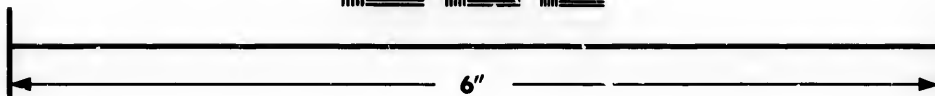
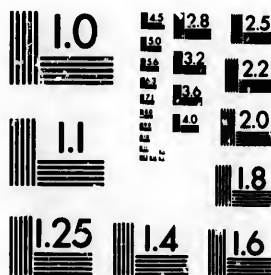


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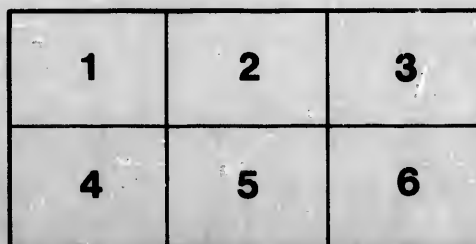
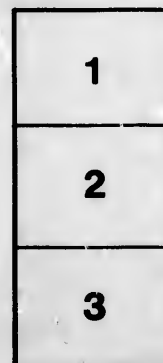
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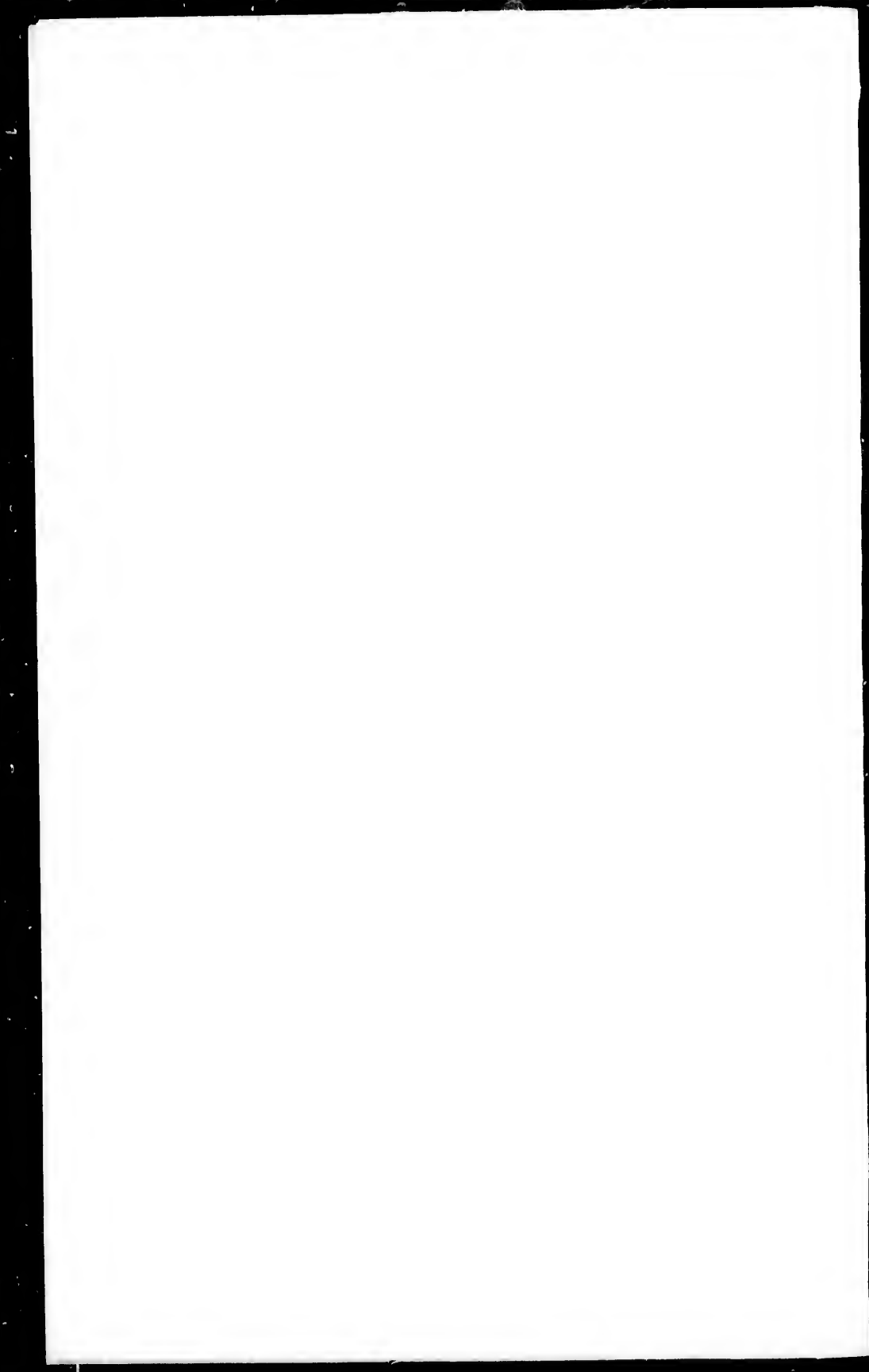
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**R E P O R T**  
**OF THE**  
**SUPERVISOR OF CULLERS,**  
**ON THE**  
**L U M B E R T R A D E .**

---

**COMPILED FROM**  
**NOTES COLLECTED ON HIS RECENT VISIT TO EUROPE**

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**QUEBEC:**  
**PRINTED AT THE OFFICE OF THE "MORNING CHRONICLE," FOOT OF MOUNTAIN**  
**HILL.**

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**1861.**

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To

SUPERVISOR OF CULLERS' OFFICE,  
QUEBEC, Sept. 10, 1861.

SIR,—I have the honor herewith to transmit my Report on the Lumber Trade, as far as I was enabled to ascertain on my visit to Europe, under your instructions, during the past winter. I have prepared and annexed to this Report the undermentioned Statistical Tables, which, I trust, will be found useful as a reference on the several subjects to which they relate :—

- "List of Freights on the 31st May, 1861."
- "General Statement of Wood Goods imported into the United Kingdom."
- "Prices of Lumber Free on Board at the different Ports on the Baltic."
- "Comparative Statement of the increase in the price of Baltic Timber at the Port of Shipment in proportion to the reduction of the duties in Great Britain."
- "Importation of Lumber into France."
- "Import of Timber into Antwerp."
- "Statement of Port Charges, &c."

I have the honor to be,

Sir,

Your obedient servant,

WILLIAM QUINN,

*Supervisor of Cullers.*

To the Honorable

P. M. VANKOUGHNET,

*Commissioner of Crown Lands,*

*&c., &c., &c., Quebec.*



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# REPORT OF THE SUPERVISOR OF CULLERS.

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SUPERVISOR OF CULLERS' OFFICE,  
QUEBEC, July, 1861.

To the Honorable P. M. VANKOUGHNET,  
*Commissioner of Crown Lands, &c., &c.*

SIR,—In conformity with your letter of the 28th February last, directing me to proceed to Europe, for certain purposes as therein set forth, I immediately proceeded to England, and visited the principal ports in Great Britain and Ireland, and also the principal maritime cities in France, Belgium, Holland, and the German Confederation, where the import of lumber is carried on, as directed by said letter; and now beg leave to Report:—

That I arrived in Liverpool on the 14th March, 1861. Upon opening the cases I took with me at the examining warehouse, when we came to that containing the model for illustrating the difference in measurement, I told the officers its use; they expressed a wish that I would explain it to them, which I did to their satisfaction, proving conclusively and convincingly that both the modes practised in Liverpool are erroneous, at least as far as the cubic contents are concerned, that is to say, the extreme caliper measure as followed by the customs, and the quarter girth as practised by the merchants. Extreme caliper may be reasonable enough for the purpose of establishing the freight, as a piece of timber having two, three or more inches of wane on each corner, will occupy as much space in a ship's hold as if proud-edged, while it must be admitted that it does not contain the same quantity.

Liverpool being the great emporium for Canadian timber, and the fallacious mode of string measure being that in use, I prolonged my stay at that port to the 1st April. During that time I had frequent opportunities of convincing all parties desirous of having explanations as to the erroneousness of string measurement, as applied to wany or octagonally shaped timber. Having placed myself in communication with the Chamber of Commerce, I presented the box of specimens of Canadian woods as instructed.

There being no Botanical Society in Liverpool, I availed myself of the advice of some of the leading citizens, and presented the other box intended for this port to the Free and Public Museum, with which are being incorporated the Derby Museum, the Architects' Association, and the Royal Institution. A meeting of the latter named body took place on the 18th April, to which I was invited. I attended, and replied to some questions of a

general nature touching Canada. But few, if any, of the members of the Royal Institution, or of the Council of the Chamber of Commerce, are connected with the lumber trade. So far as these public bodies were concerned, no opportunity was afforded me of receiving or imparting information worthy of note. I was present at several meetings of merchants, brokers, and timber measurers, both at the South End and at the Canada Docks, also in private offices, and, on every occasion, I clearly proved, to the satisfaction of all present, that string measure, as applied to wany timber, is not only manifestly erroneous in principle but not even uniform in error—its incorrectness varying with every variation in the extent of the wane. I explained that the quarter girth, taken as the side of the square, will not give the true contents of any figure other than a perfect square, and that any figure deviating from the square, the difference between the actual contents and that found by the quarter girth will be in proportion to such deviation. If approaching towards the circular form, the quarter girth will give less than the actual contents, and if of an oblong shape, the square of the quarter girth will give more than the actual contents, and, consequently, the quarter girth is so vague and uncertain, that no calculation can be based on it without a previous knowledge of the shape of the figure the quarter girth of which is given. I illustrated this practically by referring to the measurement of lathwood. In Canada, lathwood is sold by the cord, of 8 feet long by 4 feet high. In Liverpool, it is sold by the fathom, of 6 feet long by 6 feet high. The same length of string, 24 feet, will girth either the Canadian cord or the Liverpool fathom, and yet it is manifest that it requires nine cords to make eight fathoms. How then I asked is a person to know whether it is a cord or a fathom he is to receive if he be merely told the quarter girth is 6 feet?

Here, and afterwards in many other places, I exhibited the illustrative model, designed by me for explaining the difference in the measurement, and have much satisfaction in reporting that all, without exception, to whom I explained it, admitted the correctness of its proof, and admired the simplicity of its construction.

In the British ports, where the string measure is in use, some of the leading members of the trade have had similar ones constructed, by which to explain the errors of their present system to their customers, among whom I may mention Edward Chaloner, Esq., Liverpool, Allan Gilmour, Esq., of Glasgow, and the Messrs. Wade, of Hull. When proving the absurdity of string measure, I expressed my surprise that the trade in England should ever have adopted a mode so imperfect for taking the dimensions. I remarked that it could hardly be expected that the people of Canada would follow a system they knew to be so erroneous while they have this simple method of their own by which to arrive at the true contents of the timber. It can scarcely be supposed that gentlemen so reasonable as the merchants of Liverpool are known to be will long continue to practise a mode so vague and unsatisfactory now that they are aware of the means of ascertaining the true contents.

A most extraordinary rule which obtains in Ireland, as well as in England, was brought under my notice respecting the measurement of ma-

hogany, which is as follows:—In Dublin, every five feet Queen's caliper measure counts only for three to the purchaser. In Bristol, every five feet such measure (Queen's caliper) counts four to purchaser; while in Liverpool three feet Queen's Caliper counts two feet to the purchaser, and different allowances obtain in other ports—Dublin and Bristol being the two extremes. This practice was cited to me when in Liverpool as an argument in favor of string measure, which may be regarded as one absurdity quoted to justify another. It appeared to me strange why all these different rules, modes, and customs should prevail in the different ports for timber only, while the generality of all other commodities are governed by one uniform system of weights or measures all over the kingdom.

In the course of my communications with Mr. Chaloner, of Liverpool, an extensive timber merchant and broker, I mentioned to him that I was instructed by the Honorable the Commissioner of Crown Lands to procure specimens of all the foreign timber imported into the United Kingdom, and asked him where and how I should be most likely to obtain them. Mr. C. introduced me to Mr. Bride, an extensive dealer in fancy woods. This gentleman consented to get together as many specimens as he possibly could, but at the same time he did not appear to be anxious to undertake this business. At the expiration of nearly three months, Mr. Bride's foreman, with the assistance of one of his clerks, managed to procure, after much trouble and considerable expense, about seventy different kinds,—for all which Mr. Bride declined compensation. Even the parties thus occupied would not accept any remuneration for their trouble or time. These specimens are now in my office in Quebec. While speaking of these samples I think it right also to remark that Mr. Strang (of the firm of Messrs. Gilmour, Rankin, Strang & Co.), of London, is getting up a complete set for me, which he purposes sending out in the fall by one of their ships. Mr. Strang informed me before I left that he had already procured thirty-four.

Glasgow being the next most important place where string measure is used, I proceeded there on the 1st April. Called on Allan Gilmour, Esq., who notified the principal men in the trade on the Clyde to meet at his office for the purpose of affording me an opportunity of explaining the different modes of measuring wany timber. I found no difficulty in convincing these gentlemen of the fallacy of string measure, and the correctness of the manner in which we take the dimensions in Canada. They were very reasonable, and seemed inclined, from my explanations, to introduce the system adopted by the Canadian Government. Mr. Gilmour, previously knowing the string to be erroneous, had been doing everything in his power to establish caliper measure. I have reason to believe he would have succeeded had he been supported by the Quebec merchants. Having presented the box of specimens to the Chamber of Commerce, several gentlemen in the lumber trade expressed a desire to have sets for their own private use, and requested me to send twelve, addressed to Messrs. Edmiston & Mitchell, Glasgow, who would remit the amount of cost and charges of the same. The sets are now being prepared.

I visited Port Glasgow and Greenock. Was told the stocks of lumber were unusually small, and that if the ordinary consumption were going on, there would scarcely be sufficient to last until the new lumber would arrive. A sale of timber took place at Port Glasgow on the 2d April. St. Johns White Pine, very fair quality, 24 inch average, sold for 2s. 6d. per foot; some Quebec, same size, very good, was offered, one lot of which was sold for 2s. 4½d.; the rest was withdrawn, and would not be sold under the price obtained for St. Johns' timber. There was scarcely any foreign timber in the Clyde then, and not much imported at any time. The average freight from the Baltic ports to the Clyde is 16s. to 18s. per load.

The next port I have to report upon is Aberdeen. I called upon Messrs. Donaldson & Rose, who are pretty largely engaged in the trade there, from whom I received the following information:—They stated that, owing to the recent repeal of the duty on foreign timber, inferior stuff from the Baltic will come into more general use than heretofore. That timber from Norway and Sweden (if the rubbish I saw can really be called timber) can be laid down in Aberdeen at 1s. per foot, and that the effects are already manifestly perceptible and likely to increase. Should the import of Canadian timber to this part of the kingdom not soon considerably diminish, it will be owing to a great reduction in the price at which it can be laid down here at present, as the freight from the Baltic ports to Aberdeen is less than one-half that from the Canadian ports. There is no Centre here, where parties engaged in this trade frequent, and, by the advice of Messrs. Donaldson & Rose, I left the box of specimens addressed to this place at the Mechanics' Institute.

I arrived in Edinburgh 7th April, and presented a box of specimens to Professor Balfour (of that city), Secretary to the Botanical Society, by whom they were greatly admired, and he considered that Society highly complimented by the presentation. He intimated that there would be a meeting of the Society on the following Thursday, after which he would write officially acknowledging the receipt of the same.

