

The manufacture of this material into *saved* lumber employs over two thousand mills of all sizes, many of them costing \$30,000 to \$40,000, and some as high as \$300,000.

The census returns for 1861 show that in that year alone 932,060,145 feet, board measure, were manufactured in Canada of a value of \$8,243,735, exclusive of squared timber. The capital invested amounted to \$8,621,149—the cost of raw material being \$3,516,695.

The tonnage this trade employs at Quebec comprises about twelve hundred vessels of an aggregate freight capacity of 673,507 tons. The lakes and canals employ over 500,000 tons, so that the trade, in one way or other, furnishes a traffic of over *two million tons*.

As before stated, the supply can only be circumscribed by the demand, and new markets would open a trade unrivalled in magnitude. If all trade restrictions were withdrawn, and a portion of the traffic in breadstuffs passed down the Ottawa, a profitable return freight was a certainty on which the forwarder could reckon, which he can do on no other route.

This important commercial element will be very little affected in mercantile value by the abrogation of the Reciprocity Treaty, or any hostile legislation whatever. As a trade it was in existence before the Treaty was thought of as a possibility, and that to a very considerable extent too, although a heavy duty was levied on it by the United States Government.

Twenty years ago, in 1845, New York imported more than one-third the whole quantity now sent to the United States; and for thirteen years afterwards, from 1851 to 1862, the following table will show the relative value of this material to be not so greatly affected by Reciprocity as by the wants of the different markets, which cannot be supplied elsewhere: