

excite apprehensions for their safety. Our list is necessarily incomplete; but we can amend it as information comes to hand:—

NAMES OF VESSELS.	Date of Clearance.	Port of Destination.	Flour. brls.	Wheat bush.	Pet. s. bush.	Corn. bush.	Ashes. brls.	Petroleum.
Araby Maid.....	June 7	Cork or Falm'th	..	19,373	..	..	..	....
John C. Ives.....	July 30	Queenstown ...	..	..	..	13,800	..	....
Patica .....	Aug. 22	Glasgow .....	128	28,681	..	..	..	....
Thames .....	Sept. 2	Glasgow .....	4,054	..	..	10,197	1,209	....
Hornby .....	Sept. 10	London .....	300	15,597	..	..	..	....
Hindoo.....	Sept. 17	Liverpool .....	..	..	..	..	..	{ 2,451 brls Crude 110 " Refin'd 593 cases "
Kate McLea.....	Oct. 2	Exeter .....	40	7,751	..	..	..	....
Marina.....	Oct. 29	Aberdeen .....	550	8,439	..	..	..	....
Sarah.....	Oct. 31	Gloucester .....	..	..	..	16,260	..	....
Independence.....	Oct. 31	Halifax .....	650	..	..	..	..	....
Snow Bird .....	Nov. 1	Cork for orders	..	..	..	..	..	{ 506 brls Crude 87 cases " 320 bis Refin'd
Elizabeth.....	Nov. 3	Q'instown or Fal.	..	..	..	13,966	..	....
Sam'l. Boddington	Nov. 10	Liverpool .....	2,502	..	23,905	..	..	....
Mary Almida .....	Nov. 11	St. John's, N.F.	940	..	6,600	..	..	....
* Wash't'n Irving	Nov. 20	London .....	2,520	19,098	6,981	..	..	....
* T. F. Parke...	Nov. 21	Falmouth .....	..	..	..	..	..	{ 1,218 brls Crude 740 " Refin'd
			11,684	98,939	31,486	54,223	1,299	

The two vessels marked with an asterisk (\*) are wintering at Quebec. If the foregoing are all the craft wrecked or missing, (and we request ship-owners or agents to favor us with corrections or additions,)—it appears that the aggregate of Breadstuffs cleared from Montreal in 1862, and which has not reached its destination, is equal to 244,568 bushels, rendering Flour into Wheat,—inclusive of 300 barrels of Oatmeal lost on the "Mary Almida." It is thought that the "Independence" may have gone into winter-quarters in some port in the Gulf. The "Snow-Bird" is not known to be lost, but she has not been heard from. The "Sirius" is, we understand, supposed to be lost: she cleared from Sarnia on the 8th Sept., direct for Liverpool, with some 1,500 brls. of Petroleum, and passed out of this harbor on October 2. The "Union," also loaded with Petroleum from Sarnia for Australia, (about 1,700 brls.) is, we understand, wintering at Quebec,—having left Montreal harbor on Nov. 6. The ship "Home," from Montreal, with Flour and Grain for the Clyde, was reported to have struck at Broadhaven, but was subsequently got off; and the "Marie Lucy," with Flour and Provisions for one of the lower ports, which had been reported ashore, is said to have ultimately reached its destination.

#### TRADE BETWEEN NORWAY AND THE ST. LAWRENCE.

The number of vessels sailing under the flag of Norway, and arriving in this port, has been previously referred to; but our trade with that country deserves more than a casual notice. Of 1,347 sea-going craft entered inwards at Quebec during 1862, 112 were reported to be Norwegian; while of 571 arrivals at Montreal, 20 were vessels of that nationality. Those which come direct to the St. Lawrence, from Bergen and Christians, bring emigrants; and have in general been chartered in England for return cargoes of breadstuffs or timber.

The first Norwegian vessel which visited this port came in 1853; and, on an average, two vessels arrived each succeeding year until 1860, when the arrivals increased to 7, including one emigrant vessel, with 347 passengers. In 1861, 25 Norwegian vessels reached Montreal, including 5 emigrant vessels, with 1,689 passengers. The emigrant vessels, in both the years mentioned, came from Bergen. In 1862, the arrivals of Norwegian vessels here amounted to 20, among which were included 7 craft, carrying 1,417 emigrants.—4 of the vessels from Bergen and 3 from Christians. The whole number of emigrant ships from Norway to the St. Lawrence last year, was 26; they carried 5,070 passengers, all of whom were destined for the North-Western States.

It is becoming more and more evident every year, that Montreal is the natural termination of the emigrants' voyage. Their landing here from the vessel which brought them from their Fatherland, would result in considerable saving of time and money both to vessels and passengers. That arrangement has already been found of material benefit to the new-comers, not only as regards convenience, but also comfort and economy.