

TABLE showing the Imports at Halifax during the month of March, 1867, compared with March, 1866.

	1866	1867
Wheat, India	21,445	12,941
Do, Italy	1,400	43
Do, Russia	2,720	103
Corn, bush	31,790	2,823
Bread, lbs.	2,823	8,823
Peas, bush	1,200	35
Beans, bush	1,200	35
Pork, hogs	2,910	65
Beef, hogs	4,800	270
Lard, pigs	3,430	463
Do, do	2,900	320
Sugar, refined, hogs	70	30
Tobacco, leaf, hogs	31	170
Do, manufactured by	170	3,812
Salt, hogs	170	53
Do, bags	130	170
Coal, tons	70	170
Leather, skins	620	170
Kerosene, casks	420	170
Apples, do	170	170
Dry Goods, &c., 1866	21,445	2,823

TABLE showing value of exports from the port of Halifax, March, 1866 and 1867.

	1866	1867
Dry Fish	12,166	5,292
Pickled Fish	3,161	6,600
Butter	3,820	3,111
Flour	60	600
Plaster	880	780
Lumber	2,723	600
Shingles	2,723	600
Staples	677	419
Molasses	4700	671
Sugar	12,544	671
Rum	1,760	3,090
Miscellaneous	6,533	4,908

Imports of West India produce, March, 1866 and 1867.

	1866	1867
Sugar	212	11
Molasses	708	64
Rum	320	370
Salt	320	370
Indies	11,08	11,08

The following from the *Royal Gazette* shows the comparative statement of the revenue in the port of Halifax.

Amount of duties collected from 1st January to 31st March 1866	223,082 25
Collected during same period in 1867	169,912 82

Decrease in year 1867

EDWARD BINNEY, Collector

Custom House, Halifax
8rd April, 1867.

CANADA RAILWAY LOAN.

The Bill for Authorizing a Guarantee of Interest on a Loan to be raised by Canada towards the Construction of a Railway connecting Quebec and Halifax.

WHEREAS the construction of a Railway, connecting the port of Rivière du Loup in the Province of Quebec, with the line of railway leading from the city of Halifax in the Province of Nova Scotia at or near the town of Inverness, in a line and on conditions approved by one of Her Majesty's principal Secretaries of State, would conduce to the welfare of Canada, and promote the interests of the British Empire.

And whereas it would greatly facilitate the construction of that railway (in this Act referred to as the Railway), if payment of the interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament.

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. Subject to the provisions of this Act, the Commissioners of Her Majesty's Treasury may guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding four per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the Government of Canada for the purpose of the construction of the railway, and the Commissioners of Her Majesty's Treasury may from time to time cause to be issued out of the Consolidated Fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

2. The Commissioners of Her Majesty's Treasury shall not give any guarantee under this Act unless and until an Act of the Parliament of Canada has been passed within two years after the Union of Canada under the British North America Act, 1867, providing, to the satisfaction of one of Her Majesty's principal Secretaries of State, as follows:

1. For the construction of the Railway;
2. For the use of the Railway at all times for Her Majesty's military and other service.

Nor unless and until the line in which the railway is to be constructed has been approved by one of Her Majesty's principal Secretaries of State.

3. The Commissioners of Her Majesty's Treasury shall not give any guarantee under the Act unless and until an Act of the Parliament of Canada has been passed, providing to the satisfaction of the Commissioners of Her Majesty's Treasury, as follows:

1. For the raising, appropriation, and expenditure for the purpose of the construction of the Railway of a Loan not exceeding three million pounds sterling, bearing interest at a rate not exceeding four per centum per annum.

2. For charging the consolidated revenue fund of Canada with the principal and interest of the loan immediately after the charges specifically made thereon by the British North America Act, 1867.

3. For the payment by the Government of Canada by way of sinking fund of an annual sum at the rate of one per centum per annum on the entire amount of principal money whereon interest is guaranteed, to be remitted to the Commissioners of Her Majesty's Treasury by equal half-yearly payments in such manner as they from time to time direct, and to be invested and accumulated under their direction in the names of four Trustees nominated from time to time, two by the Commissioners of Her Majesty's Treasury and two by the Government of Canada, and sinking fund and its accumulations to be applied under the direction of the Commissioners of Her Majesty's Treasury in discharge of principal money whereon interest is guaranteed.

4. For charging the Consolidated Revenue Fund of Canada with the amount of the Sinking Fund immediately after the principal and interest of the loan.

5. For charging the Consolidated Revenue Fund of Canada with any sum issued out of the Consolidated Fund of the United Kingdom under this Act, with interest thereon at the rate of five per centum per annum, immediately after the Sinking Fund.

6. For continuance of the Sinking Fund until all principal and interest of the loan, and all sums issued out of the Consolidated Fund of the United Kingdom under this Act, and all interest thereon, are fully discharged, or until the Sinking Fund and its accumulations are adequate to discharge so much thereof as remains undischarged.

7. For the raising by the Government of Canada (without guarantee by the Commissioners of Her Majesty's Treasury of all such money (if any) beyond the sum of three million pounds sterling, as in the opinion of one of Her Majesty's principal Secretaries of State, will be required for the construction of the railway, and for charging the Consolidated Revenue Fund of Canada with the money so raised, and interest, immediately after the charges made thereon in pursuance of the foregoing provisions of this section.

