

was nearly \$30,000,—the particulars of which were:—Pickled Fish, \$1,666; Pork, \$420; Hardware, \$145; Leather, \$18,785; Soap, \$1,700; Starch, \$2,070; Straw, \$580; Whisky, \$987; Blacking, \$272; Clothing, \$555; Cordage, \$2,241; and Stationery, \$263. A number of the items are comparatively small, but they indicate that there is a region into which Canada's commercial relations could be extended, and where supplies of Lumber, Provisions, Ice, &c., might be sent; whence, also, certain important staples would be procured, viz., Sugar, Molasses, Coffee, Cotton, Drugs, Spices, &c. The extension of direct trade with the West Indies would probably lead to intercourse with Central and South America.

The contrast between the present harbor-accommodation and that which existed five or six years ago, is striking. The extension of the wharves which has been accomplished since 1860 has not sufficed for the number of sea-going vessels which at particular periods of the year have come into port. In 1861, many of the Spring and Fall fleet had to anchor out in the stream for several days, waiting until the Harbor-Master (Capt. Rudolf,) could assign berths; in 1862, with actual accommodation only for about 40 sea-going vessels, a similar inconvenience and detention were encountered; and even in 1863, with the completion of a large new pier and other improvements, there was a lack of accommodation. The additional wharf-accommodation for which the Board of Harbor Commissioners have provided, will go far to obviate the delays referred to; there is, however, a prevalent belief,—which the record of the past three years appears to warrant,—that the increasing trade of the Port will soon demand a much greater enlargement than any at present in progress.

The Port-Warden (Capt. Grange,) entered upon his duties at the opening of navigation in 1863. During the season, he superintended the lining and loading of 243 grain-freighted vessels, for which certificates were granted. There can be no doubt that the trade of the Port will be greatly benefitted when all sea-going vessels come under that officer's surveillance.

While the accompanying Report demonstrates that this city holds a very prominent commercial position, it is also shown that much progress has been made in certain of the Industrial Arts,—as exemplified in the notices given.

Without further preface, this first effort to show the progress and extent of the Trade and Commerce of Montreal, is respectfully submitted.

W. J. P.

MONTREAL, 1st March, 1864.