sugar for consumption and export at the several points named, as far as ascertainable, during 1868

Great Britain	635,000
United States	628,000
North Germany	116,000
France	406,000
Holland	148,000
	1,933,000
Russia and Poland	100,000
Austria	95,000
Spain and Portugal	67,000
Belgium	40,000
British Colonies	65,000
Norway, Sweden and Denmark	20,000
	2,320,000
River Platte, &c	30,000
	2,350,000

These returns are estimated to show the approximate sugar consumption of 313,000,000 souls, and the average per head is thus 16 8 lbs per annum. The net official British consumption during 1868 was 611 141 tons, or taking our population at 31,000,000, 43 14 lbs per head. At this rate—a very moderate one—the consumption of 313,000,000 souls would be 6,150,000 tons or at the Victorian rate of 92 lbs per head 12,000,000 tons.

FREE TRADE IN SHIPS.

THE Western States, teeming with natural productions, but separated from the ocean by great natural and artificial barriers, have to lament the high prices paid for transmitting their productions to the sea-board. The cost of doing so has been so great that vast quantities of Indian corn have been used for fuel where wood was scarce and grain a drug. As it is the cost of carrying a bushel of grain to the ocean make a sad hole in the price of the grain, while at times the rich crops of the West cannot be got to the sea-board at all, the traffic being too great for the means of transit. The Erie Canal is not nearly large enough, the Niagara Ship canal is in abeyance, and the Welland Canal which would give a splendid outlet by the St Lawrence is two small for the business to be done, and is expensive because a larger amount of business is not done. That canal ought, by all means to be enlarged. Its enlargement would be "thrice blessed." Canada would not lose, but gain by the expenditure, the West would be able to send their grains to market at less cost, and Europe would get cheaper bread, to say nothing of the fact that mercantile facilities of this kind would attract attention to the West and tend to relieve Europe of its surplus population and fill the West with what it most of all want—men and women. The Chicago *Tribune* of the 5th of March has an article on "Water Communication to the Seaboard" which we trust will attract attention in Canada to the United States. One of the leading proprietors and editors of the *Tribune* is the Hon William Bross ex-Governor of Illinois, the intimate friend of Grant and Colfax, with the latter of whom and with Mr Bowles of the *Springfield Republican*, "Governor Bross," as he is called, has travelled many thousand miles in viewing and exploring the "Great West." Hear what the *Tribune* has to say on this subject —

"The extent to which the people of the West are taxed because of the want of this water transportation, may be best understood by the well founded estimate that the excess of freights paid by the West on its products sent East and upon the Eastern goods sent back in exchange, will in five years pay the cost of a ship canal around the Falls of Niagara. We must continue to pay this tax until we can find a cheaper outlet. Having no present hope of building such a canal in our own territory we must try what can be done with the Canadian canal.

"Our navigation laws as applied to the Western lakes are simply a nuisance. We levy a tax upon all Canadian vessels entering our ports and we absolutely prohibit them doing any coastwise business. A Canadian vessel leaving a port in that country must come direct to Chicago or other American port, and cannot stop on the way to take up more cargo. The result is that we have practically excluded all Canadian vessels from our waters, and the receipts of the Welland Canal have been decreased accordingly. Our action against Canadian vessels has provoked similar legislation there, ending in the legal exclusion of American vessels from the Canadian waters, although the enforcement of the Canadian law is not so rigid as our own. We have substantially established non-intercourse and the result is that the business by which the Welland Canal might be enlarged and made useful to the West has been cut off and no other good end attained. As long as this system of non-intercourse continues the canal must remain as it is, and we must pay four or five millions of tax, in the shape of excessive freights, annually."

Now what does the *Tribune* propose? Nothing less than the Repeal of the navigation laws and Reciprocity in the Coasting Trade —

"Suppose we revise this policy. Let us no longer voluntarily pay tribute to monopolies. Let us open the lakes and our rivers, and harbours to all vessels of the Dominion, and have the Canadian ports and the St. Lawrence made free to our vessels. Let there be the utmost freedom of competition in the carrying trade with the increase of business resulting therefrom. The people of the American States have nothing to lose by this measure. The people of both countries have much to gain by it. It will reduce freight on our products sent East. It will double the business of the Welland Canal, and enable the managers of that work to prosecute its enlargement to the full dimensions required by sea going vessels."

