3

STATEMENTS

RELATING TO

TRADE, NAVIGATION, FINANCES,

ETC., ETC.,

OF THE

DOMINION OF CANADA;

AND

ANNUAL REPORT

ON THE

COMMERCE OF MONTREAL,

FOR 1868.

[*SIXTH PUBLICATION.*]

By WM. J. PATTERSON,

Secretary Board of Trade, and Corn Exchange Association.

Montreal:

STARKE & CO., COMMERCIAL PRINTERS, ST. FRANCOIS XAVIER STREET.

1869.

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INTRODUCTORY.

J. H. WINN, Esq., *President*,

And the COUNCIL *of the Board of Trade*,

AND

IRA GOULD, Esq., *President*,

And the COMMITTEE OF MANAGEMENT *of the Corn Exchange Association*:—

GENTLEMEN,

I respectfully request your attention to the accompanying Report for the year 1868. In explanation of the delay which has occurred in presenting it, I have to state that it was principally owing to an unexpectedly protracted absence from the City, after about fifty pages had passed through the press. In commencing to arrange matter for publication the progress made seemed to warrant the expectation, that the Report would be issued earlier than those of previous years; but unavoidable loss of time in verifying statements, added to the chief cause of delay above-mentioned, has laid upon me the necessity of offering an apology for this short-coming.

It is proper to mention, that some time since it was thought a list of Flour-Mills, Millers, &c., in the Dominion would be of some service to the Trade; and a circular was issued for the purpose of procuring the requisite information. Representations adverse to the proposal were subsequently made in this City, Toronto, and elsewhere,—based upon a misapprehension of what was intended by its compilation; I complied the more readily with these expressions of opinion, however, sufficient information not having been received to make the contemplated statement complete, particulars of only 220 mills having come to hand. The non-appearance of the list in the present Report, renders this explanation necessary to those gentlemen throughout Canada who so kindly responded to my inquiries.

In course of preparing that portion of this publication which refers to Montreal, it occurred to me to gather into one section some particulars, many of which would otherwise have been scattered here and there. They now appear in the first part of the Preliminary Reports. On looking at the sheet, as printed off, I fear the caption, "The City and Port of Montreal," will strike the critical reader as too pretentious to be placed over a few paragraphs, not exactly "at random strung," yet certainly disconnected, and very far from being exhaustive. But, if they stimulate any one to effort in that direction, or afford information to people

at a distance, who may be unacquainted with the resources and commerce of our City, the intended object will be gained. Referring to the table (on page 14) of values of Dry Goods imported at Montreal, as compared with other ports in Canada,—similar statements for shorter periods with respect to Groceries, Liquors, Iron and Hardware, will be found on pp. 93 and 104.

Thanks are due, and are respectfully tendered to Messrs. Robertson, Stephen & Co., of this City, for their kindness in allowing me to use the concise and very comprehensive Diagram prepared by them,—showing comparatively the importations of Dry Goods at the principal Ports of Entry in Canada during a number of years. On the suggestion of some merchants who are shippers of Breadstuffs, an outline view of the Harbour and Wharves of Montreal is also given;—Warehouses, Stores, and Elevators, are marked upon it,—also, half-mile distances from the Custom-House.

Some additional documents are given among the Preliminary Reports, respecting the proposed Bay Verte Canal. I am informed that Mr. Page, Chief Engineer of the Department of Public Works, has had all the existing documents on the subject referred to him for examination and report; and it is believed that he will recommend a new survey of the different routes which have been spoken of for a Canal to connect the waters of the Gulf of St. Lawrence with the Bay of Fundy.

Care has been bestowed upon the series of tables on pp. 41 to 45, which show comparative prices of Produce during a number of years in Halifax, St. John, Montreal, Toronto, Hamilton, and Oswego,—besides those for Milwaukee and Chicago, and others in the body of the Report. I hope they will all be found useful for reference.

The Hon. Finance Minister's speech in the House of Commons, on the occasion of bringing down the "Budget," is printed in the Appendix. His statements are of interest to commercial men, as bearing upon the future of the Provinces at present forming, and others yet to come into, the Dominion,—it was, therefore, thought desirable to give the document entire,—even at the risk of making this publication too bulky. There are a variety of statistics that could be made available to illustrate several of the points touched upon in the address; but the lateness of the time, and other considerations, forbid further expansion. If opportunity offers these may at some future time form a Supplementary Statement.

Thanking you, Gentlemen, and the important Corporations which you represent, for uniform kindness and consideration,—and assuring you that in the future as in the past no effort will be spared to merit a continuance of your favor,—

I have the honor to be,

Your obedient servant,

WM. J. PATTERSON.

MONTREAL, *June 7th*, 1869.

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PRELIMINARY REPORTS.

THE

CITY AND PORT OF MONTREAL.

THE CITY.

A chapter on the "Progress of Montreal," given among the Preliminary Reports relating to the year 1864, has gone so far out of date in the short period of four years, as to render it expedient to recur to the subject. Some pains have been taken to bring down the statements to the present time,—adding a few other particulars, which cannot be conveniently classified in what may be called the report-proper which forms the main portion of this publication. The following paragraphs are therefore submitted to be worthy of special notice, as pointing out the steady commercial progress of the City; and it is hoped that the matters of fact thus grouped together may not be devoid of interest to the general reader.

LOCALITY, POPULATION, TAXATION, &c.

Montreal is situated in latitude 45° 31′ North, and longitude 73° 35′ West,—at the head of ocean navigation, and the termination of inland navigation on the River St. Lawrence. The city forms, so to speak, the focal point towards which converge great water and railway lines, and from which could easily be made to radiate the various media for communicating with the Maritime Provinces, the New England States, and New York;—and may yet become the great depot whence will be distributed the supplies required by millions of industrious operatives, the products of their skill seeking markets in the West through the same channels. The Victoria Bridge,—that great monument of engineering skill, which here spans the River,—is capable of affording ample facilities for the connection of Canadian railroads with those of New England; and the desideratum is, the adoption of a policy that shall admit of unfettered connections, and reciprocal benefits.

The Census of 1851 showed the population of Montreal to be 57,715; the returns of 1861 gave 91,159 for the nine wards into which the city is divided, and 10,433 for continuation of suburbs,—total, 101,602. The increase in the

city proper, during ten years, was 33,454, or 58 per cent.; the increase in city and suburbs being 43,887, or 76 per cent. There appears to be good reason for believing that the ratio of annual increase is at present greater than it was during the decade 1851-'61; but, assuming the average yearly increase since 1861 to be only 6 per cent., the population of Montreal would now be 161,934, while the figures for 1871 (the year in which the Dominion Census will probably be taken) are likely to be over 180,000, or an increase of 212 per cent. in twenty years. Possibly, the next census may indicate very different results; but, if the foregoing data and deductions are correct, then the municipal taxation for 1869 will be (say) $5.08 per capita*.

The following is an approximate comparison:—

	Population.	Municipal Taxation.	Per capita.
London	3,000,000	$17,500,000	$5.83
Paris	2,000,000	45,080,000	22.54
New York City	1,000,000	18,364,397	18.37
Montreal	160,000	812,300	5.08

VALUE OF REAL ESTATE,—CITY REVENUE.

The aggregate values of Real Estate within the city limits, as per assessment rolls of past ten years, were:—

	Assessed Value.	Gross Revenue of the City.
1859	$26,812,290	$368,904
1860	27,649,550	447,539
1861	28,976,270	467,663
1862	29,857,480	528,643
1863	34,832,930	570,099
1864	36,573,028	573,939
1865	37,931,000	593,494
1866	39,889,700	621,834
1867	43,796,400	705,679
1868	45,259,520	812,300

* "Notwithstanding that the City of Montreal, in comparison to other cities on this continent, is very lightly taxed, our revenue is ample for all purposes, and, without any increased burthens upon the citizens, is annually increasing.

"Although the present bonded or consolidated debt of the city is put down, in round numbers at five millions of dollars ($5,000,000) it is strictly speaking not more than one million, because we have in fixed property and actual *bona fide* assets, the safe representative of four millions, yielding a corresponding revenue, so that in reality our taxation has only to provide for the interest of one million. That these gratifying results, are properly appreciated in the financial world is fully demonstrated by the present price of our city obligations as compared with other securities, and with former years in our money market,—our 7 per cent Consols having reached a premium of 10 per cent.

"Our floating casual indebtedness to Banks and other sources has been paid off, and had it not been for the very large amount we have, from the operation of the Expropriation Law, been compelled to deposit in Court for expropriation purposes, our cash account would exhibit a large balance on hand, for employment, if we thought fit, in the redemption of our unmatured Bonds."—*Inaugural Address of Mayor Workman, on 8th March*, 1869.

The following properties, included in the above valuation, are exempted from assessment :—

Government properties	$1,097,800
Municipal properties	1,428,900
Benevolent properties	269,100
Nunneries	1,331,700
Roman Catholic Churches	866,500
Protestant Churches	875,500
Total	$5,869,500

The foregoing table shows that the increase in value of real estate in the City of Montreal in ten years was $18,447,230, or 68·80 per cent.; while the increase in revenue was $443,396, or 120 per cent. Deducting the above-mentioned properties exempted from taxation, the city revenue in 1868 was equal to a trifle over 2½ per cent. on $39,390,020; if that rate were reduced 20 per cent. (say to 2 per cent.) and the whole assessed property taxed, the revenue last year would have been $905,190, or an increase of nearly $100,000.

NEW BUILDINGS, STREETS, &c.

The numbers of new buildings erected in each year were :—

In 1856..... 543	In 1861..... 579	In 1866.. 219
In 1857..... 376	In 1862..... 552	In 1867..... 281
In 1858..... 292	In 1863..... 723	In 1868..... 551
In 1859..... 342	In 1864 1,019	
In 1860..... 594	In 1865..... 315	Total.....6,386

The city was incorporated in 1840. The amount of money expended by the Road Department, since that time, is as follows :—

In 1841-'42 $205,690	In 1849....$14,054	In 1856....$99,652	In 1863....$164,105
In 1843.... 58,904	In 1850.... 10,631	In 1857.... 66,616	In 1864.... 222,624
In 1844.... 61,616	In 1851.... 12,238	In 1858.... 81,422	In 1865.... 176,147
In 1845.... 59,727	In 1852.... 20,235	In 1859.... 40,119	In 1866.... 181,851
In 1846.... 24,097	In 1853.... 19,456	In 1860....121,005	In 1867.... 189,845
In 1847.... 41,925	In 1854....129,464	In 1861....103,034	In 1868.... 157,000
In 1848.... 26,950	In 1855.... 32,379	In 1862....108,550	Total..$2,429,345

The sums placed opposite the years 1867 and 1868, while they represent the amounts expended upon streets, drains, &c., do not include the very large sums laid out by the Corporation for widening streets,—the amount of outlay for that purpose in 1868 being over $250,000.

CITY WATER WORKS.

The city is supplied with water, brought from the River St. Lawrence, at a point beyond the Lachine Rapids, to the wheel-house by an aqueduct. The pumping machinery consists of two breast-wheels, capable of raising 5,000,000 gallons every twenty-four hours, and a powerful turbine-wheel, calculated to raise nearly as much as the breast-wheels,—an auxiliary steam-engine having been

added during the past winter, with a pumping-power of 3,750,000 gals. in twenty-four hours. These force the water up into reservoirs, situated on McTavish Street, at a height of 200 feet above the level of low water in the river, having a capacity of about 20,000,000 gallons. The enlargement of these is in progress, by which the water-storage will be increased to over 35,000,000 gallons. There is also a reservoir at Coteau Barron, about 130 feet above the low-water level of the river, which contains 4,000,000 gallons. In view of the increase of population, it will at no distant day be necessary to make further additions to the reservoirs; and doubtless any new project of that kind will be on a much larger scale than has hitherto been contemplated.

The water is distributed to all parts of the city, through nearly 100 miles of pipes. Besides the public fire-hydrants, several have been erected by private individuals, making the whole number 575. Water-service is supplied to 13,353 dwellings, giving 19,969 water tenants,—besides stores, hotels, taverns, factories, and 62 steam engines. The aggregate consumption has been as follows:—

	1863	1864	1865	1866	1867	1868*
Daily average consumption..	3,985,112	4,062,913	4,238,590	4,781,029	5,444,752	4,819,489
Monthly average " ..	121,354,442	124,029,944	129,162,645	145,961,139	165,604,954	147,246,708
Annual consumption	1,456,253,303	1,488,359,328	1,549,951,743	1,751,533,668	1,987,259,456	1,766,960,500

The annual income from the Water Works, during past eleven years was:—

1858	$67,742	1864	$229,340
1859	96,357	1865	191,717
1860	99,787	1866	203,341
1861	149,194	1867	215,346
1862	164,006	1868	224,106
1863	204,573		

MUNICIPAL TELEGRAPH.

The Fire, Water, and Police Departments of the City Government are thoroughly connected by Kennard & Co.'s Fire-Alarm and Police Telegraph, which was brought into operation on the 19th January, 1863. The Central Police Station is thus in constant communication with all the other stations throughout the city, enabling the Chief instantly to concentrate his forces in any case of emergency. By the same agency, the Superintendent of the Water Works can communicate with the attendants at the wheel-house, work-shops, or reservoirs.

For facilitating the movements of the Fire Department, Montreal is divided into four districts. There are signal-boxes placed throughout the city, at comparatively short distances apart; an alarm (giving the number of the station) is sounded on a church-bell, in each district, and tapped in every signal-box throughout the city, generally within a minute of the time when the intelligence was first

* The figures for 1868 show a decrease in averages as compared with 1867,—the daily consumption appearing to be 625,000 gallons less, and the difference on the year being 18,000,000 gallons. This is explained by the fact that during the winter of 1867-'68 pumping was stopped during a considerable time.

communicated. The Fire Brigade can, therefore, go almost direct to the place where the fire has occurred. The 575 fire-hydrants are located at from 300 to 600 yards apart, each capable of supplying two streams of water with the force of jets from steam fire-engines.

Six years' experience with the fire-alarm telegraph has given a sense of security to the public, that the occurrence of such conflagrations as have in times past devastated large portions of the city is rendered almost impossible.

BANKS IN MONTREAL.

The condition of the various Banks doing business in Montreal, as indicated by the official returns made to the Government Auditor, on 31st December last, is shown in the statements given in that section of the following Report which treats of "Financial Affairs," to which the reader is referred. The institutions having head-quarters in Montreal are:—Bank of Montreal, City Bank, Bank of British North America, Banque du Peuple, Molsons Bank, Banque Jacques Cartier, Merchants' Bank of Canada, Mechanics' Bank.

THE GRAIN TRADE.

So large a portion of the following pages is occupied with particulars relating to the trade in Breadstuffs in Montreal, that recapitulation here is unnecessary. It need only be mentioned, in general, that the most complete arrangements exist for the handling and storage of Flour and Grain. Transhipment is performed by elevators,—those used for vessels in the harbor being floating ones, capable of discharging and loading 25,000 bushels of grain per hour.

The question of providing greater facilities for the transportation of breadstuffs and merchandise between the East and the West, is of great importance to Montreal, and is now engaging attention. Transhipment at Kingston is expeditious,—the carrying capacity of craft employed in transportation between that port and this city is equal to about 1,100,000 bushels per trip,—and, at an average of thirteen round trips in a season, they could move nearly 15,000,000 bushels.

TRADE OF MONTREAL WITH THE UNITED STATES.

During a period of eight years (prior to 1866) the value of dutiable and free goods imported into Canada from the United States amounted to $163,343,199, and the exports thither from Canada during the same period to $124,967,155,—making an aggregate of $288,310,354. Of the imports, $45,611,052 entered the Province by way of the Port of Montreal; of the exports a proportion amounting to $29,510,376,—making an aggregate of $75,121,428. The average annual trade during the eight years may be stated thus:—

	Canada to and from United States.	Montreal to and from United States.
Average yearly imports	$20,417,900	$5,701,382 or 27·92 per ct.
Average yearly exports	15,620,894	3,688,797 or 23·29 "
Annual average of combined imports and exports	36,038,794	9,390,179 or 26·056 "

THE DRY GOODS TRADE.

The increasing magnitude and value of the Dry Goods imported into (old) Canada is shown in the following table compiled from official returns:—

YEARS.	Entered at MONTREAL.	Entered at TORONTO.	Entered at HAMILTON.	Entered at QUEBEC.	Entered at ALL OTHER PORTS.	Values of TOTAL IMPORTS.	Per centage of Imports at Montreal to all Canada.
	$	$	$	$	$	$	
1850....	2,994,688	1,441,208	812,612	588,240	876,000	6,712,748	44·612
1851....	3,975,476	1,227,688	1,015,332	849,572	1,157,912	8,225,980	48·326
1852....	4,154,000	1,342,988	1,156,548	825,012	762,092	8,240,640	50·408
1853....	6,099,704	2,786,188	1,735,952	1,388,940	1,192,292	13,203,076	46·199
1854....	5,699,792	2,876,540	2,623,576	2,035,952	1,424,824	14,660,684	38·878
1855....	3,161,730	2,225,785	2,154,563	657,963	1,309,731	9,509,773	33·257
1856....	5,385,512	3,022,877	2,393,978	813,059	1,557,860	13,173,288	40·882
1857....	5 991,174	2,212,009	1,544,006	986,064	1,390,259	12,123,511	48·725
1858....	4,008,643	1,073,082	626,048	875,730	815,401	7,398,904	55·530
1859....	6,077,578	1,716,924	962,806	988,785	1,079,471	10,825,564	56·141
1860....	6,984,986	1,849,688	1,214,445	1,130,429	1,271,577	12,451,125	56·099
1861....	6,964,484	2,203,029	1,289,750	1,237,714	1,461,420	13,156,397	52·936
1862....	5,866,124	1,790,796	1,160,778	1,280,700	1,064,841	11,163,239	52·369
1863....	6,364,068	1,930,190	965,764	1,251,410	969,675	11,481,107	55·431
1864½ yr.	4,697,145	1,195,832	565,988	881,349	647,605	7,987,919	58·803
1865....	8,021,806	2,147,478	899,417	1,381,823	1,096,473	13,546,997	59·215
1866....	11,702,517	3,513,455	1,648,138	1,541,510	1,469,232	19,874,852	58·881
1867....	12,317,861	3,915,091	1,773,654	1,410,754	2,069,404	21,486,764	57·328

The reader's attention is requested to the figures in the last column, which show what per centage of the whole is annually entered for duty at the port of Montreal. The aggregate value of Dry Goods imported into Canada during the 17½ years referred to in the table, was $215,222,568,—the total for Montreal during that period being $110,467,288, or 50·862 per cent. of the whole. The imports into Canada from 1851 to 1860 were valued at $109,812,545, the annual average being $10,981,255; and the total for six years (1861,-'62,-'63, and '65, '66,-'67,) was $90,709,356, the annual average being $15,118,226.

The lithographic diagram of the importations of Dry Goods since the year 1850, which accompanies the present publication, was by permission reproduced from that issued by Messrs. Robertson, Stephen & Co., one of the large importing firms of this city,—and to whom the thanks of the compiler are tendered for their kindness. The plan of the diagram is so perspicuous and comprehensive, that no special explanation of it is necessary. It shows in a remarkable way how great has been the increase in a particular branch of the import trade of Canada, and that Montreal not only maintains, but annually increases her preeminence as a port of entry. For instance,—the total value of Dry Goods imported at the four principal cities in Canada may be compared as follows:—

	Values imported in 1850.	Values imported in 1867.	Increase.
Montreal	$2,994,688	$12,317,861	$9,323,173
Toronto	1,441,208	3,915,091	2,473,883
Hamilton.....	812,612	1,773,654	961,042
Quebec	588,240	1,410,754	822,514
All other places.....	876,000	2,069,404	1,193,404

The official returns show that, during the fiscal year ending 30th June, 1868, the total value of Dry Goods imported into Canada amounted to $17,511,699 (a decrease of 18·500 per cent. as compared with the previous year,)—the importations at Montreal during the calendar year 1868 amounting to $8,649,064.

MANUFACTURE OF BOOTS AND SHOES.

The extent of this branch of manufacture will be appreciated, when it is stated that in Montreal there are 20 factories, (5 of them small establishments,) employing about 5,000 persons in the various departments,—and it is estimated that the proportion of the population dependent upon this branch of enterprise amounts to 20,000. The improvements in machinery, introduced into the principal factories, now enable the larger firms to produce nearly 200 different kinds of Boots and Shoes. The machinery in use includes—250 sewing machines, 50 pegging machines, 30 closing machines, 15 sole-sewing machines, 20 sole-cutters,—besides machinery for eyeletting, punching, skiving, rolling, &c.

It is estimated that the Boot and Shoe manufacturers of this city make three-fourths of the whole quantity produced in the Provinces of Ontario and Quebec; the number of pairs made in the Kingston Penitentiary is about one-eighth of the whole, the remaining one-eighth coming from manufacturers in other places. As showing the value of improved machinery, it may be stated that a careful calculation made not very long ago, showed that the factories in Montreal produced on an average 35,000 pairs per week,—some of the largest establishments making 500 to 1,000 pairs per day; the result of these figures (allowing for stoppages) was 1,820,000 pairs of all descriptions produced (valued at $1,729,000,) or a total for the Province of Old Canada of 2,426,000 pairs. [It is proper to mention that another estimate was made, which stated the quantity manufactured in Montreal to have been nearly 2,200,000 pairs, valued at $2,000,000.] The figures are now materially altered. The capacity of production by some of the principal factories is 1,000 to 1,500 pairs each daily,—the aggregate being 10,000 pairs; the average actual production is 8,000 pairs, or (in 300 working days) 2,400,000 pairs for the city, and 3,200,000 pairs for the two Provinces.

But the wholesale values show a much greater increase. The comparatively low price of stock and labor in 1863 gave an average of 95c. per pair, or an entire value for Montreal in that year, of $1,729,000. Values in 1867 were much higher, and an average rate of $1.25 would be a fair one, giving a total value of $3,000,000, or an increase of 73.51 per cent. over 1863.

WATER-POWER AND MANUFACTURES.

It cannot be expected that so brief a sketch as the present will include even a passing notice of all the branches of manufacturing industry carried on in Montreal; the most cursory notice of them would swell this pamphlet into a portly volume. The Sugar Refineries, the Flouring and Rolling Mills, the Machine-shops, the Nail Factories, the Glass-Works, Rubber Factory, &c., &c., —employing so large a working capital, have all been specially referred to in the Reports for former

years. With the exception of the preceding paragraphs relating to the manufacture of Boots and Shoes in Montreal,—which afford a striking illustration of rapid progress within a very few years,—the writer contents himself with repeating here the following summary from the Report for 1867, in which incidental mention is made of the principal manufacturing establishments:—

No city in the world, probably, is more favorably situated for manufacturing purposes than Montreal. Located on the River St. Lawrence, near the foot of the Lachine Rapids, the whole volume of water has a fall of nearly 40 feet within the space of a mile, or about 43 feet within two miles,—which, it has been calculated, might be made available to the extent of *four-and-a-half millions of horses' power.*

The Power at Present Employed.

The Lachine Canal.—The present enlarged canal was opened for traffic in 1846. It extends from Lachine to the city, a distance of eight-and-a-half miles, overcoming in its course a fall of 42 feet,—there being two lift-locks, of 13 feet each, at the lower end; a third lock, a mile distant, at St. Gabriel; and a fourth, about two miles further off, at Cote St. Paul,—each of these with a lift of 8 feet. The width of the canal at bottom is 80 feet; slope of sides, 2 to 1; depth, 10 feet; cross-sectional area, 1,000 square feet.

The water-power at these locks is calculated to be equal to 8,143 h. p., of which 5.124 h. p. is at present in use, affording employment to nearly 10,000 persons, and indirectly to several thousands, in connection with the works mentioned in the following paragraphs.

Power at Basin No. 2.—Soon after the opening, several of the Montreal merchants pointed out the propriety of applying the power the canal was capable of furnishing to manufacturing purposes; and, by and by, 19 hydraulic lots were laid off on the south side of Basin No. 2, in close proximity to the harbor, with an aggregate power equal to 65 run of stones,—of which, 60 are in operation. The power here referred to moves the machinery of the following establishments:—Three flouring-mills, capable of grinding 1,250 barrels of flour per day; four elevators, with storage capacity for 540,000 bushels of grain and 34,000 barrels of flour; besides a grain-drying establishment and elevator, with storage capacity for 60,000 bushels of grain. There are also,—one dry dock, two graving-docks, three nail and spike factories, two rolling-mills, one saw-mill, one oil, drug, and plaster mill, and one machine-shop. When under full head-way, they are said to consume 2,053 cubic feet of water per second; representing a power of about 3,563 horses, or 59½ h. p. for each run of stones. The difference in level between the surface of the water in Basin No. 2 and summer-level in the harbor is about 26 feet; but this is not all practically available, owing to high water in the river during the greater part of the year, and partly to the fact, that some of the water-wheels are not placed so as to command the entire power. The lowest working-level would perhaps be 20 feet. With this uniform fall and the same amount of water (2,053 cubic feet per second), it is believed the motor would be increased to 4,653 horses, or a gain of 1,090 h, p., representing about 18 run of stones additional,—this, too, without increasing the current in the canal.

Power at St. Gabriel Lock.—The water-power at St. Gabriel Lock was originally leased by the Government to a Company, who constructed the requisite head and tail races, subletting to various parties; and there is at that point 21 manufacturing establishments, giving employment to mechanics and others, whose dwellings constitute one of the most flourishing suburbs of Montreal. The works referred to are as follows:—Two flouring-mills and stores, capable of grinding 310 barrels of flour per day, with storage capacity for 114,000 bushels of grain and 5,500 barrels of flour; three saw-mills, one dry-dock, two foundries and finishing shops, one cotton factory, one machine shop, bolt and nut factory;

one nail-factory, one rubber-factory, one woollen-factory, one agricultural-implement and two furniture factories, one saw-factory, one axe-factory, one cordage-factory and plaster-mill, one tannery and glove-factory, and two door and sash factories. The power required for these operations is 1,061 h. p., equal to about 88 run of stones, employing 1,248 cubic feet of water per second. If all the surplus water passing through the canal (that is 2,053 cubic feet per second, before referred to as used for the works at Basin No. 2) were brought into operation at the St. Gabriel Lock, there would be an available force equal to 1,745 h. p., or about 145 run of stones, without augmenting the current in the canal.

Power at Cote St. Paul Lock.—Twenty hydraulic lots have been laid off at Cote St. Paul Lock,—the available power being about equal to that at St. Gabriel; only about one-half of it, however, is in use. The works at this point are:—Two flouring-mills, capable of grinding 460 barrels of flour per day, with stores and elevators having storage capacity for 105,000 bushels of grain and 6,000 barrels of flour; one axe-factory, one shovel-factory, one scythe-factory, one nail-factory, an auger-factory, a door-factory, a sleigh-bell factory, one large saw-mill, and one cooperage with saw-mill attached.

Summary.—It appears from the foregoing statements that the water-power in actual use is:—

In the City (Basin No. 2)	3,563 h. p.
At St. Gabriel	1,061 h. p.
At Cote St. Paul	about 500 h. p.
Total	5,124 h. p.

But if the *entire* power on the Canal could be made available at the different points, the result would be:—

In the City (Basin No. 2)	4,653 h. p.
At St. Gabriel	1,745 h. p.
At Cote St. Paul	1,745 h. p.
Total	8,143 h. p.

PROPOSED DEVELOPMENT OF WATER-POWER.—SCHEME OF THE "MONTREAL HYDRAULIC AND DOCK COMPANY."

There are two distinct features in the project of the proposed Company:—

1st. *Point St. Charles Dock Scheme.*—Extensive as is the water-power on the Lachine Canal, it appears small when contrasted with the immense power, the utilizing of which is a leading feature in the Point St. Charles Dock scheme. The proposed canal is to be 300 feet wide on bottom, and 14 feet deep. The water is calculated to move with a velocity of about two miles an hour,—passing, near the present wheel-house, a lock of 12 feet lift, and emptying into the contemplated system of docks, warehouses, and flouring-mills in the harbor, 22 feet average above the summer level of the river; the power thus furnished, including that at both points, amounting to 50,618 h.p. This force would yield an average of 229 h. p. for each of 221 manufacturing establishments,—suggesting a great extension of industrial enterprise, and involving a large addition to the city. In referring to this project in the Report for 1865, it was stated that calculations, endorsed by British engineers, had been made, from which it appeared that the quantity of coal necessary to generate steam enough to work up to the capacity of the proposed hydraulic docks, would be 3,287 tons per day, or 1,199,755 tons per annum; and that this prodigious consumption would require the employment of 2,000 ships, each of 1,000 tons burthen, during each season of navigation. At $5 per ton, including all charges, this annual quantity of fuel would cost $5,998,775; take next the cost of steam-engines, &c.,

(and $100 per h. p. would be a low estimate,) say $5,100,000; now if 20 per cent. of the price of machinery be added to the cost of fuel, to cover wear and tear, attendance, &c., (say $5,998,775 *plus* $1,020,000,) the result is an outlay in a single year of $7,018,773, or an *annual* expenditure equal to more than the entire cost of the permanent works of the docks, water-wheels, new canal from Lachine, &c.

