

two-thirds to three-fourths of all the lumber imported into Dublin is from the north of Europe, but that the quantity from those countries is not increasing. I deemed an explanation of the measurement necessary here, string being the mode in use. I gave it with the usual result. I presented a box of specimens to the Chamber of Commerce and one to the Royal Dublin Institution. The freights from the Baltic ports to Dublin average 22s. per load.

I Visited Cork, and called on Mr. Carroll, Mr. Deaves, and Mr. Daly, and find that about 40 to 50 cargoes is the annual import of lumber into that port, and that not more than 10 to 15 per cent. of the whole is brought from the Baltic at present; but it is thought that there will be an increase of Swedish timber should the price at which it can now be laid down, say 55s. per load, not increase. The freight from the Baltic ports to Cork generally averages about two-thirds of the freight from Quebec. Presented a box of specimens to the Commercial Reading-Room. I also visited Limerick and Waterford. Mr. McDonnell, of Limerick, is of opinion that Baltic lumber will come into more general use, especially the Swedish timber; and although of very inferior quality, the low price at which it can be sold will cause it to be used, to the detriment of common Canadian timber. Mr. McDonnell is just now receiving a cargo from Mernel, the freight upon which is 23s. per load. Extreme caliper measure is the custom practised here. I have nothing particular to note respecting Waterford, excepting that the freight from the Baltic ports is 2s. per load lower than to Limerick, and that I delivered a box of specimens to the Secretary of the Chamber of Commerce.

Returned to Dublin and passed on to Newry, Belfast, Coleraine, and Londonderry, and find that the freights from the Baltic ports to the ports in the north of Ireland average about 21s. per load. The import of timber from Sweden to these places is likely to increase. I presented a set of specimens to the Chamber of Commerce, Belfast, also one to the Secretary of the Museum there—both of which were thankfully received and very much prized. As the distances between many of the places in the United Kingdom herein mentioned, are so inconsiderable, the freights from the Baltic ports vary but little. I have thought it advisable to compile a table shewing the rate of freights from and to a number of ports on a given day, which I hereto annex:—

THE RATES OF FREIGHT TO AND FROM THE UNDERMENTIONED PORTS, ON THE 31st DAY OF MAY, 1861, WERE AS FOLLOWS:—

Quebec to London, Hull or Grimsby, Timber, .....	33s. 0d. per load.
" " " " Deals, .....	£4 10s. 0d. per std.
" A Safe Port on East Coast (small ships), .....	35s. 0d. per load.
" A Dockyard in United Kingdom, Timber, .....	32s. 0d. "
" Sunderland or Tyne, Timber, .....	32s. 0d. to 32s. 6d. "
" Stockton .....	34s. 0d. "
" Lynn, Bright Deals, .....	55s. 0d. per std.
" Southampton, .....	32s. 6d. per load.
" Exmouth Bight, .....	33s. 0d. "
" Pembroke Dock, .....	32s. 6d. "
" Llanelly, .....	32s. 0d. "
" Caermarthen, .....	34s. 0d. to 35s. 0d. "
" Neath, .....	34s. 0d. "