

LONDON.
ON THE TIMBER TRADE OF BRITISH NORTH AMERICA.

TO THE EDITOR OF THE MORNING POST.

SIR,—I have noticed with regret the recent attempts to revive the prejudices which formerly existed respecting the quality of the Timber imported from the British North American Colonies; and I am induced, from the following paragraph, which appeared in a respectable Morning Paper of yesterday, to express my apprehensions that these attempts are to be attributed to interested motives, and to an anxious wish to depress the extensive trade, which is now so beneficially carried on between the United Kingdom and His Majesty's Colonies in North America. In the paragraph referred to, it is observed—"there is a most abundant supply of fine English oak in the Dock-yard at Plymouth.—DANTZIC planks for bottoms and decks are scarce.—AMERICAN oak is the substitute; but it is not so good." The obvious tendency of this paragraph precludes the necessity of any comment upon it; but as the assertion, that American oak is not so good as Dantzic, is incorrect and contrary to the opinion of ship-builders in general throughout the kingdom; I beg leave to request the favour of the insertion of this letter in your paper.

In 1809 the ship-builders in the Port of London complained to Government of the great encouragement given by the Directors of the East India Company to India-built shipping; and, it is understood, they caused to be re-printed at that time, the Reports of the Directors on that subject. In the introduction to this work, I find the following passage, which I flatter myself will satisfactorily shew, that in their opinion (and who are so competent to decide the question as men of their experience) QUEBEC oak is equally good in quality as Dantzic, for all the purposes to which the latter is applied; exclusive of the other serious considerations which should induce, in this country, a preference to be given to it, over all foreign oak whatever.

It is remarked in page VI, of the book mentioned, "if, on investigation, it should appear there was a real scarcity of oak timber in Great-Britain, of which much doubt is entertained, it becomes a question of great importance, whether it is not more consistent with the true interests of the Empire to encourage the importation of naval timber from His Majesty's colonies in North America, where it may be obtained in great abundance, than to give a preference to the building of 'black ships' in India. The timber of these provinces, when properly seasoned, is well adapted for the construction of many parts of a ship, and as a more general use of it will tend materially to lessen the consumption of English oak, it is certainly more beneficial to extend the use of British colonial timber in the building of ships in Great-Britain and Ireland, than to bring teak from the forests of Pegue, or to import naval timber from the Baltic, especially when it is considered that Quebec oak is equal, if not preferable, to Dantzic; and being now allowed to be imported free of duty, the price of the former, when cut into plank in this country, does not exceed the cost of the latter. In both these instances, the timber must be paid for in specie, or in bills drawn on this country: whereas, the British Colonists in North America, take in return for their cargoes of timber, BRITISH MANUFACTURES; whilst they, at the same time, employ exclusively BRITISH BOTTOMS!"

In addition to this opinion, in favour of British American Timber, I am informed, that before His MAJESTY'S Government determined to recommend, to the consideration of the Legislature, the propriety of increasing the duties on the importation of foreign timber, they caused inquiries to be made, as to the quality of the timber, imported from the British North American Colonies, and that the result of those inquiries were so satisfactory as to induce them to propose the late increase of duties on foreign timber; under these circumstances, I flatter myself the Public will not be influenced by such misrepresentations but that the trade to the KING'S North American Colonies will be encouraged, and that a preference will be given to the timber imported from thence.

The national importance of this Trade cannot be more prominently shewn, than by stating the Exports and Imports of Canada, in 1810, which are extracted from the annual printed Return sent from Quebec, and the amount of the tonnage employed in the Trade of the several British Colonies in North America, during the last four years.

CANADA.—EXPORTS.	
Value of the Exports from Quebec,	£942,324 9 3
Ditto of Furs, Skins, &c.	120,503 9 7
Total Exports from Quebec, in 1810,	1,062,827 18 10
Disbursements for Provisions and Ships' stores for 661 vessels, at Quebec, in 1810—Average about £350 each,	231,350 0 0
Freights of these Vessels, averaging about 216 tons, or about 230 load each ship, at £7 per load,	1,064,210 0 0
Total (Sterling)	£2,358,387 18 10

The Exports from Canada to the United States, via St. John's; and the Exports from the Departments of Gaspe and the Bay of Chaleurs, are not included in this statement.

IMPORTS.	
Value of Imports into Quebec, in 1810, of articles liable to duty, about	£372,837 0 0
Do. of do. not liable to duty, about	600,000 0 0
Total Imports into Quebec, in 1810,	£972,837 0 0

SHIPPING.		
Ships cleared out which entered Quebec in 1810,	Ships.	Tons.
Ditto, new built there,	26	5,836
Total, average 216 tons each,	661	143,893

The progressive increase of this trade most satisfactorily appears, by the following statement of the tonnage employed in it during the last 5 years namely:—

	Ships.	Tons.
In 1806,	193	33,996
1807,	239	42,293
1808,	334	70,275
1809,	434	87,825
1810,	661	143,893

ABSTRACT.		
	Ships.	Tons.
In 1810,	661	143,893
1807,	239	42,293
Increase of the ships, with their tonnage employed in the trade to Quebec in the last four years,	422	101,600

NOVA-SCOTIA. The trade with this Colony does not appear to have increased so rapidly as that of Canada or New-Brunswick, which is in a great measure to be attributed to the depression of its fisheries, from the admission of American fish into the British West-India Islands, but which, after the first of next July, by the late order of Council, is totally prohibited. The number of Ships which cleared from the several ports in this Province during the last four years was—

	Ships.	Tons.
In 1807,	277	31,459
1808,	376	48,057
1809,	435	47,852
1810,	328	42,222

ABSTRACT.		
	Ships.	Tons.
In 1810,	328	42,222
1807,	277	31,459
Increase of the ships with their tonnage employed in the trade to Nova-Scotia, in the last 4 years,	51	10,763

NEW-BRUNSWICK. The increase of the trade, with this Province is also shewn, by the following extract from the Annual Statement sent from thence, of the ships which cleared out from the several ports in it, in the years—

	Ships.	Tons.
1804,	126	17,203
1805,	119	15,910
1806,	128	20,019
1807,	156	27,430
1808,	253	39,114
1809,	310	55,158
1810,	410	87,690

ABSTRACT.		
	Ships.	Tons.
In 1810,	410	87,690
1807,	156	27,430
Increase of the ships with their tonnage employed in the trade to New-Brunswick, in the last 4 years,	254	60,260

CAPE-BRETON, The trade with this Island is inconsiderable, for the number of Ships which cleared from thence in 1807, was only four, together 416 tons; and in 1810, seven ships, together 948 tons; but the trade with

PRINCE EDWARD ISLAND		
	Ships.	Tons.
In 1807,	8	1,859
1808,	41	9,464
1809,	78	15,276
1810,	32	5,917

ABSTRACT.		
	Ships.	Tons.
In 1810,	32	5,917
1807,	8	1,859
Increase of the ships with their tonnage, employed in the trade to Prince Edward Island, in the last 4 years,	24	4,058

NEWFOUNDLAND. The number of Vessels which cleared from this Settlement, for such it must now be considered, was,

	Ships.	Tons.
In 1807,	359	41,200
1808,	372	45,310
1809,	401	48,903
1810,	495	61,543

ABSTRACT.		
	Ships.	Tons.
In 1810,	495	61,543
1807,	359	41,200
Increase of ships with their tonnage, employed in the trade to Newfoundland, in the last four years,	136	20,343

GENERAL ABSTRACT.		
FIRST PART.		
	Ships.	Tons.
Of the increase of the trade to Canada in 4 years, from 1807 to 1810, both inclusive,	422	101,600
Ditto, Nova-Scotia, for the same period,	51	10,763
Ditto, New-Brunswick, ditto,	254	60,260
Ditto, Cape Breton, ditto,	3	432
Ditto, Prince Edward Island, ditto,	24	4,058
Ditto, Newfoundland, ditto,	136	20,343
Total increase of the Ships with their tonnage, employed in the trade of the British North American Colonies, in the last four years,	890	197,456

SECOND PART.		
	Ships.	Tons.
The number of ships, with their tonnage employed in the trade of Canada, in 1810,	661	143,893
Ditto, Nova-Scotia, in ditto,	328	42,222
Ditto, New-Brunswick, in ditto,	410	87,690
Ditto, Cape Breton, in ditto,	7	948
Ditto, Prince Edward Island, in ditto,	32	5,917
Ditto, Newfoundland, in ditto,	495	61,543

Total number of ships with their tonnage employed in the trade of the British North American Colonies, in 1810, 1933 342,213

The rising prosperity of the invaluable appendages of the British Empire cannot fail to be highly gratifying to the Public; and I trust the Government of this country, whoever may have the conduct of it, will, in all their negotiations with the United States, cautiously guard the interests of the inhabitants of them, and secure, exclusively, to Great-Britain and her dependencies, their trade, which, until within the last four years, was considered of little importance: experience, however, has shewn them to be possessions of incalculable value to a maritime country, and as such, they ought to be most extensively encouraged. ALFRED.

