

REPORT OF THE TRADE AND COMMERCE OF MONTREAL FOR 1865.

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It is little signifies, the main object of this report which has been compiled with a great deal of careful painstaking, is to set forth the trade of this city for the year 1865, comparing it with that of 1864. But in addition to this, it furnishes us with some facts and figures which at present are of special importance, and of more general interest to our readers throughout the Province. Under the heading of "Preliminary Reports," we find a rapid survey of the extent, population and resources of Canada. The actual area of Canada is now understood to be nearly 400,000 square miles, though laid down in the British Board of Trade returns as only 331,230 square miles. The estimated population in 1865 is set down at 2,581,900, the actual numbers by the census of 1861, having been 2,507,657. These figures, many will be surprised to learn, exhibit a greater percentage of increase as compared with the census returns of 1851, than do those of the United States for 1860, as compared with those of 1850. The increase of population in New York city from 1850 to 1860 was 67 1/2 per cent; in Boston, during same period 31 per cent; while in Montreal from 1851 to 1861, the increase was 73 per cent. A number of tables are given made up from the census returns of 1851 and 1861 showing the increase in the decade between those dates of the agricultural resources of Canada, the land under cultivation in 1861, 10,565,534 acres, an increase of 48 1/2 per cent while the increase in the cash value of farms is still more marked, being 77 per cent. In crops of all kinds there is a great increase—in some articles, a most astonishing one. In wheat, the increase is 75 per cent. In corn, 25 2/5, in peas, 17 1/3, in beans, 7, in barley 30 1/2, in rye, 20 1/2, in oats, 105 1/5, and in buckwheat, 18 1/2. In root crops, we find still higher percentages of increase. Potatoes were nearly tripled; in turnips, the increase is 45 1/2 per cent., in carrots, 76 1/2; and in Mangel Wurzel 350. The growth of flax and hemp had increased 76 1/2 per cent., an increase of nearly 2000 per cent. having occurred in Upper Canada while in Lower Canada there was a decreased production of 18 per cent. In wool, the percentage of increase is about the same in both Provinces, and is in the aggregate 30 per cent. Butter shows an increase of 67 1/2 per cent., cheese only 10 1/2, and maple sugar 67 1/2, the production in 1861, having been over sixteen millions of pounds.

The following statement shows the quantities of flour, wheat and corn, imported into Canada during ten years, and the exports for same years:

IMPORTED.

	Flour brls.	Wheat bus.	Corn bus.
1856	140,167	1,479,631	1,669,929
1857	214,642	2,414,860	1,065,708
1858	195,263	2,240,514	699,229
1859	405,093	1,073,965	768,631
1860	168,488	2,294,543	1,047,677
1861	160,385	4,450,366	2,692,868
1862	242,140	4,290,589	4,393,957
1863	229,793	4,211,668	1,762,142
1864 (6 months) *	80,076	1,055,186	238,032
1865	158,247	3,023,249	1,167,774

EXPORTED.

	Flour brls.	Wheat bus.	Corn bus.
1856	748,777	4,997,656	161,495
1857	873,941	2,762,454	65,312
1858	631,572	2,437,679	21,547
1859	415,611	1,954,577	3,139
1860	554,777	4,157,358	17,138
1861	1,268,297	7,023,232	742,476
1862	1,201,511	5,731,479	2,371,214
1863	1,095,691	3,930,207	93,317
1864 (6 months) *	371,282	844,260	4,123
1865	764,311	1,628,127	79,913

From the foregoing tables, it will be seen that while in the articles of flour and wheat, our exports kept pace with, and sometimes exceeded our imports, of corn we imported in the ten years, over eleven millions and a half of bushels more than we exported.

The quantities of peas exported in 1865, were 696,282 bushels; of oats, 4,622,689 bus., and of barley and rye 3,772,014 bus.

