

31st DECEMBER, 1884. [In thousands.]

Description.	Banks in Que- bec.	Banks in On- tario.	Banks in Mari- time Prov's.	Total.
Capital paid up....	\$ 36,305	\$ 18,918	\$ 6,383	\$ 61,606
Circulation	16,892	11,320	3,724	31,936
Deposits	52,588	37,322	10,325	100,235
Loans & Discounts.	85,008	60,239	16,770	162,017
Cash and Foreign Balances (Net)...	21,786	10,608	3,214	35,608

DRY GOODS IMPORTS AT TORONTO.

Continuing the method of tabulation which we began two years ago, founded upon the monthly statements of imports issued by the Board of Trade of this city, and summarising the figures of the past year we reach totals which will prove of interest, especially to our readers connected with the dry goods trade. The items we have grouped together, as covering what are termed "dry goods," are those of cotton goods, woollen goods, hats, caps, and bonnets, fancy goods and silk wares. The total value of imports of these at Toronto during last year was \$5,378,892 as compared with \$6,583,322 in the year preceding, a decrease of a million and a quarter in cost; though taking into account the decline in values of merchandise, there does not appear to have been any great decrease in the quantity of goods purchased. We append the figures for the several items in each month of the two years and also the total imports for each month:—

	Jan. '84.	Jan. '83.
Cotton goods.....	115,954	331,655
Fancy goods.....	3,092	93,456
Hats and bonnets.....	16,428	37,075
Silk goods.....	44,022	81,999
Woollen goods.....	166,607	208,012
Dry goods, Jan'y.....	\$375,103	\$752,197
	Feb. '84.	Feb. '83.
Cotton goods.....	239,990	384,762
Fancy goods.....	123,365	137,777
Hats and bonnets.....	41,120	56,981
Silk goods.....	136,394	163,344
Woollen goods.....	289,610	284,301
Dry goods Feb'y.....	\$819,489	\$1,027,165
	Mar. '84.	Mar. '83.
Cotton goods.....	156,828	284,205
Fancy goods.....	55,225	78,155
Hats and bonnets.....	40,976	42,245
Silk goods.....	85,041	101,131
Woollen goods.....	205,047	242,447
Dry goods, Mar.	\$540,147	\$748,183
	Apr. '84.	Apr. '83.
Cotton goods.....	94,135	161,613
Fancy goods.....	40,825	42,330
Hats and bonnets.....	38,910	46,296
Silk goods.....	28,813	23,809
Woollen goods.....	98,812	145,859
Dry goods—April.....	\$301,475	\$419,907
	May '84.	May '83.
Cotton goods.....	76,647	91,665
Fancy goods.....	35,092	35,804
Hats and bonnets.....	21,170	28,678
Silk goods.....	33,480	28,508
Woollen goods.....	81,848	64,951
Dry goods—May.....	\$248,237	\$249,606
	June '84.	June '83.
Cotton goods.....	70,222	79,661
Fancy goods.....	18,355	37,344
Hats and bonnets.....	11,363	12,095
Silk goods.....	21,695	21,047
Woollen goods.....	115,485	87,696
Dry goods—June.....	\$238,030	\$237,845

	July '84.	July '83.
Cotton goods.....	\$217,389	\$276,565
Fancy goods.....	56,571	65,430
Hats and bonnets.....	8,740	8,189
Silk goods.....	90,593	64,098
Woollen goods.....	350,866	310,427
Dry goods, July.....	\$724,159	\$724,709
	Aug. '84.	Aug. '83.
Cotton goods.....	193,074	233,264
Fancy goods.....	102,134	124,015
Hats and bonnets.....	24,668	16,176
Silk goods.....	131,711	126,832
Woollen goods.....	470,384	487,086
Dry goods, Aug.....	\$921,071	\$987,373
	Sep. '84.	Sep. '83.
Cotton goods.....	128,999	139,865
Fancy goods.....	52,567	48,465
Hats and bonnets.....	28,476	32,719
Silk goods.....	72,888	65,689
Woollen goods.....	283,600	252,017
Dry goods, Sept.....	\$566,530	\$538,755
	Oct. '84.	Oct. '83.
Cotton Goods.....	72,540	78,427
Fancy goods.....	26,531	32,897
Hats and bonnets.....	13,351	13,126
Silk goods.....	30,999	35,503
Woollen goods.....	161,906	124,272
Dry goods, Oct.....	\$305,325	\$284,225
	Nov. '84.	Nov. '83.
Cotton goods.....	59,038	63,075
Fancy goods.....	20,235	18,611
Hats and bonnets.....	5,001	5,823
Silk goods.....	28,431	27,559
Woollen goods.....	63,955	56,293
Dry goods, Nov.	\$176,660	\$170,861
	Dec. '84.	Dec. '83.
Cotton goods.....	56,160	\$56,936
Fancy goods.....	17,527	13,786
Hats and caps.....	15,000	17,204
Silk goods.....	19,670	15,816
Woollen goods.....	54,209	38,956
Dry goods, Dec.....	\$162,565	\$142,498
Total for year....	\$5,378,892	\$6,583,322

