

years represent a very large tonnage. Nor do the exports for 1907 include any goods sent by rail, such as cotton to Chin. via Vancouver, or pulpwood to the United States by inland craft. If these were included, the value of exports in 1907 would be about doubled.

Our merchants, unfortunately, devoted their attention too much to one line of business, namely, the exportation of square and sawn timber. This trade attained great dimensions during the Crimean War, when the Baltic was closed, and also during the American Civil War, when the pitch pine ports were closed. The saw mills of the late Geo. Benson Hall at Montmorency were among the greatest in the world, and all around the great harbour of Quebec were other large mills, owned by the Bennetts, Breakey, Atkinson, King, Ritchie, Patton, Jones and others. This business attracted great fleets of ships, and in one year, 1863 I think, no less than 1700 sea-going vessels arrived at Quebec, manned by about 40,000 sailors. The harbour was white with the sails of these ships, and the coves were a forest of masts. Numbers of river steamers towing great rafts of pine, oak, elm and other timber were constantly arriving, and an army of men found employment dressing and preparing this timber for market. The activity caused by this great shipping business, with vessels at every pier, from Indian Cove to Cap Rouge, a distance of ten miles, can be readily imagined. The great firms engaged in this trade, Caldwell, Burnett, Price, Sharples, Dobell, Ross, Levey, Gilmour, Symes, Burstall, Young, Roberts, Smith, Fitzpatrick, Connolly, Lemesurier, Dunn, Hamilton, Thomson, Welch, Fry, Forsyth and others did business in the millions, and their names were household words in every lumber camp and in every bank from Gaspe to the head of Lake Superior, as well as in Ohio and Michigan. Some of these firms have been in business for generations, and some of these old families are represented here this

evening. Not only did they load ships, but they owned them. Allan Gilmour & Co. had a fleet of large ships sailing between Quebec and Glasgow—"The Ailsa," the "Admiral" and others—whose painted ports, towering masts and trim appearance brought to mind the East Indian tales of boyhood stories. Quebec had the honour of building in 1831 the first steamship to cross the Atlantic, the "Royal William," a splendid vessel of 1350 tons, and the late John Munn built at his shipyard in St. Rochs about sixty years ago the largest river steamer of her day, 312 feet in length, which ran for many years between Quebec and Montreal.

The late Senator James Gibb Ross is said to have had at one time no less than eighty ships in commission, his full purse was always at the disposal of the ship-builder, and many a new ship's keel was laid down with that great man's money in the face of a depressed market, simply to give employment to the thousands of shipcarpenters of St. Rochs, who would otherwise have had no work. Shipbuilding was Quebec's greatest industry in those days, and many a beautiful ship was launched from the shipyards of the River St. Charles and from those of Levis and Wolfe's Cove. Mr. F. C. Wente of Quebec, has written a most interesting paper on this subject, from which it appears that this trade was at its greatest in 1864, when no less than 105 new ships, measuring over 60,000 tons, and worth probably \$2,000,000, were built at Quebec. The names of many of Quebec's great shipbuilders are still represented in our midst, such as Lee, Black, Baldwin, Munn, Parke, Valin, Rosa, Davie, Russell, Samson, Sewell, Oliver, Gingras, Gilmour, Roche and others. This great industry, unfortunately, has disappeared. We have shared the fate of St. John, Halifax, Yarmouth, Windsor and Bangor, and we are no longer shipbuilders nor ship owners. I say ship owners, but I should make an exception, for the fleet of splendid