I next visited Leith, and had an interview with William Muir, Esq., timber merchant, with whom I made an appointment for the following day, in order that he might have some other members of the trade present. I attended at the time specified, and met Mr. Muir, Mr. Thompson, and others engaged in the lumber business. String being the mode by which Canadian timber is measured in Leith, I deemed it necessary that I should also satisfy these gentlemen of the fallacy of that system as applied to wany timber. I did so, and was well assisted by Mr. Muir and Mr. Smith, both of whom understand the calculations well. I am inclined to believe, that after the explanations given by me so far on this tour, there would not be any great difficulty in establishing our method of taking the dimensions if the Quebec merchants would only hold out; but most of them have been selling by string measure, and, of course, so long as they continue to do so, the purchaser will not adopt any other mode, which does not leave so large an overplus to the consumer. I would hope, however, that our merchants will not have so much to contend with next

winter as they have had during the past. At all events, the purchasers will not be able to hold out the same argument that the string is correct, as they have been fully convinced to the contrary, and that the method adopted by us is correct.

I deem it worthy of remark that while at Leith I counted ten foreign vessels in that port discharging battens, the produce of Norway. These battens are chiefly eighteen feet and upwards in length, and six and a-half inches in breadth, by two and a-half inches thick. I observed that they are all sawn from small stuff, as the pith is to be seen in almost every one of them, either in the centre or near the side. I am under the impression that the cutting of such young trees as these battens are made from must be very destructive to the forests of Norway; and when it is taken into consideration the immense quantities of these battens that are poured into the United Kingdom, France, and Belgium, I am led to believe that the forests of Norway cannot long hold out to furnish the same supply. The prices at which these battens are sold in Leith are as follows:—

1st quality,  $1\frac{3}{4}d.$  per lineal foot.

2nd “  $1\frac{1}{4}d.$  “ “

3rd “  $1\frac{1}{8}d.$  “ “

Presented the box of specimens addressed to this place to the Chamber of Commerce. The average prices of the following goods in Leith, in April, 1861, were as under:—

**Fir Timber :**

Riga Redwood,.....19d. to 20d.  $\frac{1}{2}$  foot; Freight, 17s. to 18s.  $\frac{1}{2}$  load.

Crown Redwood Dantzic,.18d. to 19d. “ “ 14s. to 15s. “

“ “ Memel,.20d. to 21d. “ “ 14s. to 15s. “

Common “ “ .15d. “ “ 14s. to 15s. “

Swedish Fir,.... .12d. to 14d. “ “ 17s. to 18s. “

Oak, Wainscot Logs Riga, ..6s. “

“ “ Memel,.5s. 6d. “ “ 18s. to 20s. “

“ 2nd quality “ .3s. 6d. “ “ 18s. to 20s. “

“ Staves Crown Memel, £160 to £170 per M., 1200 ps. 6 x 6 x 3.

From the best information I could obtain, it appears that the recent repeal of the duties on foreign timber will have no effect on Canadian wood as far as Leith is concerned.

I Visited Newcastle-on-Tyne and South Shields, and found that a large proportion of the lumber consumed in this neighborhood is brought from the Baltic. Looked over several establishments in Newcastle, examined their stocks, and find it to be so. All timber is measured here by extreme caliper. The value of Baltic wood goods here, and likewise their freight, vary but little from the prices quoted for Leith. Delivered the set of specimens addressed to Newcastle to the Secretary of the Chamber of Commerce.

*Hull, 12th April.*—At this port my communications were with William Burstall, Esq., Messrs. Charles Heavens & Brothers, Messrs. R. Wade, Sons & Co., and Messrs. Harrison. These gentlemen took pains to afford me all the infor-



mation in their power connected with the trade there. With respect to the stock of timber on hand at that time, a large proportion was Baltic timber—I should say not less than about 80 per cent. of the whole. The Memel timber is beautifully made, all smoothly hewn, and four straight lines, and of equal size, from end to end. The Baltic red wood is a hard, harsh, knotty red pine, strong, and likely to be good for bearing weight.

It appears to me, by the information received here, that the repealing of the duties on foreign timber recently has not had the effect of reducing the prices to the consumer, for, just so soon as the change in the duties took place, the prices went up in the ports of shipment in the same proportion, and that the consumer in England does not get the timber any cheaper on that account.

The great bulk of all the Baltic timber is brought in foreign vessels, and the consequence is, that all the benefits arising out of the repeal of the duties—at least so far—have been to the advantage of the foreign exporter, and foreign shipowner.

I appointed a meeting with some of the gentlemen above named, and open to any others desirous of attending, for the purpose of explaining the different modes of taking the dimensions of wany timber; and although the mode practised here is the extreme caliper measure, the explanation was necessary, as certain parties in Liverpool who have interests here have tried to introduce string measure into Hull also. There were a number of people present in Mr. Wade's office while I was explaining the fallacy of string measure. Mr. Wade seemed to take great interest in the matter, and he and all the other parties expressed themselves satisfied, instructed, and glad of having had an opportunity of seeing it so plainly demonstrated. Mr. Wade and others of the gentlemen present took the dimensions and drawings of all the parts of the diagram, in order to have similar figures constructed. At the request of Mr. Burstall, I went to another office and explained to them with equal success, in so far as explanation was necessary. And although those parties agreed with me as to the absurdity of string measure, nevertheless, they said they would not buy any wany timber by any other than string measure. The reason given was, that the consumers, or converters (as they call them) in the country lying between Hull and Liverpool, would buy much more timber in Hull than they now do were the string adopted in Hull the same as in Liverpool—thus it will be seen that the Liverpool absurdity (if nothing worse) affects other parts of the country besides its own neighborhood.

Here they complained sadly of the culling of certain deals last year, and I must acknowledge that, judging by what I saw, they did not complain without cause. I am happy to be able to state that these deals were not culled by any of the cullers attached to this office. Complaints were also made that our birch timber is cut too short, and that large quantities of it would be used for railway carriages if cut even to average 15 feet in length. And also that our deals should be made much longer if possible, as in many cases Baltic deals have to be used, owing to their superior lengths, where Quebec would be

preferred if equal in that respect. Delivered the box of specimens addressed to this port to the Secretary of the Chamber of Commerce.

I Reached London on the 15th April. Called on W. S. Lindsay, Esq., M.P. Delivered a box of specimens and your letter. I also delivered your letter and a box of specimens to the Linnean Society. Waited on Messrs. Churchill & Sim, Messrs. Gilmour, Rankin, Strang & Co., and several others in the trade. There is no such body in London as the Chamber of Commerce, I therefore decided to leave the set of specimens intended for that body with Messrs. Churchill & Sim, to be kept in their office, believing that the object in view would be carried out, by my so doing, as the said office is a great resort of those in the trade. Mr. Strang accompanied me to the docks to see the timber there. There was a large stock of lumber in London at that time, and I concluded that at least 90 per cent. of all the square fir timber was foreign. Our red pine is almost driven out of this market by the Memel red wood; and the Swedish timber, although very inferior, being obtainable at such low prices, say about 1s. per foot, supplies the place of our common white pine, so that very little of our white pine is required here, except a comparatively small quantity of our best board timber. There was an unusually large quantity of Quebec deals unsold, and business in them had been almost stagnant for the previous three months; but trade was then improving. The import of foreign lumber to London has increased over 25 per cent. within the last five years, while the increase of lumber from British North America has not exceeded 17 per cent. All timber is measured in London by extreme caliper measure.

I Visited Portsmouth, and had an interview with Mr. Garret, who went with me round the docks and building slips. I find there is not much of our timber used in the dockyard. Large quantities of Sardinian oak are here used in shipbuilding, and what I have seen of it seems particularly well suited for that purpose, at least as far as shape is concerned, as it is almost all crooked. I was unable to ascertain the contract price of this timber.

**Bristol.**—At this port I called on Messrs. Mark Whitwell & Son, and Messrs. Barns & Sons, for whom I had letters of introduction. These gentlemen interested themselves to furnish me with all the statistical information in their power connected with the timber trade here, by which I find that during the last four years there has been a great increase in the import of foreign lumber into this place. The proportions stand as under:—

	Colonial.	Foreign.
The import was, in 1857,	62,136 loads;	29,587 loads.
“ “ 1858,	62,862 “	32,422 “
“ “ 1859,	77,982 “	28,705 “
“ “ 1860,	60,690 “	70,941 “

It will be seen that during the past year the increase in foreign timber has been 150 per cent., and the decrease in Colonial about 25 per cent. The freight from the Baltic ports to Bristol averages about 19s. per load; from Quebec 30s. I delivered the box of specimens addressed to Bristol to the Secretary of the



Chamber of Commerce. - I proceeded to Gloucester, thence to Cardiff, Caermarthen, and other places in Wales. I had interviews with Messrs. Price & Co., of Gloucester, Messrs. Watson & Co., Cardiff, and Mr. Lewis, of Caermarthen, and find that the proportion of Baltic timber imported into those places is very small—not more than 15 to 16 per cent. of the whole. The freights from the Baltic ports to Gloucester, Cardiff, and Caermarthen average at present (7th June) about 20s. per load, while the freights from Quebec have come down to 30s. This is disproportioned, as the former is usually about one-half the latter, and is caused partly by the very large quantities of grain to be removed from the Baltic ports, and partly by the troubles in the United States, which have caused a number of American ships to be sent round to the St. Lawrence.

I observed when travelling in England, that our timber, in the shape of sleepers, is now almost entirely driven out of the market by an inferior article from the north of Europe, which can be laid down in England, owing to the difference in freight, at prices we cannot compete with. I have examined them in many places and find that from 30 to 40 per cent. of their cubic contents is nothing but sap. This timber is put through a process of creosoting which may preserve the sap, but I doubt it; and I have no hesitation in believing that within a few years it will be found that our tamarac would have been cheaper in the end.

As some of the older railways were then undergoing repair, I was anxious to have the opinion of some respectable practical engineer as to the durability of our tamarac sleepers—feeling satisfied in my own mind that they will bear comparison with timber of any other country for that use, and as such repairs were going on in the neighborhood of Cardiff, I requested Mr. Alexander, of the firm of Messrs. Watson & Co., to write to the engineer for that purpose. He did so, and I have great satisfaction in referring you to his letter on the subject, which I herewith annex:—

TAFF VALE RAILWAY,  
GENERAL SUPERINTENDENT'S OFFICE,  
CARDIFF, June 10, 1861.

#### HECKMATAC TIMBER.

DEAR SIR,—Some ten years back I used this timber extensively in bridges and general work. I then formed a very favorable opinion of the same. Since that time little, if any, has been imported here, and I have lost sight of it. This morning, I had some portions examined, and I find it tolerably sound, fully confirming the opinion I had formed of its strength and durability. I am fully persuaded Heckmataac would be used largely in Railway works, of course governed by the price at which it could be sold.

Yours faithfully,

GEO. FISHER.

WM. ALEXANDER, Esq., Cardiff.

My tour of the principal ports of Great Britain being now completed, I proceeded to Ireland. Arrived in Dublin on the 13th June, and presented letters of introduction to James Martin, Esq., who is extensively engaged in the lumber business in that city, he satisfied me from statistics in his possession, that about

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. "

Quebec to Bristol, or Sharpness Point,.....	32s. 0d. per load.
“ Comblwich Pill, .....	34s. 0d. “
“ Dublin,.....	32s. 0d. “
“ Belfast, .....	32s. 0d. “
“ Galway,.....	33s. 0d. “
“ Tralee, .....	34s. 0d. “
“ Wicklow,.....	35s. 6d. “
“ Larne (vessels 350 tons register),.....	33s. 0d. “
“ Marseilles, .....	38s. 0d. to 39s. 0d. “
“ St. Nazaire or Honfleur,.....	36s. 0d. “
“ Antwerp (all oak), .....	45s. 0d. “
“ Bordeaux or Paimboeuf, Timber and Deals, .....	£5 to £5 10s. 0d. per std.
Saguenay or Mills in the St. Lawrence to London, Deals, ...	85s. 0d. to 87s. 6d. “
Rimouski to Havre,.....	97s. 6d. “
Pugwash to London, Deals, .....	85s. 0d. “
Restigouche to Gloucester, .....	92s. 6d. “
Richibucto to London, Hull or Grimsby, .....	85s. 0d. to 87s. 6d. “
“ to Bristol Channel,.....	90s. 0d. “
Shediac to London, Hull or Grimsby,.....	85s. 0d. to 87s. 6d. “
“ to Honfleur,.....	95s. 0d. to 97s. 6d. “
Miramichi to London, Hull or Grimsby, .....	85s. 0d. “
“ to Appledore Pool (small ships),.....	90s. 0d. “
St. Johns to Bristol Channel, Deals, .....	80s. 0d. “
Sundswall to East Coast,.....	55s. and 5 per cent. “
“ Shoreham, .....	60s. “ “ “
“ English Channel, .....	60s. “ “ “
“ Liverpool,.....	62s. 6d. “ “ “
“ Cardiff or Newport, .....	62s. 6d. to 65s. “ “ “
“ British Channel, Deals, .....	67s. 6d. “ “ “
“ Cork,.....	70s. 0d. to 75s. 0d. “
Husum to Coal Ports on East Coast,.....	50s. and 5 per cent. “
Swartwick or Saudarne to London or East Coast,..... } Or Coal Ports, .....	55s. “ “ “ 50s. “ “ “
“ to British Channel, .....	65s. “ “ “
Hudickswall to London or East Coast,.....	55s. “ “ “
Soderhaum, Sandarne, Ljusne, or Nyhaum to London or East Coast, .....	55s. “ “ “
“ to Sunderland or Blyth, Timber and Deals,....	50s. 0d. “
“ to Grimsby, .....	52s. 6d. and 5 per cent. “
“ Or to Leith or Dundee, .....	55s. per std., in full.
“ to Jersey, .....	65s. and 5 per cent. per std.
Gefle to London or East Coast, .....	55s. and 5 per cent. “
“ A Coal Port on East Coast, .....	50s. and perhaps 5 “ “
“ Leith, Dundee or Grangemouth, .....	52s. 6d. to 55s. 0d. “
“ Aberdeen or Dunbar,.....	55s. per std., July shipment.
“ English Channel, .....	60s. and 5 per cent. per std.
Weaborg to London, Hull or Grimsby,.....	60s. to 62s. 6d. and 5 per cent. “
“ Granville, .....	100 fcs. “ “ “
“ Libourne, 70 to 80 std., Deals, .....	100 fcs. “ “ “
Gamla Carlely to London or East Coast, .....	60s. “ “ “
Cristinestad to London, Hull or Grimsby, .....	60s. per std. in full.
Frederickshaum to London or East Coast,.....	45s. 0d. per std.
Wyburg to London, Hull or Grimsby, Deals,.....	45s. 0d. “
“ East Coast (small ships),.....	47s. 6d. “
“ British Channel,..... } Or to Truro, .....	57s. 6d. to 60s. 0d. “ 57s. 6d. “