We welcome this liberal proposal as giving a prospect of the advent of a new era in the fiscal relations between Canada and the United States. Will the New York and Boston press second this liberal proposal? Will they do so in the interests of humanity, if not on national or fraternal grounds? We trust that they will do so. Canada will most heartily meet the views of the West as expressed by the *Tribune*. Our coasting trade is now open to our American cousins, and most heartily will we be prepared to meet their views as to canal and river navigation, including the freedom of the St. Lawrence, the moment that they enable us to do so.—*St John, N B, Journal*.

THE SAULT ST. MARIE CANAL.

CONSIDERABLE discussion is at present going on in the West with reference to the enlargement and deepening of the canal at the Sault. That canal was built at a time when the traffic on the upper lakes was very small, and not likely for a generation at least to reach its present dimensions. The State of Michigan received a grant of 750,000 acres from the Central Government for the construction of this work, on the condition that no tolls were to be levied, except such as were necessary to keep the canal in ordinary good repair. There is a law of that State which forbids any public grant of money for local improvements and through these two regulations it is felt that Michigan can do nothing in the way of improving the canal so as to admit the passage of vessels of 900 or 1,000 tons. Unless the trade of the Superior district is to be greatly embarrassed the canal must be enlarged, and the discussion at present going on is, we understand, between those who think that the canal should be surrendered by Michigan to the federal authorities and by them improved as desired, and others who are of opinion that, as Michigan is chiefly interested in the undertaking, it is but fair that she should so modify her laws about grants as to enable her to effect all that is needed, without drawing upon federal funds. We do not know which party has taken the correct view of the case; but, however the dispute is settled the canal should be enlarged. It would be very difficult, indeed, to overstate the amount of traffic which, through the Sault St. Marie, will in a few years seek an outlet to the lower lake regions and the ocean. It is not saying too much to assert there will be quite enough to require a canal on both sides. The trade is still in its infancy, yet there passed through the canal during last season 338 steamers and 816 sailing vessels, while the number of passengers carried through amounted to 10,690.

RAILROAD AND EXPRESS COMPANIES.

THE efforts of Mr Jay Gould, of the Erie Railroad, to exclude the express companies from that road and its connections, promise, if successful, to inaugurate an important change, in which not only the stockholders of the roads but the business community generally are largely interested. The separate express business, which Mr Gould is endeavoring to break up is as old as the railroad itself, and almost as much of an institution. As an agent in the transaction of important business operations between distant sections of the country it has always been considered of the greatest importance. During the past thirty years the express and railway systems have kept pace with each other, and wherever a new road was opened or a new section brought into direct communication with the business centres of the country, express agencies were established for the accommodation of the public. So important have been the services thus rendered to the business community that we can scarcely imagine how it would have been possible to have dispensed with them. Nor has their importance in any way decreased of late in the estimation of the public, and any attempt to do away with the old and tried express system on which we have learned to depend, would be watched with interest and even with anxiety by the business men of all sections.

The action of Mr Gould, in his efforts to abolish this system, is based on the theory that all freight transported by a railroad should be handled by its employees only, and that any profit derived therefrom should belong to the company. The earnings of the express companies have been large and these, in the opinion of Mr Gould, should belong to the stockholders of the roads upon which they are earned. This is certainly a very correct and practical view of the case. Few roads earn enough to allow the payment of a dividend on their common stock, and in many instances the operations of important lines have been attended with serious loss to those who subscribed the original capital. It is evident, therefore, that if anything can be done to increase the profits of those interested in founding and sustaining these great material enterprises, and enable the stockholders to realize fair and honest percentage of annual profits, no one has a right to find any fault even though the changes necessary to bring about this desirable result may cause a temporary inconvenience to the general public. If this Mr Gould shall succeed in accomplishing the former, even though it be at the expense of the latter, he will have done a good work for which he will be entitled to the thanks of every holder of railroad stock in the country.