2nd. *Dam and Canal.*—The proposal is to dam the unnavigable channel of the Lachine Rapids, and to apply a portion of the vast power (calculated at 4,500,000 h. p.) at present rushing idly past Montreal, to all kinds of purposes for which motive power is needed. This dam could be made to form a basin 5,000 feet long, and averaging 2,500 feet wide, with head-races to supply abundant power for hydraulic lots. Some idea of the value of the immense power proposed to be brought into operation may be formed from the fact that the value of the products of all the factories, &c., in Lowell, Mass., in 1867, was $30,000,000, —the power employed being 10,000 hydraulic h. p, and 4,425 steam h. p. If the estimated power of the Lachine Rapids could be made serviceable, the power at Lowell would be to it as 0.32 per cent.; or if only one-third were brought into operation, the Lowell power would be to it as 0.961 per cent. The following are the formulæ :—

14,425 h. p. : $30,000,000 :: 4,500,000 h. p. : $9,358,752,165;
or 14,425 h. p. : $30,000,000 :: 1,500,000 h. p. : $3,199,584,055.

Besides the power at the dam, a head of water could be furnished by the canal ample enough to move every kind of machinery in the city, not only now but for generations to come,—thus diminishing the risk of fires, boiler explosions, &c.; while the city could be supplied with water-power so abundantly and so cheaply as to induce its application, &c., in a thousand ways at present unthought of. But, independently of manufacturing appliances, this vast head of water would bring about other important results. For example :—

1st.—The rapidly growing city could be permanently supplied, in all seasons, with abundance of water, for every domestic and sanitary purpose.

2nd.—The dangerous navigation of the Lachine Rapids would be made immensely safer, by a larger body of water being turned into the only navigable channel.

3rd.—A large additional supply of water could be thrown into the Lachine Canal at different points and levels,—thus obviating the difficulties arising from low water, and affording a constant supply of power to all the mills and factories, which at present are so often idle on account of low water.

4th.—A new and short canal with only one lift-lock to gain the level of Lake St. Louis,—a continuation of the main land-ward head-race terminating in the present Lachine Canal near the Wellington Street Bridge.

In fine,—the importance and value of the power thus to be brought into play, and of the improvements here mentioned, not only to the City of Montreal but to the entire trade of the country, are incalculable. The whole inland navigation of the Dominion would be benefitted and commerce facilitated; and the cost would be but trifling in comparison with the benefits to be derived.

THE PORT.

THE HARBOR OF MONTREAL.

An outline plan of the river-frontage accompanies the present Report, to which the reader is referred. It shows the wharves to extend from Wind-mill Point, a short distance below the Victoria Bridge, down to Hochelaga. The locations of the warehouses and elevators where breadstuffs are stored are also shown,—half-mile distances from the Custom-House being marked.

The present wharfage accommodation is 15,410 lineal feet, or nearly three miles. An extent of 6,500 feet is in water from 6 to 8 feet deep, and is reserved for river-craft; the available wharfage for sea-going vessels is 8,910 feet in extent, and affords berth-room for 60 ships. When the wharf at Wind-mill Point is completed, the accommodation for ocean-vessels will be much increased.

As already remarked, Montreal is the point at which ocean-navigation terminates and inland navigation commences. Prior to 1851, only vessels of light draught could pass through Lake St. Peter and come up to the wharves; but a lapse of eighteen years shows a great change, for vessels drawing 20 feet water can now pass down from Montreal to the sea. The following are some noticeable incidents:—

1. The work of improving the navigation from Montreal to Quebec, by dredging a channel through Lake St. Peter, was commenced by the Harbor Commissioners of Montreal in June, 1851; and on 3rd November of the same year the ship "City of Manchester" passed down, drawing 14 feet water, when the depth on the flats was 12 feet,—showing an increase of 2 feet, the dredged channel being then only 75 feet wide.

2. On 24th August, 1853, the ship "California," loaded down to 16 feet 2 inches, was taken through from Montreal to Quebec when the depth on the flats was 12 feet,—showing an increase of 4 feet 2 inches, while the width of the channel had been dredged to 150 feet.

3. On 16th October, 1859, the ship "Pride of Canada," loaded down to 18 feet 8 inches, was taken through while there was a depth of 11 feet 8 inches on the flats,—showing an increase of 7 feet, the width of the channel having been increased to 300 feet.

4. On 16th November, 1865, the ship "Ocean" was taken from Sorel to Quebec, drawing 19 feet 8 inches, there being at that time 10 feet 6 inches on the flats; and on 1st December following, a test-trip was made from Montreal to Sorel, (in the absence of a suitable vessel,) by lashing spars alongside a steamer to the required depth of 20 feet, thus passing through the Lake while there was a depth of 11 feet (the average point of low water) on the flats. The experiment was deemed satisfactory,—demonstrating that the result of all the labor since 1851 was

an increased depth of 9 feet, and that at low-water there is a channel 20 feet deep from Montreal to the sea. Since then the largest steamers of the trans-Atlantic Mail-line have come regularly up to the city during the season of navigation.

5. The important work thus accomplished has cost $1,225,000; of which amount the Provincial Government paid $900,000,—the remainder ($325,000) coming out of the harbor revenues. The quantity of silt taken up and deposited on the flats at over a mile from the dredged channel was about 4,500,000 cubic yards.

STEAM AND SAILING SHIPS.

The success of the Montreal Ocean Steamship Company is one of the most remarkable illustrations of this city's prosperity. Commencing in 1856 with four steamers and a capacity of 6,536 tons,—the splendid fleet now numbers sixteen steamships, with an aggregate of 32,606 tons register. The regularity with which passages are made,—the freedom for many years from those unfortunate accidents, which at one time militated so much against them,—the admirable, even luxurious, arrangements for the comfort of passengers, the excellent condition in which goods are carried, and the quick dispatch given, fairly entitle the Company's steamers to rank on a par with those of the Cunard and Inman Companies. The most recent addition to the Liverpool mail line was the "*Prussian*" of the following dimensions:—length 350 feet, breadth of beam 40 ft. 6 in., depth of hold 25 ft. 3 in.,—registered 1,694 tons, or 2,673 tons gross. A tabular statement of the service of these steamers will be found on a subsequent page, under the head of "Unclassed Information." The Messrs. Allan also own a number of first-class iron-clipper ships, remarkable for their very rapid sailing,—some of them having made the quickest time on record. Of these may be mentioned the "*Gleniffer*," "*Glenbervie*," "*Abeona*," and "*Pomona*."

The names of the fast-sailing iron-clipper ships "*Shandon*" and "*Roseneath*," are familiar as "household words," so to speak, among the shippers of Montreal.

The recent incorporation of the "Canadian Shipping Company," must also be noticed here;—their fleet to consist of A-1 iron sailing vessels, of large capacity, and fine sailing qualities,—owned chiefly by citizens of Montreal. The ships of this line are,—the "*Superior*," 1,250 tons register; the "*Ontario*," 1,050 tons; and the "*Erie*," 950 tons;—two others, 850 tons each, are now being built.

[A digression may be permitted for a moment, for the purpose of remarking how gratifying it is to chronicle the spirit of enterprise in thus providing iron ships for the carrying trade, as it counterbalances the very serious falling off in timber-shipbuilding, indicated by the records of trade at Quebec. An effort has been made there to induce the Government to subsidise the builders of "composite" ships, so as to retain a portion of that kind of work which has hitherto afforded employment during the long Winter to the industrial classes of the "ancient capital,"—whose services in Summer are so much required for the preparation and shipment of timber-cargoes. It is expected that the Quebec timber business

will, hereafter, be carried on by wooden vessels formerly employed in the East and West India trade, &c., which have been superseded by iron ships.]

The fine passenger steamers of the Inland Navigation Co., and the propellors regularly employed in the lake trade, also include a large amount of the capital of Montreal merchants invested in this department of commercial enterprise.

The tables in the following pages, which show the arrivals and departures of vessels afford opportunity for interesting comparison. The number of vessels visiting the port under foreign flags were as follows:—

	1867		1868	
	Vessels.	Tons.	Vessels.	Tons.
Norwegian	2	810	7	2,080
Portuguese	1	155	1	180
Prussian	.....	.....	2	549
Danish	2	349	1	200
Belgian	1	535	.....	.....
French	2	1,078	2	1,078
American	.....	.....	1	338
German	.....	.....	2	785
Total	8	2,927	16	5,210

EXPORTS AND IMPORTS AT PORT OF MONTREAL.

The progress of the export and import trade of Montreal, since it was constituted a Port of Entry, is shown in the following table:—

Year.	Sea-Going Vessels.		Value of Exports.	Value of Imports.	Year.	Sea-Going Vessels.		Value of Exports.	Value of Imports.
	No.	Tonnage.				No.	Tonnage.		
			$	$				$	$
1833..	133	30,769	1,691,360	3,475,648	1851..	231	55,660	2,319,228	9,178,840
1834..	89	20,259	800,076	2,234,544	1852..	184	45,439	2,727,464	9,245,884
1835 .	108	22,873	1,080,808	3,783,864	1853..	245	59,500	2,983,044	14,014,788
1836..	98	22,289	1,209,192	4,845,568	1854..	253	70,740	1,833,640	16,221,004
1837..	91	22,668	989,916	3,375,704	1855..	199	48,139	1,910,844	12,372,580
1838..	65	14,441	872,079	2,601,168	1856..	232	69,962	3,815,564	16,144,694
1839..	110	24,311	966,936	5,764,384	1857..	209	65,712	2,917,340	16,848,540
1840..	137	31,266	1,677,124	5,036,676	1858..	191	70,183	3,042,940	11,584,072
1841..	208	50,277	2,737,772	5,663,248	1859..	193	85,319	3,044,762	15,690,340
1842..	172	43,156	1,714,644	8,075,840	1860..	259	121,599	6,020,715	15,479,453
1843..	151	35,682	1,512,192	4,745,540	1861..	574	261,793	10,415,738	16,814,161
1844..	207	49,635	2,992,076	9,902,124	1862..	571	265,243	8,765,594	20,529,893
1845..	210	51,848	2,777,096	10,459,644	1863..	504	209,224	7,557,799	18,841,885
1846..	219	55,566	2,617,220	9,215,632	1864..	378	161,901	5,654,186	25,651,738
1847..	234	63,381	3,363,668	8,253,680	1865..	358	152,943	5,361,184	19,843,448
1848..	162	41,811	1,542,316	6,829,736	1866..	516	205,775	7,286,878	28,793,321
1849..	144	37,425	1,935,592	6,749,636	1867..	464	199,053	7,792,776	28,378,117
1850..	211	46,156	1,744,772	7,174,780	1868..	478	198,759	7,483,954	22,919,197

SOME RECAPITULATIONS.

The values of dutiable and free goods imported during past four years were :—

CLASS OF GOODS.	1868	1867	1866	1865
	$	$	$	$
Paying specific duties.....	712,701	1,235,645		46,515
Paying specific and *ad val.* duties	3,645,364	4,002,644		4,344,268
Paying 30 per cent. " "	.....	.....		103,408
Paying 25 " " "	232,501	196,344	22,413,582	40,136
Paying 20 " " "	.....	.....		9,719,203
Paying 15 " " "	12,331,485	16,098,842		270
Paying 10 " " "	159,000	263,091		1,076,369
Paying 5 " " "	1,029,596	.....		.....
Free Goods, Coin and Bullion...	483,857	316 301	75,618	913,541
Other Free Goods.....	4,324,693	6,265,250	6,304,121	3,599,738
TOTALS.....	22,919,197	28,378,117	28 793,321	19,843,448

The value of articles, the growth or manufacture of Canada, exported from Montreal in 1868, as recorded at the Custom-House, was $7,483,954, against $7,792,776 in 1867,—distributed as follows :—

ARTICLES.	To Great Britain.	To British N'rth America.	To United States.	To other Countries.
	$	$	$	$
Produce of the Mines.....	165,441	400	17,447	.....
Do Fisheries	4,771	.....	38,824	.....
Do Forest	534,403	5,565	122,117	114,609
Animals and their Products	1,914,832	104,207	692,615	674
Agricultural Products.....	2,727,047	394,891	319,059	9,126
Manufactures.....	124,240	87,234	66,054	3.437
Other Articles	22,298	2 907	10,908	848
TOTALS, 1868.....	5,493,032	595,204	1,267,024	128,694
" 1867.....	5,489,009	1,083,877	1,133,006	86,884
" 1866.....	4,568,055	1,078,403	1,590,733	49,687
" 1865.....	2,851,501	626,953	1,847,296	35,434

The increase in Customs' duties collected at the Port of Montreal during the past eleven years is shown by the subjoined statement :—

YEAR.	Total Value of Imports.	Value of Dutiable Goods.	Amount of Duty Paid.
	$	$	$
1858.....	11,584,072	9,698,191	1,673,503
1859.....	15,690,340	12,025,690	2,335,190
1860.....	15,479,453	12,305,910	2,452,249
1861.....	16,814,161	12,459,496	2,391,820
1862.....	20,529,893	12,492,741	2,490,025
1863.....	18,841,485	12,803,793	2,988,621
1864	25,651,738	19,070,164	3,963,992
1865.....	19,843,448	15,330,169	3,378,686
1866.....	28,793,321	22,413,582	4,646,783
1867.....	28,378 117	21,796,566	4,318,875
1868.....	22,919,197	18,110,647	3,540,604

MONTREAL AND MARITIME PROVINCES.

The following particulars of the Flour Trade may be interesting. The figures in 1868 show a decrease in shipments to New Brunswick and Newfoundland, but a considerable increase to Nova Scotia and Prince Edward Island;—while the aggregate increase was 12,471 brls., or 9·78 per cent.

	1868	1867
Nova Scotia.		
Pictou	49,414	18,876
New Glasgow	1,034	1,555
Pugwash	75	522
Amherst	150	300
Halifax	16,845	36,613
Antigonish	169	....
Canso	2,103	400
Hawksbury	520	769
Sydney	2,110	500
Port Hood	....	580
Grand Manan	....	155
Total	72,420	60,270
New Brunswick.		
Bathurst	2,123	1,806
Shediac	460	....
Miramichi	2,885	2,551
Caraquette	53	56
Dalhousie	....	449
Total	2,521	4,862
Prince Edward Island.		
Summerside	4,316	2,599
Charlottetown	5,197	3,843
Total	9,513	6,442

	1868	1867
Newfoundland.		
St. Johns	32,197	39,922
Harbor Grace	7,961	8,450
St. Pierre Miquelon.	5,898	2,230
Carbonnear	1,349	1,700
Codroy	500	284
New Jersey	520	....
Rose Blanche	750	1,330
Grand Bank	300	....
Great Jarvis	100	....
Tilt Cove	1,200	....
Lapoile	795	1,422
Bay Roberts	899	....
Burin	....	540
Total	52,469	55,878
SUMMARY.		
Newfoundland	52,469	55,878
Nova Scotia	72,420	60,270
New Brunswick	2,521	4,862
Prince Ed. Island	9,513	6,442
Total	139,923	127,452

In 1868 the direct shipments from Newfoundland to Montreal, and receipts of Produce in Newfoundland from Montreal, were as follows :—

RECEIPTS AT MONTREAL FROM NEWFOUNDLAND.		
Herrings	brls.	24,481
Codfish	qtls.	4,411
Salmon	brls.	605
Trout	brls.	400
Pickled Cod	brls.	435
Haddock		24
Halibut and Turbot		34
Cod Oil	gals.	27,057
Seal Oil	gals.	42,201
Whale Oil	gals.	2,438
Tongues and Sounds	brls.	25
Seal Skins	No.	5,913
Cow Hides	No.	2,225

SHIPMENTS TO NEWFOUNDLAND FROM MONTREAL.		
Flour	brls	52,469
Cornmeal	brls.	4,611
Oatmeal	brls.	1,270
Peas	brls.	2,212
Corn	bus.	1,510
Oats	bus.	1,538
Pork	brls.	2,892
Beef	brls.	5
Butter	kegs.	2,055
Lard	kegs.	72
Cheese	lbs.	24,992
Bacon	lbs.	17,330
Coal Oil	brls.	1,177

LUMBER TRADE WITH FOREIGN COUNTRIES.

Since the abrogation of the Reciprocity Treaty the direct lumber trade between Montreal and foreign countries has greatly increased; and the arrangements already made induce the belief that a still larger development will take place. The following statement includes the number of cargoes and quantities shipped from this port during the season of navigation in two years:—

DESTINATION.	1868			1867		
	Number of Vessels.	Lumber. Feet.	Value.	Number of Vessels.	Lumber. Feet.	Value.
Monte Video.....	11	3,842,670	$58,948	2	465,000	$5,387
Buenos Ayres.....	4	1,763,354	29,756	1	263,116	3,070
Valparaiso	1	801,610	16,632	.....	.....	.....
Australia	1	356,643	8,832	1	684,012	9,952

There were five cargoes of lumber cleared at Montreal for Boston during the season of navigation in 1868, against seven cargoes in 1867. This decrease is, no doubt, owing to the direct trade which has sprung up, and which promises further enlargement; for much of the lumber formerly shipped from ports on the seaboard of the United States was the product of the Canadian pine forests.

DIRECT TRADE WITH PORTS IN EUROPE.

Apart from the general import and export trade carried on between Montreal and Ports in Great Britain, particulars of an extensive and growing direct traffic with ports on the continent of Europe will be found in the following pages under various headings. To enable those interested in the different branches of this trade to comprehend the extent of business involved, and the rate of increase in it,—a summary statement is given here, showing the amount of tonnage employed.

ARRIVALS AT MONTREAL FROM ANTWERP.

NAMES OF VESSELS.	TONS.
Barque Deodar.....	409
" Scotia Queen	314
" Margaret Hatfield.....	595
" Adriatic	302
" Freyr.....	347
Brig Lindheim.....	260
" Golden Sheaf.....	225
Barque Fanny Saalfield.....	329
" Polly	387
Total Tons.....	3,168
1868.—Tons of Goods, say.....	4,752
1867.— " " "	4,759
1866.— " " "	3,409

ARRIVALS AT MONTREAL FROM MARSEILLES

NAMES OF VESSELS.	TONS.
Barque Deodara.....	343
" St. Louis.....	424
" Courier du Canada.....	654
" Canny Scot.....	327
" Western Wave.....	229
" Arbutus.....	318
Total Tons.....	2,295
1868.—Tons of Goods.....	3,443
1867.— " "	3,211
1866.— " "	2,179

ARRIVALS AT MONTREAL FROM MALAGA.

NAMES OF VESSELS.	TONS.
Brigt. Eclipse	109
Barque British Queen	404
" Deodar	409
" Deodara	343
Brigte. Bispham	130
" Svava	200
Barque Potosi, to Halifax, thence by water and rail to Montreal.	240
Total Tons	1,835
1868.—Tons of Goods	2,753
1867.— " "	1,992
1866.— " "	889

ARRIVALS AT MONTREAL FROM BORDEAUX.

NAMES OF VESSELS.	TONS.
Brig Lark	263
Brigte. Dagmar	219
Barque Volant	209
" C. A. Beug	243
Total Tons	934
1868.—Tons of Goods	1,401
1867.— " "	2,362
1866.— " "	1,513

ARRIVALS AT MONTREAL FROM CHARENTE.

NAMES OF VESSELS.	TONS.
Barque Canada	345
Brig Amanda Jean	182
" Emblem	235
" Eaglet	203
Schr. Marie Julie	97
Total Tons	1,062
1868.—Tons of Goods	1,593
1867.— " "	2,494
1866.— " "	1,645

ARRIVALS AT MONTREAL FROM ROTTERDAM

NAMES OF VESSELS.	TONS.
Barque M. E. Corning	354
" Laboramus	464
Total	718
1868.—Tons of Goods	1,077
1867.— " "	685
1866.— " "	543

ARRIVALS AT MONTREAL FROM CAGLIARA.

NAMES OF VESSELS.	TONS.
Brig Hirundo	347
Total	347
1868.—Tons of Goods, Salt	525
1867.— " " "	none.
1866.— " " "	none.

ARRIVALS AT MONTREAL FROM TARRAGONA.

NAMES OF VESSELS.	TONS.
Brigantine Georgina	104
Total	104
1868.—Tons of Goods	156
1867.— " "	none.
1866.— " "	244

ARRIVALS AT MONTREAL FROM CADIZ.

NAMES OF VESSELS.	TONS.
Barque Maria	285
Total	285
1868.—Tons of Goods, Wine	428
1867.— " " "	352
1866.— " " "	586

ARRIVALS AT MONTREAL FROM OPORTO.

NAMES OF VESSELS.	TONS.
Brigt. St. Marie de Belim	180
Total	180
1868.—Tons of Goods	270
1867.— " "	327
1866.— " "	240

ARRIVALS AT MONTREAL FROM HYERES.

NAMES OF VESSELS.	TONS.
Barque Courier du Canada	654
Total	654
1868.—Tons of Goods, Salt	981
1867.— " " "	955
1866.— " " "	none.

1868.	Tons.		Tonnage.	
Bahia.—Brig Virginie.....	221	Sugar.	332	None previous year.
St. Iago.—Brig Peerless.....	202	"	303	" " "
Denia.—Barque Wm. Jones.....	264	Fruit.	396	" " "
Jabea.—Brigantine Susan Vittery.....	140	"	210	" " "
Patras.—Brig Christina.....	154	"	231 in 1866, none since.	

These statements indicate that the importations in 1867 showed an increase of 5,658 tons, or 49·29 per cent., as compared with 1866; while the increase in 1868 over 1867 was 1,483 tons, or 8·65 per cent. The total importations in 1866, '67, and '68 respectively were 11,479, 17,137, and 18,620 tons. Approximate values of the goods imported during the past three years are subjoined:—

	1866	1867	per cent.	1868.	per cent.
From Antwerp.....	$306,810	$428,310	inc. 39·60	$431,012	inc. 0·63
" Marseilles	326,850	481,650	" 47·36	533,660	" 10·80
" Malaga	111,125	249,009	" 124·07	344,125	" 38·16
" Bordeaux	226,950	454,300	" 100·18	266,190	dec. 41·38
" Charente.....	256,750	474,100	" 84·62	302,670	" 36·16
" Rotterdam	81,450	102,750	" 26·15	166,935	inc. 62·47
" Other Ports.....	133,125	133,055	"	241,252	" 81·24

The following remarks will help to elucidate the tables:—

Antwerp.—About three-fifths of the goods brought direct to Montreal from Antwerp consist of Glass, one-fifth of German Hardware, and one-fifth of Brandies, &c. The increase in this trade is mainly owing to importations by firms here to supply the demand from the Western States, there being also a growing consumption in Canada; and the increase would, it is believed, have been considerably larger, but for the difficulty heretofore experienced in procuring tonnage on fair terms. The figures in the table only show the *direct* trade; a large amount of traffic is carried on *indirectly* between Antwerp and Montreal. Considerable shipments of German Hardware have been received by steamers from Liverpool, in consequence of the disadvantages hitherto connected with the direct trade, which are now being obviated to the satisfaction of importers. There is also an increasing importation of German Woollen Cloths at Montreal via British Ports.

Marseilles.—The trade between Marseilles and Montreal consists of Wines, Fruits, and French Groceries, in about equal proportions; and its increase is partly on Canadian account, and partly owing to orders from the United States.

Malaga.—The imports at Montreal from Malaga consist almost entirely of Fruit,—such as Raisins, Figs, Grapes, Dates, &c. The increase in this trade is chiefly on account of Canadian merchants for their own business,—although large sales are made every year to purchasers in the United States.

Bordeaux.—Four-fifths of the imports consist of liquors, and one-fifth of French Groceries.

Charente and Rotterdam.—The imports consist almost entirely of Liquors. A portion of the importations from these places, as well as from Bordeaux, has heretofore come to Montreal via London and Liverpool; the direct trade would, doubtless be preferred, if suitable vessels could be found.

ADDITIONAL PARTICULARS

RELATING TO THE

PROPOSED BAY VERTE CANAL.

THE compiler of these Reports recently addressed a letter to the Hon. S. L. Tilley, acting Minister of Public Works, with reference to information on the subject of the Bay Verte Canal,—and received the following reply:—

OTTAWA, *March 22nd*, 1869.

SIR,

In reply to your letter of the 18th inst., requesting communication of any documents in the Department of Public Works concerning the "Bay Verte Canal," —I have pleasure in sending you copies of papers relating to Mr. Hall's investigations,—also a copy of Captain Crawley's Report.

I have supposed that your application was of a general character, and have therefore omitted the "Field Notes." The Map and Plans given in your valuable Report for 1867 are identical with those in this Department,—the only additional drawing being an enlarged plan of a portion of the proposed works.

The papers now sent, along with those already published by you, will, so far as I am aware, include all the available official information relating to this project.

I have the honor to be,

SIR,

Your obed't servant,

S. L. TILLEY.

WM. J. PATTERSON, Esq.,
Secretary Board of Trade,
Montreal.

As the importance of connecting the waters of the Bay of Fundy with those of the Gulf of St. Lawrence is attracting more and more attention, it has been deemed expedient to devote a portion of the present publication to the documents so kindly communicated by Hon. Mr. Tilley,—the more so that a one of them is adverse to the project. The *audi alteram partem* rule is always a safe one, and can never do harm to a good cause.

The communications from the acting Minister of Public Works are as follows:—

No. I.

TORONTO, *28th August*, 1850.

SIR,

In compliance with your instructions of the 24th inst., I have the honor to enclose the following papers, in reference to the Bay Verte Canal:

1st.—Extract from Original Report, with a description of the Line, and estimate of the cost, for a Canal 4, 8, and 16 feet depth of water, with commensurate Locks.

2nd.—Plan of the Canal Line on a reduced scale.

3rd.—Plan of Entrance Locks and Basin, with soundings at low water in Au Lac River, Bay of Fundy.

4th.—Letter from Chief Secretary Murdoch, C. W., 22nd February, 1840, acknowledging receipt of papers as specified in List No. 5. Mr. Telford's Report, forwarded to New Brunswick at that time, and marked No. 10, is the only paper of which I have no duplicate.

The Original Survey Book is still in my possession, and should you deem it necessary, it would not take long to make a correct elevation of the whole line.

Sir,

I have the honor to remain

To the Honorable
WILLIAM HAMILTON MERRITT,
Chief Commissioner Public Works,
Toronto.

Your very obedient
(*Signed,*) FRANCIS HALL.

N.B.—A correct copy of my Original Elevation of the Bay Verte Canal, has this day been found in the Department of Public Works, Toronto.

F. H.

No. II.

BAY VERTE CANAL.

Extract from General Report in 1825.

DESCRIPTION OF LINE.

Commencing at Au Lac River, nearly 3¼ miles above its junction with the Tantamar, where, in ordinary tides, a depth of 25 feet at low water will be obtained. The spot chosen for diverging from Au Lac River, is favorably situated for Entrance Locks and Basins; the soil is a strong alluvial clay, the sub-soil of a lighter nature, but sufficiently retentive to warrant excavation and embankment with common slopes.

From the Entrance Lock and Basin, the Canal Line proceeds in a direct course upon the left bank of Au Lac River, passing several public roads, by draw or spring bridges, to Lock No. 2, a summit level*; thence upon hard ground South of Bownal's Marsh, by easy cutting to Bay Verte and Fort Cumberland Road; thence by an easy curve across the dividing ridge between Au Lac and Missaquash Rivers to Lock No. 3; thence by several cuttings and embankments to the Junction with the tide waters in Tignish River at Lock No. 4.† The medium rise of tide water at this point, during neap tide, is 6 feet, and 2 feet water in the bed of the river—medium depth, 8 feet; this point will do for a termination to a four feet Canal, because the tide in the Bay Verte seldom varies more than a few inches between high and low water, for probably weeks at a time, being dependent on the course of the Gulf winds. From Lock No. 4 to Roache's Ferry, the position best adapted for a Tide Lock, the distance by the river is nearly 4 miles. From Roache's Ferry to anchorage ground in the Bay of Verte, the channel is sufficiently wide and deep, at low water, to admit vessels of 100 tons burden, or 10 feet water, and the difference of level between the highest observable tides in Cumberland Basin, and corresponding tides in the Bay Verte, is 16 feet 9 inches average; neap tides, in Cumberland Basin, are 4 feet 9 inches, 3 above those in the Bay Verte.

