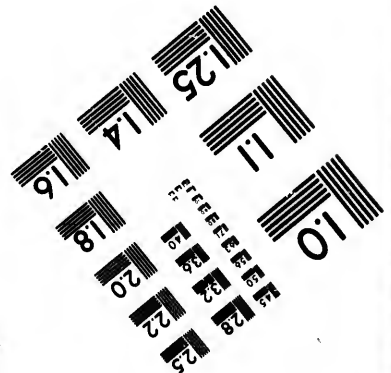
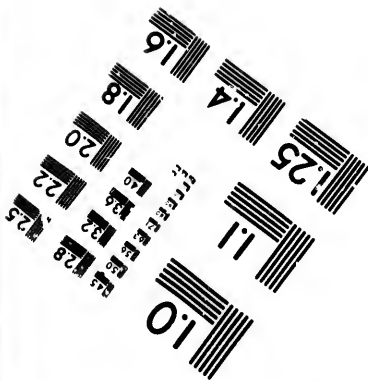
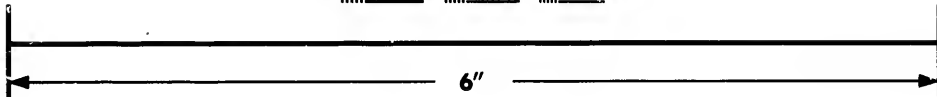
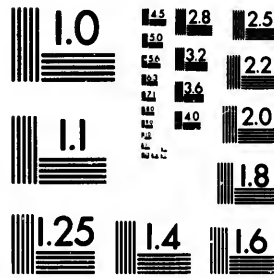


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

18
20
22
25

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

01

© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessus.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
						/					

The copy filmed here has been reproduced thanks to the generosity of:

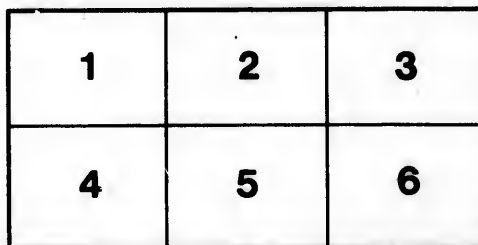
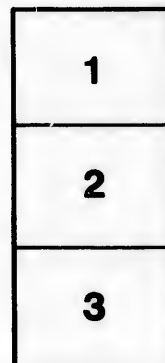
Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

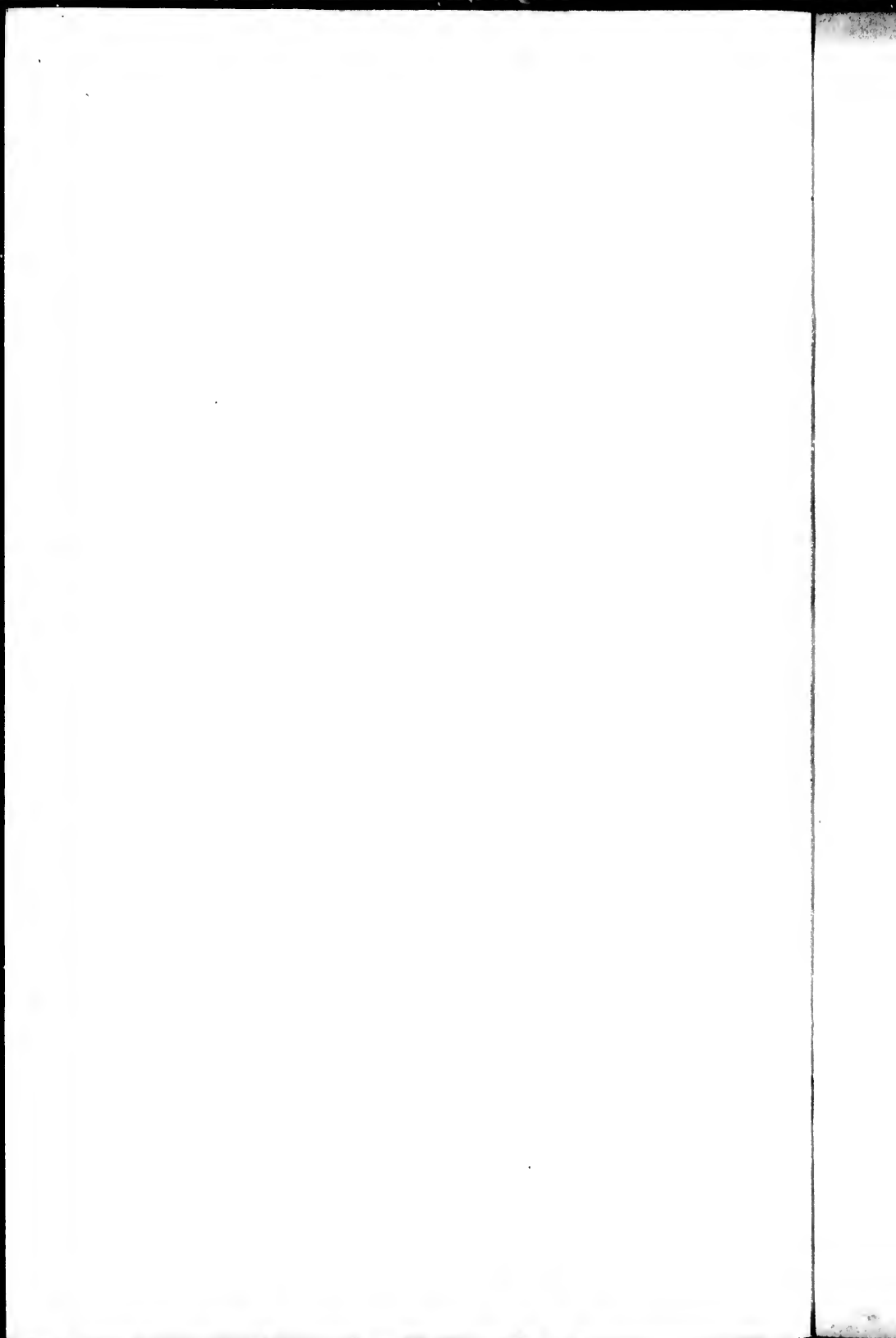
La bibliothèque des Archives
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



TIMBER DUTIES.