Wyburg to Marseilles,.....	120 fcs. per std.
St. Johns to Plymouth, .....	80s. 0d. "
" " London or Grimsby, Deals,.....	82s. 6d. "
St. Mary's to Havre, .....	95s. 0d. "
Musquash to London, Deals, .....	82s. 6d. "
Black Sea, Mediterranean, Spain and Portugal, Segna or to United Kingdom, Staves,.....	7s. 6d. and 10 per cent. per 100 pcs.
Venice to a Dockyard in England (Oak), Timber, .....	35s. 0d. per load.
Ancona " " " .....	35s. 0d. "
Naples " " " .....	28s. 0d. "
Leghorn " " " .....	28s. 0d. "

## WHITE SEA.

Archangel to London or East Coast, Deals,.....	80s. 0d. per std.
Option desired of West Coast, at.....	90s. 0d. "
" British Channel or West Coast, Deals,.....	90s. 0d. "
Onega to London or East Coast, Deals, .....	75s. 0d. "
Option of West Coast,.....	85s. 0d. "
" British Channel (vessel about 100 to 120 std.),....	85s. 0d. to 90s. 0d. "

## GULF OF BOTHNIA AND BALTIC.

Neder Calix, Ranea or Pitea to Antwerp,.....	85 fcs. to 87 fcs. and 5 per cent.	"
" to Fecamp, .....	100 fcs.	" " "
Lulea to Gosport, .....	67s. 6d.	" " "
Or to Arundel,.....	70s. 0d.	" " "
Ranea to Lowestoft or Yarmouth, .....	65s. per std., vessel about 100 std.	
" Plymouth, .....	67s. 6d. to 70s. and 5 per cent.	per std.
Haparanda to Coal Port on East Coast, .....	60s. 0d.	" " "
Or to East Coast,.....	65s. 0d.	" " "
Or English Channel,.....	70s. 0d.	" " "
Sikea (near Umea) to London or East Coast, .....	60s. 0d.	" " "
Option of British Channel, .....	67s. 6d.	" " "
Umea to East Coast, .....	60s. 0d.	" " "
Or to a Coal Port direct, .....	52s. 6d.	" " "
Kramfords (near Nyland) to East Coast, England.....	55s. 0d.	" " "
Hernosand to London or East Coast, .....	55s. 0d.	" " "
Sundswall to London, Timber and Deals,.....	55s. 0d.	" " "
" to a safe Coal Port on East Coast (small vessel),.	50s. 0d.	" " "
Cronstadt to London, Deals, .....		40s. 0d. "
" Exmouth Bight, Deals, .....		47s. 6d. "
Or to Shoreham, .....		47s. 6d. "
Narva Bay to London, Deals and Timber, .....		57s. 6d. "
" " East Coast, Deals, .....		55s. 0d. "
" " Grimsby, " .....		52s. 6d. "
Or Square Sleepers, .....		17s. 6d. per load.
Or Round " .....		19s. 6d. "
" " West Hartlepool, Square Sleepers,.....		15s. 6d. "
Deals, .....		47s. 6d. per std
Option desired of Grimsby at, .....		17s. 6d. per load.
Riga Town (Bolderaa) to London, Sqr. Sleep. or Fir Tim., ..		21s. 0d. "
" to West Hartlepool or Tyne Dock, .....		17s. 0d. "
Or Square Sleepers,.....		20s. 0d. "
" (Belderaa) to a Dockyard in Thames, Timber, ..		21s. 0d. "
And Masts, .....		24s. 0d. "
" to Portsmouth, Timber,.....		23s. 0d. "
Masts, .....		26s. 0d. "
Lieban to London, Timber, Deals or Square Sleepers,.....		19s. 0d. "

Windan to London Hull or Grimsby, Timber or Sq. Sleep.,...	17s. 0d. per load.
Memel to " Staves,.....	£17 0s. 0d. per mille.
Or to Grimsby,.....	£15 0s. 0d. "
Or to Liverpool,.....	£18 0s. 0d. "
" " or East Coast, Timber and Sq. Sleepers,...	17s. 0d. per load.
" Chester, Timber, .....	20s. 0d. "
Or to Dublin, Square Sleepers,.....	20s. 0d. "
Round Sleepers,.....	22s. 0d. "
" Torquay, Timber and Deals, .....	18s. 0d. "
" English Channel, between Dover and Southampton,.	18s. 6d. "
" British Channel, Timber or Square Sleepers,.....	10s. 0d. to 19s. 6d. "
" Wexford, 200 loads Timber,.....	23s. 0d. to 24s. 0d. "
" Table Bay, or Algoa Bay, deals,.....	£7 15s 0d. "
Or Dantzic to Newport or Cardiff, Sq. Sl. or Tim.,	23s. 0d. to 19d. 0d. "
Or Round Sleepers, at.....	20s. 0d. "
Pillan to Combnich Pill, Square Sleepers,.....	21s. 0d. "
Or to Drogheda,.....	22s. 0d. "
Dantzic to London or East Coast, Timber or Sq Sleepers, ..	16s. 6d. "
" Sunderland or a Coal Port, Oak Timber, .....	18s. 0d. "
Or to Hull, .....	20s. 0d. "
" Shoreham, .....	18s. 0d. "
Or to Milford, Timber, .....	19s. 0d. "
Or to Bristol, .....	19s. 0d. "
" Or to Truro, Timber, .....	19s. 0d. "
Gothenburg to London or East Coast, Deals, .....	32s. 6d. to 35s. 0d. per std.
" Storeham, 70 Fathoms Firewood,.....	45s. 0d. per fath.
Dramman or Frederickstadt to London, Deals, .....	26s. 0d. per dram std.

I have also compiled a table, which I annex, shewing the prices of lumber in the principal ports of the Baltic at a given time, and a table of all lumber imported into the United Kingdom for the last four years, shewing the quantities imported each year, distinguishing the lumber imported from British North America from that imported from all other countries, and also shewing the quantities carried in British and foreign ships respectively, for the years 1857, 1858, and 1859. The Annual Report of the Trade and Navigation of the United Kingdom, from which the import of lumber has been compiled, does not distinguish the quantities carried in British and foreign ships, respectively, for 1860:—

PRICES OF SWEDISH TIMBER AND DEALS ON THE 20TH MARCH, 1861, FREE ON BOARD.

	GOTHENBURG.	Mixed.	Thirds.
Planks, Deals, Battens and Boards.	£ s. d.	£ s. d.	£ s. d.
Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,.....	8 15 0	7 10 0	
" 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9, " " .....	7 15 0	6 10 0	
" 2½ x 6, and undersizes, " " .....	7 5 0	6 0 0	
" 1½ x 9 & 8, 1½ x 9, 8 & 7, & 1 x 9, 8, & 7, per St. Ptg. std.,...	6 5 0	5 0 0	

NORRKÖPING, GEFLE, SÖDERHAMN, LJUSNE, AND PORTS OF SIMILAR PRODUCTION.

Planks, Deals, Battens and Boards	£ s. d.	£ s. d.
Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,.....	7 10 0	6 10 0
" 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9 " " .....	6 10 0	5 10 0
" 2½ x 6, and undersizes, " " .....	6 0 0	5 0 0
" 1½ x 9 & 8, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7 per St. Ptg. std.,....	5 5 0	4 0 0

## SUNDSVALL, HERNOSAND, NYLAND, AND PORTS OF SIMILAR PRODUCTION.

## Planks, Deals, Battens and Boards.

Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,	7	0	0	0	0	0
" 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9 "	"	"	6	0	0	5 0 0
" 2½ x 6, and undersizes, "	"	"	5	10	0	4 10 0
" 1½ x 9, 8 & 7, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7 per St. Ptg. std.,	5	0	0	4	0	0

## SKELLEFTÅ, LULEÅ, PITÅ, AND PORTS OF SIMILAR PRODUCTION.

## Planks, Deals, Battens and Boards.

Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,	6	10	0	5	10	0
" 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9 "	"	"	5	10	0	4 10 0
" 2½ x 6, and undersizes, "	"	"	5	0	0	4 0 0
" 1½ x 9, 8 & 7, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7 per St. Ptg. std.,	4	0	0	3	10	0

## SUNDSVALL, HUDIKSVALL, NYHAMN, NYLAND, ETC.

## Timber.

	£	s.	d.	
Best Redwood Square Timber, 9 to 14 in. and upwards, 30 to 31 ft. av.,	1	8	0	per load.
Best Redwood " 9 to 13 " " 26 to 27 "	1	6	0	"
Red Deals or Battens, for stowage only,	6	10	0	per std.

## SKELLEFTÅ, LULEÅ, PITÅ, ETC.

## Timber.

Best Redwood Timber, 9 to 13 in. sq., averaging 20 to 22 feet per pc, ..	1	1	0	per load.
Under 9 inches and Whitewood, 5s. per load less.				

## THE FOLLOWING WERE THE PRICES OF LUMBER, FREE ON BOARD, AT MEMEL. IN MARCH, 1861:—

Crown Fir Timber, 12 inches and upwards, } 25 feet average, at.....	70s.	Od.	per load.
" 11 " " " } .....	68s.	Od.	"
First Midlg. " 12 " " " } 26 " " .....	64s.	Od.	"
" 11 " " " } .....	62s.	6d.	"
Second " 12 " " " } 27 " " .....	54s.	Od.	"
" 11 " " " } .....	52s.	6d.	"
Inferior " 12 " " " 25 " " .....	45s.	Od.	"
Oak Timber.—Crown, 100s. Od., Second quality, .....	90s.	Od.	per 50 run'g ft.
Wainscot Logs.—Crown, 5s. 6d., " .....	3s.	6d.	per run'g foot.
Deals, 3 x 1½ and 3 x 9 inch, averaging 17 to 18 feet.			
Red.—Crown, £12 ; Seconds, £7 ; Thirds, .....	£6	6s.	Od. } per 750 run'g.
White.—" 7 " " 6s. " .....	5	5s.	Od. } ft., 3 x 1½ in.
Staves.—Crown Pipe, £150, 1st Brack, .....	125	0s.	Od. per 1200 pieces.

## PRICES AT DANTZIO IN SPRING OF 1861.

## Square Red Fir Timber.

Best Middling, 25 feet average length, .....	55s.	Od.
Good " 26 " " .....	47s.	Od.
Common " 27 " " .....	42s.	Od.

The usual dimensions are 15 feet and upwards, averaging as above,  
by 1½ to 1½ inches square.

Shorter average lengths might be supplied at a reduction in price,  
whereas greater lengths are scarce and considerably dearer.

## Small-sized Square Red Fir Timber.

2 to 1½ inches square, 28 feet average length.		
Best Middling, .....	45s.	Od.
Second " .....	36s.	Od.

## Whitewood Square Timber.

1½ to 1½ inches square, 32 feet average length, .....	28s.	Od.
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## Sleeper Logs, Red Fir.

2 inches square, 8½ feet long, .....	25s.	Od.
1½ " 8½ " " .....	31s.	Od.

per load.





2,082 Oak Planks, 1st Brack,	being.....	5,802 more than in 1859.
21,702 " 2d "	" .....	5,640 " "
40,351 pieces Oak Timber, planking logs and crooks, being.....	11,758 " "	
15,724 shocks of Oak Staves,	" .....	986 " "

## EXPORTATION OF WOOD GOODS FROM DANTZIC, 1860.

229,190 pieces of full-sized square Fir Timber, being.....	51,060 more than in 1859.
57,127 " small-sized " " .....	31,052 " "
877,392 Sleepers and Sleeper Logs, " .....	372,745 " "
326,987 Fir Deck Deals, Deals and Deal Ends, " .....	37,833 " "
2,066 Masts, Spars, Bowsprits, &c., being .....	9,305 less than in 1859.
4,783 Fathoms of Lathwood, " .....	844 more "
29,346 Oak Planks, 1st Brack, " .....	11,097 " "
29,741 " 2d " " .....	6,141 " "
96,083 Unbracketed Oak Planks and Plank Ends, " .....	41,847 less "
36,755 pieces of Oak Timber, Planking Logs and Crooks, being .....	2,753 " "
14,091 Shocks of Oak Staves, " .....	1,740 more "

## STOCK OF WOOD GOODS ON THE 31st DECEMBER, 1860.

87,719 pieces of full-sized square Fir Timber, being.....	18,810 more than on 31st Dec., 1859.
74,408 " small-sized " " " .....	19,451 " " "
11,951 " Whitewood, square Timber, " .....	3,014 " " "
154,113 " Roundwood, Fir, " .....	34,085 " " "
13,757 Oak Planks, 1st Brack, " .....	6,185 less " "
9,438 " 2d " " " .....	7,079 " " "
54,836 pcs. Oak Timber, Planking Logs and Crooks, being ..	3,030 more " "
9,551 Shocks of Oak Staves, " ..	3,647 " " "

## EXPORTATION OF WOOD GOODS FROM DANTZIC TO THE DIFFERENT COUNTRIES IN 1860.

	TO GREAT BRITAIN.			TO FRANCE.			TO OTHER COUNTRIES		
		More than in 1859.	Less than in 1859.		More than in 1859.	Less than in 1859.		More than in 1859.	Less than in 1859.
Pcs. of full-sized sq. Fir Timber,...	190354	34352	.....	19137	6068	.....	19699	10640	.....
" small-sized " " ..	36572	22270	.....	7376	243	.....	13179	8539	.....
Sleepers and Sleeper Logs,.....	722752	224489	.....	.....	.....	.....	154640	148256	.....
Fir D'k Deals, Deal Ends & Deals,	72553	.....	16838	45504	3706	.....	212930	50965	.....
Masts, Spars, &c.,.....	385	27	.....	1496	.....	9322	185	.....	10
Fathoms of Lathwood, .....	4782	916	.....	.....	.....	.....	1	.....	72
Oak Planks and Plank Ends, ...	56465	.....	42413	88778	15902	.....	9927	1902	.....
Pcs. of Oak Timber, Crooks, &c.,	12887	.....	410	5337	.....	.....	18531	1019	.....
Shocks of Oak Staves,.....	9469	3878	.....	3289	.....	.....	1333	.....	187

n 1859.

"

"

"

"

per 60

tren'ls.

per mille of 1200 staves.

per

run.

foot.

per

120

run'g.

feet.

per 40

run. ft.

per

720

run'g.

feet.



The number of ships lying here on the 31st Dec., 1860, was .....	124
" " built in 1860, .....	6
" " arrived in the course of 1860, .....	2542

In all, ..... 2672

Sailed from here in 1860, ..... 2570

Lying here on the 31st Dec., 1860, ..... 96

In all, ..... 2672

Sail'd to Great Britain,.....	1267	ships, of which	641	with timb'r,	607	with grain,	10	with oth'r car.—	... bal.
" Holland,.....	266	"	"	57	"	208	"	1	" " " " ... "
" Sweden & Norway, 198	"	"	"	.....	"	185	"	...	" " " " 13 "
" Denmark,.....	191	"	"	65	"	122	"	3	" " " " 1 "
" Prussian Ports,.....	161	"	"	2	"	101	"	41	" " " " 17 "
" France,.....	103	"	"	86	"	16	"	1	" " " " ... "
" Hanover, .....	93	"	"	18	"	75	"	...	" " " " ... "
" Bremen, .....	89	"	"	51	"	37	"	1	" " " " ... "
" Belgium, .....	84	"	"	39	"	45	"	...	" " " " ... "
" Russia,.....	57	"	"	47	"	...	"	3	" " " " 2 "
" Oldenburg, .....	27	"	"	25	"	2	"	...	" " " " ... "
" Spain,.....	13	"	"	13	"	...	"	...	" " " " ... "
" Hamburg, .....	5	"	"	.....	"	3	"	2	" " " " ... "
" Mecklenburgh, ....	4	"	"	4	"	...	"	...	" " " " ... "
" Lubeckia,.....	4	"	"	.....	"	4	"	...	" " " " ... "
" Italy, .....	1	"	"	1	"	...	"	...	" " " " ... "
" Africa, .....	1	"	"	1	"	...	"	...	" " " " ... "
" America, .....	1	"	"	1	"	...	"	...	" " " " ... "
2565	"	"	1051	"	1405	"	76	"	" " " " 33 "

1850.