Total length of artificial cut between tidewaters, is 11 miles and 241 yards, or 11⅛ miles.

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* Summit is 16 feet above high water mark in the Bay of Fundy.
† 32 feet under summit level.

Total distance between anchorage grounds, 19½ miles.

Estimate for a Canal 4 feet water	£45,152 10 4
" " 8 "	67,728 14 10
Mr. Telford's Estimate for a Ship Canal 16 feet deep, carried through on the level of Bay Verte to No. 1 Lock, in the Bay of Fundy, I think was	124,000 0 0

The last printed Report, by Mr. Telford, in my possession, was sent to Sir John Harvey, with Plans, Elevations, and other papers, in February, 1840, and marked No. 10, by T. W. Murdoch, Chief Secretary C. W.; since that time I have lost sight of the papers, and have only the enclosure No. 4, to show that said papers were forwarded to New Brunswick.

No. III.

Present Remarks upon the Line, August, 1850.

An inspection of the section this day presented, will show that no difficulty can arise from the nature of the ground, for a Canal of any dimensions; that the introduction of fresh or river water into the summit level, will relieve the apprehensions of the Trinity Board, and that the Isthmus need not be torn to pieces by the action and re-action of the Bay of Fundy and Gulf tides, or injured in any respect by the adoption of the plan proposed; and finally the water supply can be obtained on the summit level to any extent that the trade may require, first, by the raising a dam 18 feet at its highest point, and 150 yards in length; at the Portage Bridge, over 150 acres of marsh ground may be flooded; from this source alone I have estimated that 119,612,000, nearly 120 millions of cubic feet of water will be annually obtained, besides other reservoirs equally valueless to present owners, that may be set apart and prepared for any contingency that may hereafter arise.

An estimate for a Steamship Canal, Locks 250 by 50 feet, and water 16 feet deep, and 6 feet rise in Locks; (free stone, of the best quality, is found in the Tignish River.)

Earth work, including Entrance Basins, 3,180,000 cubic yards, @ 8d.	£106,000 0 0
4 Locks, average £13,000	52,000 0 0
8 Swing Bridges, each £420	3,360 0 0
4 Culverts, average £245 each	980 0 0
Forming Reservoirs	749 0 0
Total Expense	£163,089 0 0

The above amount will be sufficient to complete all the work in the very best manner, unless there is something in the bed of the Bay Verte between Roache's Ferry and the anchorage ground that I know nothing about. If my information, received upon the ground in 1825, from the ship owners in Bay Verte, is correct, that a Schooner of 100 tons can beat up to Roache's Ferry at low water, the channel must be at least 10 feet deep, as the following dimensions of coasting craft will show:—

Brig Lyell, register 125 tons—	Length of Keel,	60 feet	0 inches.
	" Deck,	75 "	0 "
	Breadth of Beam,	22 "	4 "
	Draft of Water,	11 "	2 "
Brig Shelburne, 150 tons register	Length of Keel,	64 "	0 "
	Breadth of Beam,	21 "	8 "
	Depth of Hold,	13 "	8 "
	Length of Deck,	77 "	0 "
	Draft of Water,	10 "	4 "

All which is respectfully submitted.

(*Signed,*) FRANCIS HALL, C.E.

To the Honorable
W. H. Merritt,
Chief Commr. Board of Works, Toronto.

Toronto, 28th August, 1850.

No. IV.

22ND FEBRUARY, 1840.

THOMAS C. MURDOCH, Esq., Chief Secretary,
To the Right Honorable The Governor-General, B.N.A.,
Montreal.

SIR,

I beg leave to enclose, for the inspection of His Excellency, the Governor-General, the following papers, respecting the proposed Bay of Verte Canal:—

1.—Instructions from His Excellency, Sir Howard Douglas, dated July 4th, 1825.

2.—Survey Book in accordance with above instructions.

3.—Section of the Cutting and Embankment, from Au Lac River to Tignish River, Bay Verte.

4.—Particular Soundings in Au Lac River.

5, 6.—Design for proposed entrance to Canal from Au Lac Locks and entrance Basin.

7.—Specifications for execution of the work.

8.—Estimate of expense.

9.—General Report.

10.—Mr. Telford's Report.

The public importance of the contemplated Canal, has induced me to lose no time in forwarding the above.

No. V.

GOVERNMENT HOUSE, MONTREAL,
4th March, 1840.

SIR,

I am directed by the Governor-General to convey to you his thanks for your communication of the 22nd ult., respecting the Canal from the Bay of Fundy to Bay Verte, and to acquaint you that it will be transmitted to Sir John Harvey, Lieutenant-Governor of New Brunswick, to whom the information will probably be useful and acceptable.

I have the honor to be,
Sir,
Your obedient servant,
(*Signed,*) T. C. MURDOCH,
Chief Secretary.

MR. FRANCIS HALL,
St. Catharines, U.C.

No. VI.

Report of Capt. H. O. Crawley, C.E.

To His Excellency SIR WILLIAM M. G. COLEBROOKE, Knt.,

May it please your Excellency:

1st.—In obedience to Your Excellency's commands, I proceeded, as soon after my arrival in this Province, in June last, as I could make arrangements, to the County of Westmorland, to examine the several lines proposed for the route for a Canal, to unite the waters of the Bay of Fundy with those of the Gulf of Saint Lawrence, and have the honor to report the result of those examinations.

2nd.—It is unnecessary for me to dwell upon the importance of an undertaking

which seems in this Province to be generally admitted. The duty of the Engineer is to ascertain the practicability of the scheme, and having done so, to determine the best line, and frame an estimate of the expense.

3rd.—The object of a Canal, to unite the waters above mentioned, is evidently to enable coasting or other vessels to pass from port to port, without the risk and delay incurred in navigating the Gulf of St. Lawrence, and making almost the entire circuit of Nova Scotia. The dimensions of the Canal must be determined by the object it is intended to effect.

4th.—An inspection of the charts of Bay Verte and Shediac Harbours, surveyed by Captain Bayfield, R.N., copies of which have been kindly furnished me by Captain Owen, R.N., will show that from the shoalness of the waters, it will be necessary to carry a Canal a considerable distance into the sea, to insure 10 feet water at the neap flood tides. This would be a tedious and an expensive operation, particularly when the whole distance is under water, as is the case in Shediac Harbour, and of course the deeper the Canal is made, the farther it must be carried into the sea. This consideration limits me to what should be the minimum size for a Canal which would in any degree answer the end proposed, namely, 45 feet at bottom, and 85 feet on the water surface, for the width, with a depth of 10 feet water in the Canal. One of larger dimensions would be preferable, if circumstances were favorable, but it is upon the above data I ground any calculations it may be necessary to make in the course of this Report. With these dimensions, vessels drawing 9 feet of water would pass through the Canal and over the Lock sills, and the width is not too great to admit of two vessels passing each other, especially steam vessels of the ordinary construction, whose paddle-boxes occupy much room.

5th.—The first line I examined was from the confluence of the Au Lac and Tantamar Rivers, at the head of Cumberland Basin, to the Tignish River falling into Bay Verte. I proceeded along the Tantamar and Jolie Cour Marshes to the source of the Au Lac River, thence to the swamp, the source of the Missiquash River. I examined the ground on this spot particularly, and found the whole to be a floating morass, the surface composed of mosses and aquatic plants, the matted roots of which alone afford an insecure footing. Finding no firm bottom at depths varying from 6 to 12 feet, I considered that it might be less difficult and less expensive to cut through a more elevated tract of country, provided a sufficient supply of water could be obtained on the summit level, than to carry the embankment of a Canal through these Bogs, the shortest distance through which is one mile. I therefore kept along the low ground by the side, and to the head of the Portage Lake, the water level of which I found to be 4 feet 9 inches above the point of commencement; thence crossing the Bay Verte Road at the Portage Bridge, proceeded nearly along water courses, until I re-crossed the Bay Verte Road, directing my course to the Tignish River, and visiting in my route every stream that could possibly be made at all available for the supply of water for a Canal.

6th.—I examined the nature and capacity of the several streams, particularly those which run into the head of the Portage Lake, and find that they originate in small swamps, that to whatever degree they may be filled during the freshets, they are, in the summer months, so very inconsiderable that they do not furnish a sufficiency of water for working the several small Saw Mills upon them. I consider from these circumstances, that dependence cannot be placed upon them for the supply of water required for a Canal of the dimensions stated in paragraph No. 4. Nor am I aware of any other water available for the purpose on this line; the waters of the Portage Lake, even if sufficient, cannot be raised to the height required.

7th.—The same deficiency of water will hold good, if the route taken by Mr. Hall in 1825 were followed, a route, I believe, to be the most level, and offering, with the exception of the Bogs, few impediments.

8th.—This deficiency might be got rid of, or greatly simplified, by admitting the tidal waters of the Bay of Fundy, as proposed by Mr. Telford in his Report on Mr. Hall's survey of 1825, wherein he suggests making the Spring tides the summit level, if they were limpid and clear; but they are very turbid and inadmissible from the quantity of earthy matter held in solution by them, of which a great deposit takes place, even in moving water, and which would, in the still waters of a Canal, accumulate to such an extent as soon to impede the working of the machinery of the Locks, and cause frequent interruptions to the navigation, for the purpose of cleansing the Canal; a measure fraught with inconvenience and considerable expense.

9th.—The Locks for such a work should not be less than 150 feet between the gates, and 40 feet wide; the quantity of water required to fill such a lock, and which would be expended every time a vessel was passed through, is 60,000 cubic feet, or 374,296 gallons.

10th.—The levels taken by me being merely trials, and not necessary to elucidate my Report upon this route, I have judged it better not to exhibit them on paper, as they might possibly mislead and create an erroneous opinion as to the general level of the country.

11th.—On the left or North side of the road from Sackville to Bay Verte, separated from the Jolie Cour Marsh by a ridge of land, are several small lakes, and it has been suggested that they might be made available for the supply of water. I ran a level from the Jolie Cour Marsh to one of them, and found the water 2 feet 8 inches *lower* than the Marsh. These Lakes are of course influenced by the Spring freshets, but the outlet, by which the superfluous water finds its way to the sea, does not indicate that any great body of water passes through at any time, and they are on too low a level to supply the head water for a Canal.

12th.—The second line which came under examination, was from Shediac Harbour to the Bay of Fundy, commencing at high water mark, neap flood tide, at the bridge across the Scadurk River, and terminating at Dorchester Island, the distance being 25¼ miles.

13th.—I proceeded one mile and a half up the Scadurk River, and then turned up a very small creek, or rather brook, called Underwoods, which appeared to be the most eligible route by which a Canal could be brought into connection with the Scadurk. I proceeded in a South-Westerly direction, following nearly the course taken by Mr. Minnette in 1823 towards the Marshy meadows and Carriboo Plain, through which the Scadurk takes a very winding course towards Shediac Harbour; crossing the river and low lands which form a kind of Basin, being surrounded on all sides by rising ground, I continued my course on the Memramcook River, passing in my way the sources of the Indian stream which falls into the Memramcook, nearly one mile above the point where I crossed that river. Turning more southerly, I followed the course of the Memramcook nearly all the way to where it debouches into the Bay of Fundy, at Dorchester Island.

14th.—I have shewn in section the ground traversed between the Scadurk and Memramcook Rivers, sufficient, I hope, to elucidate the remarks I have to offer upon this route in reference to its adaptation for the line of a Canal. The section shews the most elevated tract of country between Shediac Harbour and the Bay of Fundy.

15th.—It will be seen at one view that to carry a Canal by this route, it is necessary that there should be an ample supply of water upon this summit level, and that it must be looked for in the low ground or Basin through which the Scadurk flows.

16th.—There appear to be two probable methods of creating this desideratum. The first is to dam up the Scadurk River where it enters the gorge, through which it flows on leaving the Carriboo Plain, and thus raise the waters to such a height as to fill the Canal and Locks terminating the summit level. The second is to convert the water so raised by the dam, into a reservoir only, and not for purposes of navigation.

17th.—With reference to the first of these methods, admitting that the Spring freshets

would fill the Canal to the extent required, in the first instance, the next point for consideration is, will the Scadurk River, uninfluenced by the freshets, maintain this supply during the summer months? for it is evident, that unless a full supply is constantly kept up, so as to ensure the depth of 9 feet over the Lock Sills, vessels of the description for which this depth is calculated could not pass.

18th.—The current of the Scadurk River across the low grounds in the summer months, is scarcely perceptible; the width of the River is 33 feet, the depth averages 3 feet. Such dimensions with so small a velocity would afford a very insufficient accumulation of water, when not under the influence of the freshets, and even of this accumulation the whole would not be available, because an allowance must be made for unavoidable leakage, and also for the effects of evaporation, which latter would be very considerable from so extensive a surface of water under the influence of the powerful summer sun of this country. I cannot consider it safe to depend on so inadequate a supply for keeping up the necessary demand for a large Canal.

19th.—With reference to the second method of acquiring head water for a Canal it must be borne in mind that a reservoir should always be subject to two conditions: First, it ought in itself to be sufficiently low to collect flood waters from an ample surface of country; and secondly, so high as to enable the whole of the water in it being drawn into the summit level of the Canal.

20th.—The position of the Scadurk River is such as not to comply with the first of the two conditions stated, because there is not elevation of land sufficient to afford an ample surface from which to collect flood waters under ordinary circumstances; it is only under the extraordinary cases of freshets that reliance could be placed for an adequate supply. These influences are not of long continuance, and vary in quantity according to the quantity of snow that may fall during the winter, and the extent of the rains which usually occur at the breaking up of that season. The questions, therefore, that naturally arise, are: Can a sufficient quantity of water be collected during the freshets to furnish the requisite supply for the working season? and, can that supply be made available?

21st.—An accurate survey and sections taken of the ground surrounding the Reservoir proposed can alone determine the extent to which the waters might be raised, in answer to the first question; and the second question can only be answered by ascertaining if the relative positions of the Canal and Reservoir are in accordance with the second condition stated in paragraph 19, or can be made so. To make them comply effectually with the condition, viz., that the Reservoir shall be so high that the whole of the water may be drawn into the summit level of the Canal, it will be necessary to find a route so much lower than the marsh which would form the bottom of the Reservoir, that these marshes shall be on a level, or rather above the surface water of the Canal.

22nd.—The only probability of obtaining such a result appears to be, to endeavor to find a route which will admit of carrying the Canal so much below the point referred to, as to render the whole of the water in the Reservoir available; judging, however, from the appearance of the surrounding country, I do not think such a route can be obtained without an enormous quantity of excavation, and at the expense of lengthening the Canal several several miles. An exploration might be made with this view, should it meet your Excellency's wishes, but I am by no means sanguine in my expectations of any favorable result.

23rd.—The practicability of forming a Canal on this route hinges entirely on the possibility of obtaining an adequate supply of water on the summit level. However advantageous other parts of the line may prove, either in respect to the supply of water or general level of the ground, they cannot be made use of until the summit level be perfected. It may appear therefore almost superfluous to discuss their merits now, but as it

may be satisfactory to your Excellency to be put in possession of such facts regarding them as I may be able to produce, I proceed to state that the Memramcook River, from the place where I crossed it to the Mills, is a succession of rapids, very shallow, being in many places not more than one foot deep, the bottom sandstone rock, which forms the substratum of nearly the whole ground over which I passed. At the mill the dam might be raised considerably higher than it is at present; by raising it, however, a great deal of fine alluvial land would be overflowed and destroyed. The tide flows to the mill, below which the river winds through low and almost level marshes to Dorchester Island.

24th.—The great winding of the river renders it very exceptionable for the purpose of navigation, and any measures to straighten it would tend to increase the already very rapid tide. It would be preferable to cut the Canal the whole way, or nearly so, from the mill to Dorchester Island, to making use of the river; but as it is not advisable to admit the tidal waters of the Bay of Fundy, for reasons before stated, such a measure would very much increase the demand for fresh water to maintain so great a length of Canal.

25th.—Independent of the deficiency of water on this route, there would necessarily be a great amount of Lockage, and a distance of nearly half a mile to carry the Canal into Shediac Harbor to insure a proper depth of water, both of which would add very materially to the expense.

26th.—The Chart of Shediac Harbor shows the soundings in feet at low water. The ordinary flood tides are from 1½ to 2½ feet; the Spring tides rise 4 feet. It is a singular fact that in Shediac Harbor the tide ebbs to the ordinary low water mark once only in 24 hours.

27th.—The third and last route examined by me, was from Shediac Harbor to the Bend of Petitcodiac River, 15½ miles. Having previously passed over the ground between these two points, I at once perceived that the only dependence to be placed for water on the summit level, was in the Mill Pond. Under these circumstances it was scarcely worth the trouble of minute examination, nevertheless in justice to the public, I directed my course towards the Mill Pond, and thence continued it until I debouched on Babineau's Marsh, two miles below the settlement called the Bend. I selected this Marsh because it appeared favorable to the formation of a Basin to hold vessels waiting for an exit into the Petitcodiac River.

28th.—The ground passed over, is considerably more elevated than that of either of the other routes, and I found that the Mill Pond was 119 feet 4-8 inches higher than the neap flood tide in Shediac Harbor, and 113 feet 6-6 inches above the corresponding tide in Petitcodiac River. I think it probable that a more level course than I adopted might be found between the two points, but not without passing over an elevation equal to that which the Mill Pond possesses; but in the absence of a more liberal supply of head water than could be afforded by the Mill Pond, it is scarcely advisable to expend time and money in the search.

29th.—It will require an inspection only of the Plan and Sections, to show the impracticability of carrying a Canal by this route, but admitting a more level line might be found to the Mill Pond, and even that a Canal might be formed, whose surface water would be 20 feet lower than that of the Mill Pond, it would require 19 Locks of 10 feet lift each, to pass over the elevation, which, with a regulating Lock at each end, would make 21 Locks necessary; the expense of each of which would not be reckoned at less than £10,000. The cost of Lockage alone would therefore amount to £210,000

30th.—I may observe that the access to a Canal on this route would be attended with considerable difficulty and expense; on one side is the very shoal water in Shediac Harbor, to overcome which, would require the Canal to be carried nearly a mile into the sea, a work which could not be executed without resorting to the use of expensive Coffer Dams

or of the Diving Bell; on the other hand are 18 miles of the Petitcodiac River, by no means of easy navigation, although I am informed that vessels in the hands of skilful Pilots rarely meet with an accident.

31st.—It is only in a case where the requisite supply of water, and other favorable circumstances, render the practicability of carrying such a project, as has been suggested, successfully into operation, that the entering upon the undertaking, which must necessarily involve great expense, is justifiable; I cannot consider it so in the present instance. If I am in error I have erred on the side of caution, and much as I shall regret that my opinion may overthrow what has been long a favorite project in this Province, I consider from what I have observed upon the examination of the several routes, that the deficiency of head water renders the construction of a Canal of the ordinary description impracticable.

32nd.—The most natural position for a channel of communication between the Bay of Fundy and the Gulf of St. Lawrence is evidently from the head of Cumberland Basin to Bay Verte, and since it is not advisable to attempt to construct a Canal of the ordinary description, for the reasons above stated, it may be worth while to consider what would be the effect of cutting a channel from water to water, leaving it to the waters themselves to complete the communication to render it navigable. The level of the neap flood tide at Tignish River is 9 feet ½ inch lower than the corresponding tide in the Tantamar River; at flood tide in the latter the water would flow into Bay Verte, and so soon as the tide ebbed below the corresponding tide in Tignish River, which it would do because it ebbs so much more in Cumberland Basin than in Bay Verte, the waters of the latter would flow into the former, and would, on account of the great ebb in the Bay of Fundy, continue to flow much longer than it would the other way. The prevailing water therefore flowing through the channel would be the clear water of the Gulf of St. Lawrence, and would counteract any ill effects that might arise from the muddy waters of the Bay of Fundy. The subject, however, would be much more advantageously considered when Captain Owen, R. N., has completed the tidal observations contemplated by him in the course of his survey of the Bay of Fundy. In the mean time, should it meet your Excellency's wishes, I might, in the ensuing summer, make a further examination of the ground between the two waters so as to ascertain the best line on which such a channel might be formed, with a view to the least amount of excavation, and the most advantageous points of connection with the Bay of Fundy and Gulf of St. Lawrence.

I have the honor to be,

Your Excellency's most obedt. humble servant,

(*Signed,*) H. O. CRAWLEY,

Captain Royal Engineers.

FREDERICTON, 19th January, 1843.

No. VII.

FREDERICTON, N. B., 9th March, 1843.

May it please your Excellency,

1st.—In reference to the concluding paragraph of my Report on the Survey of a Line for a Canal to unite the Bay of Fundy with the Gulf of St. Lawrence, I have the honor to offer the following observations on the practicability of cutting a channel across the Isthmus, connecting New Brunswick with Nova Scotia.

2nd.—The object in view is, to cut a channel of moderate dimensions from Bay Verte to Cumberland Basin, and to permit the action of the waters thus united to form a channel sufficient for the purposes of navigation.

3rd.—The tidal observations which are about to be made by Captain Owen, R. N., I am given to understand, will not be completed in less than one year from the time of commencing them. In absence of the result of these observations I cannot give any accurate account of the difference of level of the tides, so as to determine the fall from one point to the other, in order to judge if the current will be sufficient force to effect the desired object; but admitting the fall to be sufficient it may be well to consider the effect such an opening would have on the Tantamar or adjoining marshes.

4th.—Every Spring tide would, if not restrained by the dykes, flood the marshes, which are the most valuable parts of the farms in that neighborhood. On opening a channel, as proposed, it will be highly important that the safety of these marshes shall not be compromised; to prevent this will be a matter of considerable difficulty.

5th.—The soft soil of which the marshes are composed, would offer so little resistance to a current of water, that it would be difficult to set limits to the width of the channel. Dykes placed at any reasonable distance apart, between which the channel should be formed, would be liable to be undermined and thrown down by the action of the water on the banks, a circumstance of frequent occurrence to the present dykes, and from which cause the Tantamar River is continually and perceptibly altering its course; and as the depth of the channel would gradually extend to upwards of 40 feet, it would be extremely difficult to secure the banks by piles.

6th.—That part of the excavation towards Bay Verte would be through sandstone rock, which would yield very little to the action of the water; it would be highly probable that the rocky channel would become, in process of time, a dangerous rapid; and at the junction of the rock with the marsh land the water, instead of continuing to flow with a gradual slope towards Cumberland Basin, would, on leaving the rocky part scoop out the soft soil and form a fall.

7th.—It may be observed that the communication would be for some time interrupted between New Brunswick and Nova Scotia, as no bridge could be placed across the channel until the ultimate width of it was determined.

8th.—These circumstances, deduced from theory, appear to me to render it doubtful after all if a channel, as proposed, would be easily navigable. At all events so much uncartainty appears to exist that the project would be extremely hazardous. With this view of the case your Excellency may probably agree with me that it is not desirable to prosecute the inquiry farther.

I have the honor to be

Your Excellency's most obedt. humble servant,

(*Signed,*) H. O. CRAWLEY,

Captain R. Engineers.

His Excellency Sir W. M. G. COLEBROOKE, K. H., &c., &c.

BRIEF RETROSPECT

OF

THE TRADE IN BREADSTUFFS.

GENERAL STATEMENT ABOUT CROPS.

ACCORDING to the official Agricultural Returns for Great Britain, the number of acres under Grain crops in 1868 was 11,659,000 acres, being an increase of 227,000 acres, as compared with the acreage of 1867. Wheat gave a large yield, and the fine condition in which it was gathered made it sooner available for milling purposes.

The figures in the following table show the quantities of Wheat and Flour in bushels, imported from all countries into Great Britain during a period of sixteen years,—with the proportions brought from the United States and the British North American Provinces:—

YEARS.	Equivalents of Flour and Wheat imported into Great Britain from all Countries.	From the United States.	From British North America.
	Bushels.	Bushels.	Bushels.
1853....	50,543,881	12,869,433 or 25·46 ₱ct.	1,365,595 or 2·07 ₱ct.
1854....	36,263,325	9,376,905 " 25·09 "	415,216 " 1·02 "
1855....	26,021,934	3,609,667 " 13·09 "	143,354 " 0·06 "
1856....	42,208,260	17,096,109 " 40·05 "	1,614,094 " 3·08 "
1857....	32,891,598	8,681,900 " 26·04 "	1,346,410 " 4·01 "
1858....	43,308,423	8,927,865 " 20·06 "	1,311,964 " 3·00 "
1859....	40,129,103	803,607 " 2·00 "	318,866 " 0·08 "
1860....	59,438,262	17,388,233 " 29.03 "	2,446,550 " 4·03 "
1861....	70,273,849	29,139,548 " 41·05 "	6,324,005 " 9·00 "
1862....	93,412,469	40,628,161 " 43·05 "	9,554,903 " 10·02 "
1863....	57,657,398	22,155,801 " 38·04 "	5,969,949 " 10·04 "
1864....	53,829,446	18,811,205 " 34·09 "	3,419,541 " 7·00 "
1865....	48,241,297	2,797,347 " 5·08 "	986,451 " 2·00 "
1866....	54,827,134	1,840,961 " 3·04 "	111,255 " 0·02 "
1867....	73,055,323	9,504,568 " 13·00 "	1,558,677 " 2·13 "
1868....	68,144,617	12,792,993 " 18·77 "	1,490,543 " 2·19 "

It appears, therefore, that the imports of Wheat and Flour into Great Britain during 1868 were less by 4,910,706 bushels than in 1867,—while receipts from the United States showed an increase of 3,288,425 bushels, and a decrease from British North America of 68,134 bushels. The aggregate imports of Wheat and Flour into Great Britain from all countries during the past sixteen years, amounted to 850,246,319 bushels; the proportion from the United States was

216,424,304 bushels, or 25·45 per cent.,—and from British North America 38,377,373 bushels, or 4·28 per cent. If 150,000,000 bushels (probably an under-estimate,) be considered as representing the average annual consumption of Wheat and Flour in the United Kingdom, during the period embraced in the above table, the enormous quantity of 2,400,000,000 bushels was needed to satisfy the wants of the population.

The London *Economist* (*Commercial History and Review of* 1868,) speaks of the British Crops in 1868 as follows:—

The summer of 1868 will be memorable as one of the most extraordinary of those seasons of drought which at rare intervals occur in this country. From June to September the heat and the absence of rain produced effects quite novel to the younger race of farmers. Pasture was almost destroyed, and cattle and sheep were sold for a fourth or fifth of the ordinary price, by persons unable to procure food for them. Roots and Spring corn were seriously injured; but the Wheat crop was, perhaps, the finest in quality, and the earliest gathered since 1825—the last most notable year of heat and dryness. "The crop "of 1868," say Messrs. Horne, in the circular quoted *passim*, "although not so enormous as "that of 1863, will be classed among the largest and finest grown in this country in the "present century, for there was a large breadth sown, and a great yield in quantity to the "acre, and an enormous weight to the bushel; in addition to which none was injured at "harvest time. We think that about 36 bushels per acre, or 28 per cent. over an average, "may be taken as the average growth of the United Kingdom, against about 25 bushels "per acre in 1867, and 28 bushels per acre on an average of seasons; and taking our "average annual growth at 14 million quarters, we have nearly 2¼ million quarters excess "quantity, making a total surplus in *weight and measure* of about 3 million quarters."

As regards Foreign harvests, Messrs. Horne report:—That *France* secured a full average crop; *Italy* a small crop; *Spain* and *Portugal* very deficient; *Hungary* far less fortunate than in 1867, when the extraordinary abundance of the Hungarian harvest, and the almost general deficiency in the rest of Europe, poured a tide of wealth into the Trans-Leithan Provinces of Austria of almost fabulous amount. *North* and *South Russia* crops fine in quality, but mostly under average quantity; *America* barely an average; *Australia*, *California* and *Chili*, very productive.

