

THE IMPORT TRADE.

The following is a comparative statement of the imports for the year 1865-66 and 1866-67:—

	1866.	1867.
Dutiable Goods.....	33,971,837	35,752,744
Free Goods.....	15,835,201	16,880,996
Coin and Bullion.....	5,191,842	6,411,312
Copyright Works.....	8,439	4,005

Total imports.....53,902,319 59,048,987
" duty.....7,330,725 7,023,328

The increase of nearly two millions and a half in dutiable goods, is made up chiefly in the articles of woollens, (of which about a million and a half were imported in 1867 in excess of 1866,) sugar, iron and hardware, and Indian corn and other grains, free to Aug. 15, 1866, but subsequently paying duty. The increase in coin and bullion coming into Canada is very noticeable, amounting to about \$1,220,000. The following statement shows the excess of coin and bullion imported over that exported in 1866 and 1867:—

	1866.	1867.
Coin, &c., Imported.....	5,191,842	6,411,312
exported.....	2,397,591	2,916,084
Remaining in Canada.....	2,794,251	3,495,278

Subjoined is a comparative statement of the value of imports, omitting coin and bullion classified according to countries for 1865-66 and 1866-67:—

	1866.	1867.
From Great Britain.....	28,854,599	34,069,969
" B. N. America.....	857,869	1,108,373
" B. West Indies.....	105,460	137,802
" United States.....	15,242,834	14,981,155
" France.....	1,215,090	1,174,844
" Germany.....	393,810	358,401
" Other foreign countries.....	1,810,615	1,711,131

It will be seen that we took from Great Britain over five millions of dollars worth more in 1867 than in 1866, while from the United States we took less in 1867 by \$1,180,000. We also find that while we imported from Great Britain in 1867 much more than double the exports to that country, the United States gave us nearly nine millions of dollars less than she took, paying specie for a large share of the balance against them. The same fact was also apparent in 1866, and in a more remarkable degree but that year was exceptional in its character, embracing, as it did, the period of great activity previous to the abrogation of the Reciprocity Treaty. We hope our neighbours are fully convinced that they have more to gain by a new treaty than we have, and that it could hardly fail to benefit both countries.

We have not space in the present issue to give the statistics of Canadian trade in detail, but hope to do so next week to a greater extent. The figures are of more than usual interest, as being the last returns to be given for the Province of Canada alone, and as showing very marked differences as compared with those of the preceding fiscal year.

EXCISE FRAUDS IN THE STATES.

The American Government continues to be in a bad way with regard to the collection of the excise. That fraud is carried on to an enormous extent, is well known both at Washington and all through the country. How to detect and stop it, is the difficulty which stands in the way of the Government, and we need hardly say that we believe this difficulty to be insurmountable so long as such enormous imposts are levied. Every few weeks, either a dishonest distiller is detected, or a dishonest Revenue Collector; sometimes stills are found hid away in the hills, or deep down in cellars. Every species of dodge is resorted to in order to cheat the officials some of which display the sharpest ingenuity and cunning. In the year 1860, when the taxation was moderate, the returns made to the Government of whiskey distilled, were 90,000,000 gallons. A New York paper says that last year—1866—revenue was only collected on 14,000,000 gallons! That the Americans consumed so much less whiskey in 1866 than 1860, is not to be supposed for a moment. In fact, competent statisticians calculate that the consumption of such spirits has augmented, not fallen off, and that during last year there could not have been less than 114,000,000 gallons made throughout the Republic. This would show that but a fraction of the whiskey made pays the excise dues, and that individuals here and there over the country are daily cheating the revenue, and making large fortunes out of it. This is an unfortunate state of things, ruinous to the honest distiller, and injurious to the public morals. It is the result which always arises from the imposition of exorbitant duties on articles of general consumption. The

temptation to evade the revenue laws, either by smuggling or otherwise, becomes irresistible to many, and if they are detected and punished, experience shows that there are always others ready to run the risk again. If the American Government had only had one-third the rates on spirits which it has had during 1866, we do not doubt but that they would have collected more revenue than under their heavy charges. There would not, then, have been the same inducement to evade the law, and a far larger quantity of spirits would have paid the imposts. Other countries besides the United States may take a lesson from their experience of heavy duties, and we would particularly commend the facts to the notice of the legislators of our new Dominion who are now met at Ottawa.