IMPORTANT STATEMENT

AND

REMONSTRANCES BY THE LEGISLATURE

OF

NEW BRUNSWICK,

AND THE

BOARD OF TRADE

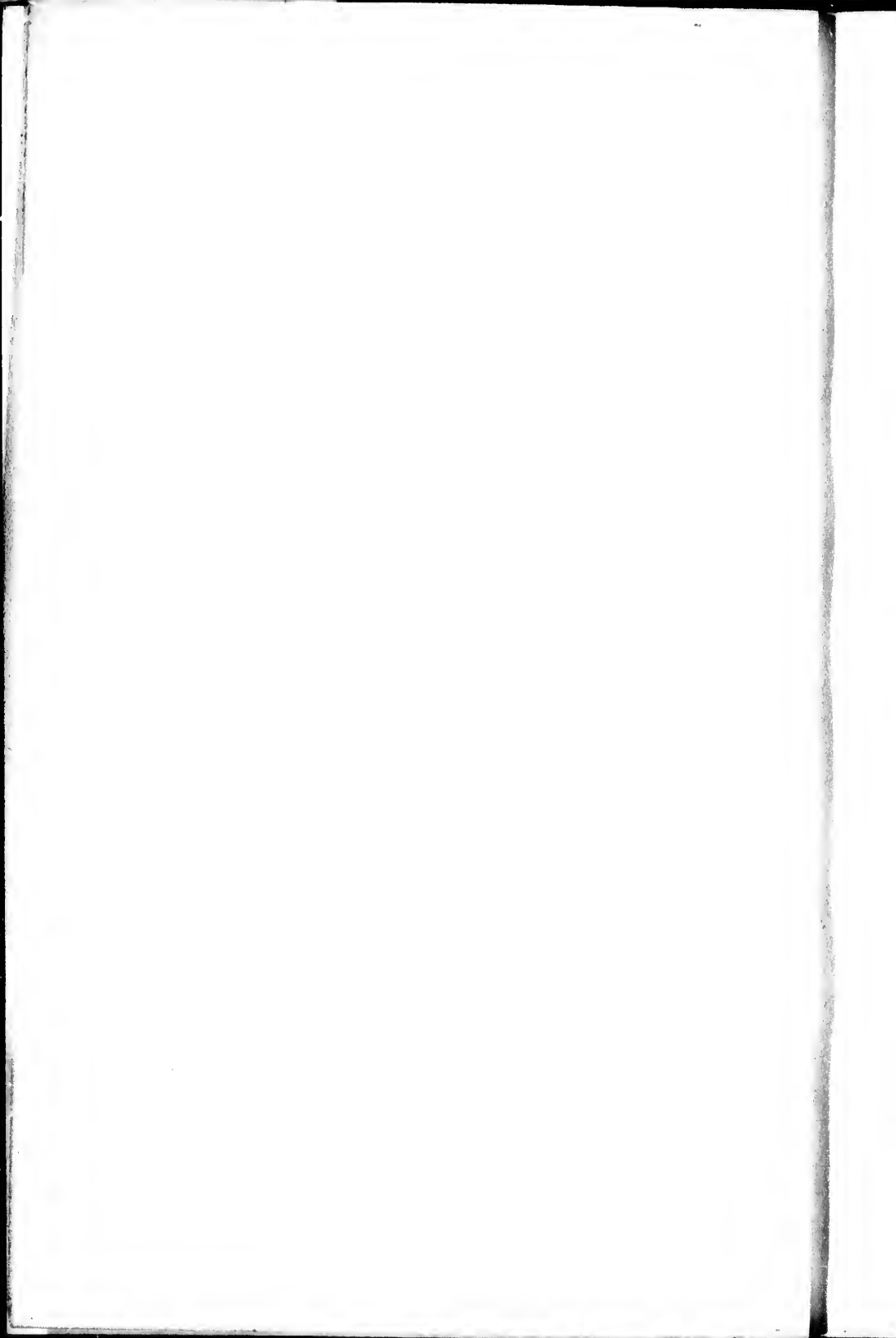
OF

QUEBEC, CANADA.

MAY, 1851.

London:

BUCK AND STRAKER, PRINTERS, 8, BILLITER STREET.



INTRODUCTION.

AS the proposed reduction of duty on Foreign Timber and Deals may again be brought under the consideration of Parliament, and, as it is believed, the subject is not sufficiently understood, especially by those not directly engaged in the trade, this Pamphlet, which is a re-print from the *Morning Herald*, of Letters addressed to the Right Hon. LORD JOHN RUSSELL, and to the Rt. Hon. Mr. LABOUCHERE, with the Editor's remarks thereon, is now respectfully submitted, in the earnest hope, that it may receive an attentive perusal. And, in particular, it is requested that the Petition, unanimously adopted by the Legislature of New Brunswick, and also that of the Board of Trade of Quebec, may obtain that attention which such important documents are justly entitled to.

