we find that several important Canadian woods for ship-building have been added to their lists, and others have been raised to a higher standard than they have hitherto occupied, as compared with woods from other countries. These important results have been brought about by the admirable display of Canadian woods at the late International Exhibition. In the jurors' report it is stated that "at no previous exhibition in this or any other country has so splendid and valuable a display of the products of the forests and plantations been exhibited, not only when we consider the magnitude of the various collections sent from almost every country, but also in regard to the admirable care shown in the preparation of the specimens."

Science and commercial enterprise have indeed gone hand in hand, so much so that the jurors further add that "in point of size of specimens, excellent selection, and information given, the Upper Canada collection of woods is undoubtedly the finest in the exhibition building." The Lower Canada collection also received high praise, but was stated to be "small compared with the Upper Canada." The Canadian black walnut, hickory, black birch, white and red cedar, are added to the list of timbers for vessels classed A. Black elm, hickory, white oak, beech, chesnut, red cedar, tamarac, and birch pine are allowed the highest place for the outside planking from the keel to the first buttock heads in ships of twelve years in class A. Table A of the register will show the important uses made of Canadian timbers in every part of the ship, inside and out, and which secure the highest standard in their registration.

We are glad to perceive also that an increased demand has arisen on the continent for Canadian timbers. Anything that will give additional value to the woods of the vast Canadian forests must be of the greatest importance to that country, where now so many of their magnificent trees are cut down and burned as fuel. Of course, the first object of the settler is to clear and prepare his land for agricultural purposes, but in doing this, those trees which have a sufficient commercial value might be preserved, and this could be done by arrangement with the Bureau of Agriculture without much difficulty. The Canadian forests are rapidly yielding to the woodman's axe, and when too late, it may be found that not only have valuable timbers over extensive areas been ruthlessly destroyed, but even the climate unfavourably effected, as is unquestionably the case with some countries of this hemisphere, in the deficiency of rain during the agricultural months. If, however, Canada should in other ways have been benefited by the International Exhibition, she will be abundantly rewarded by the increased demand for her valuable woods.

Dr. Hurlburt, the Commissioner who had charge of the woods exhibited in the Canadian department of the last Exhibition, has nobly exerted himself in bringing under the notice of the proper authorities the valuable advantages possessed by these woods, and to his labours we may, we believe, attribute the high opinion the committee of Lloyd's now entertain of them for shipbuilding purposes. Dr. Hurlburt has well earned the thanks of all Canadians for his perseverance in attaching public attention in this country to one of the most valuable products of the Province.—*London Canadian News, October 22nd.*

The United States Crops of 1863.

The answers returned to the circulars for September, of the Agricultural Department, asking information of the condition of the crops, are given in tenths, above or below the crop of 1862. During the summer the department made an estimate of the amount of the crops of 1862. This estimate was based on the census returns of 1860. As the crop of 1859, which was taken by the census, was below the average, and that of 1862 much above, allowance was made for this difference, varying in its amount according as the agriculture of each State required. The general per cent. increase of each State was added. One-fourth of the amount given in the census was struck off from the returns for Missouri and Kentucky on account of the war. Thus calculated, the crops of 1862 were made the basis for estimating those of 1863, according to the tenths, increase or decrease of each State, as reported by the correspondents of the department.

The summer crops, wheat, rye, barley, and oats, for 1862 and 1863, were as follows:—

	Wheat.	Rye.	Barley.	Oats.
Total 1863...bush.	191,068,239	20,798,287	16,769,597	174,858,167
Total 1862... "	189,993,500	21,254,956	17,781,464	172,520,997
	*1,074,739	†456,669	*1,020,867	†2,327,170

The fall crops of corn, buckwheat, and potatoes, for 1862 and 1863, were as follows:—

	Corn.	Buckwh't.	Potatoes.
Total 1862.....bush.	586,704,474	17,822,995	113,533,118
Total 1863 ..... "	449,163,894	17,193,233	97,870,035
Decrease	137,540,580	1,529,762	15,663,083

The monthly report of the department for September shows that the amount of wheat and flour exported to all countries for the year ending September 1, 1863, is 40,686,308 bushels, and of corn 11,680,343 bushels. The domestic consumption, then, is as follows:

	Bushels.		Bushels.
Wh't crop for 1862...	189,993,500	Corn crop for 1862.	586,704,474
Exported.....	40,686,308	Exported.....	11,680,342
Domestic consu'n.	149,307,192	Domestic consu'n.	575,024,132

These exports and domestic consumption exhibit the relative magnitude of the foreign and domestic markets.

The report examines the probable foreign demand for breadstuffs during 1864, and shows that the principal portion of our exports of breadstuffs are purchased in the English markets; that the average annual importations of all grains with Great Britain and Ireland are 94,278,949 American bushels; but in 1860 the importation was 135,386,434 bushels, and in 1861, 142,529,106 bushels; that it was as great a crop in 1862, but not so large in 1863; that from the present condition of the crops in England, the demand for 1864 would return to the general average, rather than to the great amount since 1860;

* Increase. † Decrease.