

in abundance for putting a limit to our present system of Government.---At the present moment it is not with me matter of idle speculation, it is a matter of serious concern, and no person coming this way from our part of the Country, but must feel alarmed at the course of things."

Extract of a Letter dated New-York 23d March, 1827.

There are so many vessels to be loading for your market here, and at the Southern Ports, we hardly can anticipate any improvements for the present, unless the Presidential influence, as the British W. I. can no longer be supplied direct, and we think there is every prospect of the continuance of this state of things, for we understand the last letters from Mr. Gallatin the American Minister in London, are of an unfavourable character.

(Signed) DAWSON & BROTHERS.

FROM THE MONTREAL HERALD, MARCH 28TH, 1827.

CANADA LUMBER TRADE.

TO THE RIGHT HONOURABLE THE LORDS OF HIS MAJESTY'S HONOURABLE PRIVY COUNCIL FOR TRADE.

The Memorial of the undersigned Merchants and others, interested in the Trade of the North American Colonies.

MOST HUMBLY SHEWETH,---

That in consequence of the great and continued depression of commerce, the late changes in our laws of navigation, and the duties on colonial wood, your memorialists have reason to apprehend the entire transfer of the Timber Trade from His Majesty's Provinces in America, to the Northern Powers of Europe.

With respect to the advantages held out, that by increasing our imports of timber from the countries contiguous to the Baltic, we shall increase there the demand for our manufactures, it appears to your memorialists, that neither has the fact been confirmed by experience, nor is the benefit that might result equal to the injury: indeed your memorialists would most respectfully submit to your Lordships that the Baltic Trade was on a footing quite as profitable to the United Kingdom in 1821, as it has been since. For our imports from those countries have always much exceeded our British exports, and the difference has been discharged by circuitous trade, in foreign productions, or gold and silver. The alleged decline of the Baltic Trade, previous to 1821, is made to appear only by comparing years of war, when we were excluded from the rest of Europe, with years of peace, when commerce had returned to its direct channels: upon a fairer comparison of 1802, a year of general peace, with 1821 (or with the average years of peace preceding) our exports to those countries are found to have increased above a million, an improvement greater than any in our exports to either Germany, Belgium, France, Spain, and Portugal, or to all of them united. Since 1821, upon a comparison of that year with the average of three years succeeding, although our imports from the Baltic have increased £974,057 annually, our whole exports thither have actually declined above £600,000; and the balance of trade, which at the former period was £1,168,580 in our favour, during the latter, has been against us by £438,395; and upon the same average and comparison, the increase of tonnage in the Baltic Trade has been as 3 to 2, in favour of foreign ships, making, by the amount of freights the real balance of trade still more unfavourable.

That, as imports from the Baltic may, it

is seen, increase without increasing the exports thither, so it seems evident that they cannot increase without diminishing both the imports and exports in another quarter, the British Provinces in North America; a trade which your memorialists believe of far more importance either as respects the manufactures, the colonies, the shipping interest, or the maritime power of Great Britain.

That our exports to those colonies consist almost entirely of British production, and comprise every article for the uses of life, and in their most finished condition; and consequently give employment and support to a greater variety of manufactures, and a greater proportion of the population than the same amount of exports to the Baltic.

That the conveniences and necessities of existence are thus supplied to an important number of His Majesty's loyal subjects, the colonists; a ready employment provided for thousands of emigrants from the mother country; and the industry of all encouraged and directed to the most useful purposes.

To a maritime and manufacturing nation, your memorialists conceive there can be no possessions more important to maintain and encourage; none that have so well answered the purposes for which colonies are established. For besides the other advantages which their nature and situation suggest, they consume more of our productions in proportion to their inhabitants than any other country, their consumption increases faster, and in proportion to their exports they employ more tonnage. In the last year, having a population of about 1,000,000, they received from us imports to the official value of £2,244,245; and having exports of about £3,150,000, they required for the transport nearly 700,000 tons of shipping and 34,000 seamen.

That as lumber is their principal export to this country, and that export engages five sevenths of the whole tonnage they require, the present advantages, and future improvement of those Provinces, and their commerce, whether to themselves or the mother country, must mainly depend on pursuing the protective system.

That the employment of so large an amount of capital and labourers, which is thus secured by the Colonial Timber Trade to the British ship owner, seems, even in a commercial view, of great consequence; as the return for freight alone, of which no official account is taken, but which must exceed £1,800,000, is all added to our internal production and consumption, to which the Baltic shipowner, being paid in specie, contributes immediately nothing, and if remotely, in a degree far less beneficial.

Your memorialists, therefore, conceive, that the Colonial Trade is in its results most essentially a home trade; not only because the advantages of the exchange on both sides are all within our own dominions, but that the consumption and demand it creates could not be different, or more profitable, did the colonial timber actually grow within the United Kingdom.