The declared objects of the Government in proposing the reduction of duty on Foreign Wood were—

First. To meet the just claims of Ship-builders and Ship-owners, on account of the repeal of the Navigation Laws; and

Second. For the benefit of the poor, that cheaper rented and more comfortable dwellings might be erected for them.

These are very plausible objects, and certainly most desirable, if they could be attained without sacrificing more important national interests. A perusal of the letters and

statements, now referred to, will show, in what way the first object, that is, the claim of the Ship-builders, can be more effectually met than by the proposal of Government; and, also, that it is utterly impossible the second object can be attained by the proposed measure.

The certain consequences that must follow the further reduction of the Wood duties will be—

First. Decreased employment of British and Colonial shipping, by a diminished trade with our own Colonies, and extended employment of Foreign shipping by an enlarged trade with Foreign countries.

Second. The sacrifice of a very considerable amount of revenue, without any noticeable benefit to any one interest in this country.

Third. Ruin and discontent in our Wood-producing Colonies, especially in Canada and New Brunswick, to the advantage and encouragement of Foreigners.

Fourth. An advance in the price of Wood in Foreign countries, and to enable Foreigners to send to this country more inferior goods, to the great loss and disadvantage of this nation.

It is notorious that already some houses engaged in the Foreign Timber trade have increased their prices abroad, and a still further immediate advance will be demanded in the event of the Government proposal becoming law.

For these and other reasons that might be given, it is hoped that Government may yet be induced to withdraw the proposal to reduce the duty on Foreign Timber and Deals.

REMARKS, &c.

(From the Morning Herald, April 15, 1851.)

IN the first edition of his budget, the Chancellor of the Exchequer announced his determination to reduce the duties on foreign timber by one-half, chiefly with the view of answering the complaints made last year by British shipbuilders against the unfair competition to which they were exposed with foreign ships built of untaxed timber ; and, secondarily, to carry out his very benevolent schemes in favour of the dwellings of the poor. In the last edition of the financial statement, Sir Charles Wood still perseveres in his intention of effecting a reduction of the duties in question ; but has either entirely forgotten the great object for which he originally proposed it, or, as in the case of the duty on seeds, and a transfer of a portion of the charge for lunatic asylums, has thought proper to rebuke the indifference of his victims by taking no account whatever of their claims. No longer referring to the wrongs of the shipbuilder, the right honourable baronet pathetically adverts to the wretched state of the dwellings of the poor, and declares that as " for their sakes, last year, he carried his repeal of the duty on bricks, so, for their sakes, this year, he proposes to reduce the duty upon foreign timber." Indeed, the versatile Chancellor enlarges so eloquently and so exclusively upon the physical miseries endured by the poor, by reason of the insufficiency of their abodes, that shipbuilders and their claims would seem at no time to have occupied an inordinate share of his attention.

The probable effects of the proposed reduction of the timber duties are most pointedly displayed in a correspondence which will be found elsewhere in our columns, emanating from Messrs. Pollok, Gilmour, and Co., of Glasgow. That firm, having conducted an extensive business as timber-merchants and shipbuilders in our North American colonies for nearly forty years, are eminently qualified to speak as to the practical results of a measure which, for reasons, as it appears, not very clear to himself, the Chancellor of the Exchequer is bent upon carrying out. The conclusions to which we are irresistibly led by the letters of Messrs. Pollok, Gilmour, and Co., are, first, that the proposal of the Government must inevitably destroy our colonial timber trade, and thereby render the defection of our North American colonies almost certain; next, that the meditated reduction must be a boon of almost inappreciable value to the poor; and last, that relief may be given to the shipbuilders of this country, whom Sir Charles, in fact, no longer wishes to relieve, without at all interfering injuriously with our trade in colonial timber.

With regard to the first point, it is to be observed that the price of timber abroad consists principally of the price of labour employed in cutting down the wood in the forests, in converting it into timber, and in bringing it to a shipping port. Now, as the price of labour in our colonies is considerably higher than in such wood-exporting countries of Europe as Norway, Sweden, Russia, and Prussia, there is a large difference in the first cost of colonial and foreign timber wholly in favour of the foreigner. But then comes the amount of freight, which Messrs. Pollok, Gilmour, and Co., calculate at the following averages. From our North American colonies the freight is on an average from 30s. to 33s. a load, and from the ports of Norway and the Baltic not more than 15s. a load, showing a difference in favour of the foreigner, in the item of freight only, of no less than 15s. to 18s. a load, a sum sufficient of itself to countervail the duty. The results which followed from the reduction of foreign timber duties in 1842, have been the bankruptcy of many of the colonial timber-merchants, the increase of supply by foreign countries, and the advance of the price of foreign

timber, as well as the deterioration of its quality. The consequences which must now accrue to the British shipping interest if the timber trade with our own colonies should be transferred *en masse* to foreign countries are too obvious to require even a passing allusion.

We look in vain in the proposition of the Chancellor of the Exchequer for the slightest justification for imperilling, if not utterly destroying, the trade of our North American colonies, and, with it, their allegiance to the British Throne. Before the ministerial crisis the proposal was made, as we have already said, in order to remove the complaints of shipbuilders as well as to improve the habitations of the poor; but in the interval between the 17th of February and the 4th of April the philanthropic designs of the Chancellor in favour of domestic architecture entirely superseded all consideration of the case of the unfortunate shipbuilders. Now, when people boast largely of their charity and munificence, we are invited to investigate and take account of the value of their gifts. Our correspondents have made a matter-of-fact calculation with respect to the saving possible to be made in the construction of dwellings for the poor from the reduction of the duties proposed by the Chancellor of the Exchequer. Upon the house of a common labourer or mechanic, rented at from 5*l.* to 7*l.* a-year, the whole saving in cost would be 17*s.* Upon a higher class of house, with rent at from 9*l.* to 11*l.*, the original cost of construction would be 1*l.* 6*s.* 3*d.* less than at present; and on the best class of houses which could come under the denomination of "dwellings for the poor" the amount saved in the original cost would be just 2*l.* 3*s.* 9*d.* It seems tolerably clear, then, that the rents of such houses will not be reduced a single shilling by the reduction of the timber duties, and that Sir Charles Wood must try again before he legitimately earns the poor man's blessing. At all events, we would fain hope that, with such facts as these before them, members of the legislature will pause before they sanction, for infinitesimal advantages, a scheme which inflicts positive ruin upon many of her Majesty's most faithful subjects, and endangers the integrity of the dominions of the Crown.

