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THE MONTREAL TRADE REVIEW.

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THE COMMERCE OF CANADA DURING 1870.

The commerce of Canada, with other British and foreign countries, was larger during 1870 than ever before. Its gross aggregate swelled to no less a value than $148,387,820! The amount in any one year never previously exceeded $120,000,000. So the expansion during the last twelve months amounts to over $28,000,000. This is a very rapid increase in the volume of our annual trade, and manifests growing strength and prosperity on the part of our country.

Of the total volume of the trade of 1870, the exports amounted to $73,573,490. This is an increase of $13,098,709 over our exportations of the previous year. This is a most significant fact, and affords just grounds of congratulation. In order that our readers may see in what branches of our exports this increase has taken place, we append the summary statements for the last two years:—

	1869.	1870.
Produce of Mines.........	$2,093,502	$2,487,038
" Fisheries.....	3,242,710	3,608,549
" Forest.... ...	19,838,963	20,940,434
Animals & their Produce	8,769,407	12,138,161
Agricultural Produce......	12,182,702	13,676,619
Manufactures........	1,765,461	2,133,659
Other articles..............	350,559	371,652
Ships built at Quebec....	1,080,000	725,080
Goods not Produce of Dominion..............	3,855,801	6,527,622
Coin and Bullion..... ...	4,218,208	8,002,278
Estimated short Returns	3,077,468	2,962,398
Total Exports..	$60,474,781	$73,573,490

The chief increase in the value of our exports, it will be observed, has taken place in animals and their produce, which increased 38 per cent. Horses, horned cattle, bacon and hams, are the principal items in this class, which make the increase. The value of our exports of the latter articles alone, rose from $869,746 to $1,553,323, a fact which shows the growing importance of the pork-packing trade. Products of the mine increased 17 per cent., of the forest 6, manufacturers 21, agricultural products 12 and fish and their produce 11 per cent. During the twelve months the exports of wheat rose from 2,800,000 bushels to 371,000,000, and those of coarser grains were 3,800,000 in excess of the previous year. Our shipments of coal and fish oil, however, show a considerable falling off.

There has been so large an increase in our exports of one article, that the fact deserves special notice. We refer to mineral oils. Although abundance has been produced in Canada, for several years past, considerable difficulty has been experienced in getting them introduced into Great Britain and the continent. But this state of things has now fortunately, passed away, for last year, our exports ran up to 4,748,557 gallons! When we state that our total exports in 1867 were only 31,729 gallons, the progress since made will be seen to be as marked as it is gratifying.

Whilst we so largely augmented our sales to other countries in 1870, our imports do not exhibit a similar increase. We have sold more and bought less—a result, we venture to say, not by any means to be regretted. Our imports during the last two years, with the amount of duty collected were as follows:—

	Imports.	*Duties Col.*
1870..............	$71,237,603	$9,462,940
1869..............	67,402,170	8,298,909
Increase............	$3,835,433	$1,164,031

Our imports are generally greater than our exports, but the year 1870 is an exception, for we sold more than we bought by nearly two millions and a half. The small increase observable above in our imports, was principally in articles obtained from Great Britain; but a portion of it, we rejoice to say, was composed of goods obtained in the West Indies, France, Newfoundland, and Prince Edward Island. The increase in our trade with the West Indies amounted to 23½ per cent. This indicates that we are making some progress in cultivating this valuable trade; but its extent is still small compared to what it might be. The establishment of direct steam communication between the Dominion and these important islands, would give an immense stimulus to our annual transactions. It was understood some time ago, that our Government had a project of this kind under consideration, but we have heard nothing of it for several months past.

The amount of our exported manufactures continues to be limited, although, some signs of progress are apparent. The total value of such articles exported in 1870, was $2,133,659, but of this amount the large item $592,666 was for sugar boxes, which can hardly be considered as properly coming under the head of manufactures. Ship-building may be properly considered a branch of manufacturing, however, and if the value of the ships turned out last year were taken into consideration, it would add $725,080 to the above amount. It is gratifying to know that our manufactures are steadily increasing, and there is no good reason why, before ten years pass over, that item should not add considerably to the value of our annual exports. For the markets of the British and Spanish West Indies, Brazil and other South American States, we might easily manufacture several classes of goods, and quite under-sell our ambitious cousins over the way.

THE TREATY OF WASHINGTON AND CANADIAN INTERESTS.

It is not difficult to conclude, from the tone of the Canadian press, and of individual opinions as expressed in mercantile, banking and other business circles, that the Treaty of Washington is not regarded as a diplomatic victory for the people of this country. And grave as the consequences may be, we do not doubt that there are some, at least, of the people's representatives who will not hesitate to oppose its passage in the House of Commons—a step which we cannot condemn as unwise if it can be shown that Canadian interests are to be sacrificed by the conditions of the Treaty. In arriving at a conclusion, much will depend upon the stand-point from which the whole matter is viewed.

Taking the provisions relating to Canada separately, let us inquire—Would a treaty composed solely of these provisions be sought by our people as a public advantage?

On the one side there is conceded:

(1) The right to navigate Lake Michigan, to use the Sault and St. Clair Flats Canals, to carry goods from one American port to another on the lakes in British vessels, provided that a portion of such transportation is made through the Dominion by land or in bond. These valuable privileges are fully compensated on our side by granting the free use of the St. Lawrence and Welland Canals to the Americans on the same terms as the Canadians. The use of three unimportant streams on the Pacific coast are also included.