The propitious Wheat season of 1868 at once affected the Corn markets, and in the course of a few weeks reduced the prices from (say) 72s. to (say) 51s.—or perhaps lower. The following table gives the prices of the six years, 1863–68, at 26th October, or immediately after the result of the harvest had been ascertained: and also the average price of each year:—

Gazette Average Prices of Wheat per Quarter in United Kingdom—immediately after the Harvest, 1863-'68—*and Total Average of each Year.*

AFTER HARVEST.	s.	d.	WHOLE YEAR.	s.	d.
1868—26th October	53	4	1868—26th October	63	9
1867— "	70	8	1867— "	64	6
1866— "	52	6	1866— "	49	11
1865— "	42	4	1865— "	41	10
1864— "	38	6	1864— "	40	2
1863— "	40	0	1863— "	44	9

In the United States the estimated yield in 1867 was 220,000,000 bushels; the yield of 1868, according to the latest returns, showed an increase of about 3 per cent., or 6,600,000 bushels, indicating that the total Wheat crop of the latter

year was under 230,000,000 bushels, the increase occurring mainly on the Pacific Coast. The U. S. Commissioner of Agriculture says:—

"The progress of wheat culture westward is somewhat remarkable, and its history is not altogether unlike that of cotton, in its occupancy of new lands, and their desertion after a few years' use, not indeed to grow up in sedge or forest, but to be laid down in grass or employed in a more varied range of production. Not only does it go with population westward, but its movement is in an accelerating ratio, yielding results in bushels to each inhabitant surprising to eastern farmers. Thus has the territory between the Mississippi river and the Pacific ocean, which in 1859 yielded about 25,000,000 bushels, harvested about 65,000,000; while the country east of the Mississippi, with its accession of population and wide distribution of agricultural implements, has made no increase, as a whole, a few of the Western States barely making up the deficiency suffered in Virginia and Kentucky. It is a remarkable fact that a region which nine years ago produced only one-seventh of the wheat in the country, now supplies nearly one-third of it. A similar progress in another decade will carry the centre of wheat production beyond the Mississippi, and were it possible for the Pacific coast again to quadruple its yield, that distant wheat field will give a larger product than the aggregate production of the United States in 1850. Well may the East imagine the supply of breadstuffs decreasing, and naturally enough the West may deem their harvests golden; but when twenty more years shall pass and the virgin soils of California shall be despoiled of their fatness, and their yield shall be reduced to ten or twelve bushels per acre, where will the spoiler go for new wheat fields to ruin?"

The same gentleman estimates the Corn crop for 1868 to have amounted to 905,178,000 bushels, showing an increase of 137,000,000 bushels over the yield of 1867.

There are no data on which to base a reliable estimate of the Grain crops of the Dominion. It is understood, however, that the crops of Wheat and Barley were superior in quantity and quality to those of previous years, while there was a considerable deficiency in Peas.

PRICES, &c., OF FLOUR AND GRAIN.

The course of the British Market was dull throughout the year 1868, the the most decided decline in price of Wheat commencing in May, the supplies from America and the Baltic causing a rapid fall to the extent of 10s. @ 12s. per 240 lbs.; there was, of course, a proportionate depreciation in the price of Flour during the first half of the year,—Indian Corn had fallen from 27s. to 20s. per 280 lbs. for Mixed Western.

The lowest prices for Flour and Wheat in Montreal, during the past ten years, were those current during a part of 1864. There were sales of No. 1 Canada Superfine, in June of that year, at $3.75 and $3.77½, with transactions in Upper Canada Spring Wheat at 85c. and 87c. (see table of highest and lowest prices in Montreal, on page 45.) After that, prices gradually advanced, until they touched the highest point that had been attained during the present decade. Unexampled rates were paid for Flour by shippers at the opening of navigation in 1867,—sales in large quantities having been made in April at a range of $8.10 @ $8.70

and in May at $8.55 @ $9.45; while in the former month Upper Canada Spring Wheat ranged from $1.75 @ $2.00, with business in the latter at $1.95 @ $2.00. Some holders of Flour, who sold at nearly the highest rates, realised handsome profits; but as a serious decline in price took place in June (sales at $6.75 @ $7.25,) those who had purchased about a month before sustained a heavy loss. The reader is referred to the tables in the body of the Report for further information as to the course of prices,—there being comparatively little variation during the remainder of the year. It may only be remarked further, that the receipts and shipments of Wheat in the Fall months were greater than during the corresponding time in several previous years, and navigation closed after several weeks of active business.

The following table shows the receipts of Grain and Flour at Montreal during the months of September, October and November, 1868, 1867 and 1866:—

		Flour. Barrels.	Wheat. Bushels.	Corn. Bushels.	Peas. Bushels.	Oats. Bushels.
September	1868	85,513	368,341	143,038	23,012	3,506
	1867	43,517	415,351	.....	43,716	2,794
	1866	35,590	28,641	473,662	6,284	7,738
October	1868	103,508	515,521	40,143	98,927	4,634
	1867	114,028	1,109,228	.....	228,656	41,826
	1866	132,959	221,631	230,508	137,911	38,090
November	1868	149,622	588,505	82,954	189,762	31,387
	1867	100,334	652,774	96,815	132,195	27,446
	1866	111,418	151,183	174,344	242,755	136,527

The stock of Wheat on hand at close of 1867 was 171,200 bushels, and of Flour 62,319 brls,—some portion of the latter being held speculatively, and carried over to 1868, in the confident expectation that the demand in Spring would involve a continuation of rates sufficiently high to yield a good profit. To the holdings here referred to, there should be added 40,000 barrels of Supers. from Western States Wheat, contracted for during the Winter at $7.40 @ $7.75, to be delivered in April and May following.

It is fresh in the recollection of all how unpropitiously the Spring trade of 1868 commenced for holders of Flour,—how prices gave way from week to week with astonishing regularity, until at the close of the year the price of Superfine Flour was $4.95 @ $5.00 per brl., and U. C. Spring Wheat, $1.14 @ $1.16 per bushel. Instead, however, of simply making a running commentary upon prices as they ruled from week to week in Montreal, it has been considered best, in addition to the numerous tables in the chapter on the Produce Trade, to collate and present here a new series showing comparative prices of Breadstuffs during the years 1867 and 1868 in the principal markets of the Dominion, besides a statement of prices in Oswego:—

WEEKLY PRICES OF PRODUCE IN MONTREAL, FOR 1867 AND 1868.

WEEK ENDING.	No. 1 Superfine Flour ₱ Barrel of 196 lbs.	U. C. Spring Wheat. ₱ Bushel of 60 lbs.	Peas. ₱ Bushel of 60 lbs.	Oats. ₱ Bus. of 32 lbs.	Barley. ₱ Bushel of 48 lbs.	Mess Pork. ₱ Barrel of 200 lbs.
	1868 1867	1868 1867	1868 1867	1868 1867	1868 1867	1868 1867
F						

WEEKLY PRICES OF PRODUCE IN MONTREAL, FOR 1867 AND 1868.

WEEK ENDING.	No. 1 Superfine Flour ℔ Barrel of 196 lbs.		U. C. Spring Wheat. ℔ Bushel of 60 lbs.		Peas. ℔ Bushel of 60 lbs.		Oats. ℔ Bus. of 32 lbs.		Barley. ℔ Bushel of 48 lbs.		Mess Pork. ℔ Barrel of 200 lbs.	
	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	cts. cts.	cts. cts.	cts. cts.	$ c. $ c.	cts. cts.	$ c. $ c.	$ c. $ c.
January 3	7.30@7.40	7.10@7.20	1.64 @1.68	1.47½@1.50	.. @ ..	@	41 @43	32@00	0.80@0.00	56@58	18.50@19.00	19.00 @20.00
10	7.55..7.60	7.25..7.35	1.68 ..1.70	1.47½..1.52½	.. .. ..	..	43 ..44	32. 00	0.90..1.00	50..56	18.50. 19.00	20.00 .. ....
17	7.45..7.55	7.25..7.35	1.68 ..1.70	1.47½..1.52½	.. .. ..	..	43 ..45	32..00	0.90..1.00	50..56	19.00. 19.50	20.00 .. ....
24	7.35..7 40	7.25. 7.40	1.68 . 1.70	1.47½. 1.52½	.. .. ..	..	43 . 45	32..00	0.90..1.00	50..56	19.00..19.25	18.00 ..18.50
31	7.35..7.40	7.25..7.40	1.67 ..1.70	1.47½..1.52½	.. .. ..	..	45 ..46	32..33	0.95..1.00	53..57	19 00..	18.00 ..18.50
February 7	7.40 7.50	7.25. 7.40	1.67 ..1.70	1 47½ .1.52½	.. .. ..	..	46 ..47	32..33	0.90..1.00	53. 57	19.00..	18.00 ..18.25
14	7.40..7.50	7.25..7.35	1.67 ..1.70	1.47½ .1.52½	.. .. ..	..	46 ..47	32..33	0.90..1.00	53 57	18.75..19.25	18.00 ..18.25
21	7 40..7.50	7 25..7.35	1.67 ..1.70	1.47½ .1.52½	.. .. ..	..	46 ..47	32 33	0.90..1.00	55 60	19.25..19.50	18.50 ..19.00
28	7.40..7.50	7.25..7.35	1.67 . 1.70	1.47½ .1.52½	.. .. ..	..	46 ..47	32 33	0.95..1.00	55. 60	19.25..19.50	18.25 18.50
March 6	7.40..7.50	7.25..7.40	1.67 ..1.70	1.50 ..1.60	.. .. ..	..	46 ..47	32..33	1.00..1.05	55..60	19.25..19.50	18.50 .....
13	7.40..7.50	7.40..7.50	1.67 . 1.70	1.60 ..1.65	.. .. ..	..	47 ..00	31. 32	1.00 1.05	55..60	19.50..	18.50 ..18.75
20	7.45..7.50	7.80..8.25	1.67 ..1.70	1.70 ..1.75	.. .. ..	..	47 ..48	31..32	1.05..1.15	55..60	19.50..	19.50 ..20.00
27	7.45..7.50	7.90..8.20	1.67 . 1.70	1.70 ..1.75	.. .. ..	..	47 ..48	32..33	1.10..1.20	55. 60	19.50..	19.50 ..20.00
April 3	7.45..7.50	8.10..8 30	1.67 ..1.70	1.75 ..1.80	.. .. ..	..	47 ..48	32..33	1.10..1.20	60..65	19.50..	19.50 ..20.00
9	7.45..7 50	8.40..8.70	1.67 ..1 70	1.75 ..2.00	.. .. ..	..	47 ..48	35..40	1.10..1.20	60..65	20.00..	19.50 ..20.00
17	7.50.. ..	8 35..8.65	1.65 ..1.70	1 75 ..2.00	.. .. ..	..	47 ..48	38..42	1.10..1.20	60..65	20.50..21.00	19.50 . 20.00
24	7.55. 7.65	8.35..8.55	1.72 ..1.73	1.75 ..1.90	.. .. ..	..	49 ..50	38..42	1.10..1.20	60..75	20.50..21.00	19.50 ..20.00
May 1	7.50..7.55	8.55 8.75	1.72 ..1.73	.. .. ..	0.97 ..0.98	82..84	47½..49	40..42	1.10..1.20	..	21.50..22.00	19.50 ..20 00
8	7.25..7.35	9.20..9.25	1.73 ..1.75	.. .. ..	0.97 . 0.98	82..84	47½..00	45..47½	1.10..1.20	..	22.50 .23.00	19.50 ..20.00
15	7.25..7.35	9.25..9.45	1.72½ .1.75	.. .. ..	0.97 ..0.98	82..84	47½..00	43..44	1.10..1.20	..	22.50..23.00	19.50 ..20.00
22	7.00.. ..	9.25..9.45	1.65 ..1.67½	.. .. ..	0.93 ..0.94	83. 85	46 ..47	41..43	1.10..1.20	..	22.75..23.00	19.25 ..20.00
29	6.50.. ..	8.90..9.20	1.57½..1.60	1.95 ..2.00	0.91 ..0.95	83. 85	45 . 46	41. 43	.. .. ..	..	22.75..23.06	19.00 ..20 00
June 5	6.15..6.30	7.75 .8.10	1.50 ..1.52½	.. .. ..	0.90 ..0.92½	81..83	45 ..46	40..42	.. .. ..	..	22.50. 23.00	19.00 . 19 50
12	6.50 6.65	7.50..7.80	1.50 ..1.55	.. .. ..	0.87 . 0.90	75..78	44 ..45	40..42	.. .. ..	..	22 50..23.00	19.00 .. ..
19	6.15..6.30	6.75..7.25	1.45 ..1.50	1.50 . 1.60	0.90 ..0.92	74. 76	40 ..42	40..00	.. .. ..	..	22.50..23.00	19.00 ..19.25
26	6.30 6.35	7.40..7.75	1.50 ..1.52½	1.50 ..1.60	0.90 ..0.92	75..77	40 ..00	40..00	.. .. ..	..	22.50..23.00	18.75 ..19.00
July 3	6.20..6.30	7.40..7.75	1.50 ..1.55	1.55 ..1 60	0.90 ..0.92	75..77	40 ..43	38. 40	.. .. ..	65..70	23.25 .23.50	18.75 ..19.00
10	6.50..6 60	7.30..7.60	1.55	1.55	0.90 ..0.92	77..79	42 ..43	40..41	.. .. ..	65..00	24.00..	18 75 . 19.25
17	6 50..6 60	7.10..7.50	1.55	1.50 ..1.55	1.00	82..84	44 ..45	43..45	.. .. ..	65..00	24 50..25.00	19.50 ..19.75
24	6.35.. ..	7.25..7.60	1.55	1.50 . 1.55	1 00	84..86	44 ..45	43 45	.. .. ..	60..65	24.75 .25.00	19.75 ..20.00
31	6.60. 6.70	7.25..7.60	1.55	1.50 ..1.55	.. .. ..	84..86	45 ..00	43..45	.. .. ..	60 .65	25.00..	19.75 ..20.00
August 7	6.60..6.70	7.40..7.75	1.60	1.55 ..1.60	.. .. ..	84 86	48 ..00	45..00	.. .. ..	60..65	25.00..	20.00 ..20.25
14	6.70..6.80	7.50..8.00	1.65	1.50 ..1.55	.. .. ..	85..87	48 ..50	40 45	.. .. ..	60..63	25.00..	20 00 ..20.50
21	.. .. ..	7.45. 8.00	1.65	1.50 ..1.55	.. .. ..	85..87	53 ..55	40..45	.. .. ..	60..65	24.50..25.00	20.25 . 20.50
28	6.30..6.50	7.00..7.50	1.50 ..1.55	.. .. ..	.. .. ..	85. 87	53 ..55	38..42	1.00 1.05	60..65	24.25 .24.50	20.25 ..20.50
September 4	6.00..6.10	7.00..7.50	1.35 ..1.38	.. .. ..	1.00 ..1.02	80..82	48 ..50	37..40	0.90..0.95	65..75	24.00..24 50	20.25 ..20.50
11	5.90..6.00	7.20. 7.25	1.30 ..1.32½	.. .. ..	0.97½ .1.00	82..83	47 ..48	35..37½	0.90..1.00	60..70	24.00..24.50	20.50 ..21.50
18	5.80..5.85	7.25..7.30	1.30 ..1.32½	.. .. ..	0.97½..1.00	86..87	46 ..48	35..36	0.90..1 00	65. 70	24.00..24.50	20.50 ..21.00
25	5.50..5.60	7 10.. .	1.27 ..1.30	.. .. ..	0.97½ .1.00	88..89	45 ..47	37..39	1.00..1 05	65 75	24.00..24.50	20.37½..20.50
October 2	5.40..5.50	7.25..7.30	1.25 ..1.27	.. .. ..	0.95 ..0.96	88..90	45 ..47	37..39	1.10..1.12	70..72½	24.00..24.50	20.37½..20.50
9	5.35..5.40	7.20..7.30	1.22½	1.55 ..1.61	0.97½..1.00	91..93	48 ..49	38. 40	1.20..1.30	70..75	24.25..24.50	20.25 ..20.50
16	5.15..5 25	7.60..7.70	.. ..1.20	1.62½..1.67½	0.97½..1.00	87. 89	47 ..00	40..42	1.30..1.35	70..75	24.50 25.00	20.00 .. ....
23	5.15..5.25	7.15..7.20	1.18 ..1.19	1.58 ..1.60	0.97½..1.00	87. 90	48 ..50	40..42	1.30..1 40	70..75	24.75..25.00	18.25 ..19.00
30	5.25.. ..	7.25..7.30	1.19 ..1.20	1.55 ..1.57½	0.95 ..0.97½	87..91	48 ..49	41..42	1.30..1.40	68. 72	24.25..24.50	18.25 .. ....
November 6	5.25..5.35	7.00..7.10	1.19 . 1.20	1.52 ..1.54	0.92½..0.97½	87..90	48 ..49	38..40	1.15 1.25	68..72	24.00..24.25	18.50 .. ....
13	5.17½.5 20	7.00 .7.05	1.18 . 1.20	1.52 ..1.55	0.94 ..0.96	86..88	48 . 49	38..40	1.15..1.30	68..72	23.75 24.25	18.50 . 18.75
20	5.05..5.10	6.90..7.00	1.14	1.52½..1.53½	0.92 ..0.96	86..88	50 ..52	38. 40	1.15..1.35	68..72	23.75..24.00	18.50 ..18.75
27	4.90..4.95	6.85..6.95	1.13 ..1.14	1.52½..1.53½	0.92 ..0.94	82..83	48 ..49	38..38½	1.15..1.35	68..72	23.75..24.00	18.50 ..18.75
December 4	4 80..4.90	6.75 .6.85	1.08 ..1.10	1.50 ..1.52	0.92 ..0.94	82..83	47 ..48	38 38½	1.20..1 30	68..72	23 75..24.00	18.50 ..18.75
11	4.85..4.95	6.90..7.00	1.10 ..1.12	1.50 ..1.53	0.92 ..0.94	82..83	47 ..48	39 40	1.20..1.30	75..00	23.75..24.00	18.50 ..18.75
18	4.95..5.05	7.00..7.10	1.12 ..1.15	1.60	0.92 ..0.94	82..83	46 .48	40 42	1.20..1.30	75 .00	22.00 22.50	18.50 ..18.75
24	4.95. 5.00	7.15..7.25	1.14 ..1.16	1.62 ..1.65	0.92 ..0.94	82..83	46 ..48	40 42	1.20..1.30	80. 00	22.00 22.50	18.50 ..18.75
											23.00..23.50	18.50 .18.75

WEEKLY PRICES OF PRODUCE IN TORONTO, FOR 1867 AND 1868.

DATE.	No. 1 Superfine Flour. ₱ Barrel of 196 lbs.		Canada Wint'r Wheat. ₱ Bushel of 60 lbs.		Canada Spring Wheat. ₱ Bushel of 60 lbs.		Peas. ₱ Bushel of 60 lbs.		Oats. ₱ Bushel of 32 lbs.		Barley. ₱ Bushel of 48 lbs.	
	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867
January 3	$6.90	$6.60	$1.65	$1.70	$1.55	$1.38	73c.	68c.	00c.	00c.	$1.05	53c.
10	7.10	6.60	1.67	1.70	1.60	1.40	..	..	..	..	....	..
17	7.00	6.75	1.75	1.80	1.60	1.42	75	75	..	..	1.03	54
24	6.90	6.70	1.76	1.80	1.60	1.41	..	..	..	..	....	..
31	7.00	6.80	1.78	1.80	1.63	1.42	..	..	53	30	....	..
February 7	7.10	6.75	1.78	1.75	1.63	1.38	81	71	..	..	1 02	52
14	7.10	6.75	1.78	1.75	1.63	1.41	..	..	..	..	....	..
21	7.05	6.75	1.78	1.80	1.65	1.43	83	69	..	..	1.25	48
28	7.10	6.75	1.78	1.80	1.65	1.45	..	..	58	32	....	..
March 6	7.10	6.80	1.80	1.80	1.64	1.55	81	71	..	..	1.24	57
13	7.15	7.00	1.80	1.85	1 65	1.55	..	..	..	..	....	..
20	7.15	7.25	1.80	1 90	1.65	1.68	86	65	..	..	1.20	56
27	7.15	7.30	1.80	1 95	1.65	1.76	..	..	60	37	....	..
April 3	7.10	7.50	1.75	2.00	1.60	1.86	82	72	..	..	1.32	60
9	7.05	8.00	1.75	2.05	1.60	1.94	..	..	..	..	....	..
17	7.10	7.90	1.80	2.05	1 62	1.93	84	74	..	..	1 32	63
24	7.15	8 00	1.85	2.10	1 64	1.95	..	..	55	47	....	..
May 1	7.15	8.30	1.85	2 10	1.65	1.95	84	77	..	..	1 45	64
8	7.15	8 85	1.85	2.25	1.66	2.00	..	..	..	..	....	..
15	7.10	9.12	1.85	2.30	1.66	2.05	..	..	..	..	1.40	77
22	6.95	9.00	1.80	2.15	1.60	2 00	91	78	..	..	....	..
29	6.25	9.00	1.65	2.10	1.47	1.98	..	..	54	54	0.95	66
June 5	6.00	8 50	1.55	1.87	1.42	1.75	88	70	..	..	....	..
12	6.25	8.25	1.54	1.85	1.40	1.70	..	..	..	..	1.00	53
19	6.35	7.90	1.50	1.70	1.42	1.60	76	68	..	..	....	..
26	6.25	7.00	1.45	1.70	1.42	1.60	..	..	52	48	1.00	50
July 3	6.25	7.25	1.47	1.80	1.43	1.60	81	70	..	..	....	..
10	6.40	7.50	1.46	1.80	1.44	1 60	..	..	..	..	1.00	54
17	6.60	7.25	1.45	1.85	1.48	1.55	84	66	..	..	....	..
24	6 79	7 60	1.45	1.75	1.50	1.50	..	..	..	..	0.80	65
31	7.00	7 00	1 45	1.65	1.50	1.45	..	..	50	50	....	..
August 7	7.00	7.25	1.45	1.54	1.50	1.40	84	72	..	..	0.90	68
14	7.25	7.25	1.45	1 55	1.50	1.45	..	..	..	..	....	..
21	7.00	7 12	1.45	1.55	1.50	1.45	84	70	..	..	1.05	70
28	6 00	7.00	1.35	1 50	1.40	1.40	..	..	58	52	....	..
September 4	5.75	6.75	1.30	1.50	1.25	1 40	..	75	..	..	0.96	75
11	5.75	6.75	1.30	1.50	1.25	1.40	..	..	..	..	....	..
18	5.50	6 90	1.35	1.50	1.20	1.38	95	75	..	..	1.17	75
25	5.40	6.75	1.37	1.46	1.20	1 42	..	..	52	52	....	..
October 2	5.25	6.85	1 37	1.56	1.18	1.47	94	77	..	..	1.50	80
9	5.15	7.00	1.35	1.65	1.15	1.50	..	..	..	..	....	..
16	5.10	7.25	1.35	1.75	1.14	1.55	91	82	..	..	1.27	77
23	5.10	7 00	1.35	1.70	1.14	1.45	..	..	..	..	....	..
30	5.05	6.75	1.30	1.65	1.11	1.45	..	..	48	52	1 22	79
November 6	5.00	6 65	1.25	1.57	1.10	1.45	86	80	..	..	....	..
13	4.75	6.50	1.15	1.60	1.10	1.42	..	..	..	..	1.29	79
20	4.60	6.25	1.20	1 60	1.05	1 40	85	77	..	..	....	..
27	4.70	6.50	1.20	1.60	1.05	1.40	..	..	50	55	1.27	82
December 4	4.70	6.50	1.15	1.58	1.02	1.41	85	72	..	..	....	..
11	4.55	6.65	1.10	1.62	1.01	1.44	..	..	..	..		
18	4.60	6.70	1.10	1.70	1.03	1.45	82	74	..	..		
25	4.60	6.80	1.10	1.75	1.03	1 50	..	..	53	55		

WEEKLY PRICES OF PRODUCE IN OSWEGO, DURING 1867 AND 1868.

DATE.	Flour from No. 1 Spring Wheat. ₱ Barrel of 196 lbs.		U. C. White Wheat. ₱ Bushel of 60 lbs.		Peas. ₱ Bushel of 60 lbs.		Oats. ₱ Bus. of 32 lbs.		Barley. ₱ Bushel of 48 lbs.	
	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867
January 3	$6.50	$6.00	$1.60	$1.60	75c.	70c.	00c.	00c.	$1.00	50c.
10	6.50	6.00	1.60	1.60	..	..	..	..	....	..
17	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
24	6.50	6.00	1.60	1.60	..	..	..	..	....	..
31	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
February 7	6.50	6.00	1.60	1.60	..	..	..	..	....	..
14	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
21	6.50	6.00	1.60	1.60	..	..	..	..	....	..
28	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
March 6	6.50	6.00	1.60	1.60	..	..	..	..	....	..
13	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
20	6.50	6.00	1.60	1.60	..	..	..	..	....	..
27	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
April 3	6.50	6.00	1.60	1.60	..	..	..	..	....	..
9	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
17	6.50	6.00	1.60	1.60	..	..	..	..	....	..
24	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
May 1	6.50	6.00	1.60	1.60	..	..	..	..	....	..
8	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
15	6.50	6.00	1.60	1.60	..	..	..	..	....	..
22	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
29	6.50	6.00	1.60	1.60	..	..	..	..	....	..
June 5	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
12	6.50	6.00	1.60	1.60	..	..	..	..	....	..
19	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
26	6.50	6.00	1.60	1.60	..	..	..	..	....	..
July 3	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
10	6.50	6.00	1.60	1.60	..	..	..	..	....	..
17	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
24	6.50	6.00	1.60	1.60	..	..	..	..	....	..
31	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
August 7	6.50	6.00	1.60	1.60	..	..	..	..	....	..
14	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
21	6.50	6.00	1.60	1.60	..	..	..	..	....	..
28	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
September 4	6.50	6.00	1.60	1.60	..	..	..	..	....	..
11	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
18	6.50	6.00	1.60	1.60	..	..	..	..	....	..
25	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
October 2	6.50	6.00	1.60	1.60	..	..	..	..	....	..
9	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
16	6.50	6.00	1.60	1.60	..	..	..	..	....	..
23	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
30	6.50	6.00	1.60	1.60	..	..	..	..	....	..
November 6	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
13	6.50	6.00	1.60	1.60	..	..	..	..	....	..
20	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
27	6.50	6.00	1.60	1.60	..	..	..	..	....	..
December 4	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
11	6.50	6.00	1.60	1.60	..	..	..	..	....	..
18	6.50	6.00	1.60	1.60	..	..	..	..	1.00	50
25	6.50	6.00	1.60	1.60	..	..	..	..	....	..

WEEKLY PRICES OF PRODUCE IN OSWEGO, DURING 1867 AND 1868.

