The annual average movement appears to have been 31,601,853 bushels. The lowest quantity (in 1876) was 11·85 per cent. below the average; the highest (in 1871) was 12·84 per cent. above it; while the quantity in 1879 was 7·47 per cent. above the average of the period, and only 9·09 per cent. above the quantity in 1869.

The following per centages show that the current of transportation from Lake Ontario to the sea-board does not nearly all flow down the River St. Lawrence :—

|  | OSWEGO. | CHARLOTTE. | FAIR HAVEN. | CAPE VINCENT | OGDENSBURG. | MONTREAL. |
|---|---|---|---|---|---|---|
|  | Per Cent. | Per Cent. | Per Cent. | Per Cent. | Per Cent. | Per Cent. |
| 1869..... | 43·42 | 0·27 | .... | 0.68 | 13·36 | 42·27 |
| 1870..... | 40·77 | 0.37 | .... | 1·51 | 15·43 | 41·92 |
| 1871..... | 39·64 | 0.29 | .... | 1·49 | 13·89 | 44·69 |
| 1872..... | 28·83 | 0·60 | .... | 1·35 | 14·00 | 55·23 |
| 1873..... | 26·34 | 0·24 | .... | 0·97 | 11·39 | 61·06 |
| 1874..... | 37·02 | 0·30 | .... | 0·97 | 11·96 | 49·75 |
| 1875..... | 29·48 | 0·67 | .... | 1·02 | 8·94 | 59·89 |
| 1876..... | 27·57 | 0·54 | .... | 1·05 | 3·50 | 67·54 |
| 1877.... | 29·23 | 0·12 | 0.39 | 0·74 | 10·91 | 58·61 |
| 1878..... | 17·34 | 0·20 | 0.50 | 0·76 | 11·20 | 70·00 |
| 1879..... | 23·00 | 0·05 | 0·73 | 0·65 | 9·72 | 65·85 |

It appears that the movement via Oswego has diminished considerably,—a good deal of variation has taken place as regards Ogdensburg,—while the figures for Montreal indicate an increase. During five years (1870 to 1874) the annual average for Montreal was 50·53 per cent. of the whole; while during the last half of the decade, the yearly per centage was 64·38.

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## TRAFFIC MOVEMENT FROM BOTH LAKES.

The preceding statements show separately the movements from Lakes Erie and Ontario, and how small, comparatively speaking, is the traffic of the latter;—a concise view of this transportation question has also been presented in a series of tables by the Commissioner of Inland Revenue, and presented in his Annual Report to the Dominion Government. Mr. Brunel's classification is comprehensive, and the contrasts are made clearly,—confirming, from a different stand-point, the conclusion from figures derived from other sources. The following table is re-formed from his Report :—