

the telegraph, they patronize it most extensively, but notwithstanding this, the excessive costliness of messages is unabated. Telegraph companies on the other hand are growing enormously rich. A few private individuals make fortunes at the expense of the public. If the telegraph were under public control, this would not be the case. Give the Government power over the lines, and we may confidently look for the abolition or modification at all events of the sliding scale of charges under which the public are at present charged, twenty-five cents for fifty miles of electricity, and a dollar for five hundred. Had private individuals the carrying of the mails at present, we should expect to see this sliding scale in force in the Post office. Five cents would carry a letter five miles, and for fifty cents perhaps we should get a letter from Quebec to Toronto. But as it is, our correspondence is carried by steam, or by horse-flesh, at great outlay, from one end of the country to the other, or for any shorter distance in it, for an uniform charge of five cents, and that sum we think too much, and we are about to reduce it to three or perhaps two cents. Here is an example for the electric telegraph, but as long as it is under the control of private individuals it never will be followed.

Besides the expensiveness, the present telegraph system is objectionable because of its insecurity. If the telegraph were under the management of the Government, this objection would be removed. Do what they will, private individuals cannot guarantee the secrecy of the messages they receive for transmission. The correspondence committed to the Government to carry is inviolable. Messages given them to send would be equally sacred. A private company can never guarantee the honesty of its numerous employees; a Government can—because it has the power to punish criminally. Another argument in favor of Government supervision, is the political importance of the telegraph. So great is this, that in granting charters to private companies, it is always conditioned that Government messages shall have the priority. But still those messages have to be paid for, and as in ordinary times a very great number are dispatched, and in times of a crisis, the lines are almost altogether monopolized by the Government, the cost every year must be very great. And great as it is, it all comes out of the peoples' pockets. This expense would be saved, and the public services better discharged if the lines were worked by the Government. It would conduce to the public safety, on such occasions also, if the disaffected could not convey intelligence, and aid, and comfort to the enemy by telegraph; and this could hardly be the case where operators belonged to the civil service.

In short, the assumption by the Government of the control of the telegraph would produce, in the first place a revenue to the public; then it would be attended by a saving in the reduction of present prices; the use of the telegraph would be made more popular, and a greater number of the public would be made partakers of its advantages; trade, commerce, and all kinds of business would also be correspondingly benefitted; secrecy and honesty would be guaranteed in the transmission of all messages; and lastly, there would accrue from the change, political advantages affecting the peace and safety of the whole commonwealth.

The objections against the proposed scheme are chiefly such as might be urged against the Post office being made a Government department. The one gives the Government power and patronage, so would the other. Under such a system of government as that which exists in the United States, patronage is, if not an evil, at least a nuisance. But under our constitution which enables office to be held during good conduct, patronage is neither an evil nor a nuisance. And as to any increase of power which the Government might gain, it would not endanger either the liberty or the happiness of the subject. We would conclude then that the reasons in favor of the New Dominion following the example of Great Britain and placing all the telegraph lines under control of the postal or some other Government department are cogent. The subject is of great importance. Public interests and private rights are mixed up in it. England's adopting the plan after mature consideration is a strong argument in favor of its being put into practice here. Before, however, this consummation could be brought about, it would be important to know and consider how the existing companies are to be dispossessed and what the operation will cost. At present we can only contend that these things presenting no serious obstacles, the principle may be affirmed that it would be for the public interest that the Government should have control over the telegraph.

THE TRADE OF CANADA FOR 1866-'67.

WE have already given the total value of the Exports and Imports of Canada for the year ending June 30, 1867, and the year previous; we now propose going more into detail, and giving the principal items which make up these totals, commencing with the exports.

EXPORTS FROM CANADA.

	1865-'66.	1866-'67.
THE MINE.		
Gold-bearing Quartz	122,400	89,901
Copper	213,049	253,215
Copper ore	182,601	85,372
Pig and Scrap Iron		
THE FISHERIES.		
Fish, Dried and Smoked	730,486	559,083
" Pickled	116,716	122,623
Other articles		102,930
THE FOREST.		
Ashes—Pot and Pearl	1,105,003	723,944
Timber—Elm	255,870	252,847
" Oak	710,861	696,461
" White Pine	2,324,063	2,118,754
Red Pine	593,134	499,858
Standard Staves	348,968	404,952
Other Staves	258,652	290,602
Deals	1,932,033	2,271,195
Planks and Boards	4,683,075	5,104,342
Firewood	462,568	485,981
Shingles	161,456	138,784
Other Woods	198,680	792,404
Saw Logs	118,796	187,174

ANIMALS AND THEIR PRODUCE.

Animals—Horses	2,590,725	600,200
Horned Cattle	4,312,222	1,190,799
Swine	819,774	41,360
Sheep	570,202	149,976
Poultry	100,412	28,420
Produce of Animals—Bacon		
and Hams	174,500	287,467
Beef	159,626	169,979
Butter	2,094,270	1,741,291
Cheese	123,494	193,554
Eggs	241,190	311,100
Furs—Dressed	478	16,128
" Undressed	367,089	416,019
Hides	107,876	42,447
Lard		58,198
Pork	618,536	214,913
Sheep Pelts	104,188	42,225
Wool	756,239	604,159

AGRICULTURAL PRODUCTS.

Barley and Rye	4,623,341	4,058,620
Beans		28,987
Bran		58,448
Flax		72,144
Flax Seeds	146,103	63,746
Flour	5,198,746	5,007,983
Fruit—Green		39,290
Hay		21,492
Hops		25,309
Meal	243,343	581,618
Oats	1,615,185	1,141,183
Other Seeds	115,481	86,986
Peas	1,234,215	1,746,627
Vegetables		11,882
Wheat	3,106,112	3,847,427

MANUFACTURES.

