subjects, and the loss of Colonies that are an Empire in themselves, while connected with the Parent State, at the instigation of a few whose only object is private gain by obtaining an undue preference over an immense majority of their fellow subjects.

Notwithstanding all the inquiries that have from time to time, been made—notwithstanding the Reports of Committees of the House of Commons, and Reports of Royal Commissioners, the people of England are still in a most lamentable state of ignorance, as to the political as well as commercial state of Canada; and that ignorance can only be removed and the truth brought out by allowing individuals who have an interest in the Province, and who have been resident in it for a series of years, to form part of the body before whom inquiries respecting it or its trade, are authorised to take place.

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