

of water to come to the port from sea and leave fully loaded. The future progress of the city is greatly dependent on this being done and as rapidly as possible. In anticipation of the change, the accommodation in the harbour requires to be increased, and carried out on a large scale. Facilities for discharging cargo and taking in cargo in the least possible time are means by which freights can be farther reduced; and with ample water power at command, docks on an extensive scale can be constructed at a comparatively small cost. The past increase of tonnage is so great, and has come so rapidly in consequence of the continually increasing production of the Western States and the trade of Western and Eastern Canada, that it will be worse than a blunder, not to look forward, and provide in time the most ample and complete harbour accommodation. The increase of trade in the future is just as certain as the increase in the past, and, although, much has been done and is doing to provide greater facilities for ships, yet these are not sufficient to meet the wants of the trade which we shall have in even five years. The coal trade, with the Maritime Provinces, is greatly on the increase, and this interest requires great space for its accommodation, as well as ample means for its rapid discharge. The facilities for transacting business on the banks of the canal are not creditable to those who are responsible for providing them. It would be difficult to estimate the annual loss to the country by damage to valuable goods shipped at the canal, and by the increased labour arising from want of space. There is no excuse for this state of things, as the Government are the owners of vacant land around the canal bank, which ought at once to be formed

into basins, for the convenience of the trade. The merchants have time and again brought this matter to the notice of the Department, through the Board of Trade, but year after year passes without anything being done, and the commerce of the country suffers in consequence.

Referring to the value of our

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we find that the actual value set down for the past year, as being shipped directly from Montreal, falls short about \$2,000,000 of 1871, which is accounted for by the very large falling off in the business done here in wheat, the decrease in the receipts being 3,559,491 bus., and in the shipments, 3,786,893 bus. Our fleet of vessels, however, was freighted with other cereals, the most liberal offerings being of corn, which shews an increase in the quantity shipped of 4,694,849 bus. The value of the latter grain being much less than wheat, will account for the difference referred to. Last year we estimated the value of exports from St. John's, C. E., and Coaticook, at \$5,000,000, but for this year we have the actual figures, which exhibit an enormous augmentation to our carrying trade in the past year. The comparisons for five years, including St. John and Coaticook, are as follows:—

1872.....	\$26,335,443
1871.....	24,133,519
1870.....	19,027,153
1869.....	16,748,410
1868.....	10,855,630

The value for 1872 is made up thus:—

Montreal.....	\$17,081,771
Coaticook.....	2,808,831
St. Johns.....	6,644,841
Total.....	\$26,335,443