A detailed statement of the quantities and descriptions of Produce shipped from the Port of Montreal in 1863, is given on pages 14 and 15.

The clearances at the Custom-House show that the value of Flour the product of the United States, shipped *via* the St. Lawrence River in 1863, was $90,793, the quantity being 20,470 barrels,—equal to 4 per cent. of the exports by sea-going vessels, or 2½ per cent of the exports of Flour in that year, from this city to all parts. The value of Wheat, grown in the United States and shipped *via* the St. Lawrence River in 1863, was $2,367,218, representing 2,338,464 bushels,—equal to 42½ per cent. of the total receipts of Wheat in that year; or 62½ per cent. of the shipments of that cereal *via* the St. Lawrence River; or 61¼ per cent. of the entire exports of Wheat from this city. It need scarcely be added, that all the Maize exported was from the Western States;—the value in 1863 was about $326,000, representing 638,281 bushels, or 74 per cent. of the receipts of that grain.

As having a practical bearing upon the question of Reciprocity with the United States, a table is given on page 13, which shows the values of Canadian imports to, and exports from, all parts of the world, during nine years, from 1854 to 1862,—also the values of free and dutiable goods imported by Canada from, and exported to, the United States during the same period.

Prominent among the projects of the day, for extending the commercial prosperity of Canada, and developing her natural resources, is the proposed improvement of the Ottawa and French River navigation, by which the distance between Montreal and Chicago would be shortened 368 miles, and the dangers of Lakes Erie and Ontario avoided. It is believed that the accomplishment of this scheme would attract a very considerable portion of the cereals to the St. Lawrence River for shipment to Europe, which have formerly been carried to the seaboard by other routes. During 1863, a Committee of the Montreal Board of Trade, as well as a Committee of the Legislative Assembly, carefully investigated the subject, and made elaborate reports in its favor; and a Bill was introduced in Parliament, at last Session, to provide for carrying out the project.

While the improvement here referred to is generally conceded to be a most desirable one, it is contended by many that the enlargement of the Welland Canal to a capacity commensurate with the St. Lawrence Canals, would be quite adequate to the present necessities of commerce; and that while its accomplishment would meet the immediate requirements of the increasing trade, more time would be allowed for carefully maturing and carrying out the proposed improvements in the Ottawa and French River navigation. The Governor-General of this Province, in his speech delivered at the opening of the present session of Parliament, is understood to have had this important matter in view, when he said:—"Your attention will be invited to measures designed, by the improvement of our existing system of