Quantities Imported.			Computed real value.
Ton- nage.	In Foreign Vessels.	Total.	
Tons.	Loads.	Loads.	£
1906	39831	71027	205130
1973	111672	121345	340815
1970	70862	71532	213274
1918	247036	288554	850005

[illegible]

## GENERAL IMPORTS OF WOOD GOODS INTO THE UNITED KINGDOM FOR THE YEAR

WOOD on TIMBER.	COUNTRIES WHENCE IMPORTED.	1887.				1888.			
		Quantities Imported.			Computed real value.	Quantities Imported.			Computed real value.
		In British Vessels.	In Foreign Vessels.	Total.		In British Vessels.	In Foreign Vessels.	Total.	
		Loads.	Loads.	Loads.		Loads.	Loads.	Loads.	
Not sawn or split, or otherwise dressed, except hewn, .....	Russia, .....	11282	19097	30379	91103	10391	24417	34738	94522
	Sweden, .....	3730	102637	108416	310985	6406	67070	93085	251054
	Norway, .....	2258	61127	63085	292540	1298	57420	58718	157846
	Prussia, .....	68766	216160	284926	884243	58131	207040	265171	713781
	Hanse Towns, .....	783	1028	1811	6020	.....	.....	.....	.....
	Tuscany, .....	850	2221	3051	9709	2532	631	3160	9269
	Papal States, .....	657	.....	657	1853	1109	.....	1109	3087
	United States, .....	52510	9201	62150	228585	18703	11200	20913	105134
	Sierra Leone, .....	718	.....	718	2210	.....	.....	.....	.....
	Australia, .....	1058	.....	1053	3336	.....	.....	.....	.....
Jenls, Battens, Boards, &c., sawn or split,	British North America, .....	581744	28861	620005	1987989	453280	29415	482795	1434557
	France, .....	.....	.....	.....	.....	.....	.....	.....	.....
	Cuba, .....	.....	.....	.....	.....	.....	.....	.....	.....
	Hamburg, .....	.....	.....	.....	.....	.....	.....	.....	.....
	Other Ports, .....	177	776	953	2099	1070	962	2032	5698
	.....	727261	451428	1178689	8731662	553450	418576	971826	2779809
	Russia, .....	155671	91284	246955	739262	115840	110821	226661	604424
	Sweden, .....	42374	118041	161205	484760	37153	153912	191065	513350
	Norway, .....	6028	193550	194578	401019	4719	131171	135890	375436
	Prussia, .....	15681	32427	51111	164640	13727	37385	51105	139112
Staves not exceeding 72 inches long, ...	France, .....	1296	939	2235	7733	1067	163	1230	3201
	United States, .....	3998	2501	6589	18136	993	1125	2113	6077
	British North America, .....	486723	233291	720014	2014280	452030	160046	612076	1417302
	Other Ports, .....	431	348	779	2562	503	602	1105	3202
	.....	712405	606870	1316275	3832547	656932	508198	1255130	3187209
	Norway, .....	129	218	345	8079	.....	.....	.....	.....
	Prussia, .....	22150	20054	42474	370980	20555	13383	34943	323048
	Austrian Italy, .....	211	1029	1240	11067	1904	2890	4794	40271
	United States, .....	5881	15231	21112	188425	3814	17658	23272	176918
	British North America, .....	50801	6015	45816	202077	35735	4119	39854	208312
Staves exceeding 72 inches long, .....	Other Ports, .....	452	106	558	4555	1523	850	2373	22209
	.....	68924	42621	111545	878283	65331	39905	105236	777640
	Prussia, .....	.....	.....	.....	.....	93	34	127	1160
	Russia, .....	120	589	709	6326	55	56	111	1093
	United States, .....	.....	43	43	582	.....	.....	.....	.....
	British North America, .....	71	8	79	625	32	.....	32	150
	Other Ports, .....	8	1	9	82	2	1	3	25
	.....	190	611	840	7315	182	91	273	2457
	.....	Fathoms.	Fathoms.	Fathoms.	.....	F fathoms.	Fathoms.	Fathoms.	.....
	British North America, .....	22	19	41	133	17	17	34	68
Firewood of British possessions, .....	Other Ports, .....	5	.....	5	7	.....	.....	.....	.....
	.....	27	10	46	140	17	17	34	08
	Russia, .....	320	490	810	3727	328	387	715	2283
	Sweden, .....	369	3109	3478	15997	395	2373	2773	8874
	Norway, .....	104	14218	14322	65882	26	17101	17217	55006
	Other Ports, .....	65	111	176	808	06	103	169	500
	.....	858	17028	18786	86414	815	20007	20874	66707
	.....	Number.	Number.	Number.	.....	Number.	Number.	Number.	.....
	Prussia, .....	16335860	25400	25400	30	1747091	5178525	22947440	30612
	Holland, .....	44290	7087172	23472839	36305	2200	8360	10560	18
Hoops, .....	France, .....	9275	.....	9275	15	11975	.....	11975	20
	British North America, .....	4013	25	4038	6	3071	.....	3071	5
	Other Ports, .....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	16993258	7112004	23505842	30434	17488161	6184885	22673046	30655
	.....	Fathoms.	Fathoms.	Fathoms.	.....	Fathoms.	Fathoms.	Fathoms.	.....
	Russia, .....	4458	1156	5614	44214	2104	790	3194	21074
	Sweden, .....	610	1575	2085	16416	274	1632	1300	0948
	Prussia, .....	1197	3307	4504	35471	813	2402	3215	24056
	British North America, .....	4217	412	4629	31383	2917	229	3146	10533
	Other Ports, .....	17	73	90	767	10	40	50	378
Bathwood, .....	.....	10389	6523	18922	128171	6418	4493	10911	78580
	.....	Gt. Hndr'ds.	Gt. Hndr'ds.	Gt. Hndr'ds.	.....	Gt. Hndr'ds.	Gt. Hndr'ds.	Gt. Hndr'ds.	.....
	Russia, .....	54	36	120	1259	102	33	135	1241
	Sweden, .....	21	200	221	2613	20	204	224	2417
	Norway, .....	121	1402	1523	25536	65	1827	1892	29020
	Prussia, .....	2	98	100	284	2	17	19	64
	France, .....	17	.....	115	875	1	.....	193	1840
	Cuba, .....	139	25	164	3222	97	18	112	2470
	British North America, .....	46	4	50	943	42	1	43	793
	British West India Islands, .....	90	10	100	2256	27	1	28	600
Spars and Poles, .....	Other Ports, .....	14	7	21	304	10	2	12	103
	.....	534	1806	2340	37342	559	2140	2708	39308
	.....	Loads.	Loads.	Loads.	.....	Loads.	Loads.	Loads.	.....
	Sierra Leone, .....	4854	.....	4854	49288	7204	615	7819	70822
	Maritima, .....	616	.....	616	6253	.....	.....	.....	.....
	British West Indies, .....	23570	3178	26748	327653	30297	7588	37853	306944
	Other Ports, .....	9	10	19	226	2	8	10	102
	.....	20349	3188	32237	338410	87603	8511	45714	40706
	.....	Loads.	Loads.	Loads.	.....	Loads.	Loads.	Loads.	.....
	Cuba, .....	1325	228	1553	15530	.....	.....	.....	.....
Wood of certain kinds admitted free of duty for shipbuild- ing, .....	United States, .....	172	341	513	4941	125	228	353	261
	Australia, .....	413	.....	413	2436	270	27	297	96
	British West India Islands, .....	232	10	242	2420	76	.....	76	83
	British Guiana, .....	7553	.....	7553	75550	4862	80	4948	4224
	Malta, .....	.....	.....	.....	.....	.....	181	181	142
	Other Ports, .....	19	138	157	1427	176	57	212	105
	.....	9714	712	10426	102284	5608	539	6047	4954

ED KINGDOM FOR THE UNDERMENTIONED YEARS, AS TAKEN FROM OFFICIAL DOCUMENTS.

1858.				1860.				1860.			
Quantities Imported.		Computed real value.		Quantities Imported.			Computed real value.	Quantities Imported.			Computed real value.
Foreign Vessels.	Total.			In British Vessels.	In Foreign Vessels.	Total.		In British Vessels.	In Foreign Vessels.	Total.	
Loads.	Loads.	£		Loads.	Loads.	Loads.	£	Loads.	Loads.	Loads.	£
24117	34738	94520		32966	30831	71027	205139				
87070	93085	234954		9073	111672	121345	340815				
57420	58718	157846		670	70963	71632	213274			203702	636017
207040	205171	713781		41318	247036	288554	850005			346197	1005412
531	3366	9260		2253	787	8040	8907				
11200	1109	3087		616		848	1966				
20415	482793	1434557		49017	11480	61307	228003				
				479160	35604	514814	1801360			589349	2117097
				1310	437	1947	5803				
				811	12	853	3134				
				1049	1709	2758	8644				
				2173	666	3144	9840			142820	508123
418576	971826	2770808		621803	520150	1141950	3680280			1273137	4352550
110824	256604	604424		128910	120194	255104	780492			226028	733348
153942	191095	518353		45725	206350	252075	777898				
191171	135800	375156		6779	152094	158873	488663			410135	1533528
37383	51362	139112		11810	26530	67378	206430				
103	1339	3201		1002	125	1187	3820				
1125	1113	6877		2520	853	8302	10741				
160046	612076	1417302		435335	297226	738261	2104574			684015	2102228
602	1195	3202		482	415	807	2774			95688	314380
598498	1257430	3187200		632111	840520	1472687	4476702			1452806	4833533
1388	34943	323948		9983	20032	80915	365656				
2890	4794	46271		2022	6055	8077	90612				
17658	23272	176018		5514	17610	26124	183050				
4110	39854	208312		36552	5378	41930	200138				
850	2373	22200		1008	227	1885	16072			76341	
30905	105236	777640		59579	55302	114881	855537				
34	127	1160		240	223	563	5674				
56	111	1053		2	32	84	346				
	32	159		42	93	95	688				
1	3	25		1		42	205				
						1	15				
91	273	2167		587	248	735	6908				
Fathoms.	Fathoms.			Fathoms.	Fathoms.	Fathoms.					
17	34	08		20	42	71	142				
				2	2	4	8				
17	34	08		31	44	75	150				
387	715	2283		254	541	795	3182				
2378	2773	8874		230	4030	4260	17041				
17191	17217	53006		40	2210	22102	88410				
103	169	509		87	121	208	619				
20059	20874	60707		617	26748	27365	100452				
Number.	Number.			Number.	Number.	Number.					
5170323	22047440	30018		1717020	4012165	22085785	33600				
6360	10560	18		2100	10800	13200	20				
	11975	20		25003	2375	28778	43				
	3071	5		1040	900	2540	4				
5184885	22673046	36055		17203563	4926740	22130303	33672				
Fathoms.	Fathoms.			Fathoms.	Fathoms.	Fathoms.					
700	3194	24674		3954	1258	5212	41307				
1032	1306	9048		274	1701	2035	16126				
2402	3215	24056		663	3270	3038	31097				
229	8146	19333		3152	353	3510	22270				
40	50	378		85	62	147	1161				
4493	10911	78580		8143	670	14842	112060				
Gt. Hunder's.	Gt. Hunder's.			Gt. Hunder's.	Gt. Hunder's.	Gt. Hunder's.					
33	135	1241		68	170	184	1874				
204	224	2417		13	141	329	2804				
1827	1802	20020		77	2619	2698	36121				
62	64	1310									
1	198	1340		1850	204	2128	18279				
16	112	2470		122	34	156	2087				
1	43	793		55	5	60	947				
1	28	600		68	6	74	985				
2	12	195		9	6	15	187				
2149	2708	39308		2276	3361	5937	64134				
Loads.	Loads.			Loads.	Loads.	Loads.					
615	7819	70622		4673		4673	36603				
7586	37885	309043		10180	4016	24008	258558				
8	10	162		800		800	8207				
8511	45714	467067		24743	4916	20659	303368				
				57	488	545	4414				
				46	221	268	1752				
				1460		1460	10809				
				73		73	634				
				4512	211	4723	38465				
				63	26						
						89	866				
539	8047	49548		6211	952	7163	66740				

RECAPITULATION

Of the quantities of Timber and Wood Goods imported into the United Kingdom (Furniture and Fancy Woods excepted) for the four years ending 31st December, 1860, distinguishing that from British North America from all other countries, and shewing the quantity brought in British and Foreign shipping respectively:—

	Whole quantity imported.	Quantity from British North America.	Quantity from all other countries.	Quantity carried by British ships.	Quantity carried by Foreign ships.
	Loads.	Loads.	Loads.	Loads.	Loads.
Total loads in 1857, .....	2781033	1308563	1382400	1589458	1194065
" 1858, .....	2508661	1150250	1358411	1546495	1162166
" 1859, .....	2956480	1301248	1655232	1397465	1559015
" 1860, .....	2862284	1264364	1597920		

By these figures it will be seen that the proportion of Lumber imported into the United Kingdom from British North America, during the last four years,

Was in 1857, .....	50 per cent. of the whole.
" 1858, .....	46 " " "
" 1859, .....	44 " " "
" 1860, .....	45 " " "

By this it appears that the average DECREASE in the imports of Lumber from British North America to the United Kingdom, during the above period, is about 11½ per cent., while the INCREASE on the import of Foreign Lumber is nearly 10 per cent.

The proportion of the above Lumber, carried in British vessels,	
Was in the year 1857, .....	57 per cent. of the whole.
" " 1858, .....	53 " " "
" " 1859, .....	47 " " "
" " 1860, .....	

\* The quantities are not given, but I have no doubt that the proportion is even greater in favor of the Foreign ship-owner than during the previous three years.



I also  
on foreign  
increase in

umber, both before and since the repeal of the duties  
the ports of shipment in the Baltic. The average  
for the same period is only 17 per cent:—

	53.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>MENDEL TIMBER</b>								
Crown Timber	0	70 0	67 6	68 0	67 6	65 0	65 0	67 6
Best Middle	0	65 0	62 6	63 0	62 6	60 0	60 0	62 6
2d " "	0	50 0	50 0	55 0	50 0	45 0	50 0	52 6
Crown Deals	0	230 0	260 0	270 0	250 0	230 0	205 0	230 0
2d " "	0	170 0	200 0	210 0	160 0	120 0	130 0	135 0
<b>DANTZIC.</b>								
Best Middle	0	52 0	52 0	53 0	50 0	47 0	50 0	51 0
Good	.....	.....	.....	.....	.....	40 0	42 6	43 0
Common	0	45 0	39 0	41 0	37 0	34 0	37 0	37 0
<b>QUEBEC.</b>								
Oak, ..... 14	0	20	0 18	0 18	0 18	0 20	0 19	0 16
Elm, 35 ft.....	0	10	0 11	0 10½	0 13½	0 12	0 12	0 10
White Pine 52	0	7½	0 6½	0 7½	0 8	0 7½	0 6½	0 6½
Deals, 1st 0	0	190 0	180 0	180 0	200 0	180 0	220 0	220 0
" 2d 6	0	130 0	105 0	100 0	100 0	120 0	110 0	110 0

I also annex a statement, furnished me by Allan Gilmour, Esq., Glasgow, shewing the comparison on foreign timber in the year 1842, by which it will be seen that in proportion to the reduction in the increase in the price of Crown timber from the year 1838 to 1860 is over 44 per cent., while the average

## TIMBER DUTIES PER LOAD OF 5

	Foreign.
Previous to October, 1842, .....	55s.
After 10th " 1842, .....	30s.
" 10th " 1843, .....	25s.
" 5th April, 1847, .....	20s.
" 5th " 1848, .....	15s.
" 15th " 1851, .....	7s. 6d.
" March, 1860, .....	1s.