DATE.	Flour from No. 1 Spring Wheat. ℔ Barrel of 196 lbs.		U. C. White Wheat. ℔ Bushel of 60 lbs.		Peas. ℔ Bushel of 60 lbs.		Oats. ℔ Bus. of 32 lbs.		Barley. ℔ Bushel of 48 lbs.	
	1868	1867	1868	1867	1868	1867	1868	1867	1868	1867
January 3	$10.50 @	$11.75 @	$2 92½	$2.92½ @	.....	.....	....	65c.@ ..	.....	.....
10	11 00	12.00 .. 12.25	....	2 93	.....	.....	....	65 ..	.....	.....
17	11.00	12.00	3.15	2.94	.....	.....	....	65 ..	.....	.....
24	11.00	12.00	....	2.95	$1.35 free.	.....	....	65 ..	.....	.....
31	11.00	11.75 .. 12.00	....	2.95	.....	.....	....	65 ..	.....	.....
February 7	11.00	11.75	....	2.90	1 33 free.	.....	....	65 ..	.....	.....
14	11.00	11.50 .. 11.75	....	2.95 ...	.....	.....	....	65 ..	.....	.....
21	11.00	11.50	....	3.00	.....	.....	....	62½ ..	.....	.....
28	11 00	11.50	....	3 00 ...	.....	.....	....	62½	.....	.....
March 6	11.00	11.75	....	2 92½ .. 3.00	.....	.....	....	65 ..	.....	.....
13	11.00	11.50 .. 11.75	....	2.86 .. 2.95	.....	.....	....	65 ..	.....	.....
20	10.75	12.00 .. 12 25	....	3.10	.....	.....	....	65 ..	.....	.....
27	11.00	12.25 .. 12.50	3.00	3.05	.....	.....	....	65 ..	.....	.....
April 3	10.75	12.25 .. 12.50	3.00	3.05	.....	.....	....	65 ..	.....	.....
9	11.00 ...	13.50	3.00	3 10	.....	.....	....	65 .	.....	.....
17	10.75	13.50	3.00	3 25	.....	$1.35 free.	....	65 ..	.....	.....
24	10.75	13.50	3.00	3.25	.....	.....	....	67 ..	.....	$1.20 ....
May 1	11.00	14.00	3.00	3.28	.....	.....	80c.	70 ..	.....	1.15 ....
8	11.00	15.00	3.00	3 50	.....	1.25 free.	80	72½ ..	.....	1.20 ....
15	10.75 .. 11.00	15.00	2.85	3.40 .. 3.50	.....	1.25 free.	80	83 ..	.....	.....
22	10.75	14.75 .. 15.00	....	3.60 .. 3.70	1.34 in bond.	.....	....	81 .	.....	.....
29	10 50	14 50	....	3.60	.....	.....	82	83 ..	.....	.....
June 5	10.25	13.00 .. 13.50	....	3.30	.....	.....	80	83 ..	.....	1.30 ....
12	10 25	13.00	2.70	3.00	1.28 in bond.	.....	77½	81 ..	.....	.....
19	10.00	12.00	2.63	2.90 .. 3.00	.....	.....	79	75 ..	.....	.....
26	10.00	11.50	2.60	3 00	.....	.....	77	75 ..	.....	.....
July 3	9.75	12 00	2.60	3 00	.....	.....	....	74 ..	.....	.....
10	9.75 .. 10.00	12.00	2.62½	3.00	.....	.....	80	.. ..	.....	.....
17	9.75	12.00	2.60	3.00	.....	.....	80	.. ..	.....	.....
24	9.75	12.00	2.55	3.05	.....	.....	....	.. ..	.....	.....
31	9.75	11.50 .. 12.00	2.40	2.90	.....	.....	....	80 ..	.....	.....
August 7	9.75	11.00	2.50	....	.....	.....	....	.. ..	.....	.....
14	9.75 .. 10.00	10.50	2.65	....	.....	.....	....	.. ..	.....	.....
21	9.75 . 10.00	10.50 .. 11 00	....	....	.....	.....	70	.. ..	.....	.....
28	9.75 .. 10.00	10 00 .. 10.50	....	2 30	1.52 in bond.	.....	70	60 .. 62	.....	.....
September 4	9.75 .. 10.00	10.00 .. 10.50	....	2.27½	.....	.....	....	.. ..	$1.76 @	.....
11	9.75 .. 10.00	10.50	....	....	.....	.....	67	.. ..	1.75	.....
18	9.75	10.50	....	....	.....	.....	66	.. ..	1.70 .. 1.71	1.45 ....
25	9.25 .. 9.50	10.50 .. 11.00	....	2.76	.....	.....	....	.. ..	1.76	1.48 ....
October 2	8 75	10.75 .. 11.00	....	2 80	.....	.....	68	.. ..	1.93	1.43 ....
9	8.50	11.00	....	....	.....	.....	....	.. ..	1.97 .. 2.00	1.36½ ....
16	8.50	11 00	....	3 05	.....	.....	67	70 ..	2.25	1.47 ....
23	8.00	10.50	2.20	2.85	.....	.....	67	74 ..	2.35 .. 2.45	1.40 ....
30	8 00	11.00	2.25	....	.....	1.27 in bond.	66½	.. ..	2.20	1.40 ....
November 6	7.75	10.50	2.12½	....	.....	1.23 in bond.	67	.. ..	2.05	1.40 ....
13	7.75	10 50	2.05	2.80	.....	.....	67	71 .. 73	2.05	1.43 ....
20	7.75	10.00	2.10	....	.....	.....	67	.. ..	2.05	1.42 ....
27	7.75	10.00	2.20	2.75	.....	.....	67	70 ..	2.00	1.45 ....
December 4	7.75	10.00	2 20	....	1.45 free.	.....	68	70 ..	2.00 .. 2.05	1.45 @ 1.48
11	7.75	10.50	2.27½	2.80	1.30 in bond.	.....	68	.. ..	2 00 .. 2.05	1.50 ....
18	8.00	10.50	2.30	2.80	.....	.....	68	.. ..	2.00 .. 2.05	.....
25	8.00	10.50	2.25	2 80	.....	.....	68	.. ..	2.00 .. 2.05	.....
							68	.. ..	2.00 .. 2.05	.....

WEEKLY PRICES OF PRODUCE IN TORONTO, FOR 1867 AND 1868.

PRICES OF FLOUR IN HALIFAX, N. S.

DATE.	Ex. State Flour.		No. 1 Canada Superfine.		No. 2 Canada Superfine.	
	1868	1867	1868	1867	1868	1867
January 1	.....	$8 50	.....	$8.65	.....	$7.75
..... 7	.....	8.60	.....	8.80	.....	8.00
..... 14	.....	8.75	.....	9.00	.....	7 75
..... 21	.....	9.00	.....	9.25	.....	8.00
.....28	.....	9.00	.....	9.25	.....	8.25
February 4	.....	8.75	.....	9.00	.....	8 00
.....11	$8.75@8.80	8.75	$8.80@8.90	9.00	$7.50@8.00	8 00
.....18	8.75..8.80	8.80	8 85..8.95	9.20	7.50..8.00	8.00
.....25	8.85..9.00	8 50	9.00..9.10	8.90	7.50..8.00	8.00
March 3	8.85. 9.00	8.35	9.00..9.10	8.80	7.50..8.00	8.25
.....10	8.85..9.00	8.50	9 00..9.15	9.20	7.50..8.00	9.00
.....17	8.65..8.80	8.75	8.90. 9.00	9.50	7.50..8.00	9.00
.....24	8.65..8.80	9.00	8.85..9.00	9.75	7.50..8.00	9 20
.....31	8.75. 8.85	9.00	8.95..9 05	9.75	7.50..8.25	9 10
April 7	8.75..8.85	9.25	9.00..9.05	9.80	7.50. 8.25	9.20
.....14	8.75..8.85	9.50	9.00..9.10	10.00	7.50..8.25	9.25
.....21	8.85..8.95	9.50	9.00..9.10	10.00	7.75. 8.25	9.00
.....28	8.85..8.95	9.50	9.25	9.87	7 50..8.25	9.25
May 5	8.75..9.00	9.75	9.00..9 25	10.25	7.75..8.50	9.50
.....12	8.75..9.00	10.00	9.00. 9.25	10.75	7.75..8.50	9.50
.....19	8.75..9.00	10.25	9.00..9.05	11.00	7.50..8.25	10 00
.....26	8.75..9.00	10.25	9.00..9.05	11.00	7.50..8.25	10.00
June..... 2	8.50	10.50	8.60	10.80	7.00..7.75	9.25
..... 9	8.00	10 00	8.00 .8.05	10.50	6.80..7.25	9.00
.....16	7.80	9.75	7.75..7.85	10.15	6.30..7.00	8.75
.....23	7.40	8.75	7.35..7.45	9.25	6.30..6.75	8.00
.....30	7.40	8.60	7.40. 7.50	9 30	6.30. 6.75	8.10
July..... 7	7 30. 7.35	8.00	7 35..7.45	8.50	6.30. 6.75	7.00
.....14	7.35..7.45	8.10	7.40..7 50	8.50	6.30..6.75	7 50
.....21	7.40..7.45	8.25	7 50..7.70	9.00	6.30..6.75	7.75
.....28	7.50..7.90	8.50	7.70..8.00	9.30	6.30..6.75	7.80
August 4	7.70..8.00	8.00	8.00. 8.25	8.45	6.30..6.75	7.50
.....11	8 00..8.10	8.10	8.50..8.60	9.00	6 30..6.75	7.50
.....18	8.00..8.10	8.20	8.40. 8.50	9.25	6.30..6.75	7.60
.....25	8 00..8.20	7.90	8.25..8.50	9.50	6.30..6.75	8.00
September.... 1	8.00..8.20	8.10	8.00..8.25	9.50	6.30..6.75	8.00
..... 8	7.75..7.90	8.50	7.80. 8.10	9.75	6.25..6.50	8 10
.....15	7.70..7.80	9.00	7.75..7.90	9.50	6.25. 6.50	8.00
.....22	7.25..7.50	8.75	7 40. 7 50	9.00	6.20 .6.40	8.00
.....29	6.75..7.25	8.75	7.25..7.40	9.00	6.20. 6.30	8.00
October..... 6	6.25..7 00	8.50	6.90..7.00	8.75	6.00. 6 25	7 50
.....13	6.25..7.00	8.50	6.75..6.80	8.75	6.00..6.10	7.50
.....20	6 00..6.75	8.50	6 50..6.60	8.90	5.75..6.00	7.80
.....27	6.00..6.65	8.40	6 25..6.40	8 60	5.50. 5.75	7.50
November.... 3	6.00..6.75	8.75	6.25. 6.40	8.90	5.50..5.75	8.00
.....10	6.00..6.75	8.25	6.25..6.40	8.75	5.50 5.75	8.00
.....17	6.00..6.75	8.00	6.25..6.40	8.50	5.40..5 50	7.50
.....24	6.00..6.75	7.75	6.25..6.40	8.40	5.40..5.50	7.80
December 1	6.00..6.75	8.00	6.25..6 40	8.50	5.20..5.35	7.50
..... 8	6.00..6.75	8.10	6.25..6.40	8.50	5.20..5.35	7.50
.....15	6.00..6.75	8.20	6 25..6.40	8.50	5.25. 5 40	7.50
.....22	6.00..6.75	8.50	6.35. 6.45	8.75	5.40..5.50	8.10
.....29	6.00..6.40	....	6.25..6.40	....	5.00..5 30	....

PRICES OF FLOUR IN SAINT JOHN, NEW BRUNSWICK.

DATE—1868	*Ordinary* Canada Sup. Flour. ₱ Barrel of 196 lbs.	*Best* Brands of Canada Sup. Flour. ₱ Barrel of 196 lbs.	Ex. State Flour from United States. ₱ Barrel of 196 lbs.
January 3	$8.40 @ 8.50	$8.50 @ 8.60	$8.50 @ ....
.....10	8.50 .. 8.60	8.50 .. 8.75	8.50 .. ....
.....17	8 50 .. 8.60	8.60 .. 9.00	8 50 .. ....
.....24	8.50 .. 8.60	8.60 .. 9.00	8.50 .. ....
.....31	8.40 .. 8.50	8.50 .. 9.75	8.40 .. 8.50
February 7	8.40 .. 8 50	8.50 .. 9.75	8.40 .. 8.50
.....14	8.40 .. 8.50	8 50 .. 9.75	8 40 .. 8.50
.....21	8.40 .. 8.50	8.50 .. 8.60	8.40 .. 8 50
.....28	8.40 .. 8.50	8.50 .. 8.60	8.40 .. 8.50
March 6	8.40 .. 8.50	8 50 .. 8 60	8.40 .. 8.50
.....13	8.50 .. 8 60	8.60 .. 8.75	8.50 .. 8.60
.....20	8.50 .. 8 60	8.60 .. 8.75	8.50 .. 8 60
.....27	8 60 .. 8.65	8.65 .. 8.75	8.50 .. 8.60
April 3	8.60 .. 8.65	8.65 .. 8 75	8.50 .. 8 60
.....10	8.60 .. 8.65	8.65 .. 8.75	8.50 .. 8.60
..... 17	8.60 .. 8.65	8.65 .. 8.75	8.50 .. 8.60
.....24	8.60 .. 8.65	8 65 .. 8 75	8.50 .. 8.60
May 1	8 60 .. 8.65	8.65 .. 8.75	8.50 .. 8.60
..... 8	8.40 .. 8 50	8.50 .. 8.60	8.50 . 8.60
.....15	8.40 .. 8.50	8.50 .. 8.60	8.50 .. 8.60
.....22	8 30 .. 8.40	8.40 .. 8.50	8.50 .. 8.60
.....29	8.30 .. 8.40	8 40 .. 8.50	8.50 .. 8.60
June..... 5	7.75 .. 7.90	8 00	7.75 .. 8.00
.....12	7 50	7.60 .. 7.75	7.75 .. ....
.....19	7.00 .. 7.25	7.25 .. 7.75	7.25 .. 7 50
.....26	7.00 .. 7.25	7.25 .. 7.75	7.25 .. 7.50
July 3	7.00 .. 7.25	7.25 .. 7.75	7.25 .. 7.50
.....10	7 25 .. 7.50	7.50 .. 7.75	7.50 .. 7.75
.....17	7 25 .. 7 50	7.50 .. 7.75	7.25 .. 7.75
.....24	7.25 .. 7.50	7.50 .. 7.75	7.00 .. 7.75
.....31	7.25 .. 7.50	7.50 .. 7.75	7.00 .. 7.75
August 7	7.25 .. 7 50	7.75	7 00 .. 7.75
.....14	7.50 .. 7.75	7.75 .. 8.00	7.00 .. 7.75
.....21	7.50 .. 7.75	7.75 .. 8.00	7.00 .. 7.75
.....28	7.50 .. 7.75	7.75 .. 8.00	7.00 .. 7.75
September.... 4	7.50	7 50 .. 7.75	7.00 .. 7.75
.....11	7 50	7.50 .. 7.75	7 00 .. 7.75
.....18	7.40 .. 7 50	7.50 .. 7.60	7.00 .. 7.50
.....25	6.90 .. 7.00	7.00 .. 7.25	6.75 .. 7.00
October..... 2	6.75 .. 7 00	7.00 .. 7.25	6.75 .. 7.00
..... 9	6.50 .. 6.60	6.75 .. 7.00	6.75 .. 7.00
.....16	6.25 .. 6.50	6.50 .. 6.75	6.25 .. 6 50
.....23	6.00 .. 6.25	6.50 .. 6 65	6.00 .. ....
.....30	6 00 .. 6 25	6.50 .. 6.65	6.00 .. ....
November 6	6.00 .. 6.25	6.50 .. 6.65	6 00 .. ....
.....13	6.00 .. 6.25	6.30 .. 6.50	6.00 .. ....
.....20	6.00 .. 6.25	6.25 .. 6 40	6.00 .. ....
.....27	6.00 .. 6.25	6.25 .. 6.40	6.00 .. ....
December 4	5.75 .. 6.00	6 00 .. 6.20	5.60 .. 6.00
.....11	5 75 .. 6.00	5.90 .. 6.00	5.60 .. 6 00
.....18	5.75 .. 6 00	5.90 .. 6.00	5.50 .. 6.00
.....25	5.90 .. 6.00	6.00 .. 6.20	5 50 .. 6 00

WEEKLY PRICES OF PRODUCE IN HAMILTON, DURING 1868.

DATE.	U. C. Spr'g Wheat. ℔ Bus. of 60 lbs.	Peas. ℔ Bus. of 60 lbs.	Oats. ℔ Bus. of 32 lbs.	Barley. ℔ Bus. of 48 lbs.	DATE.	U. C. Spr'g Wheat. ℔ Bus. of 60 lbs.	Peas. ℔ Bus. of 60 lbs.	Oats. ℔ Bus. of 32 lbs.	Barley ℔ Bus. of 48 lbs.
	$ c	cts.	cts.	$ c.		$ c.	cts.	cts.	$ c.
January 3	1.50	75	52	1.00	July 3	1.35	No receipts.	58	No receipts.
..10	1.50	75	52	1 00	10	1.35		58	
..17	1.50	75	53	1.00	17	1.30		60	
..24	1.50	75	53	1.03	24	1.30		60	
..31	1.50	80	58	1.03	31	1.30		60	
February 7	1.50	80	65	1 07	August .. 7	1.32		65	
..14	1.50	82	65	1.07	14	1.32		65	
..21	1.50	83	65	1.10	21	1.32	1.00	60	0.96
..28	1.50	83	62	1.15	28	1.32	1.00	55	1.00
March .. 6	1.60	83	62	1.20	Septr 4	1.18	1.00	55	0.92
..13	1 60	82	62	1 20	11	1.18	0.95	52	0.98
..20	1.60	83	62	1.25	18	1.18	0.95	50	1.00
..27	1.60	83	62	1 25	25	1.15	0.94	50	1.14
April ... 3	1 50	80	60	1.25	October.. 2	1.06	0.92	50	1.25
.. 9	1.50	82	58	No receipts.	... 9	1 06	0.90	48	1.37
..17	1 50	83	60		16	1.08	0.88	50	1.50
..24	1.50	83	60		23	1 02	0.88	50	1.38
May 1	1 58	85	60		30	1 02	0 85	50	1.30
.. 8	1.58	88	60		Novr..... 6	1.05	0.85	53	1.20
..15	1.58	88	60		13	1.03	0.80	55	1.20
..22	1.54	88	60		20	1 03	0.80	55	1.20
..29	1.50	88	60		27	1.03	0.75	57	1.20
June.... 5	1.35	70	61		Decr..... 4	1.00	0.75	56	1.20
..12	1.35	No receipts	62		11	1.00	0.80	55	1.20
..19	1.35		58		18	1.03	0.80	55	1 20
..26	1.35		58		25	1.03	0.80	54	1.20

The lowest and highest prices of Flour and Grain in the Montreal Market, during a period of Eleven Years, are shown in the following table:—

Years.	No. 1 Super. Flour, from Canada Wheat.	U. C. Spring Wheat. Per Bush. of 60 lbs.	Chicago Sp'g Wheat. Per Bush. of 60 lbs.	Maize. Per Bush. of 56 lbs.	Peas. Per Bush. of 60 lbs.	Barley. Per Bush. of 48 lbs.	Oats. Per Bush. of 32 lbs.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	c. $ c.	c. $ c.	c. $ c.	c. $ c.
1868....	4.80....7.65	1.08....1.75	1.10....1.63	72½...0.90	87....1.02	80....1.40	40 55
1867....	6.75....9.45	1.47½.. 2.00	1.50....1.65	67½...1.05	74....0.93	50... 0.75	31 .... 47½
1866....	5.40....8.25	1.16....1.60	1.25....1.50	52½...0.82½	72½...0.86	48....0.75	30 40
1865....	4.20....6.75	0.96....1.30	0.94....1.30	55....0.75	70....1.00	60....0.75½	28 44
1864....	3.75....4.60	0.85....0.98	0.86....0.97	58....0.82½	62....0.75	50... 0.78	28 42
1863....	3.85....4.57½	0.87....1.00	0.86....0.99	48....0.68	62....0.69	54½...0.99½	27½.... 46
1862....	4.10....5.10	0.91....1.08	0.92½...1.07	42....0.49	59....0.75	48....0.90½	26 .... 44½
1861....	4.00....5.60	0.90....1.15	0.90....1.20	40....0.56	59....0.72½	.....	.....
1860 ...	5.00... 5.70	1.02....1.27½	.....	55....0.75	61....0.77½	.....	.....
1859....	4.70....7.30	0.93....1.40	.....	80....1.00	65½...1.00	.....	.....
1858....	4.10....5.45	0.85....1.20	.....	60....0.75	72¾...0.95½	.....	.....

*** For the usual comparative tables of weekly prices of Spring Wheat in Chicago and Milwaukee, the reader is requested to turn to the chapter on the Produce Trade.

BREADSTUFFS TO MARITIME PROVINCES.

An examination of the foregoing table of prices of Flour in Halifax, N. S., will show that Canada Superfines have brought higher prices in that market, in 1868, than did U. S. Extra State. The table of prices in St. John, N. B., shows that ordinary Canada Supers. were on the whole, equal in value to Extra State, while the best brands (Strong Bakers' Flour) brought considerably more money.

A table on page 23 (which see,) shows the quantities of Flour shipped from Montreal during the seasons of navigation in 1867 and 1868, via the River St. Lawrence to various ports in all the Maritime Provinces, the figures indicating an increasing trade. The quantities of Flour transported over the Grand Trunk Railway, via Portland, from Ontario and Quebec to Nova Scotia and New Brunswick, during the past three years were as follows:—

	1868	1867	1866
Saint John, N. B.....	179,800 brls.	119,291 brls.	110,874 brls.
Saint Stephen, N. B.....	2,600 "	400 "	3,725 "
Saint Andrews, N. B..... ...	3,000 "	.... "	.... "
Halifax, N. S.....	127,600 "	105,854 "	36,360 "
Windsor, N. S.....	4,500 "	2,800 "	.... "
Wolfville, N. S.....	2,600 "	.... "	.... "
Canning, N. S.....	3,000 "	.... "	.... "
Margaretville, N. S.....	1,500 "	.... "	.... "
Amherst, N. S.....	.... "	.... "	600 "
Annapolis, N. S.....	.... "	.... "	300 "
	324,600 brls.	228,345 brls.	151,859 brls.

The total for 1867 in this statement shows an increase of 76,486 brls., or 50·37 per cent. over the figures of 1866; while the aggregate for 1868 is greater than that of 1867 by 96,255 barrels, or 42·15 per cent. It is quite clear, therefore, that notwithstanding the important difference in freight for Flour between the principal ports in the United States and the ports of Halifax and St. John, as compared with rates from Ontario and Quebec, there is a steady increase in the demand for Canadian Flour. There were also 16,300 brls. of Canada Flour carried over the Grand Trunk Railway, via Portland, principally for Boston account.

DISTURBING CAUSES IN THE BREADSTUFFS MARKET.

It may not be improper to notice a few of the causes which adversely affected the trade in Breadstuffs both here and elsewhere.

Soon after the date of the abrogation of the Reciprocity Treaty (17th March, 1866,) duties were imposed by the Government of (old) Canada upon breadstuffs imported, the rates being as follows:—Upon Flour, 50c. per barrel; upon all Grain (except Wheat) 10c. per bushel. Subsequently, Parliament reduced the duty on Flour to 25c. per barrel. These imposts did not (nor were they intended to) wholly exclude the articles from the Canadian market; but the duty on Flour did afford a trifling compensation for exclusion from the markets of the United States, by to some extent preserving to Canadian millers and merchants the supply of the home market. One of the acts of the first Dominion Parliament, however, repealed the above-mentioned duties; and the almost immediate consequence of that action was large importations of Flour into Canada from the Western States, while no reciprocal benefit was accorded to those thus disadvantageously situated. The article so brought into competition with the product of Canadian mills affected prices detrimentally,—the aggregate quantity of Flour from the Western States in 1868 going into consumption in Canada, being estimated at over 150,000 barrels. If the profits, commissions, &c., upon each barrel of Flour be reckoned

at the moderate sum of 50c., then the milling branch of industry was damaged to the extent of $75,000, while the duty (20 per cent.) upon Canadian Flour which formerly found a market in the United States amounted virtually to exclusion. An illustration of this will be seen in the following statement of receipts of Canadian produce at the port of Oswego during a period of four years :—

	1865	1866	1867	1868
Flour, brls	19,402	6,180	2,028	412
Wheat, bu.....	1,084,876	771,918	939,941	890,751
Peas, bu.....	151,401	392,866	669,512	345,603
Barley, bu.....	2,992,432	4,130,504	2,528,447	2,031,385
Oats, bu.....	28,415	130,422	69,793	.....
Rye, bu	380,038	428,477	188,301	142,878

But it is believed that the foregoing estimate is considerably under the mark. The high prices ruling for Flour in Canada in the early part of 1868, stimulated shipment of large quantities of Superfine and lower grades from the West, on which good profits were realised; and it has been stated that over 600,000 brls. of United States Flour were transported through the Dominion to Portland, besides the quantity above referred to as having gone into consumption. From Milwaukee alone, in 1868, there were shipped to Canadian ports, 89,257 brls. of Flour, and 718,012 bushels of Spring Wheat.

Another adverse influence was the bold speculative movement in Wheat which took place in Chicago in June, 1868; the result of a combination being to force No. 2 Spring Wheat up to a most exorbitant rate. The "corner" ended by the "shorts" being compelled to settle on the 30th of that month, at the rate of $2.20 @ $2.22 per bushel U. S. currency. It is understood, however, that for some time prior to that date cargoes for actual shipment could be purchased at much lower prices. Towards the close of September, a similar operation in Corn was successfully carried out; while later in the year further attempts of a like character were made both in Chicago and Milwaukee. All such movements have a greater or less tendency to unsettle regular business; and that was the result experienced here both by merchants and shippers.

THE BARLEY CROP.

The Barley-crop of Canada in 1868 was excellent,—the quality far exceeding that of crop 1867. The yield in the United States was deficient in 1868 both as to quantity and quality,—the crop in the regions of Pittsburg, Cincinnati, and northern Kentucky being considered a failure; the result was a brisk demand for Canadian Barley, from the Eastern and Western States. The receipts from Ontario were as follows :—

At Oswego	2,031,385	bushels.	At Milwaukee ..... 15,013 bushels.
Cape Vincent.....	30,800	"	
Ogdensburg.....	54,293	"	3,578,841 "
Buffalo.....	544,195	"	Less, Canada Barley
Cleveland	194,851	"	shipped westward
Toledo	503,227	"	from Oswego..... 79,134 "
Detroit.....	113,060	"	
Chicago	92,017	"	Total..... 3,499,707

Large quantities were, as usual, shipped southward via Lake Champlain. But perhaps the most remarkable feature in the trade last year was the arrival of cargoes of Barley and Rye at the port of New York from Great Britain,—it being understood also that purchases had been made in Germany on Cincinnati account.

An examination of the preceding tables of prices will show that the highest rates paid for Barley in Montreal, during the past seven years, were in October, 1868, just before the close of navigation;—the highest rate at Toronto, in that year, (so far as shown by the scanty figures in the table on page 42,) was obtained in May; at Hamilton in October; and at Oswego in October.

THE CALIFORNIA BREADSTUFFS MARKET.

While Chicago and Milwaukee are recognized as the great primary marts for Breadstuffs in the Western States, California has begun to exercise very considerable influence, in consequence of the large surplus of Wheat she has exported during 1868. Any general view of the Grain-market would, therefore, be incomplete if it failed to include a notice of the business transacted in that State. The following is a summary of prices:—

The ruling prices in San Francisco during January and February, 1868, were $2.50 $2.70 per cental,—declining in March to $2.50 @ $2.60,—in April to $2.30 @ $2.50, —and in May to $2.00 @ $2.15. Stocks of old Wheat were exhausted in June, and prices rallied to $2.05 @ $2.25. The first considerable sale of new crop in July was at $1.90, with a subsequent sale at $2.00, and later transactions at $2.05 @ $2.10; farther on in the month a lot was taken for New York at $1.80, other lots of good to choice bringing $1.90 @ $2.00;—about the 20th, White Oregon, old crop, brought $2.25, and new California $1.80 @ $2.00, closing sales of the month being at $2.00 down to $1.85. August opened with sales at $1.90 down to $1.75, with large purchases at the decline; prices rallied under the influence of demand from New York and Liverpool, and by the 20th rates were up to $1.85 and $1.95,—the range at close of the month being $1.75 @ $1.95. There were large sales at the beginning of September at $1.85 @ $2.00; sales after the middle of the month at $1.75 @ $1.90. In October seven cargoes were dispatched to New York, and twelve to the United Kingdom,—the range being $1.80 @ $1.95, closing dull at inside rate. In November, six cargoes of Wheat and Flour were sent to New York, and nine to Great Britain,—range for Wheat $1.75 @ $1.85. The shipments during December included three cargoes of Breadstuffs (chiefly Wheat) to New York and seventeen to the United Kingdom, the current rate for good shipping samples being $1.75 @ $1.85. During the last two months of the year, distillers were free buyers of medium quality Wheat at $1.60 @ $1.77½,—a round lot of choice for export bringing $1.92½.

A statement was bulletined on the Produce Exchange in San Francisco, that the stock of Wheat throughout California on 1st January, 1869, was 2,800,000 centals (4,666,667 bushels),—while another estimate was 3,500,000 centals, (5,833,333 bushels);—those who made the latter statement believing that there would be a surplus of one million centals, over and above every possible means of shipment prior to the harvest of 1869.

The following table shows the quantity and destination of exports of Flour, Wheat, Barley, and Oats from California in 1868:—

	Flour. Barrels.	Wheat. Centals.	Barley. Centals.	Oats. Centals.
New York, etc	132,618	1,065,888	68,859	.....
Great Britain	38,275	2,690,984	400	.....
China	58,952	62,069	203	1,089
Japan	9,565	.....	698	930
Hawaiian Islands	8,727	148	139	2,938
British Columbia	1,319	1,040	5,704	.....
Mexico	5,959	41	511	77
Australia, etc	73 808	227,412	.....	.....
Rio Janeiro	38,657	.....	.....	.....
Central America	30,772	.....	779	102
Panama	8,099	28	56	255
Manilla	12,002	1,769	1,027	.....
Mauritius	7,237	11,328	.....	1,025
Singapore	2,050	.....	.....	.....
Spain	3,035	15,600	.....	.....
Tahiti	3,384	13	46	63
Ladrone Islands	60	.....	.....	.....
Russian Poss. in Asia	3,083	.....	.....	.....
Cape Town	20,131	10,467	.....	.....
Callao	1,310	8,678	.....	.....
Batavia	2,825	3,650	.....	.....
Totals	461,868	4,099,115	78,422	6,479

MOVEMENTS OF BREADSTUFFS.

The following comparative statements show the receipts of Flour and Grain at principal ports during the past four years:—

NEW YORK CITY.

	1865	1866	1867	1868
Flour, brls	3,650,490	2,730,735	2,597,606	2,761,664
Wheat, bu	9,162,680	5,911,511	9,652,537	13,472,940
Maize, bu	15,505,905	22,696,186	14,944,234	19,087,265
Peas, bu	None.	414,543	713,274	380,457
Barley, bu	2,992,785	4,861,993	2,218,454	2,106,198
Oats, bu	9,710,625	8,699,339	7,994,479	11,154,724
Rye, bu	888,135	1,304,799	758,263	740,098

ALBANY.

