

The following table contains the dates on which the Lachine Canal was opened and closed in the past fifteen years:—

Opened.		Closed.		Opened.		Closed.	
1848 . . .	24th April	11th December.		1856 . . .	1st May	3rd December,	
1849 . . .	21st April	8th December.		1857 . . .	4th May	27th November.	
1850 . . .	27th April	10th December.		1858 . . .	25th April	1st December.	
1851 . . .	23rd April	10th December.		1859 . . .	21st April	30th November.	
1852 . . .	3rd May	10th December.		1860 . . .	20th April	5th December.	
1853 . . .	30th April	15th December.		1861 . . .	24th April	4th December.	
1854 . . .	1st May	5th December.		1862 . . .	5th May	6th December.	
1855 . . .	1st May	30th November.					

The following Statement shows the inland Freight capacity for Flour and Grain employed during the past year:—

STEAMERS.		STEAMERS.		STEAMERS.	
<i>Jaques, Tracy & Co.</i>	Brls.	<i>Royal Mail Line.</i>	Brls.	<i>De Salaberry Line.</i>	Brls.
Huron, - - -	4,000	Kingston, - - -	2,000	Salaberry, - - -	1,000
Colonist, - - -	4,000	Magnet, - - -	2,000	Richelieu, - - -	750
Avon, - - -	4,000	Passport, - - -	1,500		1,750
Indian, - - -	3,600	Champion, - - -	1,500		
St. Lawrence, - - -	3,500	New Era, - - -	1,000		
Ottawa, - - -	3,000	Banshee, - - -	1,000		
	22,100		9,000		
		<i>J. & H. McLennan.</i>		<i>Glassford, Jones & Co.</i>	Bushels.
<i>Cowan & Holcomb.</i>		Wellington, - - -	3,600	31 Barges, 1 Schr., -	387,800
West, - - -	4,000	Boston, - - -	2,700	Chartered, 16 craft,	127,225
Brantford, - - -	3,900		6,300		515,025
Clyde, - - -	2,500			<i>Cowan & Holcomb.</i>	
George Moffatt, - - -	2,500	<i>Am. Express and Bay of Quinte.</i>		Barges and Schrs., -	439,500
	12,900	St. Lawrence, - - -	1,600	<i>Jaques, Tracy & Co.</i>	
		St. Helen, - - -	1,750	Berry & Co.'s Barges,	200,000
<i>Black, Perry & Co.</i>		Castor, - - -	1,500	<i>J. & H. McLennan.</i>	
Bowmanville - - -	3,500		4,850	15 Barges, - - -	165,000
Whitby, - - -	3,200	<i>Osborne Smith.</i>		<i>M. K. Dickinson.</i>	
Ranger, - - -	2,900	Protection, - - -	2,200	45 Barges—capacity, 3,150 M.	
Magnet, - - -	2,900	<i>M. K. Dickinson.</i>		of Lumber, or 45,000 brls.	
	12,500	2 Steamers, - - -	2,000	Flour.	

The capacity of the steamers employed in the inland carrying trade thus appears to be 75,400 barrels of Flour, besides barges equal to 45,000 barrels,—making a total of 120,400 barrels, in 1862. The grain-carrying capability of the fleet of barges and schooners, owned or chartered by the various Transportation Companies, foots up to 1,313,525 bushels, as enumerated above. Another firm expect to have ready, by opening of navigation, 8 barges capable of carrying 14,000 bushels of grain each; so that the available tonnage next season, so far as ascertained, could start on a single trip with the equivalent of more than two million bushels,—say, Grain, 1,431,525 bushels; Flour, 120,400 brls. We are informed that, notwithstanding the large quantities forwarded from the West last year, some of the heaviest forwarders could easily have made more trips, but for the detentions occurring here.

LIST OF VESSELS, WITH CARGOES FROM MONTREAL, LOST OR NOT HEARD OF.

In December, 1861, we gave a list of vessels in the Fall fleet of that year, which had been lost or were detained by accident or otherwise from reaching their trans-Atlantic destinations. Thirteen vessels had left this port between October 14 and December 3, their cargoes in the main consisting of,—Flour, 14,302 brls.; Wheat, 201,186 bushels; Peas, 5,280 bushels; Oatmeal, 286 brls.; Corn, 95,227 bushels; Ashes, 400 brls. The aggregate Breadstuffs (rendering Flour into Wheat) was equal to 374,663 bushels. As the result of a good deal of labor, we give the sub-joined list of vessels which have sailed from this port during the entire season of 1862, collected from a variety of sources,—it being rather remarkable that in a city like Montreal, with so great a shipping interest, a regular list of marine losses is not kept. The vessels named, we believe, have been nearly all wrecked or abandoned,—one or two not having been heard of at all. There are some vessels unenumerated, which, although not heard from, are not out sufficiently long to