## PRICES OF TIMBER AND

	1836.	1838.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	18
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.
<b>MENEL TIMBER AND DEALS.</b>											
Crown Timber, .....	38 0	37 0	.....	40 0	.....	.....	45 0	.....	50 0	50 0	.....
Best Middling, .....	35 0	33 0	.....	36 0	37 0	.....	42 0	45 0	.....	.....	.....
2d " .....	27 0	26 0	.....	28 0	26 0	.....	.....	.....	.....	.....	.....
Crown Deals, .....	130 0	150 0	145 0	160 0	160 0	160 0	160 0	170 0	170 0	170 0	.....
2d " .....	100 0	100 0	105 0	105 0	100 0	.....	.....	120 0	110 0	107 6	.....
<b>DANTZIC.</b>											
Best Middling, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Good " .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Common " .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>QUEBEC.</b>											
Oak, .....	.....	.....	0 21	.....	0 12	0 11	.....	0 16½	0 17	0 14	.....
Elm, 35 feet, .....	.....	.....	0 9	.....	0 4	0 5	.....	0 8	0 9½	0 7½	.....
White Pine, 60 feet, .....	.....	.....	0 5	.....	0 4	0 3½	.....	0 5½	0 6	0 4½	.....
Deals, 1st, .....	.....	.....	175 0	.....	160 0	200 0	.....	129 7	140 0	126 0	15
" 2d, .....	.....	.....	112 6	.....	100 0	133 4	.....	82 10	90 0	82 10	.....

showing the comparative prices of Baltic and Canadian lumber, both before and since the repeal of the duties. The reduction in the duties the lumber rose in value in the ports of shipment in the Baltic. The average increase in the Baltic timber for the same period is only 17 per cent:—

#### DUTIES PER LOAD OF 50 CUBIC FEET.

	TIMBER.		DEALS.	
	Foreign.	Colonial.	Foreign.	Colonial.
.....	55s.	10s.	55s.	10s.
.....	30s.	1s.	38s.	2s.
.....	25s.	1s.	32s.	2s.
.....	20s.	1s.	20s.	2s.
.....	15s.	1s.	20s.	2s.
.....	7s. 6d.	1s.	10s.	2s.
.....	1s.	1s.	2s.	2s.

#### PRICES OF TIMBER AND DEALS.

1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
.....	50 0	50 0	.....	47 0	47 0	47 0	48 0	54 0	70 0	67 6	68 0	67 6	65 0	65 0	67 6
0	.....	.....	.....	.....	.....	42 0	43 0	45 0	65 0	62 6	63 0	62 6	60 0	60 0	62 6
.....	.....	.....	.....	.....	.....	.....	.....	40 0	50 0	50 0	55 0	50 0	45 0	50 0	52 6
0	170 0	170 0	.....	170 0	170 0	170 0	180 0	200 0	230 0	260 0	270 0	250 0	230 0	205 0	230 0
0	110 0	107 6	.....	90 0	100 0	110 0	125 0	135 0	170 0	200 0	210 0	160 0	120 0	130 0	135 0
.....	.....	.....	.....	.....	.....	.....	.....	45 0	52 0	52 0	53 0	50 0	47 0	50 0	51 0
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40 0	42 6	43 0
.....	.....	.....	.....	.....	.....	.....	.....	37 0	45 0	39 0	41 0	37 0	34 0	37 0	37 0
16½	0 17	0 14	0 13	0 14	0 14	0 14	0 14	0 14	0 20	0 18	0 18	0 18	0 20	0 19	0 16
8	0 9½	0 7½	0 7	0 7	0 9	.....	.....	.....	0 10	0 11	0 10½	0 13½	0 12	0 12	0 10
5½	0 6	0 4½	0 4½	0 4½	0 4½	0 5½	0 6½	0 5½	0 7½	0 6½	0 7½	0 8	0 7½	0 6½	0 6½
7	140 0	126 0	120 0	120 0	120 0	135 0	150 0	160 0	190 0	160 0	180 0	200 0	180 0	220 0	220 0
10	90 0	82 10	80 0	94 8	80 0	96 0	95 0	107 6	130 0	105 0	100 0	100 0	120 0	110 0	110 0



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I am decidedly of opinion that the only reason which can be given why our timber did not increase in value with the increased consumption in the United Kingdom in the same proportion as the Baltic timber has done, is mainly due to overproduction, as none of the Baltic timber that I have seen can supply the place of our best white pine. We are therefore, merely denuding the country of our best timber, without benefitting any one. And as the Government is doing all in its power to put the trade on a proper footing, if it succeed in preventing or curtailing the wholesale destruction of our forests, it will have deserved well of its country, as any person seeing the consumption of timber now going on all over Europe, and which is rapidly increasing every year, must come to the conclusion that the day is not far distant when the prices of lumber of all kinds in this province must be double what they are at present.

I have now to Report that I arrived in Paris on the evening of the 24th April, and on the following morning delivered to the Secretary of the British Embassy the letter of His Excellency the Governor General, addressed to His Excellency, Lord Cowley. I received a note from the Embassy in the evening, informing me that His Excellency would see me the next day. I attended at the hour specified. His Excellency was very desirous of affording me all the assistance in his power for the attainment of the object you had in view in sending me to France. He gave me a letter of a general nature, addressed to the British Consuls in France, directing them to render me their assistance in obtaining the information I required. His Excellency also gave me letters to the British Ministers at Berlin and Stockholm. I presented my letters of introduction from Monsieur le Baron Gauldrée Boilleau, Consul of France in this Province, to Monsieur Herbet, Conseiller d'Etat chargé de la Direction des Consuls et Affaires Commerciales au Ministère des Affaires Etrangères, to Monsieur Basange, and to Monsieur Ducot. Those gentlemen took a lively interest in the object of my mission to France. Monsieur Herbet gave me letters of introduction to most of the Public Departments, and to parties having contracts with the Government, among whom were Monsieur Ozienne, chargé de la Direction du Commerce Extérieur au Ministère de l'Agriculture du Commerce et des Travaux Publics; Monsieur Vicaire, Directeur Général des Eaux et Forêts au Ministère des Finances; Monsieur Behic, Directeur du Service Maritime et des Messageries Impériales; Monsieur De Lorme, Conseiller d'Etat, Directeur du Matériel au Ministère de la Marine et des Colonies; Monsieur Gauthier, Conseiller d'Etat, Secrétaire Général au Ministère de la maison de l'Empereur; and one to Monsieur Armand, who has a large lumber concern in Bordeaux. Monsieur Basange gave me a letter to (the famous free trader) Senator Michel Schevallier, and another to Monsieur Armand.

I must here remark that I should consider myself wanting in courtesy if I did not inform you that the French Consul, Monsieur le Baron Gauldrée Boilleau, put me, by his letters, into the hands of the proper men in France. Those letters obtained for me introduction to all the principal parties engaged in the lumber trade of that country—all of whom entered upon the discussion of the feasibility of

opening up a trade with Canada with a heartiness which I did not expect. After explaining to those gentlemen in Paris, to whom I had been introduced, the varied assortment of our timber, its average sizes and lengths, its nature and qualities, and the uses (as far as I was enabled to do so) for which it is best suited, I presented a set of specimens to Monsieur Behic, and another to Monsieur Armand. In the course of conversation with these gentlemen, to whom I had been introduced, especially those of them whose establishments are in the south of France, I found that they are earnestly looking round to see where they can best supply themselves with suitable lumber to carry on their business. They informed me that there is no doubt but they—at least of the south—must now look to other countries in addition to those whence they have been in the habit of getting their supplies. That lately the consumption of timber has been so great, in consequence of the large number of ships built and being built by France, Spain and Sardinia that the timber in the countries bordering on the Mediterranean Sea will soon be exhausted. And that even now the import of lumber into France is very large and must increase.

I have annexed a table to these remarks shewing the quantities of lumber imported into France of late years (see page 26½); but I regret to be unable to show the import of 1860, not having been able to obtain the necessary data when in that country.

The railways are consuming large quantities of timber not only for their construction, but they are creating other branches of business which require lumber. There have been five new lines of railways approved of at the late sitting of the Legislature of France.

Monsieur Behic and Monsieur Armand expressed a wish that I would visit the South and explain to the trade there about our timber, and gave me letters to their own men of business and other gentlemen in Bordeaux and Marseilles.

I visited Dieppe, Havre and Honfleur. There seems to be an opening at all these ports for a considerable trade. The chief part of the supplies to these places is brought from the Baltic and although the same cause that enables the Baltic merchant to undersell the Canadian merchant in many of the ports of the United Kingdom also exists there—namely the rate of freight—nevertheless there are many descriptions of lumber produced in Canada which are not to be had in the north of Europe at all. Our yellow pine, long and large red pine, rock elm, tamarac, oak, ash, and several other kinds of our timber are wanted. Deals, if cut in long lengths and to metrical measure would sell to pay. Our deals are cut too short, and besides, if intended for the French market, as stated above, they should all be cut to metrical measure. Our 12 feet deals go for 11 French, but 13 feet counts no more, as 13 does not come up to 12 French, and therefore counts but for 11 feet. I am happy to be enabled to state that several cargoes have been ordered for the above ports from Quebec during the present summer, and from the well known character and standing of the houses to whom those orders were ad-

## IMPORTATION OF LUMBER INTO FR

DESCRIPTION OF LUMBER.	1846.	
Pine and Fir, upwards of 3 inches thick, .....	559176	stores or about 19756783 cubi
" " 3 inches and under, .....	43814684	metrs. " 33828681
Other Wood, upwards of 3 inches thick, .....	47654	stores " 1682901
" 3 inches thick and under, .....	3483081	metrs. " 3124323
Masts, Spars, &c. (not including Poles), .....	61593	pieces " 2463720
Oak Staves, .....	18428072	"
Staves of other Wood, .....	2245187	"

In France, ship-building timber, and timber in general, has increase subject, that, in 1852, standing timber was sold at the rate of 50 francs per I was unable to obtain any reliable statistics of the quantities of information I collected in different ports, I am convinced that the increase within the last few years.

I find the value of all the foreign timber imported into France in the

Year 1857, to be.....  
 " 1858, " .....

And the value of lumber of all kinds (French and foreign produce) consur

In 1857, was.....

opening up a trade with Canada with a heartiness which I did not expect. After explaining to those gentlemen in Paris, to whom I had been introduced, the varied assortment of our timber, its average sizes and lengths, its nature and qualities, and the uses (as far as I was enabled to do so) for which it is best suited, I presented a set of specimens to Monsieur Behic, and another to Monsieur Armand. In the course of conversation with these gentlemen, to whom I had been introduced, especially those of them whose establishments are in the south of France, I found that they are earnestly looking round to see where they can best supply themselves with suitable lumber to carry on their business. They informed me that there is no doubt but they—at least of the south—must now look to other countries in addition to those whence they have been in the habit of getting their supplies. That lately the consumption of timber has been so great, in consequence of the large number of ships built and being built by France, Spain and Sardinia that the timber in the countries bordering on the Mediterranean Sea will soon be exhausted. And that even now the import of lumber into France is very large and must increase.

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Monsieur Behic and Monsieur Armand expressed a wish that I would visit the South and explain to the trade there about our timber, and gave me letters to their own men of business and other gentlemen in Bordeaux and Marseilles.

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IMPORTATION OF LUMBER INTO FRANCE DURING THE FOLLOWING YEARS:—

DESCRIPTION OF LUMBER.	1846.	1850.	1856.
Pine and Fir, upwards of 3 inches thick, .....	559176 steras or about 19756783 cubic feet.	338466 steras or about 11932927 cubic feet.	497783 steras or about 17579206 cubic feet.
" " 3 inches and under, .....	4351468 <sup>1</sup> / <sub>2</sub> metrs. " 39523681 " "	29433618 metrs. " 23568622 " "	36540595 metrs. " 32776913 " "
Other Wood, upwards of 3 inches thick, .....	47654 steras " 1682201 " "	24369 steras " 860591 " "	24700 steras " 872280 " "
" " 3 inches thick and under, .....	3183081 metrs. " 3124323 " "	1922184 metrs. " 1721956 " "	809048 metrs. " 725716 " "
Masts, Spars, &c. (not including Poles), .....	61592 pieces " 2463720 " "	38881 pieces " 1555240 " "	52242 pieces " 2089680 " "
Oak Slaves, .....	18428672 " 26623918 " "	11822622 " 11822622 " "	1342910 " 1342910 " "
Slaves of other Wood, .....	2245187 " 3582004 " "		

In France, ship-building timber, and timber in general, has increased greatly in value of late years. The "Annales Forestieres" remark on the subject, that, in 1852, standing timber was sold at the rate of 50 francs per stere (about 35 cubic feet), which, in 1857 cost 100 francs.

I was unable to obtain any reliable statistics of the quantities of lumber imported into all France for a later date than 1856; but from the local information I collected in different ports, I am convinced that the increased consumption of both foreign and native wood must have been very large within the last few years.

I find the value of all the foreign timber imported into France in the

Year 1857, to be.....	85,000,000 francs.
" 1858, " .....	53,700,000 "

And the value of lumber of all kinds (French and foreign produce) consumed in Paris alone

In 1857, was..... 36,260,000 francs.

above ports from Quebec during the present summer, and from the well known character and standing of the houses to whom those orders were ad-

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dressed, there is no danger to be apprehended but that the shipments will give satisfaction.

There are large quantities of Memel staves imported into this part of France, the great bulk of which are used for flooring. All the floors that I have seen in Paris and this part of the country that are not made of stone are of oak, laid down very neatly in diamonds. The pieces are not more than 40 inches in length and highly polished, and when made of Memel staves they must be very expensive indeed. From the conversations I have had with the parties in the trade here, I am fully satisfied that Canadian oak sawn to the required scantling for the above purpose would supplant the Baltic staves, at least as far as flooring is concerned. The dimensions given to me are as follows: 5 inches broad, 3 inches thick, and in lengths to cut into pieces of 40 inches long.

Feeling quite satisfied that Canada can compete with the north of Europe for the trade of this part of France on at least as favorable terms as for any part of Britain and much more so than for that of any of the Coal Ports, as the return cargo from those ports to the Baltic enables vessels to carry lumber to them much cheaper than even to this part of France. Such being the case, I felt anxious to proceed to the south-west and south of France, judging that there is a better prospect for Canada there in consequence of a more equable rate of freight.

#### HAVRE.

Havre is in fact the sea-port of Paris. The harbor, which is the best and most accessible on this part of the French coast, consists of three basins, separated from each other, and from the outer port by four locks, capable of accommodating about 450 ships.

