

hours shew little consideration for our interests in imposing a high tariff on everything we sell to them. In a previous number of this journal (No. 7—Vol. 2) we pointed out the outrageous treatment our Canadian marine receives at the hands of American legislators, and American Custom-house officials. They use every means to destroy our carrying trade. They won't allow our vessels to enter any American inland stream or canal; they won't even allow a Canadian steamer to go to the American side of the St. Clair river to take in tow an American vessel; they have monopolized all the ferries, by making it necessary for a Canadian ferry boat to enter and clear every time she touches an American landing; they won't allow a Canadian to command an American vessel, or to be an engineer on one; they won't allow a Canadian vessel to touch at any American port without payment of tonnage dues and a charge for clearance; they won't allow our vessels to participate in their coasting trade at all; and finally, they won't allow a Canadian vessel to carry grain from any American port to a Canadian port.

What is the proclaimed object of the Huron and Ontario Ship Canal? Why, to afford an additional outlet "to the teeming products of the great west"; in fact, to benefit Chicago and the Western States. Who is to have the carrying trade? Assuredly not Canadians, for our friends across the lines won't allow our vessels to carry grain from one American port to another. It is not pleasant to think of giving 10,000,000 acres of land to build a canal which we could not use. They would exclude us from their canals and prevent us from using our own. Under such circumstances, we say, we are not likely to give away large blocks of our territory for their benefit, and we can afford to wait until they manifest a more friendly spirit to us, in the meantime using our resources for our own benefit. Charity begins at home.

#### FLOUR AND GRAIN TRADE OF 1868.

The trade in the natural products of the soil and climate is primarily deserving of attention, in that it forms the basis of operations in every branch of business. The importer and the manufacturer frame their estimates of sales and purchases with an eye chiefly to the prosperity of agriculture; this is the barometer which unfailingly indicates the future of the commercial horizon. Such being well understood principles, the deductions of observation and experience, we need not explain the great consequence to the whole country, and every individual interest in it, of the

trade in the great agricultural staples of Canada—breadstuffs and grain.

In Ontario a good crop of wheat was gathered in last harvest. Fall sown was unusually favorable, and Spring did very well, taken as a whole, though the uncommonly dry summer weather ruined it in many localities, especially the late sown. The year opened with high prices, but the prolific production of nature was an overmatch for the resources of speculators, and the demands of consumers, so that a fall came—"and what a falling off was there!" Fall wheat sold in April last at \$1 85, and in December at \$1 10, for the same quality of sample—75 cents down; Spring was worth \$1 65 on the first of April, and slipped down to \$1 02; No. 1 superfine flour was worth \$7 15 per barrel on the 1st of August, and by the end of December sold for \$4 50. Such a reduction in values, as may be supposed, kept millers and dealers at their wits end to keep from making ruinous losses—the profits of the grain, wheat and flour trade are very little talked of.

The movement through the Toronto warehouses is shown by the following figures:—

	1868.	Fall Wheat.	Spring Wheat.
Receipts, bush.....	252,589	364,174	
Shipments, bush.....	249,191	854,523	
1867.			
Receipts, bush.....	268,116	485,983	
Shipments, bush.....	302,152	478,435	
1866.			
Receipts, bush.....	534,272	463,197	
Shipments, bush.....	529,627	406,907	
1865.			
Receipts, bush.....	687,688	338,000	
Shipments, bush.....	586,904	358,000	

It should be explained that the circumstances of the trade, within a few years, are such as induce a reduction, rather than an increase, in the receipts of wheat, at Toronto. Since our flour trade with the Lower Provinces was established in its present magnificent proportions, our milling interests have been more prosperous, and a great portion of our wheat, which passed through the city warehouses, and was shipped to American markets, there to be ground and mixed with their own wheat, of an inferior quality, and the product shipped to the Provinces, is now converted into flour at the mills along our lines of railway, and shipped direct to the Maritime markets. In other words the flour trade has increased partly at the expense of the wheat trade. The shipments to Montreal, and the lower ports, were 184,770 bush. and 409,944 to Oswego and other American markets.

The movement in wheat in Montreal, in 1868, appears by the following statement:—

	1867.	1868.
Receipts, bush.....	2,426,822	2,831,667
Shipments, bush.....	1,141,673	1,575,346

Our flour trade with the Maritime ports has become of great service to the terri-

tory tributary to Toronto. A half dozen firms—Messrs. Howland, W. D. Matthews, & Co., Gibbs & Bro., of Oshawa; T. C. Chisholm, Gooderham & Worts, and W. Marshall, of Stratford; sent forward not less than 200,000 bbls. to those markets. It is very interesting to notice the way in which the trade with St. John has been transferred from American to Canadian hands, since the demolition of the tariffs, and the establishment of closer political relations. A statement of receipts of flour at St. John for several years is:

1865.	
Total Flour received from the	
United States, barrels.....	205,373
Do. do. from Canada.....	28,000
	233,373
1866.	
Total Flour received from the	
United States, barrels.....	89,915
Do. do. from Canada.....	144,398
	234,314
1867.	
Total Flour received from the	
United States, barrels.....	32,000
Do. do. from Canada.....	220,000
	252,000
1868.	
Total Flour received from the	
United States, barrels.....	55,000
Do. do. from Canada.....	234,000
	259,000

The movement of flour at the Toronto warehouses is shown by the following statement of receipts and shipments for the years named:

	Receipts.	Shipments.
1868.—Barrels.....	56,120	51,930
1867.—Barrels.....	66,793	61,891
1866.—Barrels.....	125,089	108,852
1865.—Barrels.....	61,197	57,761

To the above receipts should be added about 50,000 barrels each year, being the estimated consumption of the city annually; it need scarcely be added that these figures convey no approximate idea of the quantities handled by our dealers.

Receipts and shipments of flour at Montreal during the years named were

	1867.	1868.
Receipts, barrels.....	643,154	789,041
Shipments, barrels.....	561,047	510,847

The barley trade ranks next in importance. About 4,000,000 of bushels are estimated to have been produced in Ontario in 1868, yielding producers about \$5,000,000. The dry weather greatly lessened our crop, but high prices more than compensated. The trade of the port of Toronto for several years is shown as follows:—

	Receipts.	Shipments.
1868.—Bushels.....	988,410	895,330
1867.—Bushels.....	1,225,455	943,303
1866.—Bushels.....	1,278,767	1,247,798
1865.—Bushels.....	1,197,126	1,187,626

The receipts of barley at Oswego, from Canada, in the years named, were

Receipts at Oswego in 1865.....bu.	2,992,432
1866.....	4,094,889
1867.....	2,528,447
1868.....	2,031,385