	1865	1866	1867	1868
Flour, brls	1,271,129	590,704	450,078	405,342
Wheat, bu	14,433,566	7,584,166	9,466,096	11,380,066
Maize, bu	20,689,500	26,516,535	15,405,772	16,324,250
Peas and Beans, bu	401,533	523,282	762,164	341,166
Barley, bu	5,336,416	7,129,167	3,866,113	3,001,166
Oats, bu	11,973,939	11,220,582	8,856,842	11,173,438
Rye, bu	1,220,714	1,749,539	890,638	763,893

MONTREAL.

	1865	1866	1867	1868
Flour, brls	782,216	704,376	738,518	790,311
Meal, brls	2,615	25,912	49,835	11,570
Wheat, bu	2,648,674	773,208	2,939,307	2,426,879
Maize, bu	934,431	2,122,873	891,605	1,086,204
Peas, bu	436,751	1,036,315	1,812,653	520,401
Barley, bu	317,688	336,951	413,600	268,386
Oats, bu	234,666	2,162,305	401,498	331,842
Rye, bu	32,152	147,349	146,973	2,797

TORONTO.

	1865	1866	1867	1868
Flour, brls	61,197	125,089	67,953	62,187
Wheat, bu	825,688	1,077,469	830,239	608,209
Maize, bu	357,143	125,959	.....	.....
Peas, bu	66,143	290,250	410,754	121,081
Barley, bu	.....	1,278,767	1,009,673	1,009,510
Oats, bu	23,867	122,674	32,277	138,589
Rye, bu	42,507	19,945	.....	.....

OSWEGO.

	1865	1866	1867	1868
Flour, brls	32,350	8,309	3,577	1,170
Wheat, bu	6,275,919	5,517,329	5,279,286	6,970,334
Maize, bu	2,480,006	3,492,207	3,420,784	3,679,346
Peas, bu	151,401	393,899	669,683	345,603
Barley, bu	3,107,281	4,304,803	2,720,334	2,134,310
Oats, bu	385,736	356,538	275,514	683,154
Rye, bu	425,869	572,394	238,177	168,780

TOLEDO.

	1865	1866	1867	1868
Flour, brls	1,028,103	736,207	668,604	868,524
Wheat, bu	4,731,803	1,812,899	2,150,875	3,095,856
Corn, bu	1,613,666	4,439,908	5,747,005	5,217,255
Oats, bu	845,001	1,218,279	1,038,293	2,161,353
Rye, bu	78,228	102,850	48,399	178,100
Barley, bu	448,037	340,864	223,474	628,011

CHICAGO.

	1865	1866	1867	1868
Flour, brls	1,182,908	1,857,200	1,814,276	2,092,553
Wheat, bu	9,518,702	11,960,991	13,089,928	13,540,250
Maize, bu	24,576,541	33,035,031	23,028,816	25,396,523
Rye, bu	1,153,323	1,935,818	1,305,514	1,367,461
Oats, bu	11,321,482	10,048,320	10,997,746	14,449,486
Barley, bu	1,504,137	1,505,590	2,247,541	1,511,219

MILWAUKEE.

	1865	1866	1867	1868
Flour, brls	389,771	488,094	497,231	520,232
Wheat, bu	12,043,659	12,777,557	12,523,464	11,979,217
Maize, bu	270,754	789,080	693,684	617,215
Rye, bu	134,360	383,030	237,303	208,648
Oats, bu	657,492	1,817,230	1,156,319	994,772
Barley, bu	149,443	152,696	192,007	236,362

STOCKS OF FLOUR AND GRAIN IN STORE.

1st January, 1869.

	NEW YORK.	OSWEGO.	BUFFALO.	DETROIT.
Flour, brls	490,978	.....	20,000	34,670
Wheat, bu	3,376,267	938,261	440,000	18,891
Maize, bu	1,574,651	124,248	161,000	2,592
Peas, bu	65,808	.....	4,200	.....
Barley, bu	317,292	53,422	64,000	33,021
Rye, bu	365,867	21,800	148,000	.....
Oats, bu	2,296,647	17,909	160,000	9,610

	CHICAGO.	MILWAUKEE	ST. LOUIS.	MONTREAL.
Flour, brls	88,200	.....	53,700	64,456
Wheat, bu	1,100,467	622,761	74,465	136,09[illegible]
Maize, bu	358,158	5,660	28,128	50,000
Peas, bu	.....	.....	.....	100
Barley, bu	296,432	1,699	24,149	17,120
Rye, bu	148,353	16,657	2,250	.....
Oats, bu	446,536	65,056	42,822	75,290

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REPORT

ON THE

TRADE AND COMMERCE

OF

MONTREAL, IN 1868.

I.—FINANCIAL AFFAIRS.

SUMMARY OF BANK STATEMENTS AT CLOSE OF 1868.

THE condition of the Banks in Ontario and Quebec, on 31st December, 1868, is shown in the following table condensed from the statement published by the Auditor. The capital of the Shareholders, and casual capital derived from deposits and circulation, are given,—also the loans the Banks are sustaining upon the means at their disposal.

NAME OF BANK.	Paid up Capital.	Loans.	Circulation and Deposits.	Specie and Government Debentures.	Last Dividend in 1868 at rate of	Prices of Stocks at close of year.
Ont. and Quebec.	$ c.	$ c.	$ c.	$ c.		$ $
Montreal	6,000,000.00	13,362,436.65	16,372,584.21	5,089,101.59	10 ℔ cent.	137¾ @ 139
Quebec	1,478,350.00	2,875,577.88	2,151,096.09	575,768.62	7 "	No sales.
City	1,200,000.00	2,454,244.51	1,738,710.00	510,717.79	8 "	102 .. 102½
Gore	809,280.00	875,067.09	363,008.24	242,636.14	....	....
Brit. N. America.	4,866,666.00	5,737,274.00	4,619,232.00	1,607,976.00	7 "	No sales.
Du Peuple	1,600,000.00	2,032,984.24	657,400.37	328,047.64	8 "	107 .. 108
Niagara District.	305,224.88	634,163.04	467,314.79	127,997.00	....	....
Molson's	1,000,000.00	1,613,062.57	810,681.43	260,668.79	8 "	109½ .. 110
Toronto	800,000.00	3,044,807.37	2,818,193.17	641,198.31	8 "	122½ .. ....
Ontario	2,000,000.00	4,339,234.01	3,521,093.03	1,106,686.46	8 "	99 .. 100
East'n Townships	400,000.00	517,549.01	262,065.17	133,815.12	8 "	98½ .. 99
Nationale	1,000,000.00	1,288,936.36	597,850.31	234,018.68	8 "	No sales.
Jacques Cartier	994,310.00	1,703,781.68	953,080.55	225,966.76	8 "	106½ .. 107
Merchants'	3,365,923.51	6,009,999.42	4,387,910.12	1,093,772.09	8 "	112 .. 113½
Royal Canadian	1,140,183.34	3,078,675.75	3,253,999.29	1,292,254.14	8 "	88 .. 90
Union of L. C.	1,020 134.70	1,555,808.63	667,402.16	261,686.99	8 "	105 .. 106
Mechanics'	287,185.75	370,012.17	365.140.05	48,962.55	8 "	....
Canadian of Com.	984,261.00	2,718,796.56	3,036,250.17	1,062,309.95	8 "	No sales.

Monthly variations of Circulation, Deposits, &c., during 1868 were as follows :—

MONTH.	CAPITAL.	DISCOUNTS.	CIRCULATION.	DEPOSITS.	SPECIE.
	$ c.	$ c.	$ c.	$ c.	$ c.
January	30,612,706.03	51,175,582.48	8,718,928.00	28,721,188.73	9,770,572.83
February	30,750,000.53	51,995,950.66	8,603,283.00	29,584,434.29	8,944.413.71
March	28,244,520.53	47,539,298.22	8,225,958.50	29,217,472.99	8,112,864.37
April	28,358,764.09	47,067,882.34	7,607,754.00	29,060,489.10	7,461,839.33
May	28,462,299.97	46,700,008.91	7.294,409.00	29,719,894.53	8,237,162.66
June	28,529,048.48	46,143,025.14	7,209,700.00	30,168,535.73	8,101.367.65
July	28,720,715.33	46,101,449.95	6,956,496.00	30,491,608.56	9,130,497.52
August	28,881,717.01	47,042,141.65	7,356,801.00	31,158,892.90	8,460,906.46
September	28,940,609.69	49,291,528.06	9,360,957.00	32,976,861.07	8,737,457.18
October	29,027,706.78	50,666,999.80	10,490,502.00	34,206,761.89	8,750,043.47
November	29,190,955.82	51,188,552.03	9,986,770.50	36,548,896.91	10,455,913.49
December	29,251,519.18	50,703,726.64	9,438,243.00	37,452,488.15	11,317,645.09

Prices of Stock of the various Banks during each Month of the Year 1868.

Month.	Bank of Montreal.	Ontario Bank.	Bank of B. N. A.	City Bank.	La Banque du Peuple.	Royal Canadian Bank	Molson's Bank.	Bank of Toronto.
January..	125 @ 129	97 @ 98½	103 @104	99 @ 100	107½@ 108	91 @ 00	110 @110½	110½@111
February.	126 .. 130	97¼.. 98	103½.. ..	99½.. 101	108½..	91 .. 92½	111 ..112	none.
March....	129 .. 130	97½..100	none.	101½.. 103	107 .. 107½	88 .. 90	111½..112	110¼.. ..
April.....	129½.. 134	99½..100	none.	101 .. 102	105 .. 106	87 .. 88½	108 ..109	111 .. ..
May.....	133 .. 134	99½..100½	104 ..105½	101½.. 102	105 .. 105½	87½.. 89	108 ..108½	none.
June.....	129 .. 130	97 .. 99	none.	98½.. 99½	105 .. 105½	87 .. 88	108	113 .. ..
July.....	129¾.. 131	99 .. 99½	101½..103	99½.. 100½	105 .. 105½	80 .. 83	109	110 ..112½
August...	132 .. 134½	98 .. 98½	none.	101½.. 102	106 .. 107½	84 .. 85½	109 ..111	114 ..115
September	134 .. 135	98 .. 99	103¼.. ..	102 .. 102½	105 .. 105½	86 .. 91	112	none.
October ..	135 .. 136½	99½..102	104 ..104½	103 .. 104	105 .. 105½	91 .. 92	107½..108	none.
November.	138 .. 141½	102 ..103	none.	104½.. 105	105¼.. 106½	90 .. 91	109 ..110	119½.. ..
December.	137¾.. 139	99 ..100	none.	102 .. 102⅛	107 .. 108	88 .. 90	109½..110	122½.. ..

Month.	Canadian Bank of Commerce.	Banque Jacques Cartier.	Merchants' Bank.	Eastern Townships Bank.	Quebec Bank.	Banque National.	Union Bank of L. Canada.
January.....	100 @ 100½	105 .. 106	105 @ 110	96½@ 97½	none.	Not a single transaction in Montreal reported this year.	101 @ ..
February.....	100	105	107½.. 108	none.	98½.. 99		100½.. 101
March.....	100 .. 101½	105½.. 107	106 .. 108½	98 .. 99	98¾.. ..		100½.. ..
April.....	102½.. 103	107 .. 108	104¾.. 106	98½.. 99	100		101 .. 102
May.....	none.	108	104¼.. 105½	none.	none.		none.
June.....	none.	104 .. 105	107 .. 108	none.	none.		103½.. 104
July.....	102 .. 102½	104½.. ..	101½.. 105½	none.	none.		101½.. 102
August.....	none.	105½.. 107	105 .. 106	none.	none.		none.
September....	none.	none.	105 .. 105½	96 .. 97	98¼.. 98½		101¾.. 102½
October	103 .. 104	108 .. 108½	105½.. 107½	95½.. 96	none.		102½.. 103¼
November....	104 .. 106	109	107½.. 112	98 .. 98¼	101 ..101½		103 .. 104½
December	none.	106½.. 107	112 .. 113½	98½.. 99	none.		105 .. 106

FINANCIAL FEATURES OF THE YEAR 1868.

As shown in the following sections relating to the different departments of Trade, the business of 1868 has been far from satisfactory.

The financial movements of the year present no very marked feature. Banking transactions here have followed the usual routine; there was some stringency during the first two months of the year, but accommodation was given freely to all legitimate requirements, and disaster to less than an average extent has saddled the Banks with a proportionately smaller amount of losses. Depression in the Dry Goods and Grocery trades occasioned the absorption of a large amount of Bank capital, to enable holders to carry over stocks by renewals; but wherever such extensions were accorded, it was under a well ascertained certainty of inherent soundness,—the necessity for temporary support arising from over-importation for the time being. Where disaster has occurred it has been clearly the result of outside speculations in Mining, Gold, &c., which primarily cramped and eventually crushed the legitimate business of rash adventurers.

The Banking institutions of Canada are in good condition; and although, in making note of the leading features of the year, it is in order to allude to a public allegation that some of them employed a portion of their capital in making advances to speculators in the United States,—it is done for the purpose of taking occasion to show how very little such statements or rumors were justifiable, and this is done most satisfactorily by pointing to the high premium at which their stocks stand. It is furthermore worthy of remark that their "Rest" is abundantly ample to meet any legitimate loss that may be made in turning over a fabulous amount of money. In New Brunswick, the Commercial and the St. Stephen's Banks suspended during the year. The former had long been considered as in a crippled condition, and winds up unfavorably; the latter resumed payment after its doors had been closed for a few weeks. The Government-Bank (the Bank of Montreal,) has opened Agencies as such in the principal cities of the Maritime Provinces,—Halifax, N. S., and St. John, N. B.

Referring to the table on the preceding page, in which the prices of Bank-stocks are given, it need only be added here that the City of Montreal Corporation 7 per cent. Bonds are at the present writing [7th April,] quoted at 8 @ 10 prem.; while Dominion 6 per cent. Stock has secured investors at 106.

An average amount of private capital bas been used in the erection of dwellings, stores, &c., in Montreal during the past year,—estimated at $1,500,000; while quite a large sum of public money was spent on expropriations for widening streets.—Capitalists have also employed their surplus means for the development of Coal and Metallic Mines, the latter having been, to a great extent, most unsatisfactory.

A considerable amount of money was also added, during 1868, to the previously very large investments in the Ocean carrying-trade,—in making further additions to the well-established and magnificent Steamship Line; and then there was the amount invested in the iron ships of the Canada Shipping Company. All this capital, coming though it does mainly from the coffers of Montreal residents, was the surplus product of their enterprising industry, and in no way affects or curtails the capital available for ordinary commercial purposes.

A summary of the business done at the Bank Clearing House in Chicago for two years, was given in the Financial Statement for 1867,—the figures are here brought down to the close of 1868, as follows:—

	CLEARINGS.		BALANCES.	
	TOTAL.	Increase over former Years.	TOTAL.	Increase over former Years.
	$	$	$	$
1868..... ..	714,209,897.76	136,587,879.38	72,934,254.51	8,291,436.01
1867.....	577,622,018.38	127,911,583.15	64,642,818.50	5,834,235.31
1866.....	449,710,435.23	.....	58,808,583.19	.....

The total capital of the Banks in Chicago, which constitute the Clearing-House Association, is only $7,500,000,—a glance at the foregoing statement, therefore, can hardly fail to show how actively that comparatively small capital must be handled to accomplish such results. If any further argument were needed in favor of such institutions at the centres of commerce, the most potent one would be a close examination of the figures. It appears that in 1866, the balances were to the clearings as 13·07 per cent., only about 6½ per cent. of the amount cleared being needed to make the settlements; the ratio of balances to clearings in 1867, were as 11·19 per cent., while only 5½ per cent. of the clearings changed hands; and in 1868 the balances were to the total clearings as 10·21 per cent., while the actual cash used in settling up was a fraction over 5 per cent.

A table showing Wheat Averages, Price of Consols, &c., in Great Britain, will be found on page 59.

STERLING EXCHANGE.

The rates for Sterling Exchange, during 1868, have ruled higher than the average of the previous year, owing to deficient exportations of Cotton and Breadstuffs. The price obtained, *in cash*, for Bank 60-day drafts on London has even averaged over the new par of 9½ premium,—whilst on credit, or for proceeds of notes discounted, the average has been over 10 prem. [The quotations given in the table of rates in Montreal

on page 58, are for cash.] Private bills have also ruled high,—say within 1 @ ¼ per cent. of Bankers' drafts, according to the standing of the drawers. Commissariat 30-day drafts on Her Majesty's Treasury to a large amount have been purchased during the year, usually at about ⅛th per cent. over the Bank rate for 60-day bills.

Drafts in United States currency on New York and other cities have been sold at the equivalent of the daily Gold quotations in N. Y. City, allowing a fraction for collection and variation. Gold drafts have fluctuated from ⅜th discount to par. (A table showing the highest and lowest quotations for Gold daily in New York during 1868, is given on page 60.)

POST OFFICE SAVINGS BANK.

The following is copied from the official statement of the Post Office Savings Bank Account for the month of December, 1868, published in accordance with the Act 31 Vic., can. 10, sec. 72 :—

	$ c.	$ c.
In hands of the Receiver General, as per statement, Nov. 30		474,511.66
Amount received from Depositors during December,...$68,388.00		
Interest allowed on closed accounts 107.93		
	68,495.93	
Withdrawal cheques paid during December	20,132.72	
		48,363.21
In hands of the Receiver General, Dec. 31st		522,874.87
Bearing interest at 4 per cent.	295,430.79	
" " 5 "	223,200.00	
Bearing no interest, being the amount in the hands of the Receiver General, to meet outstanding cheques	4,244.08	
		522,874.87

CIRCULATION.

The following is a copy of the Official Statement of Provincial Notes in circulation, on Wednesday, 6th January, 1869, and of the Specie held against them at Montreal, Toronto and Halifax :—

	$ c.	$ c.
Provincial Notes in circulation :—		
Payable in Montreal	3,008,957.00	
Payable in Toronto*	1,012,043.00	
Payable in Halifax†	297,000.00	
		4,318,000.00
Specie held		
At Montreal	450,000.00	
At Toronto	450,000.00	
At Halifax	59,400.00	
		959,400.00
Debentures held by the Receiver General under the Provincial Note Act		$3,000,000.00

* Including $188,000.00 marked St. John,

† The Nova Scotia dollar not being equal in value to that of the other Provinces, the Notes issued at Halifax, are worth their face value in Nova Scotia only. They are stamped "Payable at Halifax," and are numbered in black ink. None but $5.00 notes are yet in circulation.

The notes in circulation, belonging to the various Chartered Banks, at the beginning of 1868, amounted to $9,675,564,—showing the entire circulation in Ontario and Quebec to have then been $13,508,564. But this amount, though very considerable, does not, it is supposed, contribute to settle for more than about 25 per cent. of the trade of the country,—the great bulk of the every-day hand-to-hand business, and no small portion of the wholesale trade, being paid for in silver coin, of which so large an amount has come from the United States. It is conjectured that the rapid *circulation* of silver currency (without hazarding an opinion about the actual quantity in the country,) affords facilities for transacting treble or quadruple the amount of business represented by the Bank-notes.

An effort for the expulsion of depreciated silver-coin has been attempted; but it is not apparent that the withdrawal of that kind of currency is productive of so much advantage as is generally supposed. Wholesale prices are now based upon silver payments as well as on settlement in bankable funds,—while retail rates may be said to rest entirely upon silver payments; and it seems, at present, to be an established rule that labor is to be paid for in silver,—it being considered by many as an easier circulating medium than a fractional paper-currency, on account of the latter being so liable to loss and destruction. Little or no disturbance is, however, apprehended to existing conditions from the exportation movement;* for the withdrawal of coin by the promoters of the scheme has been so gradual that the difference in the rate of discount was not felt by those who received and almost immediately, or soon after, disbursed the silver. But there is a most material consideration which should not be overlooked, namely, that a considerable re-importation of this depreciated coin is not only not impossible, but may take place unexpectedly soon; for it is said by some legal authorities, that the Customs duty (15 per cent.) lately imposed upon silver-coin imported from the United States, is inoperative and void, because Great Britain and her dependencies are under treaty obligations to place the receipt of U. S. silver coin upon the same footing as the coinage of other nations.

OFFICIAL RETURNS BY CHARTERED BANKS.

The following remark was made in the Report for 1867:—

> It has not entirely escaped notice, that, according to the monthly returns published by the Government Auditor,—which, of course, are merely summaries of the statements furnished by the several Banking institutions—nothing concerning the Bank of Upper Canada or the Commercial Bank, up almost to the moment of suspension, betokened an imminent collapse. To make the Auditor's periodical statement really valuable as a financial barometer, several additional columns are necessary, including one for "notes overdue;" in fact, an entire remodelling of the monthly return is urgently required.

The Finance Minister submitted resolutions to the House of Commons on 14th May,—the purpose being gradually to withdraw the notes issued by Banks, and to substitute Government notes. If this proposal be concurred in by Parliament, it is thought that some of the existing Banks will not care to ask for a continuation of their charters. The necessity for giving such information periodically as would enable the public to judge concerning the soundness or otherwise of the institutions chartered by the Government for banking purposes, would not be lessened in the least. The returns at present made are radically defective. A plan for a tabular statement such as appears to be necessary is given on page 61, which the reader is requested to examine. It may be considered as too inquisitorial; but any suggestion less minute would hardly meet the public requirements. A column might be added, to show the par value of stock held by Directors,—and another stating monthly expenses of management, say salaries, rents, &c.

* Notices in the newspapers to-day [8th April] indicate the failure of the effort.

Sterling Exchange in Montreal and New York City during 1868; *also Premium on Gold, Rate of Interest, &c.*

DATE OF QUOTATIONS.	MONTREAL.		NEW YORK.		
	Sixty Days' Bank Sterling.	Bank Dis'nt. on New York Drafts.	Sixty Days' Bank Sterling.	Premium on Gold.	Interest on First Class Endors'd Bills. for 2 Months.
					₱ cent.
January. 3	110⅜ @ 110½	74½ @ 75	110 @ 110⅛	133⅝ @ 134	6 @ 7
....10	110⅜ .. 110½	72½ .. 75	110 .. 110¼	137⅛	5 .. 6
....17	110 .. 110¼	70½ .. 73¼	109½ .. 109⅝	138¼ .. 139	5 .. 6
....24	110 .. 110¼	71¼ .. 72¼	109⅝ .. 109¾	140 .. 140⅛	6 .. 7
....31	110 .. 110¼	70¾ .. 71¾	109¼ .. 110	140⅛ .. 140⅝	6 .. 7
February 7	110 .. 110⅜	70 .. 71¾	1 9¾ .. 109⅞	141⅞ .. 142½	6 .. 6½
....14	109⅞ .. 110⅛	69½ .. 71	109¾ .. 109⅞	139¼ .. 140⅜	6 .. 6½
....21	109¼ .. 110⅛	70½ .. 71¾	109⅞ .. 110	140½ .. 141¼	6 .. 6½
....28	109¾ .. 110⅛	69¼ .. 71¾	109¼ .. 109⅞	141¼ .. 141½	6 .. 6½
March .. 6	109⅞	70¼ .. 71¼	109½ .. 109⅝	141⅛ .. 141¼	6 .. 7
....13	109⅝ .. 109¾	70½ .. 72	109⅓ .. 109½	139⅛ .. 140	7 .. 8
....20	109⅝ .. 109¾	71¼ .. 72½	109⅝ .. 109¾	138¼ .. 138¾	7 .. 8
....27	109½ .. 109⅝	71½ .. 72¾	109⅜ .. 109⅝	138⅛ .. 138⅝	.. .. ..
April... 3	109¼	71¾ .. 72¾	109⅝ .. 109¼	137¾ .. 138	.. .. ..
.... 9	109¼ .. 109½	71¾ .. 72¾	109⅓ .. 109⅞	138⅜ .. 138¾	8 .. 10
....17	109⅝ .. 109¾	71¾ .. 72¾	109⅞ .. 110⅛	138¼ .. 138⅝	7½ .. 9
....24	109⅞ .. 110⅛	71 .. 72¾	110 .. 110⅛	139 .. 140	7½ .. 9
May.... 1	110 .. 110¼	71¼ .. 72¼	110 .. 110⅛	139¼ .. 139⅝	7 .. 9
.... 8	110 .. 110⅛	71¼ .. 72¼	110⅛ .. 110¼	139½ .. 139⅞	6½ .. 7
....15	110 .. 110⅛	71 .. 72	110 .. 110⅛	139⅝ .. 139⅞	6½ ... 7
....22	109⅞ .. 110	71 .. 72	109⅞ .. 110⅛	139⅜ .. 140	6 .. 6½
....29	110 .. 110⅛	71 .. 72	110⅛ .. 110¼	139¼ .. 139¾	5½ .. 6
June ... 5	110 .. 110¼	71 .. 72	110⅝ .. 110¾	139¾ .. 140	5 .. 6
....12	110⅛ .. 110¼	71¼ .. 71½	110 .. 110⅛	139⅞ .. 140⅛	5 .. 6
....19	110 .. 110¼	70½ .. 71¾	110 .. 110⅛	140¼ .. 140⅞	4½ .. 5
....26	110 .. 110⅛	71¾ .. 70¾	110 .. 110⅛	140 .. 140¼	5 .. 6
July.... 3	110⅛ .. 110¼	71¼ .. 71	110¼ .. 110⅜	140¼	6 .. ..
....10	110⅛ .. 110¼	71¾ .. 70¾	110¼ .. 110⅜	140⅝ .. 140⅞	6 .. ..
....17	110⅛ .. 110¼	71½ .. 69½	110 .. 110⅛	142⅝ .. 143¼	6 .. ..
....24	110⅛ .. 110¼	70½ .. 69¾	110¼	143¼ .. 143½	6 .. ..
....31	110⅛ .. 110¼	69¾ .. 68¾	110⅛ .. 110¼	144⅝ .. 145¼	6 .. ..
August.. 7	110⅛ .. 110⅜	66¾ .. 69	110 .. 110¼	147¼ .. 148½	6 .. ..
....14	109¾ .. 110	67¾ .. 68¾	109⅜ .. 109½	146⅞ .. 148	6 .. ..
....21	109½	67¼ .. 69½	109¼ .. 109⅜	143⅞ .. 144¾	6 .. ..
....28	109⅜ .. 109½	68¼ .. 69¾	109	144¼ .. 145⅛	6 .. ..
Septr.... 4	108¾ .. 109	68½ .. 69½	109¼ .. 109⅜	143⅜ .. 144⅛	6 .. ..
....11	109 .. 109¼	68¾ .. 69¾	109⅛ .. 109¼	143⅞ .. 144⅛	6 .. ..
....18	108⅞ .. 109	69 .. 69¾	108⅞ .. 109	144⅛ .. 144¾	6 .. ..
....25	108½ .. 108¾	68½ .. 70¾	108⅝ .. 108⅞	141⅝ .. 142½	6 .. ..
October. 2	108½ .. 108⅝	70 .. 72	108⅝ .. 108⅞	139¼ .. 140⅛	6 .. ..
.... 9	108¾ .. 108⅞	71 .. 72¼	109⅛ .. 109¼	138⅞ .. 139¾	6 .. ..
....16	109¼ .. 109½	71½ .. 73½	109⅜ .. 109½	137¼ .. 137¾	6½ .. ..
....23	109¼ .. 109½	72¼ .. 74	109⅝ .. 109¾	135 .. 136	6½ .. ..
....30	109 7-16 .. 109 9-16	73½ .. 75	109¾ .. 109⅞	134 .. 134½	7 .. ..
Novr.... 6	109⅜ .. 109½	74½ .. 76	109 .. 109½	132 .. 132¼	irregular.
....13	109⅛ .. 109¼	73¾ .. 75¾	109¼ .. 109½	133⅜ .. 133¼	.. .. ..
....20	109 .. 109¼	73 .. 75¼	109⅜ .. 109½	134¼ .. 134⅞	8 .. 10
....27	109⅛ .. 109⅜	73½ .. 75	109½ .. 109⅝	135 .. 135⅞	7 .. 8
Decr.... 4	109⅛ .. 109¼	73½ .. 74¼	109 .. 109¼	135¼ .. 135⅝	6 .. 7
....11	109¼ .. 109⅜	72¾ .. 74¼	109½ .. 109⅝	135⅝ .. 136¼	5 .. 7
....18	109⅜ .. 109⅝	73¼ .. 74¼	109⅜ .. 109½	134⅝ .. 135¼	7 .. ..
....24	109⅜	73½ .. 74½	109½ .. 109⅝	134⅝ .. 135⅛	7 .. ..
...31	109⅝	73½ .. 74½	109¼ . 109⅜	134⅜ .. 135	7 .. ..