Charges on a British vessel of 120 tons register, or 129 French tons, with cargo inwards —

	F. C.
Haulers into dock, .....	3 00
Bridge men, .....	7 20
Pilotage, 10 feet inwards, .....	47 60
Help boat, .....	12 00
Custom house duties, .....	430 89
Stamps, .....	6 00
Brokerage, .....	95 00
Protest, .....	9 05
Surveyors on cargo, .....	10 00
Board of health, .....	5 00
Outwards in ballast :	
Pilotage, .....	11 90
Help boat, .....	6 00

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643 64

About £25.



## DOCK AND BUOY DUES PER ADMEASUREMENT.

DESCRIPTION OF VESSEL.	DOCK DUES.		BUOY DUES.
	Vessels afloat.	Vessels not afloat.	
	F. C.	F. C.	F. C.
French vessel, viz., fishing vessels,.....	0 30	0 00	0 00
" passage boats between Havre, Honfleur, and Rouen,.....	0 30	0 00	0 00
" Coming down the river of 40 tons and upwards,.....	0 30	0 00	0 00
" less than 40 tons,.....	0 30	0 15	0 00
" vessels engaged in the great coasting; trade from the Colonies,.....	0 75	0 37½	0 00
" from foreign ports in Europe,.....	0 00	0 00	0 00
" from Great Britain or her colonies in Europe,.....	2 50	1 05	0 05
" from other powers,.....	0 75	0 37½	0 05
Spanish, Mecklenburg, and Venezuelan vessels pay as French vessels.			0 05
American vessels from British ports or colonies in Europe,.....	2 50	1 65	0 05
" " from other ports,.....	0 75	0 37½	0 05
Mexican vessels as the above.			
Brazilian " from British ports in Europe,.....	2 50	1 05	0 05
" " from other ports,.....	2 02½	1 40½	0 05
English vessels from British ports or from British possessions in Europe,.....	2 50	1 05	0 05
English vessels from other ports in ballast,.....	0 75	0 37½	0 10
" " laden,.....	2 50	1 65	0 00
Other foreign vessels, from whatever ports,.....	2 50	1 65	0 10
" of flags, entirely laden with fir timber, for half month, plus the decime,.....	0 37½	0 18½	} 0 10
" for first two months, per month,.....	0 75	0 37½	
" for three or four months, per month,.....	0 37½	0 18½	
" five months and during the remainder of ship's stay, per month,.....	0 18½	0 09½	

The pilotage, light duty, custom house and officer's fees, and other charges, are trifling at Havre.

## HONFLEUR

Is situated on the estuary of the Seine, nearly opposite Havre, from which it is distant six miles south-east, and is thirty miles north-east of Caen. 400,000 francs were voted by the French Government for the *improvement* of this harbour.

The following are the expenses on a British vessel of 226 tons register, drawing 14 feet in and 9 feet out, with cargo of coal in and ballast out.

The full charges are as follows:—

	F. C.
Pilotage in (13 days),.....	139 43
Boat of help in,.....	12 00
Landmarks,.....	3 00
Hawsers,.....	3 00
Clearances,.....	4 50
Consul's fees,.....	5 75
Tonnage or dock duty,.....	226 45
Pilotage out,.....	42 90
Ballast, 68 tons,.....	115 65
Clearances out,.....	12 00
Brokerage,.....	178 00
Protest to Consul,.....	11 50

754 18

At 25 francs exchange, about £30 5s. 0d.

I left Honfleur on the 3rd May, and arrived in Bordeaux on the 5th, on following day I presented my letters of introduction which I had from Paris to the principal men in the ship-building and lumber business in that city. I find that the import of lumber into Bordeaux is very large, especially in staves. In the year 1859 the whole import of lumber was as follows:—

Staves,.....	22,058,241 Pieces.
Boards,.....	1,354,824 “
Deals,.....	241,511 “
Logs, .....	19,786 “

About three-fourths of all the staves imported to this place come from the United States, and the balance from different countries in Europe. When I first heard of this immense quantity of staves being imported into one city in Europe in one year I could not believe it. It certainly astonished me when I found that about equal to three times the whole quantity of staves exported from Quebec is consumed in Bordeaux alone, and was scarcely less astonished to find that few, if any, of those staves are exported from Quebec. Messrs. Donfrou & Pouchon are largely engaged in the stave trade of this place, they told me that they have had forty American vessels all at one and the same time in Bordeaux laden with staves. Those gentlemen supply the Government with staves, and at the time I was there they had an order which they were then executing for 900,000 to 1,000,000 pieces, to be used in the manufacture of powder casks. The great bulk of all the boards, deals and logs are brought from the Baltic, and the average freight from that sea to this place is 70 francs for 80 cubic feet, English, which is over 36s. per load. I am therefore under the impression that we ought to be able to compete well with the people of the Baltic for the trade of this port. I may mention that one gentleman here, Mr....., imported a cargo from Quebec in the year 1853,—at that time timber was not so valuable in France as it has since become, and it so happened that the prices in this country ruled high, and had the effect of discouraging and preventing further orders being sent. The prices of the cargo in question, free on board at Quebec, were as under:—

Oak, 12 to 16 inches,.....	2 <sup>2.5</sup> <sub>100</sub> francs per foot.
“ 16 inches and upwards,.....	2 <sup>5.0</sup> <sub>100</sub> “ “
Elm, 10 to 14 in., 40 ft. long and upwards,	2 <sup>7.5</sup> <sub>100</sub> “ “
Ash, 30 feet long and upwards, 13 inches square and upwards, .....	1 “ “
Pine Deals, 3rd quality, £4 10s. Stg., per St. Petersburg standard.	
Staves, 5½ and 4½ feet, 1½ inches, £57 10s., Sterling.	

On my assuring this gentleman that he could purchase on much more favorable terms at present in this country, he promised to write to Quebec, with a view to make another trial. Several other parties promised to do likewise. And I feel great satisfaction in being able to report that those gentlemen kept their word, as several cargoes have already been shipped, and large contracts

are now offering in this market, from those parties, for stuff, to be delivered in this port in 1862. I may remark here that all the parties in the trade in France, with whom I had communication, seemed desirous to open a trade with this country, if they could only see their way clear.

## NANTES,

On the Loire, about 34 miles from its mouth, lat. 47, 13, 6 N, long. 1, 32, 44, W. The depth of water on the bar at the mouth of the harbor varies from 2 to 2½ fathoms. At springs the rise is 14, and at neaps, 7 or 8 feet. High water at full and change 3½ hours.

The following are the charges on a British vessel of 60 tons, with cargo of coal inwards, and ballast out, drawing as under :—

	F.	C.
Quarantine boat dues,.....	9	00
Pilotage, sea to Paimboeuf, 10 feet,.....	57	50
“ Paimboeuf to Nantes, 10 feet,.....	28	00
Tribunal of Commerce,.....	7	75
Measure bill,.....	12	00
River dues,.....	11	35
Tonnage dues and passport,.....	84	13
Pilotage out from Nantes to Paimboeuf, 8 feet,.....	17	00
	226	73

About £8 18s.

## BORDEAUX.

The depth of water in the river allows large vessels to come up to the town. The trade of this city is very considerable. There are two main channels for entering the river,—Passe du Nord, and Passe du Grave. Neap tides rise 7 to 8 feet, Spring 14 to 15 feet.

Charges on a British vessel, 300 tons register, from England, with cargo in and out :—

	F.	C.
Report and pilotage from sea to Bordeaux, for a vessel drawing 14 French feet of water,.....	218	93
Lazaretto dues,.....	61	00
Moving vessel and mooring her,.....	10	00
Entering vessel at Custom house, and brokerage inwards,.....	100	00
Tonnage money and navigation dues,.....	495	00
Visiting officers, clearances, harbour master, &c.,.....	14	75
Manifest and freight list,.....	15	00
Consul's bill—usual fees,.....	17	25
Pilotage from Bordeaux to sea,.....	220	00
*Broker's commission outwards, care and attendance for expediting the vessel, loaded per charter or on owner's account, 1 franc per ton,.....	300	00

At 9½d., is £57 9s. 3d.

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\* If in ballast, 50 cents per ton, say 120 francs at most. Loaded in freight, 1 franc 50 cent. per ton. British vessels are on a perfect equality with French vessels when they come from British ports in Europe, otherwise they pay the foreign pilotage and tonnage dues, which would be on the former about 55 francs, and on the latter 744 francs, in addition to the above.

I left Bordeaux on the 7th May, and proceeded to Marseilles, where I arrived on the 8th. Presented letter of introduction from Monsieur Behic, of Paris, of the Société Nouvelle Des Forges et Chantiers de la Méditerranée to the Superintendent of the works at this place, and at Toulon. That gentleman requested me to meet him at Toulon the following day, for the purpose of my giving a full explanation of the specimens I had with me to the engineer at that place. The result was that a cargo of Quebec timber was at once ordered. This is a large concern. There was an iron steamer of 3,000 tons launched the morning I was there, and there were twenty-four others (chiefly of iron) in course of construction. This company alone have 3,000 men employed at Toulon, and about an equal number at Marseilles. The Superintendent informed me that they require a large quantity of timber, and that they are at a loss to know where to procure it on the most advantageous terms, and that if the cargo now written for give satisfaction it will lead to large transactions. They have already contracted this year for 200,000 feet of oak—part from Dantzic, part the growth of France, and about 50,000 feet from the United States. I find that the import of lumber to Marseilles is considerable. From 70 to 100 cargoes annually arrive from the Baltic, and that the freight upon which is from 100 to 120 francs per St. Petersburg standard. There are also considerable quantities of pitch pine, oak and staves imported from the United States. There were 100 M. of staves of  $4\frac{1}{2}$  feet,  $1\frac{1}{2}$  to 3 inches thick, and 5 to 6 inches broad, received from that country last year, and were selling when I was there at 150 francs for 103 pieces; and if all 3 inch, 200 francs for the same quantity.

#### MARSEILLES.

A large commercial city and sea-port of France, on the Mediterranean, lat. 43, 17, 49 N., long. 5, 22½ E. The access to the harbor, which is defended by several strong fortifications, is in the centre of the city, forming a basin 525 fathoms in length by about 150 feet in breadth. The tide is hardly serviceable; but the depth of water at the entrance to the harbor is from 16 to 18 feet, being lowest when the wind is north-west, and highest when the wind is south-west. Within the basin the depth of water varies from 12 to 24 feet, being shallowest on the north, and deepest on the south side. Dredging machines are constantly at work to clear out the mud, and to prevent the harbor from filling up. Though not accessible to the largest class of ships. Marseilles is one of the best and safest ports in the world for moderate sized merchantmen, of which it will accommodate above 1,000. Ships in the basin lie alongside the quays, and there is every facility for getting them speedily loaded and unloaded. The Isle de Rottoneau, Pomeques, and the strongly fortified islet or rock of If, lie W.S.W. from the port; the latter, which is nearest to it, being only  $1\frac{3}{4}$  miles distant, and not more than three-fourths of a mile from the projecting point of land to the south of the city. There is good anchorage-ground for men-of-war and other large ships between the Isles de Rottoneau and Pomeques, to the west of the Isle d'If.

The following are the charges on a British vessel of 134 tons :—

	F.	C.
Pilotage in and out,.....	37	70
Pilot on board, 3 francs a day.		
Stamps for manifest in and out,.....	5	90
Stamps at the excise custom's notes to make out the out- ward manifest, &c.,.....	13	80
Custom house passport, .....	2	60
Bill of health,.....	5	00
Noting, extending, registering, and interpreting—protest at the tribunal of commerce, .....	0	00
Excise duty on ship stores and provisions, .....	2	60
The Consul's legalization, .....	0	00
Gunpowder storekeeper, and for having it brought down to the patache, .....	0	00
Measuring the vessel by the Custom house, .....	2	50
Extracted certificate from log-book for the Custom house, .....	0	00
Translation of the certificate of origin—Consul's account, .....	28	25
Accompanying manifest of the outward cargo, .....	6	25
Certificate of captain's declaration at the health office for the Custom house,.....	0	00
Custom house permit for re-exporting,.....	6	25
Towing boats, .....	0	00
Advertisement in papers, .....	0	00
Franking letters and postages,.....	2	40
Boat hire, .....	3	70
Cash, .....	0	00
Health office interpreter,.....	5	00
Ballast, .....	0	00
Health office fees, .....	5	00
Agency,.....	60	00
Cooking on shore, .....	3	00
Boat of help out, .....	25	00
Water, .....	15	00
	229	95

Or about £9.

I left Marseilles on the 12th May, and returned to Paris on the 13th, feeling fully satisfied, from the information I received and from my own observations, that there is every reason to expect a good and extensive trade between France and Canada, more particularly with the south and south-western parts, for the following reasons :—Firstly. (As will be seen by the table I herewith annex,) the import of lumber is very large. Secondly. To the majority of the lumber-consuming districts, the rate of freight would be in favor of Canada, in as far at least as

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the north of Europe is concerned. Thirdly. At the time I was in France, it was expected that on the 1st of October, of the present year, British ships would be admitted into all the French ports on the same footing as those of France. This is much to be desired, as far as Canada is concerned, as certain privileges are granted to British ships, sailing from British ports in Europe to France, which are denied the same vessels sailing from Canada. There are some causes which may, to a certain extent, retard this trade. In the first place, our sawn lumber, as prepared for the United Kingdom, is not exactly suited for the French market. Mill-owners and others who produce this description of lumber could scarcely be expected to change their system by manufacturing an article which would be altogether unsaleable in the United Kingdom, without having the certainty of a market. This would probably, for some time, cause disappointments, as until a regular and permanent market is established, from six to nine months' notice would require to be given in order to prepare this description of goods. This only applies to sawn lumber, as square timber can at any time be supplied. Freights, I should suppose, would also be higher to French than to British ports of the same class, for some time at least; but ultimately this would come all right.

After I left France, and while travelling in Prussia, a party with whom I had been conversing in the south of France telegraphed to a House in Liverpool, connected with Canada, to know if they could supply 1,000,000 pieces of railway sleepers within five years,—say 200,000 pieces each year, and to state price.

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Before closing my Report on the trade of France, I would remark that comparatively few of the people in the lumber business in that country have any idea of what our square timber looks like in the log. I of course explained to them as far as possible; but from their seeing scarcely any other timber than that produced in Europe, they are unable to form a correct estimate of ours. I was therefore under the impression that some of our merchants should send a small cargo of well-selected and well-assorted timber into each of the principal ports, and, on my return to this country, I suggested this idea to some of them; but I regret to say they declined, not wishing to take the risk. I had an intention, before leaving France, that in the event of no timber being ordered, and the merchants not consenting to send any on speculation, of suggesting to the Government, for the extension of the trade of this province, the propriety of sending three or four small cargoes, to be sold for and on their own account; and I am confident there would be no loss sustained. However, I trust this proceeding is rendered unnecessary, as several cargoes have already been ordered and despatched, which, it is to be hoped, will answer all the purposes required.

