

THE LUMBER TRADE.

The importance of reliable statistics in connection with this trade, cannot be over estimated. We publish below a statement, compiled with great care, by Messrs. Carbray & Routh, Lumber and Commission Merchants, of this city and Montreal, showing the lumbering operations of the past year, on the Ottawa and its tributaries. The figures will startle not a few of those whose ideas of the extent of this business have hitherto been somewhat circumscribed, but to men connected with the trade, the statement must prove of interest and value.

OTTAWA AND TRIBUTARIES.

Deals sawn.....feet	210,000,000
“ on hand..... “	50,000,000
Boards sawn..... “	220,000,000
“ on hand..... “	47,000,000
Logs banked last winter. pieces	1,929,000
“ stuck..... “	330,000
Proposed get out of logs this winter..... “	2,136,000

SAND POINT, ARNPRIOR, AND PLUTH DISTRICT.

Boards sawn.....feet	91,500,000
“ on hand..... “	40,000,000
Logs banked last winter. pieces	428,000
“ stuck..... “	25,000
Proposed get out of logs this winter..... “	723,000

ST. LAWRENCE AND TRIBUTARIES BELOW MONTREAL.

Deals sawn.....feet	195,000,000
“ on hand..... “	50,000,000
Boards sawn..... “	188,000,000
“ on hand..... “	20,000,000
Logs banked last winter. pieces	1,975,000
“ stuck..... “	800,000

EXPORTS.

To European markets—	
Square timber... cu. feet	21,500,000
Deals.....feet	180,000,000
To River Platte, (Pine boards principally)—	
68 vessels carrying....feet	25,000,000
To Australia, (spruce, and pine lumber, and doors, &c.)—	
4 vessels carrying.....feet	1,700,000
To Valparaiso, (spruce, pine and oak)—	
3 vessels carrying.....feet	2,000,000
To Cuba—	
Sugar box shooks...shooks	39,768
To United States, (per Chamblay Canal)—	
Square timber.....tons	24,152
Deals, planks and boards.....feet	182,151,000
Scantling.....pieces	742,623
Laths.....mille.	9,695
Shingles..... “	730
Other woods..... “	30,000
Number of vessels....	2,271
Do through Buffalo.....feet	168,204,000
do “ Oswego..... “	271,618,000
do by railway and other channels, estimated	100,000,000

A SEVERE RETORT.—Fletcher, Bishop of Nismes, was the son of a tallow-chandler. A proud duke once endeavoured to mortify the prelate, by saying at the table that he smelt of tallow; to which the other replied, “My lord, I am the son of a chandler, 'tis true, and if your lordship had been the same, you would have remained a tallow-chandler all the days of your life.”

COLONIAL DEFENCE.

Capt. J. C. R. Colomb, of the Limerick Militia, has been Lecturing on Colonial defences. He delivered an address before the Royal United Service Institution, which is anything but comforting to those who believe that in the event of a war with the United States, England would pour troops into Canada through the Intercolonial Railway. Captain Colomb snuffs out all such expectation. He proves that to send a regiment to Canada to fight the irrepressible Yankees would be a military blunder. If we have a stomach for fighting, we must do so entirely on our own account, though Captain Colomb kindly promises us the services of a few officers to post us up in our duty and see that we perform it. We make the following extract from the Captain's address to the Royal United Service Institute:

“I think it may be fairly assumed that in the matter of national defence we are bound to look to the general welfare of the Empire, but when we remember the vast extent of our territories, scattered as they are over the face of the globe, it is manifestly impossible to take the whole burden of their defence on our own shoulders. It is reasonable to say that those colonies and dependencies whose geographical position and natural advantages do not entitle them to be considered as military positions necessary for the general safety of the Empire, must defend themselves. There are many places which, for the sake of our communications, we must strain every nerve to hold against all odds, but the rest of our possessions we are compelled by limited means to say, ‘Defend yourselves from direct attack we can do no more than guard the communications which are common to us all.’ We should say this because it is useless and wrong to hold out hopes of military assistance which in their hour of danger we should have to withdraw, and it is evident that if we can secure the high roads to ourselves and consequently to them, they would *with the sole exception of Canada*, be virtually excluded from the possibility of attack.”

Then, having argued against holding Canada by defending its frontier with British troops, he said:

“By all means in peace and war let us give our North American Provinces, and to all our other dominions, all the assistance we can in the shape of experienced officers and military equipment, but do not let us risk our regular forces in the direct defence of any portion of our territory, the possession of which is not essentially necessary to the safety of the State. Let us guard against the military blunder of leaving our communications and our whole position exposed in order to defend small and, in a purely military sense, valueless posts. Let Canada and all our colonies and territories unnecessary to the empire as military posts fully and clearly understand that we will never suffer them to be wrested from the mother country; that any attempt to do so will bring down upon the aggressor the vengeance of England, but that they must rely upon themselves for protection from direct assault, in order to leave the regular forces of the United Kingdom free to act in such a manner as will best make the vengeance felt.”

“The communications of the Empire being the common property of all its component parts, it follows that their security

is an Imperial necessity, and that our first duty towards our colonies and possessions is to provide means by which the roads between us and them may be kept open. For this purpose the fleet is, of course, the engine to employ; but in order to enable it to act, it must be divided into parts, these being distributed in different quarters of the globe, the strength of each part being in proportion to the forces against which it would probably have to contend and to the interests it has to protect. As each fleet constantly requires stores, repairs and reserves of men, the protection of our communications would not be accomplished by the judicious distribution of the navy, unless means are devised for securing to each fleet the power of self-support; therefore, each must be provided with a headquarters or base of operations where all these things so essential to its vigorous action are to be found.” —*Montreal Daily News*.

AN IMPARTIAL WITNESS.

The New York *Herald* lately sent a Commissioner to Ottawa to judge for himself and ascertain the views of Ministers upon the Fisheries question and the navigation of the St. Lawrence. This gentleman did not make up his mind before he left New York what report he should send home; he came to the capital, no doubt, with all the feelings of an American upon the subject; but, being a man of cultivation, intelligence and observation, he was, of course, open to conviction. It appears that he is also a lawyer, and on that account not apt to be carried away by any specious arguments adduced by the members of our Government, on that account his evidence is more important. His report to the *Herald* is too lengthy for a weekly journal, but we subjoin the following account which is but a just tribute to the ability of the individual members of the cabinet:

“I have been favoured with long and protracted interviews in these matters by the very distinguished and cultivated Dominion Premier, Sir John A. Macdonald, as well as by Sir Francis Hincks, the Finance Minister, the Hon. S. L. Tilley the Minister of Customs, the Hon. J. F. Howe, Secretary of State for the Provinces, and especially the Hon. Peter Mitchell, the Minister of Marine and Fisheries, whose department is more particularly concerned with these matters. I have had the privilege of full and ample discussion with all these gentlemen—especially with the last—of the difficulty that has arisen, and I think it impossible to speak too highly of the energy and lucidity and fullness with which the whole subject was stated by them on behalf of their government. Much of the ground was naturally gone over again with all of them. It will, therefore be convenient that I should throw my report into the form of a dialogue between your commissioner and the abstract individual whom I will call the Dominion statesman. And your readers may be sure that what is here attributed to that individual is the accurate representation of the collective views and statements of the gentlemen whom I have specified, whose studies of these questions seemed to be equally comprehensive. The Minister of Marine and Fisheries, altho' in departmental charge of them, did not excel his colleagues in the fullness of his knowledge and studies of these important topics. And whatever view the American public may take of the matters which I have the honor to report, I can at least testify that the action of the Dominion Government has been taken by a group of official