Furs	29,280
Hardware	172,922
Leather	239,748
Machinery	106,812
Oil Cake	80,193
Rags	45,141
Sugar Boxes	81,157
Tobacco	59,260
Wood	108,315
Woolens	16,585
Liquors	84,522
Vinegar	11,829

Comparing the figures before us we find Great Britain and the United States still by far our largest customers. The Maritime Provinces, however, are becoming large consumers of our flour, taking in 1866-'67 \$3,605,548, as against \$1,011,407 in 1865-'66. It is a fact worthy of notice, that the exports of flour to the United States have decreased in almost exactly the same amount as those to the Lower Provinces have increased. The following are the figures for comparison:—

	1865-'66	1866-'67
Flour to the United States	3,671,250	2,110,626
" " Lower Provinces	1,011,407	2,605,548

The Lower Provinces are also taking more of the produce of the Fisheries than formerly, as well as of butter, pork, meal, peas, wheat, leather, tobacco, and a number of other articles of minor importance. Altogether the exports to British North America show an increase of about \$1,850,000.

IMPORTS INTO CANADA.

The following are some of the leading articles of dutiable and free goods imported into Canada, during the years ending respectively June 30, 1866, and 1867:

	1865-'66.	1866-'67.
Wine, ?		410,434
Brandy	189,425	187,344
Sugar	1,845,585	2,239,247
Molasses	470,591	283,980
Tea	2,319,307	2,329,247
Coffee, green	177,697	167,754
Indian Corn	1,062,412	636,886
Wheat	2,164,748	926,526
Meats, fresh, smoked and salted	771,570	814,374
Carpets and hearth rugs	306,870	331,910
China Ware, Crockery, &c.	191,439	808,827
Cottons, Yarn and Warp	7,317,118	6,770,995
Dried Fruits and Nuts	323,721	388,892
Drugs	199,884	222,999
Fancy Goods and Millinery	608,542	791,786
Glass and Glassware	342,877	462,074
Hats, Caps and Bonnets	398,935	508,403
Hosiery	260,578	288,884
Iron and Hardware	1,787,019	4,080,271
Jewellery and Watches	254,178	858,928
Leather	418,923	326,041
Do. manufactured	19,735	288,420
Linen	1,019,437	1,034,563
Manufactures of Gold, Silver, &c., and Plated Ware, ?		111,168
Musical Instruments	103,688	168,454
Paints and Colors	122,588	155,416
Paper, ?		122,614
Silks, Satins, and Velvets	1,153,813	1,098,274
Stationery, ?		296,545
Small Wares	1,234,157	1,856,496
Woolens	5,855,217	8,382,765
Bark, berries, &c., used in dyeing	120,266	161,900
Books, &c.	470,308	607,452
Carriages, &c.	184,740	117,875
Coal and Coke	906,700	1,258,116
Cotton Wool	288,848	280,852
Flax, Hemp and Tow, undressed	188,221	196,200
Fish and Fish Oil	852,167	732,092
Furs and Skins	143,039	217,010
Hides, Horns and Pelts	675,129	1,042,612
Military and Naval Stores	382,083	1,587,980
Pig Iron, Lead and Copper	472,630	607,547
Rice	212,008	148,202
Salt Ammonia, Sal Soda, Soda Ash	106,891	144,461
Salt	334,707	363,397
Seeds	177,094	100,446
Settlers' Goods	882,398	859,141
Steel, wrought or cast	175,868	252,491
Tobacco, manufactured	381,048	464,232
Wool	483,079	358,967

The most noticeable feature is the increase in many articles, especially in Woolens, Iron, and Hardware, amounting altogether to about \$4,000,000. The increased trade has been entirely with Great Britain, that with the United States having declined to the extent of about one million of dollars.

TRADE OF NEW BRUNSWICK.

WE have before us the Annual Report of the Trade and Navigation of the Province of New Brunswick for 1866, compiled by the controller of Customs of the Port of St. John. It bears date 29th June, 1867, but has been in the hands of the public but a very short time. This circumstance materially detracts from its value in a statistical point of view, and very much of its contents has been anticipated. Nevertheless as this is the last Report of the trade and navigation of the Province which will be issued in its independent capacity, we think that a recapitulation of some of the leading points may be both useful and interesting.

As might be expected from the peculiar character of the trade of New Brunswick, by far the largest portion of the Report is taken up with a consideration of the ship building, shipping and lumber interests. With reference to the first of these we find that the total quantity of new shipping registered in the Province during the last four years, (and including vessels built for owners in the United Kingdom sent home under Governor's pass) is as follows:—

Year.	Vessels.	Tonnage.
1863	137	85,250
1864	163	92,605
1865	148	65,474
1866	118	45,922

This shows a falling off in the production of new ships of nearly 46,000 tons, or more than one-half as compared with 1864, and satisfactorily accounts for much of the commercial depression which has been complained of. At \$40 per ton (a very moderate estimate) the falling off in this department would amount to the very large sum of \$1,840,000. Of the shipping built during the year, we find that 21,319 tons were classed 7 years (the highest rate allowed colonial built vessels), 19,901 tons were classed in the 4, 5 and 6 years grades, and the remainder, about 4000 tons, consisting mainly of schooners and other small craft employed in the coasting trade, were not surveyed for classification at all, although many of them are probably as good substantial vessels as are to be found on any coast. It appears that the classifications were pretty equally divided between the English and French Lloyd's, the seven years ships being generally classed at the English