

From the Ottawa being on the confines of both Provinces, their respective Governments saw it most convenient to appoint only one collector for that river. A raft frequently consists of timber from the Crown lands in both Upper and Lower Canada and likewise from private property, so that it would be impossible for an officer not on the spot to ascertain the quantity from each.

(Series Q., Vol. 375-2 page 350.)

The following extract is from a letter from Lord Dalhousie, written from Dalhousie Castle and dated July 26, 1832 :

MY DEAR SIR,—I feel great pleasure in declaring upon all occasions, and particularly when you are urging claims upon the Government, that at many times when I was in the administration of the British Colonies in America, I had great cause to acknowledge services rendered by Mr. Shirreff your father. In these days (1820) the timber trade was rising into activity and prosperity, regulations were necessary and system called for. Mr. Shirreff, an eminent merchant from Leith, came then into the Canadas. (Series Q. vol. 375-2 p. 359).

Part of this letter is a personal testimony to Mr. Shirreff's merits, and has no direct bearing on the lumber trade ; it has, therefore, been omitted. Some letters written by Lord Dalhousie are no doubt answers to others from Mr. Shirreff, which it has evidently not been thought necessary to publish. Much of the correspondence relates to claims for remuneration for services rendered and the letters being of no general interest require no comment, but Mr. Shirreff's remarks on the delays and consequent expense caused by the Falls of the Châts and the Chaudière may be quoted as showing the state of affairs that existed on the Ottawa in 1831, so far as the lumber trade was concerned. The object of the remarks was to obtain improvements on the Ottawa, so as to facilitate the transport of timber.

The conflicting interests with regard to the Colonial Lumber Trade make it of the greatest importance to this country that the article should be shipped at Quebec on as low terms as possible, the prices in the English market being kept in check by those of the timber from the Northern countries of Europe. But to enable the lumberers to furnish it moderately, facility of conveyance must be given them, particularly on the Ottawa from whence the greatest part of the Red Pine is brought.

The first serious obstruction which the general body of the timber meets with is at the falls of the Châts where the rafts are broken up in coming over, and must be again formed in the Bay called Fitzroy Harbour. This creates a delay of at least three weeks, and frequently longer, which at the lowest calculation occasions an expense of $\frac{1}{2}$ d. per foot.

The same detention takes place at the Falls of the Chaudière and consequently the same expense.

The timber being thus detained on its way in the upper parts of the Ottawa, loses the most favourable season for going down the rapids at Hawkesbury and at the Island of Jesus, the River falling before the greatest quantity of the Red Pine Timber can reach them, so that it must be taken down in one or two cribs at a time, whereas earlier in the season, one half of a raft, or, if not a very large one, the whole of it, might be carried down these rapids at once. Thus a great deal more time is consumed, and a further expense incurred of at least 1d. per foot. Moreover by this detention a great proportion of the timber from the Ottawa is thrown into a late season. Instead of reaching Quebec in September, as it might do, if these obstructions were removed, many of the Rafts do not arrive till November, when they meet with stormy weather and are frequently broken up and much of the timber lost. All this hazard and expense could be easily saved by the improvement of the passes at the Châts and Chaudière. Slides