The report draws particular attention to the great

* Up to the end of 1865, the records were kept according to calendar years, but a change was made in 1864, the fiscal year being made to commence on 1st July, so that the returns for that year are for first six months only, and figures for 1865, are for twelve months ending June 30th of that year.

economic value of the water power of Canada, it being computed that in the vicinity of Montreal, the fall in the St. Lawrence—43 feet within two miles—would furnish a motor equal to 4,500,000 horse-power, and equivalent to the consumption of an enormous amount of coal annually. The actual amount of power furnished by the St. Lawrence Canals is stated at 33,803 horse-power.

Concerning the lumber regions, the following summary is given:

First in order may be mentioned a region stretching eastward from the Saguenay known as the Tadoussac Territory, with an area of 65,000 square miles, which contains a large quantity of timber available for ship-building besides birch, maple, ash, oak, and elm of the best kind. The Valley of the Saguenay has an area of about 27,000 square miles, and is rich in white and red pine, spruce, birch, and tamarac. A region contiguous to the Saguenay includes an area of 8,000 square miles, and produces white and red pine, birch, white cedar, spruce and tamarac. The St. Maurice territory has an extent of 21,000 square miles, and contains large quantities of white, red, and yellow pine, spruce, birch, maple, elm, ash and tamarac. Between the St. Maurice region and the Valley of the Ottawa there lies a valley of 9,000 square miles, in which white and red pine, spruce, tamarac, and ash are found. The Ottawa River Valley, comprising an area of 87,761 square miles, is the chief seat of Canada's lumber trade, and has been so for sixty years; during which time but little more than 20,000 square miles have been dissected of merchantable timber. The products of this region are white and red pine of the best quality; also, tamarac, spruce, ash, white oak of a superior kind, hem birch, and all varieties of Maple. The Trent Valley, and a smaller contiguous district, include about 8,500 square miles, and furnish white and red pine, ash, oak, birch, and tamarac. The rivers in the above mentioned regions empty into the St. Lawrence and Lake Ontario, and the sum of the areas is 229,911 square miles. There are, however, other lumber lands stretching westward as far as Lake Superior, covering a space of 60,500 square miles, which contain white and red pine of choice quality—besides birch, maple, oak, elm, spruce, tamarac, ash, and white cedar. According to these figures the total area of the lumber territory of Canada is equal to 287,711 square miles. The manufacture of sawed lumber in Canada employs over 20,000 mills, many of them having cost \$30,000 to \$40,000, some as much as \$500,000. According to the census for 1861, the quantity of lumber produced in the Province was 982,000,145 feet board measure (exclusive of square timber), the value being \$8,321,149, the cost of the raw material being \$3,616,685.

The value of the timber and lumber exported in 1865 to Great Britain was \$7,971,991, and to the United States, \$4,753,633.

We have not space at present for further consideration of this report, but we purpose returning to the subject in a future impression.

A WINTER HARBOUR AT BIC.

WE have received letters from several correspondents, showing the importance of our having a winter harbour on the Lower St. Lawrence, that will render us independent of the United States during the season of closed navigation, and advocating the perfect practicability of establishing such a harbour at Bic. In one letter, the writer, while acknowledging the possible dangers attending the navigation of the Lower St. Lawrence at a time of the year when storms are of constant occurrence, when the cold sometimes reaches 30° below zero, and when much floating ice passes down the channel of the great river, still thinks the difficulties not insuperable. He says:

"Nevertheless there are many persons familiar with the navigation of the St. Lawrence at all seasons of the year, who maintain that the project is not impracticable. Ferry boats run between Lachine and Caughnawaga, and between Quebec and Point Lévi during the winter, and it is asked why is this not feasible further down the stream? When it was first proposed to establish ferry communication with the opposite side of the St. Lawrence, the idea was ridiculed as absurd, and the projectors were regarded by many as little better than crazy. But they succeeded nevertheless, and it might be found, if a determined effort were made by our Government to establish a winter port, that the difficulties are not of an insurmountable kind. The point deemed most favourable—or rather most practicable—is an experiment were to be undertaken, is the island of Bic. By taking up a map of the Province, it will be seen that this island is situated a short distance below P. du Loup—somewhere about thirty miles. It is said that during January, February, and March, the St. Lawrence is open for navigation as far up as this point. This is the opinion of the pilots, for during the time that Great Britain sent out troops in 1861, no less than nineteen of them signed a document to this effect. Men so familiar with the St. Lawrence as the pilots, ought to be the best judges in a matter of this kind."