I again left Paris on the 14th May, proceeded to Belgium, and arrived in Antwerp on the 15th. I presented letter of introduction from M. I. Wilson, Esq., Liverpool, to — Kennedy, Esq., who introduced me to the principal men in the trade. There seems to be a brisk business in lumber in this place—prices good, and consumption increasing rapidly. I find that the import of lumber has more than doubled within the last five years, and regularly on the in

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crease. In the year 1856, there arrived 181 vessels, timber laden, having a tonnage of 39097. In 1860, there were similarly employed 277 vessels, with a tonnage of 62095. The following is a comparative synopsis of the lumber imported for the last five years. For further details of same as to description and place of growth, I refer you to the table I herewith annex, being an extract from the imports and exports of Antwerp during that period :—

	1856.	1857.	1858.	1859.	1860.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Deals, Boards and Battens,	828561	1216805	1141945	1366044	1480459
Logs, .....	43768	70065	70405	78951	109157

# EXPORT FOR THE LAST FIVE YEARS.

As comparative figures for the last five years will give an idea of the position register; and the importations in 1860 rose to the consequence of the transactions between this place and the rest of the world. We increase considerably year after year. We finish the

	White.	8-4.	Total.
Memel, 1860	3160	501	652713
" 1859	474	.....	509577
" 1858	5037	.....	639729
" 1857	5387	124	542662
" 1856	8760	.....	320591
Riga, 1860	4014	086	82065
" 1859	5522	.....	97258
" 1858	6328	.....	63400
" 1857	8688	2697	97790

Exchange, at 1s. 8d. per florin, is £63 14s. 10d., nearly 6s. per ton.

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## EXTRACT FROM THE CIRCULAR OF MR. A. D. SOLVAY, ON THE IMPORTS

As the following statement will show, the trade in timber is becoming of considerable give an idea of its immense development. In the year 1856, the arrivals of timber from the N rose to the figure of 277 vessels, registering 62,095 tons. This is caused partly by the scarcity place and the north of France, which are increasing perceptibly. It is to be presumed th finish the year 1860 with a stock infinitely less than last year, and with prices having an upwa

## COMPARATIVE IMPORTATIONS OF YEARS 1860

BOARDS (MEMEL, RIGA, AND D				
	3 x 11.	3 x 9.	Red. 6-4	Whi 6-
Memel, 1860, .....	1367	200	17526	250
" 1859, .....	17115	2190	24824	295
" 1858, .....	8197	.....	38168	177
" 1857, .....	5000	.....	16571	245
" 1856, .....	.....	.....	33315	102
Riga, 1860, .....	109	.....	5472	.....
" 1859, .....	1000	.....	7202	46
" 1858, .....	.....	.....	5083	51
" 1857, .....	2132	.....	12445	101
" 1856, .....	.....	.....	19822	286
Dantzic, 1860, .....	.....	.....	18326	.....
" 1859, .....	.....	.....	17449	.....
" 1858, .....	.....	.....	9313	.....
" 1857, .....	.....	.....	16633	.....
" 1856, .....	.....	.....	20006	.....

## DEALS, BATTENS, AND DO

	4 x 9.	3 x 11-13.	3 x 9.	3 x 8.	3 x
Sweden and Norway, 1860, .....	811	25857	208300	14860	32
" 1859, .....	1353	21282	243822	18355	438
" 1858, .....	.....	12616	96443	11935	28
" 1857, .....	.....	14885	195819	10800	61
" 1856, .....	.....	12629	122300	12831	32

FIR BEAMS OF RIGA.					
	Red.		White.		Total.
	1st quality.	2nd quality.	Holland.	English.	
1860, .....	3736	12068	14697	100	31501
1859, .....	3673	13290	11427	746	29136
1858, .....	4600	10721	10159	2560	28040
1857, .....	10117	21751	8072	4168	44108
1856, .....	7078	12035	7053	801	27867

## OAK STAVES.

RIGA.					
	3½ x 7, 108.	31, 2 x 7, 06.	3 x 6, 06.	3 x 6, 84.	2½ x
1860, .....	.....	1840	1620	16616	2
1859, .....	.....	1620	180	14493	2
1858, .....	.....	780	2160	13600	2
1857, .....	1230	5847	3351	28851	.....
1856, .....	.....	Together, .....			

277 vessels arrived during year 1860, including 20 in the way (Leuva  
 293 " " 1859, " 35 " " "  
 226 " " 1858, " 23 " " "  
 273 " " 1857, " 10 " " "  
 181 " " 1856, " 8 " " "

# ON THE IMPORTS AND EXPORTS OF ANTWERP FOR THE LAST FIVE YEARS.

coming of considerable importance, and a glance at the comparative figures for the last five years will show that the imports of timber from the North were 181 cargoes, or 29,097 tons register; and the importations in 1860 were partly by the scarcity of native timber, and partly in consequence of the transactions between this country and the North is to be presumed that the importation of Timber will increase considerably year after year. We may therefore expect prices having an upward tendency.

IMPORTATIONS OF YEARS 1860, 1859, 1858, 1857, AND 1856.

BOARDS (MEMEL, RIGA, AND DANTZIC).

	Red. 6-4	White. 6-4	5-4 x 3-4.	Red. 4-4	White.	8-4.	Total.
1860	17526	25027	1338	398594	203160	501	652713
1859	24824	29258	.....	325712	170474	.....	500577
1858	38168	17742	.....	420585	153037	.....	439729
1857	16571	24370	.....	391167	103387	124	542662
1856	33316	10205	.....	248305	23760	.....	320591
1860	5472	.....	.....	62684	11014	686	82065
1859	7202	4959	.....	74651	15322	.....	97258
1858	5083	5162	.....	36227	16328	.....	63400
1857	12445	10149	.....	36374	23666	8023	97789
1856	19822	28055	.....	69208	56380	.....	174065
1860	18326	.....	2495	12536	.....	1942	35299
1859	17449	.....	.....	10309	.....	2054	30712
1858	9313	.....	.....	5516	.....	1405	16234
1857	16633	.....	.....	8029	.....	1509	26171
1856	20006	.....	.....	4911	.....	.....	24917

DEALS, BATTENS, AND BOARDS.

	3 x 8.	3 x 7.	2½ x 9-11.	2½ x 7.	2½ x 6½.	2½ x 6.	0-4, 5-4, 4-4.	Total.
1860	14860	32375	8144	227246	92531	23490	70778	709482
1859	18355	43839	4083	237889	39852	19607	36635	668517
1858	11935	28172	4579	198154	31391	5629	33663	422582
1857	10800	61788	4200	231113	26300	5057	6212	550183
1856	12831	32120	.....	116480	.....	.....	14628	308988

LARGE AND SMALL SQUARE BEAMS AND FIR LOGS.							
Total.	Oak from Dantzic, Memel, and America.	Fir.		Fir round logs by Railroad.	Fir Beams from America.	Total.	
		Dantzic.	Sweden and Norway.				
1860	31501	1860, .....	5386	5614	26514	30142	67656
1859	29138	1859, .....	5137	4522	10775	29381	49815
1858	28040	1858, .....	3375	2110	36603	.....	42365
1857	44108	1857, .....	2840	6668	16449	.....	25957
1856	27667	1856, .....	3061	1262	11131	447	15901

OAK STAVES.

RIGA.						MEMEL.	DANTZIC.	Total.
06.	3 x 6, 84.	2½ x 5, 84.	3 x 6, 72.	2½ x 5, 72.	3 x 6, 42.	Various.	Various.	
1860	16616	2324	.....	.....	.....	9709	1080	37795
1859	14493	900	1800	1950	766	1400	.....	18593
1858	13600	2040	.....	.....	.....	6794	.....	26894
1857	28851	.....	.....	.....	.....	8112	6920	54351
1856	.....	.....	.....	.....	43694, Riga.	8947	2051	54892

Including 20 in the way (Leuven and Bruxelles), together, 62,095 tons burthen.

"	35	"	"	"	"	62,296	"
"	23	"	"	"	"	48,904	"
"	10	"	"	"	"	59,397	"
"	6	"	"	"	"	39,097	"

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There has been some Virginian Oak imported here, and it seems to have given satisfaction. It is about the same quality as our Canadian Oak—certainly not better, and not as well made, at least that which I have seen of it. There have been several cargoes ordered and shipped from Quebec this season. The freight from Riga to Antwerp is 25*s.* per load, which is nearly 50 per cent. more than to the Coal Ports of England. I am therefore under the impression that Canada ought to come in for a good share of the trade of this port. I was unable to see the Secretary of the Chamber of Commerce. I left a set of specimens and a letter to accompany same with Mr. Kennedy, who promised to deliver them to that gentleman.

#### ANTWERP,

The principal sea-port of Belgium, is situated on the Scheldt, about 60 miles from Flushing, in lat. 51, 13, 16 N., long. 4, 24, 10 East. It has an excellent harbor, extensive docks, warehouses, &c. Ships of the largest burden come up to the town.

Charges on a British vessel, with cargo in from the West Indies, and ballast out to Great Britain, of 207 tons British, and 221 Belgium measure :—

	Florins. C.
Pilotage from Sea to Flushing Roads, for 13½ feet, .....	53 00
“ from Flushing to Antwerp, “ “ .....	50 00
“ to Flushing for 24 Palms, or 12 feet, .....	24 00
Paid in cash to the capt'n for pilotage from Flushing to sea, .....	16 50
Pilot for moving the vessel from the stream in and out of the dock, .....	2 00
Sea protest, and extending at the tribunal of commerce, ..	14 60
Tribunal charges for appointing surveyors, .....	6 51
To the surveyors for examining hatches, and stowage of the cargo, .....	12 00
Leads put to the hatches and ship stores by custom house, ..	8 90
Harbor dues, .....	3 00
Tonnage duty, 221 tons, at 90 cents in and out, .....	198 00
Additional duty, 13 per cent., and stamps, .....	44 38
Certificate, stamps, measuring, and receipt of the tonnage duty, .....	11 90
Dock duty, at 53 cents for 3 months, .....	53 04
For the cooking-house, 2 weeks, .....	3 80
Ballast, 25 lasts, .....	32 10
Consul's bill, clearance, .....	2 71
Water bailiff's review of the crew and certificate, .....	5 07
Brokerage on the vessel, 221 tons, at 75 cents per ton, ..	78 32
Excise for town dues on ship's provisions, clearance in and out, .....	5 80
Cancelling custom house bonds, postages, and small expenses, .....	6 74
To Pilotage office, for booking the vessels outwards, ....	1 00
To the Pilot, from Flushing to Antwerp, gratuity, .....	5 00
To the British Consul for signature to the muster role, ..	5 44

643 81

Exchange, at 1*s.* 8*d.* per florin, is £63 14*s.* 10*d.*, nearly 6*s.* per ton.

I proceeded to Rotterdam, where I arrived on the 17th May, and had an interview with Messrs. A. Van Stolk & Son, extensive wood merchants. They have a considerable tract of forest lands in Ardennes, from which they manufacture oak and fir. I saw some of the oak. It is large, and would average at least 35 feet long and 16 inches square. They informed me that they had lately made a sale of a large quantity to the Russian Government, to be delivered in Rotterdam. The price is two guilders\* for the French cubic foot. The fir timber produced in this part of the country, or at least in the interior and brought to Rotterdam, is very inferior. I am of opinion that there is not much prospect for Canadian lumber here. I left for Berlin, and arrived there on the 20th May. Presented letter of introduction from His Excellency Lord Cowley to Lord Loftus, British Minister at Berlin, who gave me letters to the British Consuls at Stettin, Dantzic, Konigsburg and Memel. I proceeded to Stettin, and called on Mr. Blackwell, British Consul, from whom I received statistical information relative to the trade of that port, by which I find that the export of lumber is not increasing. For the seven years, from 1852 to 1858, inclusive,

The average value was.....	1,637,478	Prussian	Thalers.†
1859, .....	1,625,870	"	"
1860, .....	1,673,460	"	"
Of the first, say.....	1,637,478,	Great Britain took.....	745,174
1859,.....	1,625,870,	"	..... 746,900
1860,.....	1,673,460,	"	..... 695,165

I was also here introduced by Mr. Poulson, ship broker, to Mr. Kressman, who is extensively engaged in the timber trade in this place. He informed me that the major part of the forest lands belong to private individuals, and the remainder to the Prussian and Russian Governments. With respect to the cost of standing timber, Mr. Kressman told me that he had returned only a day or two before from making a purchase of a certain lot of standing oak and fir. Both are accounted equal in value, as the greater quantity contained in the fir tree compensates for the difference in the price of the oak per foot over that of the fir. There are supposed to be in this lot 10,000 trees, for which he is to pay 55,000 rubles.‡ A number of those trees may be bad, and Mr. Kressman reckons that all those he can make available will cost him at least 25s. sterling each. When it is taken into consideration the small average of this timber, say about 30 feet, the price appears to be very high. This purchase-money is all to be paid down at once, and it may be six or seven years before he gets all the timber off—if he ever does. This timber has to be hauled a distance of  $2\frac{1}{2}$  to 3 German miles—12 to 15 English—after which it has to be driven some hundreds of miles, and may be expected to arrive at Stettin in all June. From the best information I can obtain, the timber in this country, I refer to Prussian Poland, is fast becoming exhausted, and that the value of standing timber has been greatly enhanced of late years—more particularly since the recent repeal of the duties in England.

\* A Guilder is equal to 40 cts.

† A Thaler is equal to 78 cts.

‡ A Ruble is equal to 73 cts.

I proceeded to Dantzic, where I arrived on the morning of the 23rd May, and presented letter of Lord Loftus to H. R. Plow, Esq., Her Majesty's Consul General. I had also letters of introduction from gentlemen in England and Scotland to Messrs. Albrecht & Co., Messrs. Thomas Behrend & Co., and S. Keohline, Esq., lumber merchants. All those parties seemed earnestly inclined to afford me all the information possible relative to the trade of this port. They are straightforward, open, and candid men, and did not appear to have anything to conceal of a general character with respect to the business. They all complain that the standing timber is fast disappearing—that it is rising in price at each and every succeeding sale, and that the distance they have to haul is constantly increasing. Mr. Grade, of the firm of Messrs. Albrecht & Co., said timber not requiring to be hauled more than 12 to 15 English miles is considered handy to the river. To have to haul 6 to 8 German miles (30 to 40 English) is by no means unusual. Afterwards it has to be driven a great distance by a tortuous, tedious and expensive route. A great proportion of the lumber brought to this market is made a long way to the south and south-east of Warsaw, and much of it is brought from Galicia, in Austrian Poland.

The general custom of selling the standing timber is as follows:—A certain limit or circuit is sold, which is supposed to contain a specified number of trees, suitable to be made into timber, for a lump sum or so much per tree. The number of trees is generally overrated. Such is the competition among purchasers, that they submit to it. The purchaser is bound to take off the quantity within a given time, if to be found; but in no case is any deduction made. He is not allowed to take more than the number stipulated for, should they even be there, without paying additionally for them. Every tree which is cut down counts, whether rotten or otherwise.

I went with Mr. Albrecht and looked over all the lumber in the river, down to the harbor. There was but little remaining after the spring shipments, and none of the new timber had then arrived. It was expected in a few days. The timber is separated into three classes—1st, 2nd and 3rd. Mr. Albrecht told me that to get any considerable quantity of first quality is very difficult and expensive, and scarcely any of it to be had without having to be hauled 30 or 40 English miles. The value of first quality redwood here at present is 55s. per load, free on board; 2nd, 45s.; 3rd class about 41s. per load. The freights just then were very low, not more than 15s. per load to the east coast of England.