WHEAT AVERAGES IN GREAT BRITAIN, CONSOLS, &c.

Weekly Sterling Prices of Wheat, Consols, and Rate of Discount, during past Two Years.

WEEK ENDING.	1868			1867		
	Average Prices of WHEAT.	Price of Consols for MONEY.	Bank of England DISC'T.	Average Prices of WHEAT.	Price of Consols for MONEY.	Bank of England DISC'T.
	s. d.		℔ ct.	s. d.		℔ ct.
January..... 4	67 10		2	60 0	90⅝ @ ..	3½
.....11	67 10	92¼ @ ..	2	60 2	91⅛	..
.....18	69 6	93	..	61 0	90⅝ .. 90¾	..
.....25	71 6	93	..	66 3	90⅝ .. 90¾	..
February.... 1	72 4	93½ .. 93⅝	..	62 2	90⅝ .. 90¾	..
..... 8	72 6	93⅜ .. 93½	..	62 6	90¾ .. 90⅞	3
.....15	73 4	93½ .. 93¼	..	61 4	90⅞ .. 91	..
.....22	73 0	93⅜ .. 93¼	..	59 10	90¾ .. 90⅞	..
.....29	72 11	92⅞ .. 93	..	59 11	91 .. 91⅛	..
March..... 7	72 4	93 .. 93⅛	..	59 8	90⅝ .. 90¾	..
.....14	73 8	93	..	59 3	91 .. 91⅛	..
.....21	73 1	93 .. 93⅛	..	59 4	91 .. 91⅛	..
.....28	72 5	93 .. 93⅛	..	59 9	91⅛ .. 91¼	..
April..... 4	72 10	92⅞ .. 93	..	60 11	90⅞ .. 91	..
.....11	72 6	93¼ .. 93⅜	..	61 2	90½ .. 90⅝	..
.....18	73 2	93¼ : 93⅜	..	60 9	90½ .. 90⅞	..
.....25	73 8	93½ .. 93⅝	..	61 4	90⅞ .. 91	..
May..... 2	73 11	94	..	62 11	91 .. 91⅛	..
..... 9	74 2	94	..	63 10	92 .. 92⅛	..
.....16	74 7	94⅜ .. 94½	..	64 9	92¼ .. 92⅜	..
.....23	74 3	94⅛ .. 94⅞	..	64 11	93⅛ .. 93¼	..
.....30	73 10	95¾ .. 95⅞	..	63 3	95⅜ .. 95⅝	2½
June 6	72 3	94⅞ .. 95	..	65 5	94 .. 94¼	..
.....13	70 8	95 .. 95⅛	..	65 4	94⅜ .. 94½	..
.....20	67 6	94⅞ .. 95	..	65 9	94⅛ .. 94¼	..
.....27	66 1	94⅝ .. 94¾	..	65 8	94⅜ .. 94½	..
July..... 4	67 5	95⅛ .. 95¼	..	64 10	94⅜	..
.....11	67 7	94½ .. 94⅝	..	64 11	94¾ .. 94⅞	..
.....18	66 7	94⅜ .. 94½	..	64 7	94⅜ .. 94½	..
.....25	65 0	94⅝ .. 94¾	..	65 1	93⅞ .. 94	2
August 1	62 9	94⅜ .. 94½	..	65 8	94 .. 94⅛	..
..... 8	61 1	93¾ .. 93⅞	..	67 5	94⅛ .. 94⅜	..
.....15	57 11	94 .. 94⅛	..	68 2	94⅜ .. 94¾	..
..... 22	55 0	93¾	..	68 4	94⅜ .. 94¾	..
.....29	57 1	93⅞ .. 94	..	68 2	94½ .. 94⅝	..
September .. 5	56 11	94 .. 94⅛	..	67 7	94⅜ .. 94½	..
.....12	55 3	93⅞ .. 94	..	62 5	94⅜ .. 94¾	..
.....19	55 5	94 .. 94⅛	..	61 3	94⅜ .. 94⅞	..
.....26	54 4	94¼ .. 94⅜	..	62 11	94⅜ .. 94½	..
October..... 3	53 7	94⅜ .. 94½	..	64 1	94¼ .. 94⅜	..
.....10	54 4	94¼ .. 94⅜	..	63 5	94¼	..
.....17	54 3	94⅝ .. 94¾	..	64 10	93⅝ .. 94¾	..
.....24	53 8	94⅜ .. 94½	..	67 6	94¼ .. 94⅜	..
.....31	53 4	94⅜ .. 94½	..	70 5	91½ .. 91⅝	..
November .. 7	52 11	94⅜ .. 94¼	..	69 11	94¼ .. 94⅜	..
.....14	52 3	94¼ .. 94⅜	..	70 1	94½ .. 94⅝	..
.....21	52 0	94 .. 94⅛	2½	70 1	94½ .. 94⅝	..
.....28	51 6	94 .. 94⅛	..	68 11	94¾ .. 94⅞	..
December... 5	51 0	92½ .. 92⅝	3	68 5	92⅞ .. 93	..
.....12	50 1	92¼ .. 92⅜	..	68 1	92⅞ .. 93	..
.....19	49 8	92⅛ .. 92¼	..	67 3	92½ .. 92⅝	..
.....26	49 5	92¼ .. 92⅜	..	66 9	92¼ .. 92⅜	..

DAILY PRICES OF GOLD, AT NEW YORK, FOR THE YEAR 1868.

Day of Month.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER	OCTOBER.	NOVEMBER.	DECEMBER.
1.....	*Holiday.*	140½..140⅞	S.	138¾..138¾	139⅜..139⅜	139¾..139⅞	140⅜..140⅜	144⅜..145⅜	144½..145	139½..140⅛	S.	135 ..135¼
2.....	133½..133⅝	S.	140⅞..141¼	137⅝..138⅛	S.	139⅝..140⅛	140¼..140½	S.	144¾..145⅛	139¼..140⅛	133 ..133⅝	134⅛..135¼
3.....	133⅜..134	140⅛..141⅛	140⅜..141¼	137⅜..138	139½..140¼	140 ..140⅛	140¼..140¼	145 ..145⅝	143⅞..144⅛	139⅜..140½	133¼..133⅜	134⅛..135¼
4.....	133⅞..134½	141⅛..141⅜	140⅜..141½	138..138½	S.	139¾..140	*Holiday.*	145⅛..146⅜	S.	S.	133 ..133⅜	135..135⅞
5.....	S.	140⅝..141½	141 ..141¼	S.	139½..139⅝	139¾..140	S.	147 ..148⅜	143⅜..144¼	139⅞..140⅜	132⅜..132⅝	135⅜..126¾
6.....	134⅝..135½	141½..142	141⅛..141¼	137⅜..138¼	139¼..139⅜	139½..139⅞	140½..141	148¼..150	S.	139⅜..140½	132 ..132¼	S.
7.....	135½..137½	141⅞..142½	140⅝..141⅛	137¼..138⅜	139½..139⅝	S.	140⅜..141	147¾..148½	144⅜..145	139⅝..140¼	132⅜..134½	135⅜..136½
8.....	136½..137⅜	142 ..142½	S.	138⅛..138⅜	139¼..139⅝	139½..139⅞	140⅜..141	147 ..147⅞	144½..144½	138⅞..139⅛	S.	135½..136⅜
9.....	135⅜..136½	S.	139⅜..140⅞	138⅜..138½	139⅜..140¼	S.	140⅝..140⅝	S.	144⅛..144½	138..139½	134¼..134⅜	135⅜..135⅞
10.....	137⅛..137⅜	142⅜..143⅜	139½..140⅜	*G.Friday*	S.	139¾..140⅛	140⅝..140⅝	146⅛..147⅜	144⅛..144⅜	138½..138⅞	134⅛..135⅞	135⅜..136½
11.....	137⅜..138½	141⅜..142⅜	139¼..139½	138⅛..138⅝	139¾..140¼	139⅝..140	140 ..141¼	145⅜..146⅜	143⅞..144¼	S.	133¾..134⅝	135⅝..136½
12.....	S.	141¼..141⅜	139¼..140¼	S.	S.	139⅝..140⅞	S.	146⅛..146⅞	144 ..144¾	137¼..138¼	132⅜..134⅝	135¼..135⅞
13.....	138½..140⅛	140⅜..141¾	139⅛..140	138⅛..139	139¼..139⅝	139⅝..140	140½..141	S.	S.	137½..138	132⅜..133¾	S.
14.....	140⅞..142⅛	139¼..140⅜	138⅝..139⅜	138⅝..138⅞	139⅜..139⅝	S.	140⅜..141	146⅜..146⅞	144⅜..144⅞	136⅜..137⅜	134¼..135	135½..135½
15.....	138½..140⅜	140⅜..141⅛	S.	138⅛..138⅞	139⅜..140¼	139¾..140	140⅝..140⅝	147⅛..147⅝	S.	S.	S.	135¼..135½
16.....	139⅛..140½	S.	138½..139⅞	138..138⅜	139¼..139⅞	139⅝..140	S.	146⅞..147⅛	144⅜..144⅞	137½..138⅛	135½..137	135 ..135⅜
17.....	138½..139	140⅞..141⅜	139 ..139⅝	138¼..138⅝	139⅝..139⅞	139½..140⅛	140 ..140½	S.	144⅜..144⅞	137¼..137⅜	134¼..136⅝	134½..135⅛
18.....	138¾..138¾	140⅜..141¼	138½..138⅝	138½..138⅝	139⅞..139⅞	139⅝..140	140¼..140¼	146⅜..146⅞	144⅜..144⅞	136½..137½	133⅛..135¼	134⅜..135¼
19.....	S.	140¼..140⅝	138¼..138⅜	S.	S.	S.	S.	S.	S.	S.	134½..135	135 ..135¾
20.....	138½..139¾	140 ..140½	138¼..138⅜	138⅝..139	139⅛..139⅜	140 ..140½	141⅛..145¼	146⅛..148	144⅛..144⅜	136⅜..137½	134⅞..135	S.
21.....	138¾..139½	140½..141¾	138⅝..139⅜	138¼..139½	139⅜..139⅝	140¼..140⅝	143½..144⅞	S.	S.	S.	134⅞..134⅞	134⅛..135
22.....	139 ..139¾	*Holiday.*	S.	139⅜..140⅜	139¾..139⅝	S.	143⅞..144¼	148..148⅞	144⅜..144⅞	136⅜..137⅜	S.	135 ..135¾
23.....	139⅜..140½	S.	138⅜..139	139⅜..140⅜	139½..140	140⅜..140⅜	144⅛..144⅞	S.	S.	136½..136⅞	134⅜..135	S.
24.....	140 ..140⅞	142½..144	137⅝..138⅜	139 ..140	139⅜..139⅞	140 ..140½	S.	144⅜..145⅞	144⅜..144⅞	136⅜..136⅞	S.	134⅜..135
25.....	139½..140⅜	141⅜..142½	138⅜..138⅞	138½..139	S.	140½..140⅝	144⅛..145	144½..146	144⅜..144⅞	135½..135⅞	134⅜..135	135 ..135⅛
26.....	S.	141⅛..141⅜	138½..138⅞	S.	139⅞..140	140⅝..140⅝	144⅜..145	144⅞..145	144⅜..144⅞	S.	134⅜..135⅛	S.
27.....	140⅜..141½	140⅜..141½	138⅜..138⅝	138½..139½	139⅜..140⅛	140 ..140	S.	144⅜..145¼	144⅜..144⅞	135..136	134½..134⅞	134⅜..135
28.....	140⅝..141⅞	141½ 141⅝	138⅜..138⅝	139 ..139½	139⅜..140⅛	140 ..140	143⅞..144⅛	144⅜..145	144⅜..144⅞	134⅜..135⅛	134½..135	134⅜..135⅛
29.....	140½..141¼	141½ 141⅝	S.	139 ..139½	139⅜..139⅞	S.	143½..144⅛	144 ..144½	S.	S.	134½..135	*Christm's*
30.....	140½ 141	.....	138 ..139⅞	139⅛..139½	139½..139⅝	140 ..140½	144 ..144½	144⅜..145½	144⅜..144⅞	133¾..134⅜	*Thanks'g*	134⅜..135
31.....	140⅜..140⅜	.....	138⅜..138½	.....	139½..139¾	140⅜..140⅜	144⅜..145¼	S.	.....	133¾..134	135 ..135⅞	S.
M'nthly Range.	133½..142½	139¾..144	137⅝..141¼	137¾..140⅜	S. 139⅛..140½	..... 139⅜..141¼	S. 140⅛..145½	144..145 143½..150	144⅜..145 141⅛..145½	..... 133⅜..140½	134⅜..135 132 ..137	134⅜..135 134⅜..136¾

STATEMENT SHOWING THE RANGE OF PRICES MONTHLY AND YEARLY.

	1863.	1864.	1865.	1866.	1867.	1868.
Jan....	153⅜..160¾	151½..159⅜	197½..234⅜	136¾..144¾	132⅛..137⅜	132½..142½
Feb....	152½..172½	157½..161	196⅜..216¾	145¾..149⅜	125⅛..140⅜	139⅜..144
March..	139 ..171⅜	159 ..169¾	148½..201	124⅜..136½	132⅜..140⅜	137½..141¼
April ..	145½..157⅝	166¼..184⅜	143½..154½	125 ..129½	132⅜..141⅜	137¼..140⅜
May ...	143½..154⅜	168 ..190	128¼..145¼	125⅜..141⅜	135 ..138⅜	139⅜..140½
June...	140½..148⅜	193 ..250	135¼..147⅜	137½..167½	132⅜..128⅜	139⅜..141¼
July...	123½..145	222 ..285	138⅜..146⅜	147 ..155½	138 ..140⅜	140⅜..145¼

	1863.	1864.	1865.	1866.	1867.	1868.
Aug....	122⅛..126¾	231½..261¾	140½..145½	146½..152⅛	139⅝..142⅛	143½..150
Sept...	126⅛..142⅜	191 ..254½	142⅜..145	143½..147⅜	141 ..146⅜	141½..145⅛
Oct	140⅜..156¾	189 ..227¼	144¼..149	145½..154⅜	140½..146½	123⅜..140½
Nov....	143 ..154	210 ..260	145½..148¾	137½..148⅜	137⅞..141½	132 ..137
Dec....	148½..152⅜	212¾..241	144½..148½	131½..141⅜	132½..137⅝	134⅜..136¾
Year.	122⅛..172½	151½..285	128½..234⅜	124½..167¾	132⅛..146⅜	132 ..150

SUGGESTED FORM OF OFFICIAL RETURNS TO BE MADE TO GOVERNMENT BY CHARTERED BANKS.

June...	140¼	148⅝	193	250	135⅞	147⅝	137½	167¼	132⅜	128¾	139⅜	141¼	Dec....	148½	152¼	212¾	241	144½	148½	131¼	141¾	132½	137⅞	134⅜	1·6¾
July...	123¼	145	222	285	138⅜	146⅞	147	155½	138	140⅜	140⅛	145¼	Year.	122½	172½	151½	285	128½	234⅜	124⅞	167¾	132⅛	146⅜	132	150

SUGGESTED FORM OF OFFICIAL RETURNS TO BE MADE TO GOVERNMENT BY CHARTERED BANKS.

LIABILITIES.

NAME OF BANK.	LIABILITIES TO THE PUBLIC.								Cash Capital.	The Rest.	Dividends Not Paid.
	Promissory Notes in Circulation.	Balances.			Deposits.			Total Liabilities to the Public.			
		Due to other Banks.	Less due by other Banks.	Balances due.	Bearing Interest.	Not Bearing Interest.	Total Deposits.				

Profit and Loss.	Reserved.				Total Liabilities.
	For Interest.	For Exchange.	Irrecoverable and Doubtful Debts.	Total Reserved.	

ASSETS.

NAME OF BANK.	Gold & Silver Coin and Provincial Notes on Hand.			Balances.			Government Securities.	Notes and Bills Discounted and			
	Gold and Silver.	Provincial Notes.	Total.	Due by other Banks.	Less Due to other Banks.	Balances Due Banks.		Notes Discounted Current.	Less Allowed for Loss.	Balance.	Notes Discounted Over Due.

Other Debts not Otherwise Included.				Property—Present Value.					Total Assets.
Less Allowed for Loss.	Balance.	Other Debts for which Security is held.	Total.	Real Estate.	Bank Premises, Head Office. Branches & Agencies.	Mortgages.	Bill Stamps.	Total.	

II.—THE PRODUCE TRADE.

THE aggregates of the receipts and shipments of Flour and Grain are stated in the following summary, as in former Reports;—particulars of receipts for several years prior to 1868, will be found on page 50. Besides the information given in the present section, many important particulars connected with the Grain Trade of Great Britain, the United States, and the Dominion of Canada, will be found in the Preliminary Report on pages 37 to 51 inclusive,—especially that portion of it, which shows comparative prices in Halifax, N.S., St. John, N.B., Montreal, Toronto, Hamilton, and Oswego. The reader is also referred to the section entitled UNCLASSED RETURNS, where tables will be found showing the various ports in the United Kingdom to which Flour and Grain were shipped during the season of navigation last year,—the quantities exported via the River St. Lawrence during a series of years,—quantities received weekly via the Lachine Canal,—also, a monthly statement of receipts and shipments via the Grand Trunk Railway, &c.

RECEIPTS.	Bushels.	SHIPMENTS.	Bushels.
Flour, 790,311 barrels; equal to ..	3,951,555	Flour, 683,612 barrels; equal to...	3,418.060
Meal, 11,570 " " ...	115,700	Meal, 26,498 " " ...	264,980
Wheat	2.426,879	Wheat	1,062,884
Maize	1,086,204	Maize	782,497
Peas	520,401	Peas	663,545
Barley	268,386	Barley	451,366
Oats	331,842	Oats	903,024
Rye	2,797	Rye	6
Total in 1868	8,703,764	Total in 1868	7,546,362
Total in 1867	10,796,576	Total in 1867	9,752,425
Total in 1866	10,360,001	Total in 1866	10,2:0,150
Total in 1865	8,541,582	Total in 1865	9,725,742
Total in 1864	9,675,058	Total in 1864	11,129,544

STORAGE CAPACITY IN MONTREAL, IN 1868.

	WHEAT. Bush.	FLOUR. Brls.		WHEAT. Bush.	FLOUR. Brls.
Ira Gould & Sons	250,000	20,000	Janes & Oliver	....	20,000
Grant, Hall & Co	200,000	15,000	John Campbell	....	10,000
J. McDougall	200,000	17,500	James Holiday	....	15,000
James Inglis	200,000	100,000	Glassford, Jones & Co.	....	2,000
James Hervey	....	40,000	J. Parkyn, Cote St. Paul	75,000	4,000
Do.	100,000	3,000	Wm. Wilson	....	20,000
E. Pennie	40,000	15,000	D. Torrance & Co	....	10,000
R. T. Routh	....	14,000	Robert Mitchell	....	8,500
J. H. Henderson	....	25,000	Grain Drier	60,000	....
T. M. Bryson	....	10,000	Other Stores	....	40,000
Dow's Grain Store	200,000	....	Floating Storage	100,000	....
Canal Sheds	....	34,000			
A. W. Ogilvie & Co	275,000	10,000	TOTALS	1,730,000	435,000
Brodie & Co	30,000	2,000			

FLOUR.

WEEK ENDING.		Receipts of Flour in 1868.		Shipments of Flour in 1868.				
		Via G. T. Railway.	Via Lachine Canal.	Via Portland.	Via St. Lawrence.	Via Quebec Ste'rs.	Via M. & C. R'y.	Via Coaticook.
		Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
January	8	7,287	....	2,400	....	....	2,150	1,050
	15	7,499	....	2,400	....	....	900	600
	22	7,950	....	2,500	....	...	1,030	1,000
	29	4,955	....	600	....	....	516	500
February	5	6,418	....	1,100	....	....	845	1,500
	12	6,900	....	500	....	....	606	800
	19	4,200	....	500	....	....	783	2,900
	26	5,260	....	....	....	....	634	200
March	4	2,100	....	....	....	....	598	....
	11	3,400	....	....	....	....	517	656
	18	7,399	....	....	....	....	850	....
	25	9,038	....	....	....	....	1,199	525
April	1	10,245	....	....	....	....	1,112	....
	8	7,797	....	....	....	....	1,284	700
	15	15,113	....	....	....	....	2,700	200
	22	13,903	....	....	....	....	1,210	500
	29	16,496	700	....	8,316	22,184	850	700
May	6	10,400	21,483	500	3,271	28,584	912	300
	13	9,651	22,215	....	6,435	1,705	510	10
	20	7,601	13,217	....	6,546	417	900	400
	27	6,300	13,073	....	17,438	5,048	1,079	....
June	3	6,505	10,297	....	7,343	6,307	1,165	100
	10	5,500	8,199	....	15,983	5,955	1,290	400
	17	10,550	5,965	....	14,537	3,815	820	1,000
	24	7,294	6,236	....	6,077	2,450	773	600
July	1	4,913	7,581	....	6,570	4,720	920	400
	8	8,149	5,891	....	2,071	2,498	1,380	....
	15	10,238	4,894	....	3,488	1,246	1,422	....
	22	6,794	4,935	....	3,458	4,004	875	....
	29	8,051	4,302	....	429	9,017	1,143	501
August	5	5,868	3,830	....	2,765	8,145	1,141	....
	12	5,994	3,146	....	2,516	2,335	830	....
	19	4,682	7,122	....	1,121	1,394	852	....
	26	4,505	4,718	....	6,124	2,298	1,081	....
Septr.	2	5,000	6,786	....	1,216	3,486	990	....
	9	5,218	6,696	....	4,854	4,286	471	....
	16	5,452	10,441	....	11,149	1,245	428	....
	23	7,162	13,842	....	16,214	6,513	900	....
	30	11,640	13,276	....	15,866	6,340	1,501	....
October	7	8,089	16,883	....	3,346	5,363	680	....
	14	11,234	22,483	....	7,475	5,725	738	....
	21	10,300	10,674	....	14,157	8,117	760	....
	28	7,801	16,044	....	16,290	1,771	980	816
Novr.	4	13,325	12,081	....	10,463	8,759	670	....
	11	14,148	14,028	....	11,314	9,221	496	....
	18	19,149	24,090	....	10,724	11,127	838	....
	25	19,154	15,578	....	8,672	....	635	1,252
Decr.	2	13,083	7,688	....	3,356	....	850	....
	9	10,587	....	901	....	....	557	....
	16	7,806	....	300	....	....	625	....
	23	11,400	....	....	....	....	1,267	....
	30	12,465	....	....	....	....	514	3,551
Totals...		449,420	338,394	11,701	249,584	184,075	48,977	21,161

The arrivals of Flour by Grand Trunk Railway, (the figures for each week being approximates,) show an increase in 1868 of 8,879 brls., or a fraction over 2 per cent., as compared with 1867; the increase in 1867 over 1866, was 128,436 brls., or 41 per cent.,—there having been a decrease in 1866 as compared with 1865 of 28,481 brls., or 8⅓ per cent. The receipts by Lachine Canal during 1868 show an increase of 25,458 brls., or 8¼ per cent, over arrivals in 1867; there was a decrease of 79,191 brls., or 20¼ per cent., in 1867 as compared with 1866,—there being also a decrease in 1866 as compared with 1865, of 49,213 brls., or 11⅓ per cent. Adding some comparatively small quantities by other channels to the foregoing figures, the arrivals of Flour in Montreal during the past eight years were as follows:—

1868.....790,311 brls.	1865..... 782,216 brls.	1862.....1,174,602 brls.
1867.....738,518 "	1864..... 858,795 "	1861.....1,095,339 "
1866.....704,376 "	1863.....1,193,286 "	

The quantities of Flour manufactured in the City of Montreal during the past six years were:—

1868.....372,246 brls.	1866.....260,151 brls.	1864.....335,827 brls.
1867.....285,857 "	1865.....425,133 "	1863.....294,141 "

The shipments of Flour from Montreal in Ocean-steamers via Portland during four years were,—in 1868, 11,701 brls.,—1867, 11,805 brls.,—1866, 28,066 brls.—1865, 26,913 brls. The shipments in sea-going vessels via River St. Lawrence in 1868, show an increase of 51,720 brls., or 26⅛ per cent, as compared with 1867; the increase in 1867 as compared with 1866, was 57,848 brls., or 41¼ per cent.,—there being a decrease in 1866 as compared with 1865, of 39,677 brls., or 22 per cent. The entire exportation of Flour, in all directions, may be thus summarized:—

By Grand Trunk Railway,—including quantities particularized via Portland, Coaticook, and Montreal and Champlain R. R.	172,841 brls.
By Sea-going vessels	249,584 "
By Richelieu Co.'s Steamers, Market Boats, Canal, &c	261,187 "
Total for 1868	683,612 brls.
Total for 1867	569,021 "
Total for 1866	575,198 "

Flour Inspected in Montreal during past Two Years.

	1868	1867		1868	1867
Superior Extra..	.... brls.	105 brls	Middlings	9,824 brls.	5,144 brls.
Extra Superfine.	18,448 "	8,555 "	Pollards	3,196 "	3,973 "
Fancy Superfine.	18,364 "	7,656 "	Sour	880 "	8,718 "
Superfine	253,211 "	322.289 "	Rejected.....	18,546 "	18,677 "
Superfine No. 2.	50,702 "	16,306 "	Rye.....	33 "	3,009 "
Fine..... ...	24,456 "	9 888 "	TOTALS.....	397,660 "	404,320 "

The figures for 1868 show a considerable decrease in the quantity of Superfine, there being an increase in all other grades except Superior Extra. The total decrease last year as compared with 1867 was 6,660 brls., or 1⅔ per cent.; there was an increase in 1867 of 144,190 brls., or 55½ per cent., as compared with 1866,—the increase in 1866 over 1865 being a little more than 5 per cent. The quantity of Flour inspected in 1868 was as 34·20 per cent. of the whole quantity received and manufactured,—in 1867, 39·47 per cent.,—in 1866, 27 per cent. The following table gives a comparison upon a different principle:—

YEAR.	Exported by Sea.	Inspected.	Difference.	Per centage over Exports by Sea.
	Barrels.	Barrels.	Barrels.	
1861	605,943	651,837	45,894	7 per cent.
1862	597,477	626,691	29,214	4½ "
1863	576,153	618,520	42,367	7 "
1864	345,410	363,454	18,004	5½ "
1865	179,693	246,658	66,965	27 "
1866	140,016	260,130	120,114	45 "
1867	197,864	404,320	206,456	104¾ "
1868	249,584	397,660	148,076	60⅓ "

Stocks of Flour and Wheat in Store.

The following table shows the quantities of Flour and Wheat in store and in hands of millers, in Montreal, on the dates mentioned :—

	1868		1867		1866	
	Flour. Brls.	Wheat. Bush.	Flour. Brls.	Wheat. Bush.	Flour. Brls.	Wheat. Bush.
January 1	63,043	139,750	64,826	52,550	98,736	156,088
..... 15	70,042	116,254	70,019	41,065	82,289	205,883
February 1	68,798	104,550	72,823	34,713	71,609	168,761
..... 15	67,740	105,650	76,791	19,805	67,865	171,840
March..... 1	64,600	106,550	78,688	10,883	52,430	146,200
..... 15	57,992	106,160	72,911	6,551	47,130	108,000
April..... 1	60,355	86,510	75,582	2,200	34,584	102,700
.. .. 15	71,478	79,800	72,932	2,884	32,652	107,700
May..... 1	71,580	70,000	62,531	4,810	13,763	95,136
..... 15	77,722	27,600	57,531	25,040	31,438	65,500
June 1	84,572	79,378	51,775	42,979	45,127	52,650
..... 15	53,646	159,668	62,107	58,000	52,989	46,200
July 1	45,683	81,160	44,067	48,688	45,478	40,700
..... 15	33,917	55,168	36,671	93,341	41,116	33,700
August..... 1	26,698	64,737	28,063	85,942	44,508	47,950
..... 15	21 922	35,550	16,252	42,953	25,570	55,400
September 1	26,917	8,750	17,098	47,000	15,785	55,860
..... 15	21,944	47,550	10,224	26,216	6,895	700
October 1	16,607	43,795	24,982	97,697	4,548	21,700
..... 15	40,331	111,854	29,972	84,155	27,802	36,900
November 1	22,107	139,461	39,701	144,996	29,910	76,200
..... 15	31,515	114,100	52,330	175,704	36,745	36,400
December 1	36,378	271,980	51,767	230,136	50,340	14,365
..... 15	45,697	166,118	62,319	171,200	61,727	36,350

Prices of Flour in Montreal.

