

sums locked up in them and in their unsaleable products. The excessive quantity of snow that fell during January, February and March last year made the work in the woods both difficult and expensive, but, as the price of labor was cheaper, the cost of production must have remained about the same as in former years. But when we consider the demand and the facilities for shipping, we find that there was more than enough lumber got out. The number of the spring and autumn fleets was far less than that of the previous year, the low freights not presenting sufficient attraction to induce vessels to come to Quebec. The large buyers, not being able to procure vessels to carry their lumber to England, did not buy additional stock from western men.

The prospects for lumberers are now somewhat brighter than they have been. In Northern Minnesota, Michigan, and Canada, the production has been less than last year, and, as the demand in England is increasing, better prices will likely be obtained. But, on account of the immense quantity of sawn lumber in Michigan and Canada, the increase in prices will not, we think, be very marked for some time yet.

The exaggerated reports, in the autumn of 1875, of the short crop of tobacco in Virginia and Kentucky, gave a tremendous

* Statement of Vessels, British and Foreign, in Ballast, entered inwards from sea at Port of Quebec.

	No. of vessels.	Tons.	Total No. vessels.	Total No. Tons.
1874 British.	205	222,231	533	381,032
Foreign.	203	138,891		
1875 British.	202	151,777	470	320,311
Foreign.	268	163,571		

advance to the prices in Canada. The confirmation, from time to time, of these reports, while it induced holders to secure heavier stocks, made them somewhat indifferent about selling at the then unusually high figures. The hallucination was discovered by the decline of the market almost as rapidly as it had advanced. The loss was made heavier by the subsequent conduct of some Canadian manufacturers.

Heavy losses have been sustained by a few houses in the East and by some in the West on tea importations. The great decline of the China and New York markets, especially in medium and fine Young Hysons and Blacks, while bringing loss, and in some cases absolute ruin, to the American holders, left the Canadian importer without a market, unless he had been willing to sustain a large loss, his customer, the jobber, being in a position to go to New York. The protective duty of 10 per cent., which the Americans levied on all teas coming from Canada, barred the door to their market, and, as no special duty was levied against Americans in retaliation, they had an equal footing with the Canadian importer on his own market. This has been felt as an injustice. But, it may be urged, that when we consider the remarkably low price at which fine and medium Young Hysons were sold in New York, the protection necessary to shut out these teas from our market must have been very high.

The unparalleled extension of railways through every section of the country has given an ephemeral life to villages situated on or near them that has not been conducive to prosperity, while it has added much to the taxes of the people, as the following statistics show:

STATEMENT showing the Amount of Grants, by Loan, Bonus, Stocks, or otherwise, given by the several Municipalities of Ontario to Railway enterprises since July, 1867; also Amounts granted Railways, or paid them, on actual mileage allowed, by the Ontario Legislature.

Name of Railway.	Grants by Municipalities by loans, bonus, stock or otherwise.	Aid granted by Ontario Legislature	Total amount of Aid granted.
Toronto, Grey and Bruce Railway	\$1,208,756 00	\$461,361 40	\$1,670,120 40
Hamilton and North Western Railway	733,523 00	674,568 00	1,408,091 00
Kingston and Pembroke Railway	339,000 00	460,550 00	839,550 00
Toronto and Mississauga Railway	33,500 00	104,898 00	437,398 00
Credit Valley Railway	474,454 52	395,289 00	867,744 52
Brantford, Norfolk and Port Burwell Railway	145,000 00	190,512 00	335,512 00
Erie and Huron Railway	61,000 00	0 00	61,000 00
Wellington, Grey and Bruce Railway	256,000 00	241,276 00	497,276 00
Northern Extension Railway	94,500 00	196,188 00	288,688 00
London, Huron and Bruce Railway	272,500 00	259,715 40	532,215 40
Vandrell and Ottawa Railway	149,000 00	0 00	149,000 00
Canada Central Railway	37,500 00	119,250 00	156,750 00
Montreal and Ottawa Junction Railway	130,000 00	198,000 00	378,000 00
Canada Southern Railway	345,000 00	244,550 20	589,550 20
Fort Dover and Lake Huron Railway	105,000 00	129,800 00	234,800 00
Grand Junction Railway	115,000 00	217,000 00	332,000 00
Whitby and Port Perry Railway	32,000 00	46,000 00	78,000 00
Hamilton and Lake Erie Railway	65,000 00	66,960 00	131,960 00
Midland Railway	67,500 00	149,230 40	216,730 40
Toronto Simcoe and Muskoka Junction Railway	139,000 00	0 00	139,000 00
Grand Trunk Railway	65,434 38	0 00	65,434 38
Great Western Railway	75,000 00	0 00	75,000 00
Ontario and Quebec Railway	10,000 00	0 00	10,000 00
North Grey Extension Railway	20,500 00	0 00	20,500 00
Huron and Quebec Railway	200,000 00	0 00	200,000 00
Woodstock and Lake Erie Railway	10,000 00	0 00	10,000 00
Brantford and Port Dover Railway	16,000 00	0 00	16,000 00
Cobourg, Peterborough and Marmora Railway	0 00	44,740 00	44,740 00
Belleville and North Hastings Railway	0 00	66,000 00	66,000 00
Stratford and Lake Huron Railway	0 00	60,000 00	60,000 00
Prince Edward Railway	0 00	155,520 00	155,520 00
Victoria Railway	117,150 99	207,900 00	325,116 99
Lake Simcoe Junction Railway	90,000 00	53,000 00	143,000 00
Dresden and Old Springs Railway (for survey)	239 45	0 00	239 45
Township Grants on Railway mentioned	129,112 60	0 00	129,112 60
Money expended since 1867 for Railway purposes.	49,002 64	0 00	49,002 64
			\$10,657,325 29

Thus we see that Ontario has been pledged, in support of railways, to the extent of about \$11,000,000. Part of this has already been paid, and the balance will have to be paid when the conditions on which the grants were made have been fulfilled. The railway mania which seems to have taken possession of us has been guided by the ability of a few gentlemen who have taken upon themselves the role of advisers, on railway matters, to the people. The means that have, at times, been employed at the inception of some enterprises speak more for the astuteness than for the honor of their promoters. Municipalities have been cajoled and hoodwinked by the suavity and plausibility of this pertinacious coterie. Railroads have been commenced when the prospect of their completion was not by any means assured. To extricate themselves from their difficulties deputation after deputation has presented its claims for aid, and the Government, impelled by the popular favor, has been forced to an expenditure which it had no part in creating, and which, in some instances, the wants of the people did not demand.

The dealers in butter, as well as others, have had their misfortunes. The very high prices that ruled in the Autumn of 1874 made holders tardy about shipping to England. They looked for still further advances. When the market showed a downward tendency, or rather a little before it, they shipped, but their goods arrived on the English market too late, and butter that had been bought in Canada brought on its arrival in England about half what it originally cost. Though this has been the chief cause of disaster to produce dealers yet they have been victimized by their own foolishness in employing men to go through the country purchasing butter on commission. These men, having to meet expenses and to live, probably directed their attention more to making their commission than to securing good saleable butter for the English market.

The general stagnation in trade has affected shipping very perceptibly. Owners of vessels have had difficulty in getting freight, even at the very low rates that ruled during the season. Some have felt that the competition with the Americans is unjust. It would appear that, while the Americans have been allowed to navigate Canadian waters, we have not had the same privilege accorded us on American waters. The provisions against this in the Washington Treaty are rendered ineffective by the demands of state, corporate, and individual rights; and the Federal Government has no power to overcome such claims. It is manifestly unjust that Canadians should be bound by a Treaty