Large quantities of redwood are now being sawed up by the different establishments here into deck plank for the English and French Governments. The prices paid by the French Government are for 1st quality 21s. sterling for 40 feet long, 3 inches thick, and 9 inches broad; and two-thirds that amount for 2nd quality. There must not be any pith in those planks, and they must shew heartwood the whole length, of at least seven inches wide. I find that the production of last winter does not exceed that of the previous year. A considerable quantity of redwood is also being prepared here, intended for the defences at Southampton, England. The pieces are all to be 35 feet long, 12 inches square, and to shew a certain amount of heartwood on all sides. The price to be paid is



65s. per load, free on board—a price with which the sellers seem well satisfied.

The timber purchased from the Prussian Government in almost all cases is cut down and squared at their expense. A portion of the timber is also got out round the full length of the trees. It is then sold by public auction—the square timber by the foot, the round timber by the piece. The latter timber is brought down without being squared, and part of it shipped as spars. The remainder is sawed and manufactured into different descriptions of scantling. For the export of lumber from this port, and the prices thereof, I beg to refer you to pages 17, 18 and 19.

I proceeded to Königsberg, where I arrived on the night of the 24th May. On the following day, I presented letter of Lord Loftus to Mr. Hartsel, British Consul. Mr. Hartsel resided for some time in Memel, and was engaged in the timber trade there. He seems to be well acquainted with the affairs of the country, as connected with the lumber trade. He informed me that about one-third of the forest lands which supply this place and Memel, belong to the Russian Government, and about two-thirds to the Polish and Russian nobles, and that almost the whole of said supply comes off Russian territory—scarcely any off Prussian. There is scarcely any possibility of arriving at the cost of bringing it to market—the business being altogether in the hands of the Jews, who hitherto had an understanding with the proprietors that the serfs on the estates should be employed in making and bringing it forward, and, consequently, the exporters at these ports neither know nor care about the cost of production, not being interested in the same. What effect the emancipation of the serfs will have on the trade remains yet to be developed.

The great timber-producing districts are comprised within an area of about 27,000 English square miles—a great portion of which has been cut over and over again—besides there is a population within this circuit of from 1,600,000 to 2,000,000, and it is considered one of the best agricultural provinces in the Russian Empire. From these facts I infer that there is a limit to the timber even in this province. The standing timber is gradually becoming scarce and dear. The distance to haul is increasing, and it is thought that the emancipation of the serfs will have the effect of changing the nature of the trade altogether. In the first place, it is to be expected that much more of the land will be brought under cultivation, and, in the next, the men will not continue to work for the same small pittance they have hitherto been in the habit of receiving. In fact, they seem not to be inclined to work at all. In proof of this assertion, I can state that large numbers of Germans, from the province of Pomerania, at the time I was there, were moving to Russia to supply the labor heretofore performed by that class. This change in the condition of the serfs must raise the price of labor, and a corresponding rise in the price of timber, or a diminution in the quantity, must necessarily be the result. Mr. Hartsel further informed me that the country is now undergoing such changes that it is hard to say what ultimate effect such changes may produce. One thing, however, is certain, that, so far, the effect has been a large diminution in all the products of the country. Under any circumstance, as far as I have been able to judge,

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Canada has nothing to apprehend from a competition with the south side of the Baltic.

I left Königsberg on the 25th, and arrived in Memel on the 26th May. The following day, I presented letter from Lord Loftus to — Campbell, Esq., British Consul. I had letters of introduction also from Messrs. John Hall & Co., Newcastle-on-Tyne, William Muir, Esq., Leith, Alexander Gordon, Esq., London, and from Mr. Hertsel, British Consul at Königsberg, to the principal parties engaged in the lumber business here. I waited on these gentlemen separately, from whom I received corroborative information respecting the trade, which amounts to the following:—Memel is supplied with lumber from Russia and Poland by the River Nieme. The lumber has such a long distance to be driven that it only reaches market in September and October, which market is at a place called Russ, about 30 English miles from Memel, situate on the bay which lies between that city and Königsberg. At Russ the wood is purchased by the Memel merchants and brought down at their risk and expense in large rafts of 1500 to 2000 pieces of square and round timber. When the timber arrives at Memel it is assorted according to quality and the views of the owners. There is a Government system of classification, but it is not compulsory. The different kinds of timber brought to this place are:—

Fir Redwood, square.

“ “ round.

“ Whitewood, round.

Oak, square.

“ Wainscot Logs.

“ Staves.

And in about the following quantities:—

Square Redwood, 12 to 18 inches square, 20 to 60 feet long; very few pieces of the latter length or size; general average about 30 x 13,.....	150,000 to 200,000 pcs. an'y
Round ditto,.....	150,000 “
Whitewood, round,.....	20,000 “
Square Oak,.....	10,000 “
Wainscot Logs, .....	4,000 “
Staves, about .....	15,000 shocks of 60 pcs ea.

The Square Redwood is classified as under:—

Crown Timber, value at that time, .....	70s. stg. per load.
Best Middling, “ “ .....	66s. “ “
2nd “ “ “ .....	54s. “ “

The round wood, both red and white, is cut here by steam and wind-mills into 3 x 11, 3 x 9, 4 x 11, 4 x 9, 2½ x 7, and boards 1 to 1½ inches thick by 8



to 11 inches in breadth, and all generally of long lengths. They are classified as follows:—

Redwood, Crown,	was then worth....	£12	per St. Petersburg std.
“ second qual.	“ ....	7	“ “
“ third “	“ ....	6	“ “
Whitewood, Crown,	“ ....	7	“ “
“ second qual.	“ ....	6	“ “
“ third “	“ ....	5	“ “

The latter deals compete with our spruce, in the English market; but according to my opinion they are not as good, or equal in any respect. I was told by the gentlemen in the trade that a few years ago this whitewood was attacked by an insect, which has almost killed every tree. I have seen a considerable quantity of this kind of lumber in the log, and found it all to be perforated to the heart by grub-worm.

Square oak, 12 to 14 inches square, and 20 to 50 feet long, general average, not more than 35 feet cubic, and classified as under:—

Crown, was worth at that time, .... 100s. per load.

Second quality, ..... 90s. “

Wainscot logs, in lengths of 9 feet and upwards. This timber is sawn from pretty large trees, must be free from heart, and shaped thus,  $\left(\frac{10}{10}\right)$ ; and must be at least 10 inches deep from the curve to the corner of the large flat surface.

Crown.—The value at that time was, ..... 5s. 6d. per foot.

Second quality, “ “ “ ..... 3s. 6d. “

Staves are of the following dimensions:—

Pipe, 6 feet long, 6 x 3 inches,	} All reduced to 6 x 6 x 3.
Brandy, 5 “ “ “	
Hogshead, 4 feet long, 6 x 3 inches,	
Barrel, 3 “ “ “	
Heading, long, $2\frac{1}{2}$ ft. long, 6 x 3 in.,	
“ short, $1\frac{1}{2}$ “ “ “	

And were then worth, Crown,.. £140 per 1200 pcs.

“ “ “ 1st Brack, 115 “ “

Three pieces long heading counts one.

Four “ short “ “

The provinces which supply Memel are, Kowno, Augustoo, Bialystock, Vetspsk, Minsk, Wilna, and Volhynia—this latter province furnishing or yielding two-thirds of the whole, and is the province spoken of in my remarks on Konigsberg. As far as I can understand, the timber trade is gradually declining here, and although the lumber is becoming scarce, this is not the only reason given for the cause of the trade languishing. The late season at which the timber arrives necessitates the holding over large quantities during winter, which is embarrassing in a monetary point of view. Nevertheless, at that time in Memel, as well as in the other ports in the Baltic, the people were as busy as possible sawing and preparing lumber for the French Government, and complained that they

were not able to get it ready fast enough. There is no doubt that a great consumption of wood goods is going on at present in France, and it certainly will be the fault of our merchants if Canada does not share a good part of the benefits arising from such consumption.

While here, I received a letter from P. M. Partridge, Esq., Superintendent of Woods and Forests, informing me that you had approved of my not visiting Norway, as suggested in my letter dated Newcastle, 10th April.

Having now reached (in accordance with your letter of instruction, the extreme point of my journey, I returned by Hamburg, where I arrived on the 29th May. I called on Messrs. Klenckroth & Co., Messrs. Martins, ship owners and timber merchants. The latter export lumber from Hamburg to France and England. They are of opinion that timber of good quality of certain descriptions, say oak, elm, and yellow pine, at the prices I mentioned, might be sent there in limited quantities, to pay. The oak should be long and large, the yellow pine long and clean, suitable for deck planks. Masts are also required. There is an abundance of common timber in the country, and therefore nothing but the best should be sent.

Hamburg exports square oak and fir timber, which is brought down the Elbe from Russia and Poland; and although the people of Hamburg have much farther to bring their timber by inland navigation, nevertheless, they have such an advantage over the exporters of Dantzic and Memel in the sea freight, that they are able successfully to compete with them. The freight from here to the coal ports of England is only 10s to 12s. per load. The same complaint I heard in Stettin, Dantzic and Memel, is also made here, namely, that the timber of the country is fast disappearing. Mr. Klenckroth informed me that not only will the export of timber soon be at an end here, but that they must commence immediately to import certain kinds of timber for shipbuilding purposes. In fact there have been several cargoes of United States oak, and pitch pine in considerable quantities, already imported.

In course of conversation with Mr. Slowman, ship broker, of this place, I learned that the export of lumber from Hamburg is small indeed, and that a large import must soon take place to meet the increasing demand. I made inquiry for, and endeavored to obtain, a return of the import and export of lumber, but was told that no statistics of them are kept.

I came to Bremen on the morning of the 31st May. The import of lumber here is pretty large, as will be seen by the following table, which I took from the official returns of the city for 1860:—

By Sea.

Oak and Birch, .....	24,071 cubic feet
Fir Timber, .....	291,545 “
Deals, .....	836,899 pieces.
Staves, .....	491,470 “
Knees, .....	900 “
Masts, .....	44 “

From the interior.

About 2,000,000 cubic feet.

I called on — Bellier, Esq., and also on O. Thyne, Esq. Both these gentlemen are importers here, and they informed me that the freight from the Baltic ports to Bremen averages 8 to 10 Bremen dollars per last of 80 English cubic feet. This is fully as high a rate as is paid from those ports to any part of England. The freight from Savannah and other Southern ports in North America to this place is \$17 to \$18 per 1,000 feet board measure. Such being the case I cannot understand why Canada should not be able successfully to compete with those countries for the trade of Bremen.

I had a long conversation with Mr. Thyne, in which I endeavored to explain to him the qualities, sizes, &c., &c., of our timber. He requested me to give him the names of some of the Houses in Quebec, and that he would write to the captain of one of his vessels, then on her passage to New York, and instruct him to go round to Quebec to take in a cargo of lumber on his account. I gave him the names of some half dozen firms, any of whom I assured him would carry out any agreement they might enter into. I find that Mr. Thyne ordered a cargo, and that such cargo has been dispatched, and trust it will give him satisfaction.

#### BREMEN

Is in latitude 53, 5 N., long. 8, 48 E., and about 50 miles from the mouth of the River Weser. Vessels drawing more than 7 feet water cannot come up; but there is an excellent harbor at Vegesack, 13 miles below, where vessels drawing 13 to 14 feet come; and at Bremerhaven, 38 miles below Bremen, is a splendid harbor and docks, admitting vessels drawing 24 to 25 feet.

I left Bremen on the 1st June, returned to London on the 2nd, and arrived in Quebec 10th July, 1861, I trust that when you consider the variety and importance of the subjects which I was charged to report on, and the very limited time at my disposal, you will be satisfied that I have discharged the duties committed to me in a manner likely to result advantageously to the lumber trade of this country.

In conclusion, I beg to Report (as it may be gratifying to you to learn) that since my visit to the continent of Europe, several cargoes of lumber have been ordered from Quebec by Houses in the following places, namely:—

Bremen, .....	Germany.
Antwerp, .....	Belgium.
Dieppe, .....	France.
Havre, .....	"
Honfleur, .....	"
Nantes, .....	"
Bordeaux, .....	"
Montpellier, .....	"
Cette, .....	"
Marseilles, .....	"
Toulon, .....	"

And I have the satisfaction of recording my sincere conviction that these are only the introduction to an extended trade with these countries—the advantage arising from which will be felt in this colony in due course. In the foregoing remarks, I have had occasion to introduce the names of several noblemen and gentlemen, from whom I obtained valuable information, and I feel I should not present this report without bringing under your notice, in a particular manner, the following, who have not only afforded me all the information in their power, but were obliging enough to give me letters of introduction to others whom they supposed were in a position to render me the assistance I required in the attainment of the object in view :—

Monsieur le Baron Gauldrée Boilleau, French Consul in this Province.

UNITED KINGDOM.

Henry Sharples, Esq., .....	Liverpool.
Edward Chaloner, Esq., .....	"
Messrs. Rankin, Gilmour & Co., .....	"
" Duncan, Ewing & Co., .....	"
" Farnworth, Jardine & Co., .....	"
M. I. Wilson, Esq., .....	"
Messrs. A. F. & D. MacKay, .....	"
Allan Gilmour, Esq., .....	Glasgow.
Messrs. Donaldson & Rose, .....	Aberdeen.
William Muir, Esq., .....	Leith.
Messrs. John Hall & Co., .....	Newcastle-on-Tyne.
William Burstall, Esq., .....	Hull.
Charles Heaven, Esq., .....	"
Messrs. Wade, Sons & Co., .....	"
" Gilmour, Rankin, Strang & Co., .....	London.
" Churchill & Sim, .....	"
Alexander Gordon, Esq., .....	"
Messrs. Mark Whitwell & Son, .....	Bristol.
" Barns & Sons, .....	"
" Watson & Co., .....	Cardiff.
James Martin, Esq., .....	Dublin.
Messrs. Colvil & Auld, .....	Belfast.

FRANCE.

His Excellency Lord Cowley, British Ambassador, &c.,	Paris.
Monsieur Herbet, Conseiller d'Etat, &c., .....	"
Monsieur Bossange, .....	"
Monsieur M. Schevallier (Senator), .....	"
Monsieur Behic, Directeur du Service Maritime, &c.,	"
Monsieur Armand, .....	"

BELGIUM.

— Kennedy, Esq., .....	Antwerp.
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## PRUSSIA.

Lord Augustus Loftus, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary, &c., &c., ..	Berlin.
— Blackwell, Esq., British Consul,.....	Stettin.
— Plow, Esq., Her Majesty's Consul General, .....	Dantzic.
Messrs. Albrecht & Co., .....	"
“ Thomas Behrend & Co.,.....	"
— Hartsel, Esq., British Consul,.....	Konigsberg.
— Gubba, Esq., .....	Memel.
John Mason, Esq., .....	"
— Campbell, Esq., British Consul,.....	"

All which is respectfully submitted.

I have the honor to be,

Sir,

Your obedient servant,

WILLIAM QUINN,

*Supervisor of Cullers.*

N.B.—I deem it necessary here to explain an apparent discrepancy in the dates of my return to England and my return to Canada, and which was occasioned by my going to the Continent before completing my round of the United Kingdom, having left the West of England, Wales and Ireland to be visited after my return from the Continent. My reason for this course I explained to the Department in my letter dated Paris, 26th April, 1861. In making up this Report, I was desirous of having all the remarks on the ports which I visited in the United Kingdom connected and continuous—hence my observations in reference to the Continent appear last in this Report.



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