Our esteemed correspondent thinks the importance of the subject is such that at least the experiment should be tried, and that, as the season is now too far gone to furnish a fair test this year, Parliament, at its next meeting, might have arrangements made to test the matter next winter.

Another correspondent says, that there is no doubt in his mind of the feasibility of the project, and that "from the ocean to Bic Harbour at all times in winter there is less danger to a steamer navigating the Gulf than after the first of April, when the bottom ice is becoming detached, and the ice from rivers and estuaries is filling the Gulf to repletion, and, in fact, to that date there is nothing but the extreme cold and the danger of snow storms to prevent navigation from being as free as in the summer season. I will explain, supposing a vessel entering when the wind is blowing from the east, south-east, south, or south-west, she would then find the whole of the south shore free from ice, and an uninterrupted passage, until the wind should shift to either of the other quarters, when, as every person having any experience of ice navigation is well aware, the ice will start before the wind on a cruise across the Gulf, and the different masses becoming scattered will separate from each other as a natural consequence (from the different draughts or other causes) and leave, as it were, thousands of easily navigated channels through the whole mass to the north shore."

He considers that, unlike the spring icebergs, there is no danger to be apprehended in passing through this detached and comparatively thin floating ice to again reach open water. "A steamer might in this way, for very many passages, navigate to Bic, without ever once being obliged to cross through the ice, as I have been at Bic for the space of ten days during extreme cold weather, and have not seen detached ice to the size of the winter cap of the Solicitor General East." He, however, is not satisfied with reaching Bic in safety, but is prepared to continue the trip right up to Quebec. Were that possible, we might be led to inquire where is the necessity for a harbour at Bic at all. However, without entering into any discussion on this point, there would be no difficulty in securing railway communication to Bic by the extension of the Grand Trunk from River du Loup, and without any very material outlay.

The Quebec Board of Trade is taking action in the matter also. At a meeting held last Monday, it was resolved,

"That it is of the utmost importance to the interests of Canada that the practicability of establishing a winter port on the lower St. Lawrence be ascertained; and that a memorial be addressed to the Provincial Government, urging that one or more vessels be prepared to make the experiment next season."

Were there no other course open to Canada to pursue, it might be worth while for our Government to make every effort, even to expending large sums of money, in order to secure a winter port, and all difficulties should be made to yield to the supreme necessities of the case, but we are of opinion that the true policy—the one most conducive, not only to Canadian but to British American Colonial interests generally—is (by building the Intercolonial Railway to some commodious port, possessing the advantage of open water the year round, to St. John, St. Andrews, or elsewhere in the Maritime Provinces, as might be considered most desirable,) to have winter communication unimpeded by real or possible dangers, and by the expenditure of a large sum (interest on which alone would have to be paid by Canada) at the present time, save, in all probability, much yearly loss both of life and property in the wintry regions of the Lower St. Lawrence. To the opinions of our correspondent from New Brunswick, (extracts from whose letter we published in a late issue) pointing to St. John as the most desirable terminus of the Intercolonial Railway, we attach much weight, but there is ample time for discussion on this point.

Communications with the West Indies.

At a public dinner given to the B. N. A. Commissioners in Barbadoes, the Hon. Mr. McDougall, at the conclusion of his speech, made the following announcement:—

"The immediate practical result thus far attained was an agreement to join in the establishment of a semi-monthly postal service between the British Provinces and the West Indies."

North Shore Line.

We learn that the Montreal and Shediac Line of Steamers will receive from the Canadian, New Brunswick and Nova Scotia Governments, respectively, in the shape of subsidies, the sums of \$15,000, \$11,000 and \$5,000.

—The Northern Railway Company has concluded arrangements securing steam navigation twice a week between Collingwood and Sault Ste. Marie. Hitherto, steam communication between these ports has been confined to one boat a week.