The case of the British shipbuilders remains to be disposed of, and although the Chancellor of the Exchequer has managed altogether to lose sight of this very important class of our commercial community in the midst of his benevolent dreams of poor men's palaces, they deserve and must command some consideration from the state. There can be no doubt, unfortunately, that one of the many evil consequences of the abolition of the navigation laws has been to place the British shipbuilder wholly at the mercy of the foreigner, and that with regard to him some modification of the timber duty has become indispensable. The suggestions of our correspondents upon this subject are most worthy of attention. They state that little or no foreign pine timber or soft wood is used in shipbuilding, and that if the duties are to be altered really for the sake of the British shipbuilder, it will be sufficient, so far as his interest is concerned, to remove the duty on oak timber and hard wood only. By such reduction a certain measure of justice will be secured to our shipbuilders at home, and the impending mischief to our colonies partially averted. We sincerely hope that the considerations put forward in the correspondence to which we have opened our columns will be duly weighed by the legislature, and whilst there is yet time, that it will refuse to become party to a scheme which, in its present shape, can be of so little benefit to any one, and which must immediately and directly produce serious evils to large and important classes, and which, in fact, threatens the Sovereign with the disaffection or loss of a most valuable portion of her dominions.

PROPOSED REDUCTION OF THE TIMBER DUTIES.

TO THE EDITOR OF THE MORNING HERALD.

SIR,—When government announced, by the first financial scheme laid before parliament this session, the intention of reducing the duty on foreign timber and deals, and, believing, as we did, that the proposal was made under a misconception of the present position and practical working of the trade as now carried on with foreign countries and our own colonies, we addressed Lord John Russell and the Right Hon. Mr. Labouchere on the subject, which communications, we understand, were submitted to the Chancellor of the Exchequer.

It would appear by the second or amended budget that it is still the determination to carry out this proposal, and, therefore, we are very desirous to make known, through the medium of your journal, the true state of the trade, in the hope that the legislators of this kingdom may inquire into the merits of the question, and may satisfy themselves on the subject before they give their consent to sacrifice or throw away such a large amount of revenue, and approve of a measure which, we are convinced, will not benefit the consumers of this country, or any British subject in it unconnected with foreign interest, but which, if carried into effect, will prove very injurious to the shipping interests of the nation, and most ruinous to our North American colonies, especially to Canada and New Brunswick.

We consider the communications referred to, and herewith annexed, contain sufficient to satisfy candid inquirers; we neither desire nor expect protection for the colonial timber trade; we only urge for what we conceive the colonies are justly entitled to have—that is, the duty to be so adjusted that they may be able to compete on equal terms with foreigners, every advantage and disadvantage being fairly taken into account.

But it is quite evident that even Sir C. Wood himself has great doubts and misgivings of the propriety of his proposed measure; for, as reported in the *Times*, he is made to say in reference to a further

reduction—viz., “There is not sufficient competition on the part of colonial producers to bring down materially the price of foreign timber. I should therefore be merely putting so much money into the pocket of the foreign producer.” Now, we have shown that already large sums of money have been put into the pockets of foreign producers by the last reduction of duty; and it must be abundantly obvious, that, when the foreigner is now competing at great advantage over the colonist, another reduction of duty will still further increase that advantage. In order to meet the just claim of ship-builders, we have suggested that oak and all other hard woods should be admitted duty free—that is, at the nominal duty of 1s. per load, as now levied on colonial timber. This, we contend, would in some degree, though very slight indeed, meet the difficulty of recent legislation in a more effectual manner than that now proposed. And now we shall consider the advantages and additional comforts which Sir C. Wood says the poor man will procure by the reduction, and we will suppose that the whole amount of duty so proposed to be reduced is saved to the consumer of this country—that is, that the price of timber is reduced by the full amount of that duty, which, however, we are sure will not be the case.

In the construction of the following classes of dwellings the quantity of wood as stated will be required, and suppose we put it one-half each of timber and deals, the reduction of duty thereon will be 8s. 9d. per load—say 8s. 9d. :—

A house for common labourer, workman, or mechanic rents at from 5l. to 7l. per annum, and requires in the construction of it from 95 to 105 feet cubic of wood—say 100 feet or 2 loads at 8s. 9d..	£0	17	6
The next class of houses rents at from 9l. to 11l. a year, and requires from 145 to 165 feet cubic in the construction, or say about 3 loads, at 8s. 9d.		1	6
The third class of houses, at an annual rent of from 18l. to 20l. requires in the construction 250 feet cubic, or 5 loads, at 8s. 9d.		2	3
			9

Now we might go on to show the amount of annual saving which the foregoing 17s. 6d. expected by Sir C. Wood to be gained by the poor man, would give; but that is surely quite unnecessary. We are, however, convinced the poor man would never receive the least

benefit from it, for if even, as already supposed, the whole reduction of the duty proposed were to be secured to the consumer of wood in this country, such a small saving in the construction of the house would not reduce the annual rent of it.

