

the present rate on grain, or sixty-nine cents per ton for tolls through the Erie canal. The tolls on the Welland canal, including the right to pass the other canal free, are ten cents per 1,000 lbs. or six mills on wheat and five mills and six-tenths on corn per bushel. Evidently were both countries to abolish the tolls on their canals, the advantage would be greatly in favor of the State of New York, as the higher rate of tolls would cause, by the abolition, a larger reduction on the freight.

Is the total and unconditional abolition of the toll system a possibility? any agitation tending to lower the tolls so as simply to cover the actual expenses might succeed, but what is now proposed goes much further and would bring upon the general community charges that justly should be borne by the commerce which is benefited by the use of the canals. In the State of New York, the actual amount of tolls is hardly sufficient to cover the expenses of ordinary repair. The so-called constitutional canals, which cannot be disposed of at the present rate of tolls, show a surplus of receipts upon expenses of \$230,090 on the Erie canal and a deficiency of \$113,805 on the Champlain, Oswego and Cayuga canals, leaving a net profit of operating these canals of \$116,284. The lateral canals which may be sold by the state, if any purchaser could be found, leave a net loss in working of \$113,253, consequently the abolition of tolls in the state of New York is simply the assuming by the community of heavy expenses that theretofore had been equally divided among the interested parties—the Western States as owners of the commodities transported, and the people of the State as carriers.

The position of Canada, even in case of abolition of the tolls, would not be so much affected. We have only 68 miles of canals in a high state of efficiency, being all new or lately refitted; the State of New York, has 350 miles of the Erie Canal to keep in thorough repair at high cost—some \$650,000 a year—and for many years the Canal Commissioners have not earned to themselves a reputation for economy and foresight, while in this country no imputation of such a nature has ever been hinted at. Partisanship and political influences have happily nothing to do with public works on this side of the borders. In this there is another source of economy in the operating of our canals.

In conclusion, therefore, it is to be inferred that the abolition of tolls on the canals in the State of New York cannot take place without injuriously effecting general interests, and that the reduc-

tion of tolls to the mere covering of expenses could not alter the general rates, which are already so low as to be scarcely sufficient to pay the cost of working.

#### CURIOUS DISCLOSURES, No. 6.

##### WOOLEN CARPETS.

Woolens form one-eleventh of the whole importation of Canada, and amount to \$8,928,297 for the fiscal year 1876-7. A thorough investigation of the figures combining to make so large a sum could not fail to bring to light many anomalies, were it not for the lack of sufficient information in the Government Blue Books on this important part of our foreign supplies. In no country besides Canada could so large an amount be disposed of in such an off-hand manner. After enumerating the imports of woolens, blankets, carpets, flannels, tweeds, wearing apparel, worsted and yarn, the Government reports contain the following entry: "All other [no designation, no quantity], value, \$5,804,862; duty, \$1,015,871.36." Very close on three-fifths of the whole importation of woolens, and one-twelfth of the whole revenue derived from customs, are thus disposed of without any record of the nature of the goods or their quantity, and with no means of ascertaining the proportion of the duty to value. Our field of investigation is consequently reduced, the more so as the \$940,937 worth of clothing or wearing apparel represent an unknown quantity imported. However carpets exhibit sufficient proofs of the undervaluation and want of uniformity in appraisement we have already pointed out in other articles.

Woollen carpets are imported from Great Britain and the United States. The whole importation for the year under review amounted to 1,313,629 yards, of a value of \$698,319, and the average value per yard, 53c. As usual, we shall separate the English importation from the American, and exhibit the value in each Province of carpets from both countries:

Average value per yard, in each Province, of English carpets.

Province.	Number of yards.	Value.	Average value per yard.
B. Columbia..	8,731	\$ 6,306	\$0 72
N. Brunswick.	133,855	\$0,559	0 60
Nova Scotia..	97,946	57,811	0 59
Manitoba....	7,623	4,466	0 58½
Ontario .....	403,181	235,265	0 58
Quebec.....	571,427	276,550	0 48
P. E. Island..	29,778	12,435	0 41½

Leaving the smaller provinces apart, the average of 60c. in New Brunswick, 58c. in Ontario, and that of 48c. in Quebec are

inconsistent. The same qualities of goods are imported in the four Provinces:—Tapestry, Brussels, Axminster three-ply are in demand everywhere, and every prominent retail store keeps carpets of these descriptions from \$3.50 to 75c. a yard. The price of 60c. per yard is already very low when compared with English price lists, but the average of 48c. per yard in Quebec has only as corresponding figure in England, the stair-carpet, with figured border, sold net at 2s. 1d. per yard, 5-8 width. The annual report of the New York Chamber of Commerce for 1877 gives an average value per yard to imported woollen carpets of \$1.25.

The importation of American carpets in each Province, and the average value per yard, are as follows:

Provinces.	Number of yards.	Value.	Average value per yard.
B. Columbia..	30	\$35	\$1 16
P. E. Island..	23	11	0 49
Nova Scotia..	1,789	891	0 49
Manitoba.....	1,074	521	0 48½
N. Brunswick.	6,047	2,601	0 42½
Ontario .....	38,762	16,173	0 41
Quebec.....	13,363	4,695	0 35

In the five Provinces, the average value of American carpets varies from 49 cents to 35 cents per yard. The New York *Dry Goods Reporter* and the New York *Mercantile Journal*, whose price lists of dry goods are doubtless correct, do not contain any quotation for carpets so low as those above. Bigelow, Hartford, Roxbury, Lowell, Crompton Carpet Companies, E. S. Higgins & Co., Bromley Brothers, have not in their catalogue any goods at such figures, and the New York Chamber of Commerce in their report give \$1 as the average value of exported American carpets.

The lack of uniformity in the appraisement of merchandise we have shown to exist in so many cases, has before now been complained of by the trade, without having effected any reform. In the proceedings of the fourth annual meeting of the Dominion Board of Trade, held at Ottawa in February, 1874, the delegates, by a resolution, called the attention of the Government to the system of examining goods at the various ports of entry, and recommended that the same be as uniform as possible. In the discussion on the motion, one of the Toronto delegates expressed himself as follows:—"I can only say, with regard to my own experience, that sometimes I have actually sent goods by way of Montreal in order to get them entered at a lower rate of duty, or perhaps admitted free altogether. I had to do that in order to be able to