

# REPORT OF THE TRADE AND COMMERCE OF MONTREAL FOR 1865.

[By WM. J. PATENSON, Secretary Board of Trade and Commerce Association.]

THE Report, in a chapter on Inland and Ocean Navigation, gives the tonnage owned in 1861, and employed from Montreal westward on the St. Lawrence and the Lakes as follows.

## American bottoms.

	No.	Tonnage	Value
Steamers	813	91,833	\$4,671,900
Sailing vessels	1070	259,293	6,472,100
Total	1378	355,241	11,044,000

## Canadian bottoms.

	No.	Tonnage	Value
Steamers	117	33,634	\$1,792,800
Sailing vessels	303	63,132	1,616,000
Total	420	92,670	3,218,800

These figures do not include the large fleet of barges engaged principally between Kingston and Montreal, and partially on Lake Ontario. There has been a great increase in the amount of freight moving westward by the St. Lawrence route. The amount of Scotch pig iron alone for 1865, is stated at nearly 10,000 tons. Of other articles there were carried rice, 413 tons; sugar, £55 tons; fish, 366 tons; tea, 119 tons; leather, 67 tons, &c., &c. It would thus appear that the advantages of cheapness and expedition obtained by this route from the Ocean are beginning to be appreciated by importers in the Western States. The advantages it offers for the shipment of produce to England are well known. The report re-publishes the result of an experimental shipment of grain from Chicago to Liverpool in 1861. On the 13th September in that year, 6000 bushels of wheat were shipped via New York, and 10,000 bushels via the River St. Lawrence. This latter shipment reached its destination two days before the former had left New York, and making allowance for detentions by both routes, the actual time occupied in transporting the 10,000 bushels, via Montreal to Liverpool, was precisely the same as that occupied in carrying the other shipment to New York. The comparison of cost was also in favor of the Canadian route, the total cost per bushel by it being 67 cents, while by the other route, it was 73 cents. The average rate of freight for wheat from Chicago to Liverpool in the four last years is given as 84 cents. The present capacity of the St. Lawrence Canal is estimated at about 500,000 tons each way during the season of navigation. This estimate is based on a calculation which takes 800 tons as the carrying capacity of barges which will pass through the locks, allowing four lockages per hour for 210 days of navigation. Former estimates have given nearly the same results, but have calculated on a much smaller tonnage with a greatly increased number of lockages per hour. Speaking of the improvement of inland navigation, the Report commends the scheme of connecting by a short canal the head of the Bay of Quinte with Lake Ontario. It says:

"We are reminded that the stretch between Prescott Harbor and Kingston is the most hazardous on Lake Ontario, the advantages to be derived from such a cut-off will be evident, especially in the Fall, when stormy weather is most prevalent. Had that little canal existed last year, a number of marine disasters might have been avoided. Any one who examines the map may see at once how important the Bay of Quinte would thus become in the event of hostilities on the Lake."

The preliminary portion of the Report is concluded by a chapter on the commercial relations of the British North American Provinces, in which it gives statistics showing the trade that existed in 1854, between the Maritime Provinces and Canada the United States and Great Britain. The proportion of imports received from Canada was very trifling, indeed, compared with the amounts furnished by the United States being only 3½ per cent. of the total imports, while the percentage from the United States was 33½. We purpose going more into the details of the trade with the Lower Provinces, in order to show its very great importance to Canada, and its capabilities for increase as respects our share in it.

## NOTES FROM NEW YORK.

### A GOOD THING FOR CANADA.

THE fact that the Nova Scotia Government intend enforcing the same import duties on American produce as were imposed before the existence of the Reciprocity Treaty, is a good thing for Canada. It will have the effect of causing the continuance of a

very considerable trade via New York. Before the Treaty went into force—say from 1850 to 1855—a very profitable and satisfactory business was done in Canadian flour, shipped to this port in bond and exported under the same regulations to the Maritime Provinces. The effect of a discriminating duty in favour of Colonial produce is, of course, obvious; but it was then and will be so again, particularly obvious in relation to Canadian flour. During the years mentioned, Canada flour was constantly from twenty-five to seventy-five cents higher here, than equal brands of State or Western. The main reason was that for Canadian a "near-by" market was always open to it in which it could bring a better price than the American production. So long as the bonding system continues we may, therefore, hope for a continuance of this demand for Canadian flour, and whether confederation is consummated or not, there is a certainty of even a better demand in these Provinces than during the existence of the Treaty, for this important staple. I happen to know several influential produce merchants who formerly handled large quantities of Canadian flour, who are laying plans and forming connections to receive and export, in bond, this article to Nova Scotia and elsewhere.