Surely, then, for an object so trifling, and withal so uncertain, it can neither be safe, wise, nor patriotic policy to hazard the direct interests of this nation, and the peace and loyalty of our North American colonies, whose interests commercially, even under the existing trade regulations with this country, would most assuredly be more advanced by connexion with the United States than to remain as at present; and if this be so, it may easily be conceived what the result will be if their timber trade should be sacrificed, for they have now no other of any importance with this country.

We are, Sir,

Your very obedient Servants,

POLLOK, GILMOUR, AND CO.

Glasgow, April 9, 1851.

Letter from Messrs. Pollok, Gilmour, and Co., to Lord John Russell.

TO THE RIGHT HON. LORD JOHN RUSSELL, FIRST LORD OF THE TREASURY.

MY LORD,—We take the liberty of addressing your lordship on a subject of great interest to this nation, and of vital importance to our North American colonies—we mean the reduction of duty on foreign timber and deals, as lately proposed by the Chancellor of the Exchequer.

We shall endeavour to lay our views of this trade before your lordship as clearly and as briefly as we can; but before doing so it may not be improper shortly to state to your lordship our position and connection with these colonies, that on the one hand due allowance may be made on account of our individual interest, and that

on the other hand, your lordship may award us such credit as we may reasonably expect on account of our intimate knowledge of and practical experience in the trade.

It is now nearly 40 years since we made our first establishment in New Brunswick, since which time we have carried on the timber trade and ship-building in that province and in Canada, and indirectly also in Nova Scotia and Prince Edward's Island. There is no doubt that capital invested yielded, with some exceptions, a fair annual return up to the year 1842, when, and subsequently, the duty on both foreign and colonial wood was very much reduced. Since that time, except during the period of a sudden and uncertain demand for wood for the construction of railways and erections therewith connected, the trade generally has been carried on at considerable loss and sacrifice of capital to the makers of timber and owners of saw-mills in the colonies, and also to the shipowners of this kingdom, who have been carrying timber and deals—especially the two last years—at rates very much under what the work can be done for. When the duty on wood was so much reduced it was expected that a larger quantity would thereafter be supplied by foreign countries, and this accordingly has been the case; but in consequence of foreigners having advanced their prices abroad, and also in consequence of their sending wood of a more inferior quality and description than formerly, which the equalisation of the duties enables them to supply with great advantage to themselves, and consequent loss and disadvantage to this country, the trade with the colonies has not as yet fallen off in quantity to the extent anticipated, though it has in value.

The great demand for wood required for the construction of railways during the very time the reduction of duty was going on caused temporary and irregular advances in prices abroad, and led many parties unacquainted with the trade practically to suppose that our North American colonies would not suffer materially by the change. This however, most unfortunately, has not been the case, for already a large proportion of those engaged in the trade in the colonies, especially in New Brunswick, have become bankrupts, and had it not been that during the past year freights from the colonies were so low, it is certain the importation of wood could not have been

made except at an immense loss, and, even as it was, the spring or early importations did not cover freight and charges.

We presume it was intended by the proposed reduction of duty to supply the consumer of wood in this country at the lowest possible price. We at once admit that under existing circumstances, and in our present position, this is not only desirable, but it is necessary; and we are convinced the object thus aimed at can only be attained effectually by keeping up a strong and healthy competition between our North American colonies and foreign countries.

The first cost of wood abroad consists chiefly of the labour of cutting it in the forests, converting, and bringing it to a shipping port (though in our colonies there is a government tax of from 10 to about 15 per cent., according to the description of wood); and as labour is so much cheaper in the wood-producing countries in Europe than in our own colonies, your lordship will at once perceive the great advantage that Norway, Sweden, Russia, and Prussia, have in this respect over our North American colonies.

But in the further consideration of the subject, and with the view, if possible, of arriving at a sound and equitable conclusion, we will suppose that timber and deals are produced by foreigners and in our own colonies at the same cost, and that in the markets of this country they are exactly of equal value—both which propositions, we regret to say, are against our colonies, and therefore on these two most essential points we compete at a disadvantage; but this brings us to the most difficult, and also as regards the interests of the shipowners of this kingdom the most important point of this trade—that is, the carrying of this bulky commodity. And here we beg to remind your lordship, that the chief part of the products of Europe required in this country is carried by foreign ships, and to this we respectfully request your lordship's consideration; for if the present extent of our colonial timber trade can be maintained, we still hope, notwithstanding the repeal of the navigation laws, a great part of it would be carried on by British shipping; but if the wood trade with the Baltic and Norway is increased, it will be carried on as at present by foreign shipping chiefly. The freight of wood from our North American colonies may

on the average be put at from	30s. to 33s. per load.
And from the ports in Norway and the Baltic	
the average will not be over	15s. „
	<hr/>
Difference	15s. to 18s. „

And thus giving to that extent a clear advantage on freight alone in favour of foreigners. And your lordship will be pleased to observe that this is altogether independent of the advantages in favour of foreigners, as before mentioned, on account of a lower average first cost abroad, and a higher average selling price in the markets of this country. The difference of duty at present is 14s. per load on timber, and 18s. per load on deals, which being just about the difference arising on freight alone, it must be very obvious that the colonist is even now competing at great disadvantage with the foreigner.

If we have stated the foregoing correctly, and we believe we have (but your lordship has the means of inquiring as to the correctness of the particulars we now set forth), it must be quite clear that any reduction to foreigners of the existing duty will be to their advantage, and to the discouragement and loss of our own colonies and the shipping interest of this nation, without the certainty of any benefit to this country, and, indeed, we are persuaded that if the present duty on foreign wood be reduced to the extent indicated, the trade will be thrown so much under the power and management or control of foreigners, from the inability of the colonies to continue the competition, that the price in this country will advance, so that besides throwing away a considerable revenue, and seriously injuring the most important colonies of the Crown, we should have to pay dearer for our supply of wood.

