

of the Port as compared with the preceding year, as will appear by the following statistics:—

Value of Imports, not including goods Bonded for Upper Canada, 1856..£4,036,174  
Value of Imports, not including goods Bonded for Upper Canada, 1855... 3,093,145

Increase, 1856.....	943,029
Exports, 1856.....£	754,451
Exports, 1855.....	333,609
Increase, 1856.....	420,842

RECEIPTS OF PRINCIPAL ARTICLES OF PRODUCE.

	1856.	1855.	Increase 1856.
Ashes.....	23,777	20,156	3,621
Wheat.....	1,546,215	634,017	912,198
Flour.....	703,840	433,011	273,829

ARRIVALS FROM SEA AT THE PORT OF MONTREAL.

1856.....	222 vessels.	68,609 tons.
1855.....	197 “	48,533 “
Increase, 1856.....	25 “	20,176 “

In addition to the satisfactory statement above given, the most important results have followed from the facilities of winter intercourse with the West. From the close of navigation to 1st of April, receipts of Flour have been nearly 80,000 barrels, almost the whole of which has gone to supply eastern demand, and which of course has sought this channel for the first time. The receipts for Ashes during the past winter have reached 7776 barrels, of which a great proportion has been shipped via Portland to Great Britain; and similar important results are shown in other products. It is most satisfactory to note the early opening of spring trade now practicable by our route, which in consequence, commands the transit of freight for Western Canada, formerly taken through American channels; and also that our merchants can attract Western trade to this City with much greater success than in former years. The large imports via Portland of all descriptions of merchandize, show these advantages are appreciated, and as a winter port for Canada that city cannot fail to attract constantly increasing attention, while as a consequence of frequent intercourse, a valuable trade has resulted between Portland and Montreal.

The developement of our trade with the Western States is a subject of the greatest importance, and your Council strongly urge the necessity of providing regular means of transit for freight to Chicago and other western points, without which no successful effort can be made to divert from its present channel the vast trade which our position entitles us to control via the Saint Lawrence. From various causes our route has this year attracted more attention abroad, and your Council earnestly hope that the opportunity which now presents itself for the extension of our commerce, will not be lost by our neglecting to afford those facilities which are quite within our control, and the disregard of which has so long strengthened our competitors.