

INLAND AND OCEAN NAVIGATION.

CANADIAN TRADE WITH THE WESTERN STATES.

The trade between Montreal and ports on Lake Michigan has steadily increased since Canadian vessels began to navigate that lake, embracing new items each year. From an estimate made with a good deal of care in 1864, it appears that the tonnage owned in that year and employed from Montreal westward on the River St. Lawrence and the Lakes, was as follows:—

American bottoms:—

	No.	Tonnage.	Value.
Steamers.....	308	95,953	\$4,571,900
Sailing Vessels.....	1,070	259,288	6,472,100
Total.....	1,378	355,241	\$11,044,000

Canadian bottoms:—

	No.	Tonnage.	Value.
Steamers.....	117	33,538	\$1,702,300
Sailing Vessels.....	303	59,132	1,516,000
Total.....	420	92,670	\$3,218,300

These figures do not include the large fleet of barges engaged principally between Kingston and Montreal, and partially on Lake Ontario. The increase of freight moving westward has been so great that a line of four first-class propellers was kept on the route between Montreal, Milwaukee, and Chicago, during the season of 1865; and it is understood that the line will not only be continued but extended, provided the conditions of commercial intercourse with the United States, after the expiry of the Reciprocity Treaty, shall warrant the necessary arrangements.

The supply of Salt to the Western States has, for several years, contributed a large item to Canadian freights; and, although it will probably be lessened in consequence of the increasing quantity produced in Michigan, a very considerable portion of what is used for curing meats will continue to come from abroad.

Upwards of 6,000 tons of Scotch pig-iron were shipped from Montreal to American ports in 1865, by the propellers above alluded to; and the entire quantity of this staple imported via the River St. Lawrence for iron-founders in the Western States, is believed to be nearly 10,000 tons. It is understood that no equivalent for it has yet been produced from American mines. Other articles transported were:—Rice, 413 tons; Sugar, 385 tons; Fish, 366 tons; Tea, 119 tons; Leather, 67 tons—and a variety of other goods.

The fact must not be overlooked that many shipments westward last Fall were of an exceptional character; yet the increasing importations of salt and iron for

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