We do, therefore, earnestly entreat your lordship to direct that no alteration of the existing timber duties be made for the reasons already given, except in reference to the following suggestion:—

It has occurred to us that the reduction of duty on foreign wood has been proposed with the view of giving relief to the ship-builders and ship-owners of this kingdom, in consequence of the

repeal of the navigation laws. We willingly admit the reasonableness and propriety of taking off the duty on timber used in the construction of ships. This is in accordance with the course of policy now adopted, the equity of which it is not for us to question; but, inasmuch as little or no foreign pine timber or softwood is used in ship-building, we would suggest, if your lordship is still determined to alter the timber duties for the relief of the ship-builders, that your lordship will be pleased entirely to remove the duty on all oak timber and hardwood only—that is, to reduce it to 1s. per load, the same as on colonial hardwood. In this way your lordship would at once free the ship-builder of duty on all woods used in the construction of ships, the trade with our colonies would be preserved, and discontent therein averted, and a very considerable saving would be made to the revenue. We are convinced, and more than convinced, that such a proposal would give satisfaction to all parties interested.

We have thus candidly and frankly expressed our opinion on the subject of the timber duties. And in the earnest hope that your lordship may come to a decision favourable alike to the interests of this country and our own colonies,

We have the honour to be, &c.,

(Signed) POLLOK, GILMOUR, AND Co.

Glasgow, March 5, 1851.

Letter of Mr. Gilmour to the Right Hon. H. Labouchere.

TO THE RIGHT HON. H. LABOUCHERE, LONDON.

Dear Sir,—Under the impression that Sir C. Wood proposed a reduction of duty on foreign timber and deals in expectation of procuring a supply of these articles for consumers generally on lower terms than at present, but more particularly with the view of giving

relief to the ship-builders of this country ; and also that he has done so on the supposition that our colonies and British shipping would not be affected or seriously injured thereby ; I have addressed a letter from our firm to Lord John Russell, which I can sincerely assure you contains a fair and candid statement of our views on this subject. I hope I am not doing wrong in now laying a copy of that letter before you, and to which I would earnestly request your attention and consideration before the budget is again submitted to Parliament.

I will not now occupy your time further than to say that, with the exception of ship-builders, I do not believe any one has been complaining of the duty on timber. I am satisfied that in consequence of cheaper labour in the wood-producing countries of Europe than in America, and of the advantage in freight, which our own colonies can never overcome, the present scale of duties is already in favour of foreigners, and the competition at present is so regulated thereby that I am convinced this country is now well and plentifully supplied on the very lowest terms.

Sir C. Wood appeared to be aware of this when he made his statement, for if I mistake not, he said the west coast was supplied chiefly from our own colonies, and the east coast chiefly from Norway and the Baltic.

You will be pleased to observe, that in consequence of the difference in freight in favour of Norway and the Baltic, which is quite or more than equal to the existing difference of duty, our colonies never can compete on same terms with foreigners. Timber is of a low value or first cost, and a bulky article, so that the freight from the colonies forms a very large per-centage of the value in this country—in this respect you will at once understand how difficult it is to treat it as corn, sugar, tea, cotton goods, or similar goods of high value and of comparatively little bulk. I am quite satisfied that if the present duty on foreign timber is reduced, our ships employed in the colonial trade, and consequently British shipping generally, will be injuriously affected ; but I need not dwell on these or on any other points bearing on the question—the whole subject must be known to you. I am sure her Majesty's government will not know-

ingly recommend a measure that is likely to be injurious to the interests to which the enclosed letter refers. The prices of Timber in the Baltic, especially of that of the best qualities, have much advanced since 1842, when the duties commenced to be reduced. I have before me the circulars of Messrs. Behrend and Co., Dantzic, and in that dated 1st January, 1842, it is stated, viz :—

Fir Timber—best middling, 29s. } per load.
common ditto, 22s. }

And since that date, that is, since the reduction of duty, the circular of that house, one of the most extensive in the trade at that port, on the 1st January of succeeding years up to the present quote—

Fir Timber—best middling, 40s. to 42s. } per load.
common ditto, 26s. to 36s. }

And Messrs. Moir & Co., the most extensive house in the trade at Memel, in their circular of the 1st January, 1842, quote, viz :—

Fir Timber—crown, 42s. }
middling 37s. } per 50 running feet.
2d ditto 26s. }

And their circulars of succeeding years on 1st January, since the reduction of duty, quote, viz :—

Fir Timber—crown, 50s. to 55s. }
middling, 43s. to 48s. } per 50 running feet.
second do. 32s. to 38s. }

and other articles are somewhat in the same proportion. If then, under the present duties foreigners have been enabled to advance their prices abroad to such an extent, a further reduction will most certainly put them in a position to demand a much greater proportionate advance for the future.

I admit, at once, that ship-builders have a strong claim for the reduction on wood used in the construction of ships; and on this account I have suggested the reduction of duty on all foreign oak and other hardwoods to 1s. a load, which is the duty now imposed on colonial oak and hardwoods. I am sure no other interest in this

country either requires or asks for any reduction on the present scale of duty on wood; and I cannot comprehend on what grounds so considerable an amount of revenue should be thrown away without the probability of some benefit, but more particularly when the very reverse is so apparent and so certain. I sincerely believe that the reduction of duty on foreign hardwoods on account of ship-builders would more than satisfy them, and all other parties in this country, and the colonists would not thereby be seriously affected; but, as already said, to reduce the duties generally would undoubtedly be most ruinous. And I earnestly hope and trust the proposal made may not be carried out. I pray you to excuse the liberty I now take.

