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Hooper, George N.

OBSERVATIONS

RELATING TO

THE HARD WOODS OF CANADA

SUITABLE FOR

CARRIAGE BUILDING IN ENGLAND.

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PRESIDENT OF THE INSTITUTE OF BRITISH CARRIAGE MANUFACTURERS, AND ITS
REPRESENTATIVE IN THE COUNCIL OF THE LONDON CHAMBER OF COMMERCE,

113 VICTORIA, ST., LONDON, ENGLAND, 1886.

SIR,—It may be asked what induced me to make a journey to Canada when I might have enjoyed a quiet holiday with change of scene, a pleasant rest, and far less fatigue in some nearer country. To such a question I would reply, the motives were somewhat mixed. I had this year made the acquaintance of many colonists through the medium of the Colonial and Indian Exhibition, as also through the congresses, conferences and entertainments of the London Chamber of Commerce; I had besides promised one of my sons an opportunity of visiting Canada before he settled down in England as a Land Agent, and so had opened up a sort of sympathy with the colony and its people. I had also received many invitations from Americans to visit them, and in addition, believed that I might acquire some useful knowledge and perhaps be able in some slight degree to assist in promoting a friendly intercourse, and developing trade between the Mother Country and her nearest large colony. Having these views, hopes, and intentions, I left England for a few weeks with a definite plan sketched out, but at the same time one which would have to be enlarged, curtailed or altered according to circumstances.

Provided with letters of introduction from Sir Charles Tupper, High Commissioner of Canada in London, England, to Professor Saunders, of London, Canada, from Professor Macoun to H. B. Small, Esqre., of Ottawa, and from the London Chamber of Commerce to the Secretaries of the Boards of Trade at Toronto, Ottawa, Montreal, Quebec and Halifax, I was afforded opportunities of procuring information under a variety of heads.

My time, however, being limited, others moving about besides myself, some being away, and in one case too distant, and entirely out of reach under the conditions of my journey, and again the time of my calling being in some cases inopportune, my credentials were not of such assistance, as under more favourable conditions they might have been.