4. There shall be laid before both Houses of Parliament, within fourteen days next after the beginning of every session, a statement and account showing what has been done from time to time in execution or pursuance of this Act by or under the direction of the Commissioners of Her Majesty's Treasury and one of Her Majesty's principal Secretaries of State, and the Parliament and Government of Canada.

6. This Act may be cited as the Canada Railway Loan Act, 1867.

THE HUDSON'S BAY COMPANY.

THE intelligence of the unanimous vote of union with Canada by the Legislature of British Columbia, appears likely to bring to issue at length the long pending question of the Hudson's Bay Company. The British North American Bill just passed takes powers for the extension of the Confederation to this colony, and also to Rupert's Land and the North-Western Territory, but, as several hundred miles of Rupert's Land, that is, of the Hudson's Bay territory, intervene between Canada West and British Columbia, it is apparently necessary for Canada to acquire this tract before she can give effect to the vote of British Columbia. This view was pointed out in a despatch of Sir E. B. Lytton, when Minister for the Colonies in 1857, in which he urged the impracticability of 'leaving an intervening proprietary jurisdiction', to divide the Confederation. As regards the means of settling with the Hudson's Bay Company, the Canadians are understood to rely upon a pledge given by the late ministry to apply to Parliament for the guarantee of a loan to be raised by Canada for the purpose, contained in the following passage in Mr. Caldwell's despatch of the 17th of June, 1855—

'On the fourth point, the subject of the North-Western territory, the Canadian ministers desired that territory should be made over to Canada, and undertook to negotiate with the Hudson's Bay Company for the termination of their rights on condition that the indemnity (if any) should be paid by a loan to be raised by Canada under the Imperial guarantee. With the sanction of the cabinet, we assented to this proposal, undertaking that, if the negotiation should be successful, we, on the part of the crown, being satisfied that the amount of the indemnity was reasonable and the security sufficient, would apply to the Imperial Parliament to sanction the arrangement and to guarantee the amount.'

It appears that the course which will be at once the most simple and advantageous both for Canada and the company is to purchase that western part of the Hudson's Bay territory which describes the United States' frontier on the south and the line of the Saskatchewan river and Lake Winnipeg on the north, and which would connect Canada with British Columbia. It is the only fertile and colonizable part of the territory, being about two hundred million acres in extent. The Hudson's Bay Company would then be left with their vast hunting grounds in the north and east, the abode of the fur-bearing animals, with their coast line and shore settlements, so as to preserve intact the trade which has always been the staple source of their revenue. It is understood that neither the company nor the Canadians are indisposed to such a mode of arrangement, and it has been suggested that the former could hardly do better than apply the indemnity to be obtained in reduction of the amount of their shares.—*London Times*.

WEST INDIAN AND SOUTH AMERICAN MARKETS.

WE devote considerable space this week to the publication of the latest market reports from Cula, Porto Rico, Trinidad, Rio de Janeiro and Buenos Ayres, received through the kindness of a mercantile house of this city. In view of the efforts that are being made to open up increased intercourse between the Confederate Provinces and foreign markets, these circulars will be found of great interest to all who may be desirous of shipping Canadian produce thither.

HAVANA, 5th April, 1867.

Our last report was dated 15th ult. Of late business has been less active than in former years at this period, owing to stringency in the money market and fluctuations in Exchanges. The weather has been and is very favourable for our ranking, and receipts of produce are large.

SUGARS have declined for the reasons given above, and in consequence of unfavorable advices received from London and New York. Holders are firm at our quotations, and refuse to make concessions at present. Stock is to day about 2,400 boxes against 200,000 in 1866, 225,000 in 1865, 240,000 in 1864, 210,000 in 1863, 250,000 in 1862 and 210,000 in 1861. Exported since 1st inst. 10,688 bx. to Great Britain, 3,000 United States, 2,700 France, 2,311 Copenhagen, 2,100 Gothenburg and 1,100 Spain, together 22,698 bx. Muscovadoes have been quiet during the past fortnight. Fair to good running may be quoted at 6 to 6½ rs. here and at out-ports.

MOLASSES has been and is in request, and prices have further advanced. We quote to-day 5½ rs. leg. clayed here, 6 to 5½ rs. at Havana and at Cardenas, Muscovado 6 to 6½ rs. chance cleared at 7 to 7½ rs. It is in moderate demand. We quote 25 to 27 per pipe without ask. Exported since 1st of January 1,601 pipes, of which 447 to Spain.

COFFEES are dull and without sales of importance. The nominal quotation is 4 to 4½ rs. per gal without ask. Exported since 1st of January, 377 trees to Hamburg and Bremen, 2,550 Belgium and 25 other parts, together 62,251 mls.

LOBACCO has been quiet. Sales of note have not been reported. Exported since 1st of January, 641,800 lbs to the United States, 141,717 Spain, 92,732 Hamburg and Bremen and 22,339 other parts, together 801,768 lbs.

CIGARS are without change in value. Exported since 1st of January, 1,432,000 to France, 12,963 Great Br., 10,817 United States, 4,168 Spain, 1,773 Hamburg and Bremen and 3,092 other parts, together 52,251 mls.

EXCHANGES have undergone violent fluctuations, owing to scarcity of money and eagerness of sellers to make sales. On the 21st and 22nd ult. paper on London