And, I am, &c.,

(Signed) ALLAN GILMOUR.

Glasgow, March 6, 1851.

(From the Morning Herald, May 8, 1851).

It would be difficult to affect surprise that the announcement made by the CHANCELLOR of the EXCHEQUER, and still persisted in, to reduce the duties upon foreign timber by one half, has "caused feelings of alarm, mingled with discontent, among her MAJESTY'S loyal subjects of New Brunswick," and rendered those faithful colonists more doubtful than ever of the value of a connection which the longer it endures only becomes the more intolerable and aggressive to the weaker party. The colony of New Brunswick, like that of Jamaica, is the victim once more of misplaced confidence and too heroic trust. "It was certainly understood in the province," says the petition, "that the act of 1846, for the gradual reduction of the wood duties, commencing in that year and ending in 1848, was to be final, based as it was upon the avowed policy of the British Parliament with reference to free-trade, and that these duties would not again be disturbed by Imperial legislation."

Quite as clearly, we can assure the petitioners, was it understood by the West Indian planters, when they accepted a miserable compensation for the loss of their property, that a fixed period of apprenticeship should secure to the masters, at least for a time, the services of their former slaves, and so prevent the utter ruin sudden emancipation was calculated to effect; and quite as certainly did the Imperial Legislature remorselessly break faith with the planters, and disregard every subsequent prayer for justice and fair dealing. It is not for the first time that we learn the painful and humiliating fact that no understanding entered into, in any part of the QUEEN'S dominions, between the Imperial Parliament and the distant subjects of the Crown, carries with it the force of an honorable engagement, or is entitled to the respect that attaches to the ordinary obligations of man and man. It is hopeless, therefore, for New Brunswick to rely either upon our national sentiment of honor or upon our sense of shame. All political considerations in England have finally merged into one. To buy in the cheapest market comprehends the one sole duty of man. Whether alliance may not be purchased by our colonists more cheaply in the United States than on British shores, the men of New Brunswick, of Jamaica, and of other dependencies, will probably consider in their turn, when it shall devolve upon them, as it has already devolved upon us, to disregard every consideration of morality, justice, humanity, and religion, in carrying out at all hazards the blighting principle of a bastard free-trade policy.

The act of 1846, to which the petition refers, placed foreign and colonial wood in the British market upon *an equality*. At that time no *protection*, strictly so called, was given to the colonial producer. It is true enough, as the petitioners allow, that the difference of duties at this moment in favour of the colonies is fourteen shillings on timber, and eighteen shillings on deals; but the difference of distance and consequently of freight, places colonial and foreign produce upon precisely the same footing in British ports. "The average rates of freight from the Baltic may be estimated from fourteen shillings to eighteen shillings per load; whilst those from British America are from thirty shillings to thirty-three shillings per load." Let the proposed reduction of SIR CHARLES WOOD take place—viz., of seven

shillings per load on timber and ten shillings on deals, and there is at once established a direct differential duty *against* British America. The tale of our own British agriculturists will be repeated. Free trade will be encouraged in North American Timber, in order to afford protection to the industry of the Baltic grower, precisely as free-trade in corn is recommended in Sussex, in order to stimulate the activity and to provide compensation for the industry of the corn producer on the banks of the Mississippi. Aid and support are to be liberally granted to the foreigner, who has no claim upon our sympathy; and legislative enactments, which ought primarily to provide for the well-being of the sons of the soil, are to tie their hands and to make them the positive victims of a policy calculated to enrich everybody else. There can be no doubt that if the government persists in its reduction of duty upon foreign timber, absolute ruin will fall upon our North American colonists, precisely as devastation is taking place amongst our native agriculturists. New Brunswick cannot compete with the foreigner in the sale of her great staples if due regard is not had by the British Government to the necessities of her position; and if she finds herself thrust from English markets by the deliberate act of the Imperial Legislature, where shall she look for customers, shut out as she is from the ports of the United States "by prohibitory wood duties of 20 per cent., which render any shipment to that quarter "of comparatively little benefit?" The question is one which it behoves us to answer, as much as it concerns the people of New Brunswick to put it. If we desire to retain possession of our North American colonies we cannot wantonly deprive them of the means of existence. The ports of the United States are closed against New Brunswick, but the Republic waits only for a signal to throw them open. England has but to persist in her cruelty in order to suggest humanity and feeling to the United States. The Government of this country have only to make it clear beyond all doubt that no difference can henceforward, in any degree, be made between Englishmen and foreigners, tax-payers and non-contributors to the state, colonists and strangers, in order to rouse the Republic of America to sympathy for suffering, which the sufferers will not be slow to recognise and return. Whilst we are philosophically discussing the pro-

priety of retaining or discarding our colonies, colonists may be settling the interesting question for themselves. If divorce is feasible, they who have nothing to gain but everything to lose by a continuance of the union, will be the first to snap the irksome bonds asunder.