RESPONSIBILITY OF RAILWAYS AS CARRIERS.

(To the Editor of the Trade Review)

DEAR Sir,—Last August we had some goods burnt in a car on the Grand Trunk Railway. We supposed that the Company was responsible as common carriers, and sent the Invoice to the Manager of the Freight Department in Toronto, requesting him to remit us a cheque for the amount. In a very courteous letter, he stated that he was not at present able to acknowledge any liability in the matter, but that he would write us again on the subject, which he did on our reminding him of his promise, and in his letter informed us that in the opinion of their solicitors the Company was not liable for goods destroyed by fire. We suppose that the mercantile class in this country are deeply interested in this decision, as we have been informed that decisions sustaining this opinion have been given in some of our law courts. The ground of this decision is that the shipping bill which they oblige the consignor to sign is a contract binding on the contracting parties, and relieving the Company as carriers from almost all liability as will be seen by reading the conditions on the back of an ordinary shipping bill. It appears to us to be a serious matter that we have to trust our goods in the hands of a company who may, through the negligence of their servants or employees, burn them or in some cases break them, and that without redress; whilst at the same time being in transitu, we are not able to insure them ourselves. We shall feel obliged, if either you or some of your numerous readers can give us any suggestions on this subject, in order to remedy this state of things.

Port Hope, Nov. 12th, 1867.

W. C. & S.

THE LUMBER TRADE.—WASTE OF THE FORESTS.

THE Aylmer Times devotes a leader to this vital subject. Our contemporary says: Contracts are doubtless being made by many in this and the adjoining townships, for the delivery of Saw Logs at different points on the Ottawa, during the ensuing winter. We wish to raise a note of warning against an evil which we have seen with deep regret in other years, viz: The over production of logs. We do not mean to assert that there is any likelihood of the supply exceeding the demand, neither would we wish to create antagonistic feelings among those engaged in our staple trade; but we know for a fact that the keen competition among those who "get out logs" has the effect of giving to the saw-mill owner, more than his fair share of the profits of the trade. The manufacture of sawed lumber is assuming gigantic dimensions and seems likely to supersede that of square timber, therefore those who hold limits or who have timber on their land, need have no fear that they will lack an opportunity of selling it. The rapid rise which has taken place in the price of timber limits, should teach our people a lesson on this subject, and should also deter reckless producers from wantonly destroying those forests upon which so many depend for subsistence. We think it quite clear that a check of some kind should be put on this wholesale destruction of our invaluable pine forests. Indeed this opinion is so rapidly gaining ground, that some measure will no doubt be adopted ere long to regulate the supply of both square timber and sawed lumber; but much and irreparable mischief will be done before a remedy or preventive can be applied.

In nearly all the civilized countries of the old world people see and deplore the fatal mistake made by their ancestors in denuding the land of its woods; and in many places very large sums of money are being spent in order to repair in a slight degree the injury done by the short-sighted selfishness of a generation long since passed away.

We in Canada though sad spendthrifts, have not yet wasted all of the noble forests which formed so important a part of our patrimony; but let us pause in time, much that we once possessed is gone. And we cannot help asking by what right the lumber merchant of twenty or even ten years ago was permitted to make havoc at will amongst timber which belonged quite as much to his grand children as to him—turn it into cash and spend the proceeds in riotous living and to luxuries to which his fathers had been little

accustomed. It cannot be disputed that had this portion of our natural resources, so easy of access, been properly husbanded; had the money realized from the sale of that timber which for thirty summers has "hitened Ottawa's dark waters, been judiciously invested, a much larger proportion of the land laid bare would have been under cultivation; much more of our splendid water power would have been utilized, and the second generation of settlers would have been a wealthier and more enterprising class of men than they are.

An immense mine of wealth was tapped when the first raft was set afloat on the Ottawa, and had that wealth been directed into the proper channel Agriculture and Arts would have echoed the lumberer's steps, and promptly occupied each spot left vacant by the receding forests.