There seems to be no good argument against the practicability of Mr Gould's plan. As far as the direct transportation of packages is concerned the work can be performed by the railroad employees without the assistance of express agents. The delivery is an equally simple matter and can be done without the introduction of any material changes in the system now adopted on all first class roads. The companies have depots, store-houses and agents at every stopping place, and it would only be necessary to add waggons for the distribution of packages, and increase the clerical force in proportion to the increased demand for extra help in performing the business now done by the express companies. All these could be supplied for a small percentage of the annual earnings of the express companies, leaving a liberal margin of profit to be divided among the stockholders. Supposing this system to be adopted on all the roads of the country there might be some difficulty in effecting arrangements with connecting lines for the distribution of through freight and the adjustment of *pro rata* divisions of the charges thereon. This difficulty might be overcome however, although we imagine it would tax the ingenuity of Mr Gould, even, to elaborate the details of the new system. The Cincinnati *Enquirer* expresses the opinion that a much more pressing and immediate difficulty for Mr Gould lies in the fact that, while he may easily enough transact the direct express business, through or way, along his own lines, he will be utterly unable, at present, to send a package to any point beyond that limit. The express companies will have nothing to do with his freight, and persons living on his route will be effectually cut off from express facilities, so far as all places off the direct line are concerned. Of the probable effect of this upon his enterprise, he can doubtless obtain a tolerably clear idea from any of the managers of the late Merchants' Union. However Mr Gould is reputed a man of indomitable energy and pluck, and while people interested in railroads will certainly pray fervently for his triumphant success, the general public will watch the development of his scheme with interested curiosity. We take it for granted that he does not intend to stop in his reform projects with the regular and legitimate express business, but will remorselessly choke off those most ravenous and useless devourers of the substance of stockholders, and most abominable impositions upon the public the fast or express lines. There have been valid reasons for allowing the transmission of small and valuable packages, involving great care, risk and responsibility, to pass into the hands of independent corporations, embracing in their operations the entire railroad system of the country. But the surrender of the ordinary freighting business of railroads to a few favorite companies, who secure by contract the right of preference in transportation over individual shippers, are thus enabled to levy heavy taxes upon all who desire prompt movement of their merchandise, is an unmitigated nuisance—a gross injustice to railroad stockholders, and an outrage upon the business community, which should be suppressed by law.

NORTHERN FISHERIES.

IN the recent report of Mr. E. H. Derby, of Boston, to the Secretary of the Treasury, many interesting facts are given respecting the condition and prospects of the American fisheries in Northern waters. The present alleged disadvantageous position of the New England fisherman is dwelt on with considerable minuteness and the licensing act is complained of as being conceived in no friendly spirit on the part of the Ottawa government, and, if enforced as likely to lead eventually to a collision between the two countries. The herring fisheries at the Magdalen Islands and the coast of Newfoundland—a participation in which has been secured to the United States by treaty—are shown to be of vast value, as are also those on a portion of the coast of Gaspe, whilst the protection lately given to salmon and trout in Canadian rivers has greatly increased the numbers of those fish. In speaking of these last treasures Mr Derby observes:

"They, the fishermen, have strong claims on Congress to remit at its present session all duties on salt, stores and vessels, that represent their enterprise, and procure for them full license, both from Nova Scotia and Prince Edward Island to pursue the mackerel to their coasts. Our present duties of 200 to 300 per cent on salt should be at once reduced or repealed."

This statement is fortified by the fact, that the tonnage of the cod and mackerel fisheries has fallen from 147,000 tons in 1854, to 84,000 in 1868. In 1818, when the convention with England was made, the right to fish for mackerel within a marine league of the coast was not appreciated and it is regarded as important to the American fishermen that it should be regained. The report recurs once more to the real purport namely to the legislation to be desired. A Zollverein as already stated would be beneficial to the United States, should the Provinces conclude not to come in to the Union. But the impediments to their doing so, in the way of equality and taxation would, by degrees, be diminished, the United States becoming able to reduce their rate of taxation whilst Canada from non productive railroads and the providing of herself with an army and navy, &c may be compelled to raise hers, until we will find it their policy to bring down our customs to her level. If the Provinces should not choose annexation, and if the United States and Canada should seek no Zollverein at least till the former has settled matters with England it will become our temporary policy to reduce the duties on lumber, mackerel, herring, coal, breadstuffs and potatoes, if Canada evinces any disposition to admit her neighbor's imports and manufactures.

In any event says the report, the adoption of the arrangement proposed by the Congressional Committee in regard to Prince Edward Island is recommended. This island would be an important acquisition to the United States, whether as an ally or member of the Union although in size it is less than most of our States and but fifty per cent larger than Long Island New York, which it resembles in shape.

It would be desirable also to secure the right of fishing on the north coast of Nova Scotia and it is probable that an arrangement for this could be easily made. The fisheries of Nova Scotia declined recently, and the tonnage which stood at 409,409 tons in [illegible] was only 353 9[illegible] in 1867. In fact, there has been a considerable decline in the tonnage of all the Provinces except Prince Edward Island since the repeal of the Reciprocity Treaty, and it is not surprising that the Maritime Provinces are desirous to secure admission to our coasting trade and the right to register vessels in the United States.

If we succeed, as we doubtless shall, in reducing the