We have already shown that any further reduction of the duty on foreign timber and deals cannot possibly benefit any one British interest, whilst the diminution must inevitably sacrifice a very considerable amount of the revenue of this country to the advantage and profit of foreigners. We were told the other day by Sir CHARLES WOOD, that the wholesale ruin and discontent he is about to create in the colonies by his reduction of duty, were rendered necessary by certain benevolent schemes which his philanthropic mind had hatched in favour of the poor. The absurdity of the plea we pointed out at the time. Upon the house of a common labourer or mechanic rented at from 5*l.* to 7*l.* a year, the whole saving in cost would not amount to more than 17*s.* Upon a higher class of house, with rent at from 9*l.* to 11*l.*, there might be a saving with duties reduced of 1*l.* 6*s.* 3*d.* But the rents of the labouring men must remain the same, let alteration take place or not. A more specious excuse for the proposed havoc was the desire to compensate ship-builders for a portion of the loss inflicted upon them by the operation of the navigation laws. Unfortunately, however, for this view of the case, a very small quantity indeed of foreign pine timber, or soft wood, is used in ship-building; so that, as far as the ship-builder is concerned, every purpose will be answered by removing the duty on oak timber and hard wood only. Let this be done, and the ship-builder's necessities will be met, whilst the colonies will suffer no disastrous and irreparable wrong. It is not yet too late to prevent a catastrophe which we cannot contemplate without dread. Incessant persecution can have but one result. It may be generous to legislate for the world, but it cannot be wise, prudent, or expedient to direct all laws *against* those who have the first claim to the consideration of a paternal government. In publishing the prayer of the people of New Brunswick we furnish one more cry to the swelling chorus that through the length of the land is now protesting against our suicidal laws; and we entreat our legislators to pause before they add another to the many interests

they have smitten and armed with the bitterest of all weapons against the day of battle, which shall find the united industry of the empire arrayed in deadly opposition to its thoughtless and unfeeling aggressors.

THE TIMBER DUTIES.

Petition of the Legislative Council and Assembly of the Province of New Brunswick to the House of Peers.

"TO THE LORDS SPIRITUAL AND TEMPORAL OF THE UNITED KINGDOM
OF GREAT BRITAIN AND IRELAND, IN PARLIAMENT ASSEMBLED.

"The Humble Petition of her Majesty's Legislative Council and Assembly of the Province of New Brunswick, in General Assembly convened.

"May it please your most Honourable House,—The Legislative Council and Assembly of New Brunswick having observed the recent announcement of the Chancellor of the Exchequer, in the House of Commons, of his intention of proposing to parliament a reduction of the duties on foreign wood, which has caused feelings of alarm, mingled with discontent, among her Majesty's loyal subjects of New Brunswick, we feel it our duty unanimously to address your most honourable house on this important subject.

"It was certainly understood in this province that the act of 1846, for the gradual reduction of the wood duties, commencing in that year and ending in 1848, was to be final, based as it was upon the avowed policy of the British parliament with reference to free-trade, and that these duties would not again be disturbed by Imperial legislation.

"That act placed foreign and colonial wood in the British market upon an equality, taking into consideration the relative difference of distance, and consequently of freight.

"To illustrate this, we beg most respectfully to call the attention of your most honourable house to the following facts:—

"The average rates of freight from the Baltic may be estimated at from 14s. to 18s. per load, while those from British America are from 30s. to 33s. per load. The existing difference of duties in favour of the colonies is 14s. on timber and 18s. on deals; so that in fact there is literally no protection in favour of colonial wood.

"The proposed reduction of 7s. per load on timber and 10s. on deals would operate as a direct differential duty against British America. What, therefore, must be the inevitable effect if the contemplated alteration takes place? Nothing but absolute ruin to the trade and those engaged in it, together with almost if not total loss of the immense capital invested for a successful prosecution of the trade with the mother country.

We need not point out to your most honourable house, that the British market is really the only one we have to look to for the export of our great staples, shut out as we are from the ports of the United States by prohibitory wood duties of 20 per cent., which renders any shipment to that quarter of comparatively little benefit.

"We, therefore, humbly and earnestly pray your most honourable house to take this our petition into your most favorable consideration, and adopt such measures as will secure to us the advantages consequent upon our connection with the mother country, and avert the evils which must inevitably ensue if the contemplated change should be carried into effect."

"WILLIAM BLACK, President Legislative Council.

CHARLES SIMONDS, Speaker of the Assembly."

Petition of the Council of the Quebec Board of Trade.

“ TO THE RIGHT HONORABLE THE LORDS SPIRITUAL AND TEMPORAL,
IN PARLIAMENT ASSEMBLED.

“ The Petition of the Council of the Quebec Board of Trade
“ HUMBLY SHEWETH,

“ That your Petitioners have learnt with deep regret, that it is the intention of the Chancellor of the Exchequer to propose to Parliament, during its present Session, the reduction of one-half of the existing duties on foreign wood.

“ That when the act of 1846, gradually reducing the wood duties, was passed, your petitioners were led to believe that those duties would not again be disturbed by the Imperial legislature, as that act was based upon free-trade principles, placing foreign and colonial wood in the British market upon equal terms, taking into consideration the difference in freight.

“ The average rates of freight from the Baltic may be estimated at from 14s. to 18s. per load, whilst those from the Colonies are from 30s. to 33s. Thus the proposed reduction of 7s. per load on Timber and 10s. on Deals, would operate as a direct bonus to the foreigner, and the effect would be to diminish considerably the export of Red Pine Timber, and Spruce and Pine Deals from British America, and in similar proportions to increase the import into England of those articles from Norway and the Baltic, thereby causing most serious injury to the trade of the North American Colonies.

“ Wherefore your Petitioners humbly pray, that your Lordships, taking the premises into consideration, will not concur in any Act reducing the duties now payable on Foreign Timber or Deals.

“ For the Quebec Board of Trade,

(Signed)

“ JAMES DEAN, President.

“ Quebec, 24th April, 1851,

“ JAMES GILLESPIE, Secretary.”

ORAL,

s the
ment,
sting

ities,
uties
at act
wood
n the

ed at
from
mber
gner,
Red
, and
those
rious

hips.
Act

dent.