### THE STRUGGLE.

The struggle that is just now going on between the President and Congress is fraught with great influence on the future commercial policy of this country. The extreme wing of the Republican party desire to retain the reins of power which the war had placed in their hands. They feel that were the South to be restored to its original political status the great Democratic party would once more be formidable, for its union North and South would soon make it almost too strong to be resisted. To prevent this, the extremists desire to clothe the negro with a vote, confident that this vote would go with the Republican party. The Democratic white vote of the South would, therefore, be nullified by the Republican black vote of the same section. It is therefore the purpose of the majority in Congress to keep out the South until this is consummated. Once accomplished and the South may return to its position in the Legislature of the country, but its influence will be gone, and the Republicans fancy they will hold power for many a day to come. The President fears the effect of placing the suffrage in the hands of ignorant and too easily influenced blacks, and hesitates to bequeath so much power, and so much patronage, which the proposal in its principle and details contains, to his successor who may be less scrupulous than he is. But to come to the commercial effect. It will be seen that, with the vote in the hands of the coloured people, the Eastern Abolitionist party will reign supreme, now we all know that the great bulk of these Eastern legislators are protectionists of the most illiberal order. Many of them are directly interested in manufactures of various kinds; the great bulk of them represent manufacturing constituencies, and nearly all of them are narrow and contracted in their commercial views. It is hardly necessary to adduce their treatment of Canada as an illustration of this important fact. If the rulers of this great country for the next twenty years are to be men of such stamp as Thad. Stevens, Morrill, Sumner, Chandler—the plea-ant Chandler the hater of England—what may we expect but a policy of the most exclusive and Japanese character. The great West, and (in the future) the still greater South will have to stand a taxation for the benefit of the Eastern Manufacturers. Thus it may be that the seeds of an incipient revolution are being sown. To Canada the subject is one of abiding importance. Its geographical situation, its peculiarity of climate, its products, and its close proximity to this country will cause its prosperity always to be more or less influenced by the course of events here. Experience has shown us that we have nothing to hope from the Republican party. The President and Mr. McCulloch are anxious for some equitable and fair commercial regulation between Canada and the United States, but the Morrill and the Stevens party have some sectional interests to serve, and so long as they prevail, Canada can have little hope of fair play.

### A SETTLEMENT UNSETTLED.

Not one American in five thousand had an idea that the repeal of the Reciprocity Treaty would open up that uncomfortable fishery question again. The subject of relations with Canada never took the aspect of a probable war with England, else there would possibly have been a little more consideration shown. As it is,

the question is daily assuming more and more gravity. The *Evening Post*—edited by William Cullen Bryant and Parker Godwin—is a most respectable sheet. It recently contained a very fair historical exposition of the claims of the United States to the fishing grounds on the Provincial coasts, and gave the best idea that has yet been given of the present condition of the question. Its conclusion was that unless the United States Government immediately took prompt action to arrest the difficulty, very serious complications with England might follow. Very few imagine that war will grow out of it, but most people are puzzled to see exactly how the great fishing interest can be preserved and the United States still occupy her present illiberal position toward the colonies. Either one of two things must be done. American fishermen must either cease to fish in the Bays of the Provinces; or the United States must give an equivalent for that privilege. Which will they do? Firmness on the part of the Federal and Provincial authorities will, it is morally certain, greatly aid the returning sense of the great body of American people, evident in the improved tone of public opinion on the subject of Reciprocity. Good and not evil may thus come out of what at present appears to be a very unsatisfactory affair.

### NOT YET ARRIVED.

The crisis has not yet arrived. Certainly a critical period is being passed without much if any appearance of serious trouble. A half dozen bankers in this State have failed in the past ten days, but their failure has but little to do in the general condition of affairs. They result from unwise speculations. The great body of business men here as elsewhere remain as they have throughout the war,—prepared for almost any event. That is the great secret of why the crisis does not come. In this city the general tendency has been to keep down liabilities, and there are thousands of large and small houses that owe little or nothing. A man can't fail if he is free from debt, and the crisis must be indefinitely postponed so long as there is no undue expansion of the liability sheet. Doubtless large losses will be sustained in the depreciation of stock; but if the stock is all paid for there can be no failure, and that is the condition at the present moment of the great bulk of New York traders. I know that this will be doubted, but I have a pretty good opportunity to know, and, unless greatly mistaken, I don't believe we will witness a crash till it is due,—say at the termination of the decade in 1897. Of course I speak of the regular legitimate trade, and not of the irregular and illegitimate stock and gold speculations.

### BUSINESS GENERALLY.

There are signs of considerable improvement in business. The city is full to repletion, of buyers. You can't get a room in a hotel without telegraphing in advance for it. The fine spring weather and the general impression that the holders of stocks are strong enough to stand the pressure induces retailers to give up the struggle, and for the past week there has been considerable activity, especially in dry goods. There is less demand for money, and the loans to individuals by the Banks have been decreased over five millions of dollars in the week. The startling news as to the near approach of the cholera, however, casts a gloom over everything, and men go about with sombre faces.

I write too early in the week to note the general effect of this news, but it can hardly fail to influence business matters materially.

E. W.

New York, April 10th, 1866.

### The Wool of Canada.

At a recent meeting of the council of the Bradford, England, Chamber of Commerce, a letter was read from a resident in Vienna, C.W., stating that parties engaged in the American worsted trade required over five million pounds of wool per annum to carry on their operations, and were entirely dependent on Canada for their supply. The writer suggested that the wool should be bought up by the Bradford manufacturers from the farmers at 40 or 42 cents per lb., and there was every facility for shipment. The letter was referred to the wool supply committee.

### Live Stock in Spain.

The result of the first census of live stock in Spain has just been published in the *Spanish Statistical Journal*, from which it appears that there were in the kingdom 33,622,813 animals at the date of enumeration. This number comprised 672,659 horses, 1,001,878 mules, 1,290,814 asses, 2,904,593 cattle, 22,054,567 sheep, 4,422,670 goats, 1,364,317 pigs, and 3,104 camels. Some rectification may probably be necessary in these particulars when the revision is completed, but for all practical purposes they are sufficiently near the truth. The area of Spain is about 125 million acres, and its population, as returned at the census of December 25th, 1850, was 15,673,451 persons.