The wealth which covered this land, merely changed to another form, would have been still available for the improvement of the country and we would not now have to wait for foreign capital to develop our vast dormant resources.

All this is matter for regret, but duties press upon us which leave no time for regrets. We would therefore urge upon all to think on these things, and to act like men who own the country in which they live, not like mere tenants at will.

ST. JOHN TRADE REPORT.

ST. JOHN, N.B., Nov. 2, 1867.

THE business of the past two weeks has not been characterised by anything like the usual amount of activity for which we are accustomed to look at the fall of the year. Three weeks, at the outside, will bring the close of navigation, and there is every indication that the amount of business transacted will be much below the average. There are many causes contributing to this result, chief among which may probably be reckoned the unsatisfactory nature of the lumbering transactions of the past season; the continued low prices of our staples in the British market, and the consequent contraction of operations for the coming winter. The money market, too, is tight, the suspension of the Commercial Bank of Canada has not been without its influence here; and the hoped for revival in ship building seems to have a very poor prospect of realization.

Shipping arrivals have been small, consisting almost entirely of small vessels from United States ports with flour and general merchandize. The steamers of the International Company now make but two trips each way per week, although the amount of traffic would certainly seem to indicate that there is plenty of work for another boat. The Tuesday's steamer was heavily laden, and a large quantity of freight was left on the wharf at Portland, which she was unable to take on board.

We are glad to notice that the Company have purchased a new propeller for the exclusive conveyance of flour between Portland and St. John. This is a much needed step, and we hope will be productive of greater regularity in the delivery of this important article.

LUMBER.—The exports of this staple have been very moderate. We present below a comparative statement for the month of October, from which it will be seen that, taken as a whole, there has been a considerable falling off as compared with the corresponding month of 1866. The West India trade has opened languidly. One vessel cleared with shocks last week, and four in the week just closed; but the prospect of having to lay over some time for return cargoes, renders owners chary of entering into engagements.

Statement of exports of lumber from the port of St. John for October, 1867, as compared with the corresponding period of 1866:—

	1867.	1866.
Deals and Deal Ends, s. f.....	11,096,550	15,928,821
Boards, scantling and Plank, s. f.....	5,424,028	7,748,085
Pine Timber, tons.....	737	561
Birch Timber, tons.....	702	302
Pickets and Palings, M.....	1,025	479
Shingles, M.....	462	
Laths, M.....	10,595	1,369
Sugar Shooks.....	39,376	67,518
Spars, Sides and Knees.....	980	1,919

The principal miscellaneous exports of the month are comprised in the following list:—Hay, 814 bds 10 tons; butter, 60 pkgs; apples, 52 bbls; eggs, 252 bbls; mackerel, 2,321 bbls 89 kits; salmon, 58 bxs; alewives, 420 bbls; lobsters, 84 cases; herrings, 2,103 bxs; codfish, 80 boxes; spruce poles, 1,145; broom handles, 44,400; nails, 117 kegs; bricks, 97,000; pig iron, 115 tons; hardware, 30 pkages; hardware, 14 pkages; iron, 244 bars 48 bds; manganese, 258 bbls.

FREIGHTS.—Show rather increased firmness this week, though transactions have been comparatively few and unimportant. We quote:—

Deals to Liverpool or London.....	70s 0d to 00s 0d per std.
" Bristol Channel.....	65s 0d to 00s 0d "
" Clyde.....	63s 9d to 00s 0d "
" Dublin.....	67s 6d to 00s 0d "
" Belfast.....	65s 0d to 00s 0d "
" West Coast Ireland.....	72s 6d to 00s 0d "
Boards to Boston.....	\$3.50 to \$0.00 per M.
" Providence.....	\$5.00 to \$0.00 "
" New York.....	\$5.00 to \$0.00 "
" Philadelphia.....	\$4.00 to \$0.00 "
" North Side Cuba.....	\$7.75 to \$8.00 "
Shooks " " " " " " " " " " " "	\$0.27 to \$0.28 "