

has been restricted by the want of a choice of market and consequent monopoly of freights (with prices dictated by combination) and by the limited and uncertain arrival of tonnage at Quebec. No ships wintering in the St. Lawrence, it follows that our Staple (as well as total export) trade by Sea, is dependent upon absent shipping, which may be diverted at any time (by better freights) from the Gulf, leaving a large quantity of our produce to rot upon our hands.

At the opening of navigation in 1816, no less than twenty-seven millions cubic feet of square timber, besides deals, were lying upon the *Ottawa and its tributaries* ready for market: about twenty-three millions of which arrived in Quebec. The value of that year's product of the Ottawa was about £1,000,000 affording a tonnage (Quebec computation) of nearly 800,000 tons.

The labor employed in this product according to the usual estimate would be that of

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|----------------------|-------------------|
| 10,800 Men;          | } for the Season. |
| 4,320 Horse teams;   |                   |
| 1,080 yokes of Oxen. |                   |

And their consumption would be—

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|--------------------------------|
| 29,700 bbls. Flour;            |
| 27,000 bbls. Pork;             |
| 2,700 Chests Tea;              |
| 450,000 Bushels of Oats;       |
| 10,800 tons of Hay;            |
| besides Clothing, Tobacco, &c. |

This is exclusive of the Deal business, a statement of which is appended, and which employs about 2,000 men, adding nearly a fifth to the above consumption. It is well known that nearly all the pork used in this trade is imported from the United States; and since that from the city of New York, is preferred (on account of the inspection) it will be chiefly obtained from that quarter, notwithstanding the superior cheapness of transport from Cleveland via the Welland Canal and Kingston. (There were received at Montreal in four years, from 1815 to 1818 inclusive, 66,577 barrels of pork, of which only 7,682 were exported, leaving nearly 15,000 per annum for local consumption.)

That the Ottawa is capable of repeating or exceeding the supply of 1816 whenever prices warrant, there can be no doubt; because, (besides being the most extensive,) its great reserves are less likely to be encroached upon by settlement or local consumption than any of the other lumbering districts of America.

There is unfortunately a want of appreciation of the extent and importance of the Lumber Trade in Canada. This arises partly from the reflection that it is merely a *temporary* occupation which must soon disappear; and also from the fact that it is not generally distributed like the pursuits of Agriculture, but is carried on in the unsurveyed and uninhabited portions of the Province, and therefore its influence is unseen and unfelt. Compared with Agriculture, it has been looked upon as a preparatory and *demoralizing* process, which, the sooner it is over the better for the country. These views are based upon the experience of the older portions of the country where the Lumberers have been as usual the early pioneers. However correct these ideas may be with respect to those portions of America surrounded by an advancing and increasing population which must in the end look to the soil for their support—a little reflection will convince us that Canada (particularly the Ottawa and Eastern portions of it) is in this respect peculiarly situated. We have no northern population advancing from the Frozen Regions to meet the cultivated strip on the north shores of the St. Lawrence. The tide of Emigration, invited by climate and communications, has a Westward tendency; while the forbidding features of Northern Canada, her ice and snow\* and countless rapid rivers, are the wise and indispensable provisions of Him "who doeth all things well," whereby the rich products of her boundless forests can be made to minister to the wants of man.

Doubtless the time will come when the sound of the timber maker's axe will be no more

\* The snow is the only means through which the timber districts can be approached, the timber hauled, and the shanties supplied with food; the ice forms a great part of the winter road up and down on the rivers, and is of the utmost importance as a rafting place; the rapid streams bring down the timber quickly (and therefore cheaply) in the Spring.