London, Saturday, October 19, 1811.

NEW GOODS.

RICHARD SANDS,

Has Received by the Ship WILLIAM from LIVERPOOL, A HANDSOME ASSORTMENT OF CALICOS and Shawls, black Cambric, Bedtick, striped Cotton, Table Cloths, black Crape, Counterpanes, Muslins, Ribbons, Dimities, Checks, Women's colored Cotton and Worsted Stockings, Men's Worsted; Lambswool and colored Marino do. Ladies and gentlemen's Silk Stockings and Gloves, Do. and do. Leather Gloves, British Shirting, Serges, Cotton Laces, Calimancoes, Rattinets, Wildbors, Superfine Cloths, double milled Cassimeres, Salisbury Flannels, Pins, Thimbles, Combs, Bibles, Prayer Books, Children's do. Mustard, Saltpetre, Ladies Kid and Morocco Shoes; Children's do. Ladies Spanish Corksoles do. gentlemen's dress Shoes, Jack and Pen Knives, Table Knives and Forks, Spoons, Razors and Strops, Spectacles, Clothes, Hair, Hearth and other Brushes, Curry Combs and Brushes, and sundry other articles; which he will sell low for CASH. Saint John, 28th October, 1811.

Blankets, Cloths, Flannels, &c.

STRIPED, Point, and Rose Blankets; white, red, green, and yellow Flannels; Dufla Coatings assorted colors; Narrow Cloth ditto; Low priced Broad Cloths; Superfine ditto ditto; Single and double mill'd Cassimeres; Black, green, drab, scarlet, and bottle Bombazettes, plain and figured:—

Just Imported in the Ship WILLIAM, from LIVERPOOL, and for Sale by the Package on moderate terms, at the Store of RICHARD SANDS.

ALSO EXPECTED IN A FEW DAYS, A quantity of Bombazee, Rich Twist, Ribbons, Gold Leaf, Chineal, Black Worsted Hose, Lace, Veils, Rich fashionable Shawls, Ribb'd Stockingnetts, and a variety of other Goods. 4th November, 1811.

DAVID MERRITT,

Has received per the HARMONY from LIVERPOOL, AN ASSORTMENT OF BRITISH GOODS,

CONSISTING OF— BROAD Cloths; Kerseymeres; Swansdown; Ser- ges; Linens; Flannels; Slops; Hats; Salmon Twine; Canvas; Ladies Straw Bonnets and Veils; Calicos; Hosiery; Umbrellas; Paints and Paint Oil; Brushes; Stationary; Combs; Iron; Steel; Nails; Leaf Sugar; Gun Powder; Shot; and Cutlery; which will be sold low for CASH.

He has also for Sale RICE; fresh Superfine and Rye FLOUR, Prime BEEF and PORK, and TAR. SAINT JOHN, 17th JUNE, 1811.

Spirits, Hides, Sugar, &c.

STEPHEN HUMBERT

Has received per late arrivals, A Few Puncheons high proof Jamaica and Windward Island RUM; 800 Salted and Dried HIDES; 4 Bales COTTON; 2 Tons RED WOOD—ALSO, 150 complete sets fine Enamelled and Pencil TEA-WARE. In Store—500 Sides Upper and Seal LEATHER, cheap. St. John, 19th OCTOBER, 1811.

NEW GOODS.

BERTON & NEEDHAM, and Berton, Needham and King,

HAVE just received by the Brig ELK, from GARNOCK, and Ship DYKES from LIVERPOOL, (and are in daily expectation of more.)

A NEAT AND FASHIONABLE ASSORTMENT OF MERCHANDIZE, suitable for the Season; which will be disposed off on the most liberal terms for CASH or BILLS of EXCHANGE. FREDERICTON, 25th MAY, 1811.

NOTICE.

ALL Persons having any demands against the Estate of ALEXANDER REID, late of this City, Merchant, deceased; are requested to present the same duly attested, within Twelve Months from the date hereof; and those indebted to said Estate are desired to make immediate payment to ROBERT REID, Administrator, Saint John, December 9, 1811.