The objection so speciously urged against this system, that it compels us to use an inferior species of wood at a dearer price, your memorialists consider to be founded on partial investigations and fallacious appearances. Colonial timber, though liable to a disease whose causes are not yet ascertained, but from which hardly any timber is exempt, owes most of its disrepute to interested statements, and to prejudice, which experience is doing much to correct. On a fair comparison with the Baltic, your memorialists maintain it is found inferior indeed in some respects, equal in others, and in some even superior. Now, as your memorialists have never desired such regulations as should compel the public to use

colonial timber, for purposes to which it is unfit, so they think that for such purposes as it will answer better, or even as well, to buy a foreign article of foreign carriers, which our own can get and bring from our own forests, though it may be cheaper to the individuals, must be dearer to the community; there being no real economy, as your memorialists conceive for a society, whose industry and production are in every department equal to, or beyond the demand, to hire others to do for them, what they could as well do for themselves; and what if they do not, must render an important portion of their own labourers, not only unproductive, but a burthen to the whole.---And your memorialists regard in as peculiarly fortunate, that this their object is to be effected, without so far enhancing the price of wood, as to obstruct or diminish its use, and not only without any diminution of the revenue, but directly and indirectly with considerable addition.

That besides the other consequences of the loss or decline of the Colonial Trade, your memorialists beg leave to state, that the evil extends also, immediately to the very sources of our naval superiority; 1782 ships above 489,000 tons and 24,000 seamen were employed during the last year, between the North American Colonies, and the United Kingdom. The proportion this number bears to our whole navigation, exclusive of the tonnage to Ireland, is one fourth; if this proportion be deducted, the maritime pre-eminence of Great Britain, as far as foreign tonnage is concerned, must be materially affected, and if it be added as the consequence may be, to the Baltic; or other powers, more than half of our Foreign Trade will be carried on in foreign ships.

And to shew that their apprehensions are not unfounded, nor their complaints premature, your memorialists most humbly represent to your Lordships that the Colonial Trade is now, and has for some time been carried on under a severe and certain loss, and is only continued from the utter inability of the ship owners either to transfer their vessels to any other trade, or their capital to other employment. That, on the contrary, the Baltic shipping in the meantime is carrying off an abundant profit.

That the following is the state and comparison of either Trade:

COLONIAL.

CANADA.

White Pine.

First cost at the lowest price,	£0 18 0
Freight at the lowest remunerating price,	2 10 0
Charges,	0 5 0
Duty,	0 20 0
Present price,	£4 3 0
Loss per load,	3 0 0

Red Pine.

First cost at the lowest price,	£1 17 6
Freight at the lowest price,	2 10 0
Charges,	0 5 0
Duty,	0 10 0
Present price,	5 2 6
Loss per load,	4 7 6

LOWER PORTS.

White Pine.

First cost,	£0 17 0
Freight at lowest,	2 5 0
Charges,	0 5 0
Duty,	0 10 0
Present price,	£3 17 0
Loss per load,	2 17 6

Loss per load £0 19 6

BALTIC.

IN BRITISH SHIPS.

First cost at the present price,	£1 2 0
Freight at the present price,	1 5 0
Charges,	0 6 0
Duty,	2 15 0
Present price,	5 8 0
Loss per load,	5 2 6

IN FOREIGN SHIPS.

First cost at the present price,	£1 2 0
Freight at the present price,	0 18 0
Charges,	0 6 0
Duty,	2 15 0
Present price,	5 1 0
Profit per load,	5 2 6

That consequently all connected with the Colonial Trade, and especially our fellow subjects, the Colonists, have suffered great and in some instances ruinous losses; remittances to the Mother Country have been suspended and endangered, and your memorialists have little hope that the shipping interest, or any other can long bear up against so unequal a competition.

Nor have you memorialists more reason to expect relief from any change of times or revival of trade; the increase of importation from the Baltic countries has been hitherto limited, or retarded by their want of sufficient tonnage---a want which the present premium upon their trade is rapidly supplying (and with the assistance it is feared of British capital), and such is their advantage in the cost and disbursements of their vessels, they can always afford to bring us their timber for at least ten shillings a load less than British ships.

It is not only that the regulations of 1821 have not answered the object proposed, nor that present circumstances have rendered them no longer equal or expedient; but, your memorialists would most respectfully pray your Lordships to consider whether the footing upon which our trade with the Colonies and the Baltic, was then placed, has not been materially altered by a later Act; for in fact it appears to your memorialists, that the recent changes in our laws of navigation, have had a double operation; first to reduce the discriminating charges on foreign ships, and then practically to reduce the duties for so much on Baltic timber; because, as the price of that timber must depend upon the terms it is imported for in foreign ships, the effect on the Colonial Trade seems to be the same whether those terms are made easier to the foreigner by reducing the charges on his ships, or the duties on their cargo; indeed the direct remission on their timber is 2s. 9d. per load, and that of charges on their tonnage is equal to 1s. more, the whole amounting to 3s. 9d. per load, which has thus been indirectly withdrawn from the protection of the Colonial Trade, an effect which your memorialists believe was not contemplated, or at least not understood in 1821.

The loss of this protection not only threatens to drive British ships from the Baltic Trade, but to prevent their finding employment in the Colonial; and of the 1,000,000 tons of shipping that seem to be requisite for supplying the U. Kingdom with wood, your memorialists apprehend that portion only will eventually be British, which brings it from our Colonies, and that portion only of the wood will be brought from the Colonies, which the Baltic ships for a time may be insufficient to supply.

That therefore some of the causes to which your memorialists have imputed their distress, though the first, the depression of commerce, may be temporary, the benefit