

the remainder of the importations into New Brunswick go to St. Andrews and St. Stephens, to be carried along the line of Railway running towards Woodstock, for the use of the lumbering districts.

Nearly the whole of the flour, therefore, imported into New Brunswick will, until the Intercolonial Railway is completed, of necessity find its way into the Province by the Bay of Fundy. As I have already stated, I have completed arrangements with Steamers running between Portland and St. John, by which flour from all parts of Canada can be sent on through-bills-of-lading to St. John; the shipper at any station on the line of the Grand Trunk Railway having no necessity to look after the transfer at Portland, that being done, as well as the Customs business, by the officers of the Company. St. Andrews and St. Stephens will also be supplied from Portland by sailing vessels, which can always be obtained without difficulty, and through-bills-of-lading will be given to those places also.

Of the importations of flour into New Brunswick, the great bulk has for some years back been from the United States; although, even before the abrogation of the Reciprocity Treaty, the quantity sent from Canada has been annually increasing. Thus I find in the year 1863 St. John received from Canada by way of Portland 9000 barrels; in 1864, 15,000 barrels; whilst during the last twelve months the quantity has increased to 47,000 barrels.

If this has been the case before the abrogation of the Reciprocity Treaty, it follows, as a matter about which there can be little dispute, that the circumstances which now exist will make it certain that