Taking the first six months of each of these years and those of 1882 we find a steady decrease in the aggregate of dry goods imported, thus:

	Value.
1882 Imports of dry goods ...	\$3,932,878
1883 " " " " " "	3,437,501
1884 " " " " " "	2,522,581

But it is interesting to observe that while the decline from the half year 1882 to 1883 was about 12½ per cent. that between 1883 and last year was more than 26 per cent. Comparing the principal items, namely, cottons and woollens, imported in the same half-yearly period, we find them to have been:—

	Cottons.	Woollens
Six months, 1882.....	\$1,674,527	\$1,104,212
do 1883.....	1,333,561	1,033,266
do 1884.....	753,776	957,409

For the full calendar year, however, while cottons show a much decreased export in 1884 (\$1,480,976 against \$2,181,693) woollens imports develop a slight increase, being \$2,342,329 in value where in the previous year they were \$2,302,317. The monthly figures which go to make up the total imports of dry goods for the two years are given below:—

	1884.	1883.
January.....	\$375,103	\$752,197
February.....	819,489	1,027,165
March.....	540,147	748,183
April.....	301,475	419,907
May.....	248,237	249,606
June.....	238,030	237,845
July.....	724,159	724,709
August.....	921,071	987,373
September.....	566,530	538,755
October.....	305,325	284,225
November.....	176,660	170,861
December.....	162,566	142,498
Total.....	\$5,378,892	\$6,583,322

LUMBER.

The position of affairs in the United States during the winter has in part accounted for the quietness in this line of Canadian trade. Not, perhaps, so much the peculiar commercial conditions (though even these were not favorable) as the uncertainty felt by business men as to the policy of the new government of that country. Added to this has been the depressed condition of the real estate market over there. The recent indications, however, of returning activity in manufacturing in the States—one hundred thousand persons, who were out of employment for some weeks or months, are said to have returned to work in factory, mill or furnace since 1st January—are significant, and cannot but have their effect upon the lumber market.

A lack of snow early in the winter has been unfavorable for operations in the Canadian woods, and it is thought that higher prices must come about in spring. Hence some are disposed rather to buy now than wait until the opening of navigation, only to pay higher prices. We hear of considerable sales, at Ottawa, of pine lumber—one to two inch sidings and stock boards—lately made for the American market.

—It may be remembered that when the British Association was in session last autumn in Montreal, the suggestion was made that a series of observations upon the influence of tides upon the navigation of the Gulf of the St. Lawrence was a matter well worthy the attention of the parliament and people of Canada. No small proportion of the wrecks which have taken place in the Gulf are believed to have been caused by tidal influences, inducing currents which have taken vessels off their course, unknown to their commanders. The tidal observations upon the coast of Britain have resulted in immensely enhancing the safety of navigation thereabout, and it is a matter of decided importance that the dangers of navigating our great water-way shall be removed, in so far as science and experience can determine them. We observe with interest that the Montreal Board of Trade has communicated with a deputation appointed by the British Association in the premises, and the matter is to be brought before parliament at the coming session. The gentlemen named by the Association are:—Professors Johnson and Bovey of McGill College, Montreal, Professor McGregor of Nova Scotia, Professor Cherriman of Ottawa, and Mr. Chas. Carpmael, Director of the Meteorological Survey at Toronto. We trust to see a grant made by the House for so deserving an object.

—The consideration for which the Pacific Railway Company undertakes to continue the road from Port Moody to Coal Harbor and English Bay is a grant of land by the local government in the vicinity, comprising about 6,000 acres. If the road had not originally stopped short at Port Moody, these lands along with others would have been previously granted to the company by the Dominion Government. The extension of the road is to be completed, and workshops and other works are to be