

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.

G. R.

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