

## Trade between the United States and the Lower Provinces.

	1855.	1856.
Imports into Lower Provinces—produce of U.S.	\$5,855,878	\$7,519,909
“ “ “ Foreign goods..	3,229,798	626,199
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	\$9,085,676	\$8,146,108
Exports to U. S. - - - - -	2,911,420	3,822,224
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Total trade between Lower Prov. and U. S.	\$11,997,096	\$11,968,332
Balance of trade in favor of U. S. - -	\$6,174,256	\$4,323,884

Bringing the aggregates of several years into one view, the extent of the trade between the United States and British North America, according to the U. S. returns of commerce and navigation, is shown to be as follows:

1827 .....	\$ 3,149,014
1849 .....	8,758,986
1852 .....	16,519,305
1853 .....	20,691,246
1854 .....	33,494,320
1855 .....	42,906,754
1856 .....	50,339,770

## AMERICAN NAVIGATION LAWS.

Last fall several Canadian vessels shipped cargoes of grain at Chicago, for Ogdensburgh, with the privilege of transhiping at Kingston. These cargoes after having been entered at the Custom House at Kingston, were discharged into a British warehouse (and made British property to all intents and purposes.) They were reshipped a few days afterwards on board of river barges, and were seized at Ogdensburgh for a violation of the Laws of the United States relating to the coasting trade. A difference of opinion exists between our Government and that of the United States as to the interpretation put upon the rules and regulations for our guidance in the coasting trade. Messrs. Rae, Bro's & Co. of Hamilton, give in a letter addressed to the *Toronto Globe*, the results of a correspondence on this subject with the Governments of Canada and the United States. As the subject is of importance we give the correspondence entire, as well as the concluding portion of the letter of Messrs. R., B. & Co

“The payment of 50 cents a ton, tonnage dues on a Canadian vessel owned entirely by Americans, on a voyage from one American port to another in our inland waters, relieves both vessel and cargo from seizure; but if owned by Canadians, the payment of tonnage dues only relieves the vessel, but leaves the cargo liable to seizure and forfeiture.

“If a cargo of grain is shipped at Chicago for Oswego or Ogdensburgh in a British vessel, no discharge or reshipment, or change in bottom, bulk, or bills