The reader is referred to the tables on pages 41 to 44 for a comprehensive statement of prices of Superfine Flour during a number of years,—the highest and lowest prices of Superfine from Canada Wheat in the Montreal market from 1858 to 1868 inclusive, being also shown on page 45. It will be seen, on examining the table on next page, that prices did not vary greatly during the first four months of 1868, the range being $7.30 @ $7.65; but in May a decline commenced, and the closing rate of the year was $4.95. As this sheet is passing through the press, sales are quoted at $4.25, with downward tendency.

Prices of No. 1 Superfine Flour from Canada Wheat, in Montreal, during Four Years.

DATE OF QUOTATION.	1868 Per Brl. of 196 lbs.	1867 Per Brl. of 196 lbs.	1866 Per Brl. of 196 lbs.	1865 Per Brl. of 196 lbs.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
January 3	7.30 @ 7.40	7.10 @ 7.20	5.40 @ 5.75	4.20 @ 4.30
10	7.55 .. 7.60	7.25 .. 7.35	5.40 .. 5.75	4.20 .. 4.27½
17	7.45 .. 7.55	7.25 .. 7.35	5.40 .. 5.75	4.25 .. 4.30
24	7.35 .. 7.40	7.25 .. 7.40	5.40 .. 5.75	4.25 .. 4.30
31	7.35 .. 7.40	7.25 .. 7.40	5.40 .. 5.75	4.25 .. 4.30
February 7	7.40 .. 7.50	7.25 .. 7.40	5.40 .. 5.75	4.25 .. 4.30
14	7.40 .. 7.50	7.25 .. 7.35	5.40 .. 5.85	4.25 .. 4.30
21	7.40 .. 7 50	7.25 .. 7.35	5.40 .. 5.85	4.25 .. 4.40
28	7.40 .. 7.50	7.25 .. 7.35	5.40 .. 5.85	4.40 .. 4.50
March 6	7.40 .. 7.50	7.25 .. 7.40	5.55 .. 6.00	4.45 .. 4.60
13	7.40 .. 7.50	7.40 .. 7.50	5.60 .. 6.00	4.55 .. 4.70
20	7.45 .. 7.50	7.80 .. 8.25	5.60 .. 5.90	4.50 .. 4.65
27	7.45 .. 7.50	7.90 .. 8.20	5.60 .. 5.90	4.55 .. 4.65
April 3	7.45 .. 7.50	8.10 .. 8.30	5.65 .. 5.80	4.65 .. 4.80
9	7.45 .. 7.50	8.40 .. 8.70	5.75 .. 6.10	4.90 .. 5.05
17	7.50	8.35 .. 8.65	6.25 .. 6.50	4.87½ .. 5.05
24	7.55 .. 7.65	8.35 .. 8.55	6.80 .. 7.10	4.80 .. 5.00
May 1	7.50 .. 7.55	8.55 .. 8.75	6.70 .. 7.00	4.75 .. 4.90
8	7.25 .. 7.35	9.20 .. 9.25	7.00 .. 7.30	4.85 .. 4.95
15	7.25 .. 7.35	9.25 .. 9.45	6.50 .. 6.75	5.10 .. 5.20
22	7.00	9.25 .. 9.45	6.50 .. 6.75	5.30 .. 5.50
29	6.50	8.90 .. 9.20	6.50 .. 6.65	5.20 .. 5.40
June 5	6.15 .. 6.30	7.75 .. 8.10	6.50 .. 6.65	5.20 .. 5.30
12	6.50 .. 6.65	7.50 .. 7.80	6.50 .. 6.65	5.00 .. 5.25
19	6.15 .. 6.30	6.75 .. 7.25	6.70 .. 6.80	5.00 .. 5.25
26	6.30 .. 6.35	7.40 .. 7.75	6.75 .. 7.00	4.95 .. 5.25
July 3	6.20 .. 6.30	7.40 .. 7.75	6.65 .. 6.85	4.80 .. 5.00
10	6.50 .. 6.60	7.30 .. 7.60	6.50 .. 6.75	4.80 .. 5.20
17	6.50 .. 6.60	7.10 .. 7.50	6.35 .. 6.60	4.65 .. 5.10
24	6.35	7.25 .. 7.60	6.00 .. 6.35	4.65 .. 5.00
31	6.60 .. 6.70	7.25 .. 7.60	5.70 .. 6.00	4.65 .. 5.00
August 7	6.60 .. 6.70	7.40 .. 7.75	5.55 .. 6.00	4.65 .. 5.00
14	6.70 .. 6.80	7.50 .. 8.00	6.50 .. 7.00	4.65 .. 5.00
21	0.00	7.45 .. 8.00	6.00 .. 6.50	5.10 .. 5.25
28	6.30 .. 6.50	7.00 .. 7.50	6.30 .. 6.80	5.40 .. 5.50
September 4	6·00 .. 6.10	7.00 .. 7.50	6.80 .. 7.10	5.40 .. 5.50
11	5.90 .. 6.00	7.20 .. 7.25	7.25 .. 7.75	5.50 .. 5.60
18	5.80 .. 5.85	7.25 .. 7.30	7.50 .. 7.80	5.50 .. 5.75
25	5.50 .. 5.60	7.10 .. 0.00	8.00 .. 8.25	5.90 .. 6.25
October 2	5.40 .. 5.50	7.25 .. 7.30	7.70 .. 7.85	6.00 .. 6.50
9	5.35 .. 5.40	7.20 .. 7.30	6.90 .. 7.00	6.20 .. 6.75
16	5.15 .. 5.25	7.60 .. 7.70	6.90 .. 7.10	6.20 .. 6.50
23	5.15 .. 5.25	7.15 .. 7.20	7.25 .. 7.50	6.20 .. 6.35
30	5.25	7.25 .. 7.30	7.20 .. 7.35	6.15 .. 6.30
November 6	5.25 .. 5.35	7 00 .. 7.10	7.30 .. 7.50	6.15 .. 6.30
13	5.17½ .. 5.20	7.00 .. 7.05	7.00 .. 7.20	6.15 .. 6.30
20	5.05 .. 5.10	6.90 .. 7.00	7.10 .. 7.25	6.10 .. 6.25
27	4.90 .. 4.95	6.85 .. 6.95	7.10 .. 7.20	5.75 .. 6.10
December 4	4.80 .. 4.90	6.75 .. 6.85	7.00 .. 7.10	5.50 .. 5.85
11	4.85 .. 4.95	6.90 .. 7.00	6.70 .. 6.85	5.10 .. 5.50
18	4.95 .. 5.05	7.00 .. 7.10	6.90 .. 6.95	5.20 .. 5.50
24	4.95 .. 5.00	7.15 .. 7.25	6.90 .. 7.00	5.20 .. 5.50
31	4.95	.....	.....	.....

WHEAT.

WEEK ENDING.		Receipts of Wheat in 1868.		Shipments of Wheat in 1868.				
		Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via Portland. Bushels.	Via St. Lawrence River. Bushels.	Via Stm'rs, Barges, &c. to Quebec. Bushels.	Via M. and Ch. Railway. Bushels.	Via Coaticook. Bushels.
January	8	2,800	....	....	....	....	....	1,400
	15	4,900	....	....	....	....	....	1,050
	22	1,400	....	....	....	....	....	1,050
	29	350	....	....	....	....	....	1,400
February	5	700	....	....	....	....	....	7,446
	12	700	....	....	....	....	....	2,785
	19	712	....	1,761	....	....	....	1,400
	26	697	....	4,870	....	....	....	4,000
March	4	1,080	....	....	....	....	13	4,200
	11	....	....	....	....	....	....	1,538
	18	2,268	....	....	....	....	....	6,009
	25	550	....	....	....	....	....	1,050
April	1	3,200	....	....	....	....	....	8,051
	8	350	....	....	....	....	....	6,761
	15	1,414	....	....	....	....	....	6,780
	22	350	....	....	....	....	....	7,840
	29	6,391	....	....	....	508	....	4,284
May	6	4,900	8,494	....	100	58	....	1,762
	13	3,500	35,176	....	18,112	122	....	1 050
	20	14,000	37,846	....	17,578	10	....	2,100
	27	16,800	63,258	....	29,319	....	....	1,400
June	3	20,300	64,486	....	45,836	18	....	700
	10	9,450	24,478	....	26,642	....	....	1,400
	17	5,950	218,147	....	56,245	....	....	1,800
	24	8,750	25,903	....	83,780	....	....	1,415
July	1	3,150	12,187	....	59,348	....	....	2,150
	8	6 300	28,918	....	57,778	186	....	....
	15	8,400	955	....	21,647	95	....	....
	22	4,200	71,316	....	....	....	....	....
	29	4,540	29,884	....	....	....	....	....
August	5	3,150	21,740	....	296	....	....	...
	12	11,559	14,250	....	....	....	....	....
	19	11,740	26,361	....	....	6	....	....
	26	2,760	10,722	....	300	....	....	2,800
Septr.	2	6,132	....	....	....	....	....	....
	9	8,050	58,520	....	6	4	....	....
	16	8,603	90,449	....	17,907	12	....	....
	23	11,200	86,387	....	44,312	....	....	....
	30	19,000	80,000	....	42,681	....	....	5,250
October	7	23,100	95,983	....	53,086	....	....	....
	14	19,950	65,497	....	2,799	320	....	....
	21	7,700	100,236	....	48,266	....	....	....
	28	5,950	197,105	....	134,925	....	....	6,300
Novr.	4	10,200	162,140	....	86,583	....	....	....
	11	17,500	79,920	....	51,423	....	....	....
	18	21,000	101,353	....	50,666	6	....	....
	25	19,260	46,277	....	70,952	....	....	700
Decr.	2	7,350	195,925	....	....	....	....	....
	9	2,450	....	1,440	....	....	....	....
	16	5,950	....	....	....	....	....	....
	23	9,800	....	11,441	....	....	....	....
	30	2,450	....	4,245	....	....	....	32,694
Totals....		372,956	2,053,913	23,757	1,020,587	1,345	13	128,565

The figures in the preceding table indicating *weekly* arrivals of Wheat in Montreal by Grand Trunk Railway, are approximates, the total is actual. The total for the year 1868 shows a decrease of 125,066 bushels, or 25 per cent., as compared with 1867; there was an increase in 1867 as contrasted with 1866, of 296,261 bushels, or 146¾ per cent.; there having been a decrease in 1866 as compared with 1865, of 245,268 bushels, or 54¾ per cent. The receipts by Lachine Canal in 1868 show a decrease of 387,360 bushels, or 15·867 per cent., as compared with 1867; there was a large increase, however, in 1867 over 1866, viz., 1,869,826 bushels, or 327 per cent.,—there having been a decrease in 1866 as compared with 1865, of 1,630,198 bushels, or 74 per cent. The following is a summary of shipments during past three years :—

	1868 Bushels.	1867 Bushels.	1866 Bushels.
By G. T. Railway (including ocean-steamers).	19,106	107,173	76,464
By River St. Lawrence.....	1,020,587	1,446,637	3,663
By Richelieu Co.'s Steamers	1,345	872	2,668
Via Port of St. Johns	.....	.....	483
By Lachine Canal.	40,920	21,846	.....
Total.....	1,081,958	1,576,528	83,278

For quantities of Wheat imported into Great Britain from United States and Canada,—see p. 37.
For prices of Wheat in Montreal, Toronto, Hamilton, and Oswego,—see pp. 41, 42, 43, and 45.
The highest and lowest prices in Montreal during eleven years, are shown on p. 45.
Prices for two years in Chicago and Milwaukee, will be found on pp. 70 and 71.

Weekly Prices of Milwaukee and Chicago Spring Wheat in Montreal during Five Years.

DATE OF QUOTATION.	1868 Per Bushel of 60 lbs.	1867 Per Bushel of 60 lbs.	1866 Per Bushel of 60 lbs.	1865 Per Bushel of 60 lbs.	1864 Per Bushel of 60 lbs.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
May..... 1	.... @	.... @....	1.35 @ 1.40	1.00 @ 1.05	.... @....
.... 8	....	....	....	1.00 .. 1.02½	0.87½.. 0.89
....15	1.67½..	....	....	1.07½.. 1.10	0.90 .. 0.91
....22	1.65	....	....	1.12½.. 1.15	0.87½.. 0.89
....29	1.55 .. 1.57½	....	....	1.07½.. 1.10	0.86 .. 0.87
June 5	1.45 .. 1.50	....	....	1.01 .. 1.03	0.86 .. 0.87½
....12	1.50 .. 1.55	.. . .	....	0.97½.. 1.00	0.90 .. 0.91
....19	1.47½.. 1.50	....	....	0.98 .. 1.00	0.91½.. 0.92½
....26	1.50 .. 1.52½	....	....	0.97½.. 0.98	0.92 .. 0.93
July 3	1.42½.. 1.45	....	....	0.94 .. 0.95	0.94 .. 0.95
....10	1.42½.. 1.47½	....	....	0.95 .. 0.97	0.95 .. 0.96
....17	1.42½.. 1.44	....	....	0.95 .. 0.96	0.96 .. 0.97
....24	1.40	....	....	0.96 .. 0.98	0.95 .. 0.97
....31	1.42½..	....	....	0.94 .. 0.96	0.95 .. 0.97
Aug. 7	1.42½.. 1.47½	....	....	0.96 .. 0.97	0.95 .. 0.96
....14	1.43 .. 1.44	....	....	0.96 .. 0.98	0.91 .. 0.93
....21	1.43 .. 1.44	....	....	1.05 .. 1.07½	0.89 .. 0.91
....28	1.35 .. 1.38	....	....	1.07½.. 1.10	0.87½.. 0.89
Sept..... 4	1.32½.. 1.35	....	....	1.10 .. 1.12½	0.89 .. 0.90
....11	1.29 .. 1.31	1.50	....	1.15	0.90 .. 0.92
....18	1.27½.. 1.30	1.55 ..1.57½	1.52½..	1.15 .. 1.16	0.90 .. 0.92
....25	1.26 .. 1.28	1.54 ..1.53	1.52½..	1.15 .. 1.16	0.90 .. 0.92
Oct..... 2	.... .. 1.21	1.57½..1.60	1.52½..	1.20 .. 1.25	0.90 .. 0.92
.... 9	1.18 .. 1.20	1.59 ..1.61	1.48 .. 1.50	1.20 .. 1.27½	0.90 .. 0.91
....16	1.15 .. 1.18	1.62½..1.65	1.40 .. 1.45	1.20 .. 1.26	0.90 .. 0.91
....23	1.15 .. 1.17	1.58 ..1.60	1.47½..	1.18 .. 1.24	0.89 .. 0.90
....30	1.14 .. 1.15	1.58 ..1.60	1.47½.. 1.50	1.18 .. 1.25	0.89 .. 0.90
Nov. 6	1.14 .. 1.15	1.52½..1.55	1.47½.. 1.50	1.22½.. 1.30	0.90 .. 0.91
....13	.... .. 1.14	1.52½..1.53	1.47½.. 1.50	1.22½.. 1.30	0.90 .. 0.91

Prices of Upper Canada Spring Wheat, in Montreal, during Four Years.

DATE OF QUOTATION.	1868 Per Bu. of 60 lbs.	1867 Per Bu. of 60 lbs.	1866 Per Bu. of 60 lbs.	1865 Per Bu. of 60 lbs.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
January 3	1.64 @ 1.68	1.47½ @ 1.50	1.16 @ 1.20	0.96 @ ....
.....10	1.68 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. ....
.....17	1.68 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. ....
.....24	1.68 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. 0.97½
.....31	1.67 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. 0.97½
February 7	1.67 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. 0.97½
.....14	1.67 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. 0.97½
.....21	1.67 .. 1.70	1.47½ .. 1.52½	1.16 .. 1.20	0.96 .. 0.97½
.....28	1.67 .. 1.70	1.47½ .. 1.52½	1.16 .. 1 20	0.96 .. 0.97½
March 6	1.67 .. 1.70	1.50 .. 1.60	1.16 .. 1.20	1.00 .. ....
.....13	1.67 .. 1.70	1.60 .. 1.65	1.16 .. 1.20	1.00 .. ....
.....20	1.67 .. 1.70	1.70 .. 1.75	1.16 .. 1.20	1.00 .. ....
.....27	1.67 .. 1.70	1.70 .. 1.75	1.16 .. 1.20	1.00 .. ....
April 3	1.67 .. 1.70	1.75 .. 1.80	1.18 . 1.20	1.00 .. ....
..... 9	1.67 .. 1.70	1.75 .. 2.00	1.20 .. 1.25	1.00 .. ....
.....17	1.65 .. 1.70	1.75 .. 2.00	1.25 .. 1.30	1.00 .. ....
.....24	1.72 .. 1.73	1.75 .. 1.90	1.35 .. 1.37½	1.00 .. ....
May 1	1.72 .. 1.73	....	1.35 .. 1.37½	1.00 .. ....
..... 8	1.73 .. 1.75	....	1.45 .. 1.50	1.00 .. 1.05
.....15	1.72½ .. 1.75	....	1.45 .. 1.50	1.12½ .. ....
.....22	1.65 .. 1.67½	....	1.45 .. 1.50	1.15 .. 1.20
.....29	1.57½ .. 1.60	1.95 .. 2.00	1.45 .. 1.50	1.20 .. 1.25
June 5	1.50 .. 1.52½	....	1.45 .. 1.50	1.20 .. 1.25
.....12	1.50 .. 1.55	....	1.45 .. 1.50	1.15 .. 1.20
.....19	1.45 .. 1.50	1.50 .. 1.60	1.45 .. 1.50	1.15 .. 1.20
.....26	1.50 .. 1.52½	1.50 .. 1.60	1.45 .. 1.50	1.15 .. 1.20
July 3	1.50 .. 1.55	1.55 .. 1.60	1.47½ .. 1.52½	1.05 .. ....
.....10	1.55	1.55 .. 0.00	1.47½ .. 1.52½	1.00 .. 1.05
.....17	1.55	1 50 .. 1.55	1.40 .. 1.45	1.00 .. 1.05
.....24	1.55	1.50 .. 1.55	1.40 .. 1.45	1.00 .. 1.05
.....31	1.55	1.50 .. 1.55	1.20	1.00 .. 1.05
August 7	1.60	1.55 .. 1.60	1.20	1.00 .. ....
.....14	1.65	1.50 .. 1.55	1.25 .. 1.30	1.00 .. 1.05
.....21	1.65	1.50 .. 1.55	1.30 .. 1.40	1.10 .. 1.15
.....28	1.50 .. 1.55	....	1.30	1.10 .. 1.15
September 4	1.35 .. 1.38	....	1.30	1.15 .. 1.17½
.....11	1.30 .. 1.32½	....	....	1.15 .. 1.17½
.....18	1.30 .. 1.32½	....	1.50 .. 1.55	1.15 .. 1.20
.....25	1.27 .. 1.30	....	1.50 .. 1.55	1.20 .. 1.25
October 2	1.25 .. 1.27	....	1.50 .. 1.55	1.25 .. 1.30
..... 9	1.22½	1.55 .. 1.61	1.40 .. 1.50	1.22½ .. 1.27½
.....16	.... .. 1.20	1.62½ .. 1.67½	1.40 .. 1.50	1.22½ .. 1.27½
.....23	1.18 .. 1.19	1.58 .. 1.60	1.50	1.22½ .. 1.27½
....30	1.19 .. 1.20	1.55 .. 1.57½	1.50 .. 1.55	1.22½ .. 1.27½
November 6	1.19 .. 1.20	1.52 .. 1.54	1.50 .. 1.55	1.22½ .. 1.27½
.....13	1.18 .. I.20	1.52 .. 1.55	1.50 .. 1.55	1.22½ .. 1.27½
.....20	1.14	1.52½ .. 1.53½	1.55 .. 1.60	1.22½ .. 1 27½
.....27	1.13 .. 1.14	1.52½ .. 1.53½	1.50 .. 1.55	....
December 4	1.08 .. 1.10	1.50 .. 1.52	1.50 .. 1.55	....
.....11	1.10 .. 1.12	1.50 .. 1.53	1.47½ .. 1.50	....
.....18	1.12 .. 1.15	1.60 .. 0.00	1.47½ .. 1.50	1.16 .. 1.20
.....24	1.14 .. 1.16	1.62 .. 1.65	1.47½ .. 1.50	1.16 .. 1.20
.....31	1.14 .. 1.16	.. . .	....	....

Weekly Prices of Spring Wheat in Chicago for Two Years.

WEEK ENDING.	1868		1867	
	No. 1.	No. 2.	No. 1.	No. 2.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
January 4	2.01 @ 2.03½	1.96½@ 1.98	.... @ 2.19	2.95 @ 2.00
.....11	2.07 .. 2.10½	2.03 .. 2.06	2.15 .. 2.21	1.92 .. 1.94
.....18	2.08 .. 2.09	2.05¾ .. 2.06½	2.03 .. 2.04	1.89 .. 1.90
.....25	....	0.00 .. 2.07	2.13½ .. 2.20	1.87 .. 2.00
February 1	2.09½ .. 2.10	2.05½ .. 2.06½	....	1.84 .. 1·87½
..... 8	2.06 .. 2.08	2.01¾ .. 2.02¾	2.19 .. 2.22	1.87¼ .. 2.00
.....15	2.02 .. 2.05½	2.00½ .. 2.01	.... .. 2.20	1.84¼ .. 1.86
.....21	1.97 .. 2.00	1.94 .. 1.95	2.20 .. 2.25	1.86½ .. 1.88
.....29	2.00 .. 0.00	1.93½ .. 1.94	2.20 .. 2.22½	1.87½ .. 1.90
March 7	1.93 .. 2.09	2.00½ .. 2.01½	2.25 .. 2.26	1.92 .. 2.07
.....14	2.05 .. 2.06	1.93 .. 1.96½	.... .. 2.38	2.05 .. 2.08
.....21	2.02 .. 2.05	1.92½ .. 1.94½	2.40 .. 2.41	2.14½ .. 2.15
.....28	2.05 .. 2.05½	1.91¾ .. 1.95	2.55 .. 2.57	2.15 .. 2.16½
April..... 4	2.04½ .. 0.00	1.89½ .. 1.92½	....	2.40 .. 2.44
.....11	2.04 .. 0.00	1.87¾ .. 1.89¾	....	2.35 .. 2.38
.....18	2.14 .. 2.16	2.02 .. 2.04½	.... .. 2.75	2.40 .. 2.45
.....25	2.17½ .. 2.18	2.04½ .. 2.07	....	2.62 .. 2.65
May..... 2	2.15 .. 2.16	2.09½ .. 2.12½	....	2.74 .. 2.77
..... 9	2.19 .. 2.20	2.09 .. 2.10	.... .. 2.85	.... .. 2.70
.....16	2.06½ .. 2.09	2.00 .. 2.02¾	....	2.72 .. 2.85
.....23	1.99 .. 2.00	1.89 .. 1.91¼	....	2.49 .. 2.60
.....30	1.92 .. 1.98	1.87 .. 1.91½	2.30 .. 2.35	2.17 .. 2.23
June 6	1.93 .. 1.95	1.87½ .. 1.89	2.27 .. 2.20	1.96 .. 2.00
.....13	1.92 .. 0.00	1.85 .. 1.86	2.00 .. 2.03	1 72 .. 1.78
.....20	1.97 .. 1.98	1.93 .. 1.94	2.03 .. 2.05	1.76 .. 1.81
.....27	1.88 .. 1.91	1.89 .. 1.93	.... .. 2.00	1.75 .. 1.84
July..... 3	1.80 .. 1.81	1.74 .. 1.75	.... .. 2.10	1.75 .. 1.80
.....11	1.95 .. 0.00	1.77 .. 1.80	....	2.10 .. 2.11
.....18	1.90 .. 0.00	1.71 .. 1.74	....	1.98 .. 2.05
.....25	1.85 .. 0.00	1.72 .. 1.76	....	1.75 .. 1.79
August 1	1.81 .. 1.82	1.69 .. 1.77	.... .. *	1.83 .. 1.85
..... 8	1.88 .. 1.89	1.79 .. 1.91	1.85 .. 1.86	1.80 .. 1.83
.....15	1.87 .. 1.88	1.76 .. 1.77	1.88 .. 1.90	1.76 .. 1.79
.....22	1.70 .. 1.72	1.61 .. 1.62	1.71 .. 1.77	1.60 . 1.65
.....29	1.73 .. 1.77	1.61½ .. 1.64	1.79 .. 1.80	1.64 .. 1.65
September 5	1.66 .. 1.68	1.60 .. 1.61	1.81 .. 1.82½	1.72 .. 1.75
.....12	1.60 .. 1.60½	1.53½ .. 1.55½	1.83½ .. 1.86	1.72 .. 1.76
.....19	1.56 .. 1.58	1.50½ .. 1.51½	1.93 .. 1.96	1.86 .. 1.89
.....26	1.49 .. 1.50½	1.42½ .. 1.43¾	1.86½ .. 1.88	1.81½ .. 1.82½
October..... 3	1.45 .. 1.47	1.35 .. 1.37½	2.00 .. 2.03	1.94½ .. 1.98
.....10	....	1.35½ .. 0.00	1.98 .. 2.00	1.94 .. 1.96
.....17	1.45 .. 1.46	1.34½ .. 1.36½	1.88 .. 1.89	1.83½ .. 1.84½
.....24	1.32 .. 1.34	1.24 .. 1.26	1.91 .. 1.95	1.87 .. 1.90
.....31	1.21 .. 1.23	1.12½ .. 1.14½	1.86 .. 1.86½	1.79½ .. 1.82
November 7	1.17½ .. 1.21	1.12½ .. 1.14	1.82½ .. 1.85	1.73½ .. 1.74
.....14	1.15½ .. 1.20	1.04½ .. 1.06½	1.84 .. 1.85	1.72½ .. 1.74
.....21	1.28½ .. 1.33	1.14½ .. 1.16	1.80 .. 1.81	1.71 .. 1.74
.....28	1.22½ .. 1.26	1.14½ .. 1.15½	1.81 .. 1.82½	1.70¼ .. 1.71½
December..... 5	1.24 .. 1.29	1.15½ .. 1.16¼	1.86½ .. 1.88	1.77 .. 1.80
.....12	1.22½ .. 1.28	1.17½ .. 1.18½	1.89 .. 1.90	1.82 .. 1.85
.....19	1.18 .. 1.20	1.10½ .. 1.11¼	1.90 .. 1.92	1.83 .. 1.84
.....26	1.16 .. 1.20	1.12 .. 1.13	1.93 .. 1.96	1.87¾ .. 1.88¾

Weekly Prices of Spring Wheat in Milwaukee for Two Years.

DATE.	1868		1867	
	No. 1.	No. 2.	No. 1.	No. 2.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
January 4	.... @ 2.07½	.... @ 1.98	.... @ 2.20	2.04 @ 2.04½
.... 11	.... .. 2.06	.... .. 1.99	.... .. 2.18	2.01 .. 2.02
.... 18	.... .. 2.10½	.... .. 2.03	2.12 .. 2.15	.... .. 1.98
.... 25	.... .. 2.09	2.02 .. 2.03	.... .. 2.12	.... .. 1.96
February 1	.... .. 2.05¾	.... .. 2.00	.... .. 2.10	.... .. 1.95
.... 8	.... .. 2.03¼	.... .. 1.97	2.08 .. 2.09	.... .. 1.95
.... 15	2.00 .. 2.00½	1.94 .. 1.95	.... .. 2.08	.... .. 1.94
.... 22	.... .. 1.98	.... .. 1.92½	.... .. 2.14	1.99 .. 2.00
.... 29	.... .. 1.96½	.... .. 1.91½	2.17 .. 2.20	2.00 .. 2.00½
March 7	.... .. 2.01½	.... .. 1.95	.... .. 2.25	2.08 .. 2.09
.... 14	1.95 .. 1.95½	1.89½.. 1.90	.... .. 2.35	.... .. 2.19½
.... 21	.... .. 1.94½	1.88 .. 1.90	.... .. 2.40	2.23 .. 2.24
.... 28	.... .. 1.96½	.... .. 1.90	.... .. 2.45	.... .. 2.26
April 4	1.98 .. 1.98½	.... .. 1.90	.... .. 2.75	2.48½.. 2.49
.... 11	.... .. 1.99½	.... .. 1.88	2.70 .. 2.75	2.44½.. 2.45
.... 18	.... .. 2.13½	.... .. 2.05½	.... .. 2.75	.... .. 2.46
.... 25	2.14¾.. 2.15	.... .. 2.04	2.80 .. 2.83	2.71 .. 2.72
May 2	.... .. 2.14	.... .. 2.06	.... .. 2.92	.... .. 2.81
.... 9	2.16½.. 2.17	.... .. 2.08	.... .. 2.95	2.81 .. 2.81½
.... 16	2.12 .. 2.12½	.... .. 2.03½	2.91 .. 2.95	.... .. 2.83½
.... 23	.... .. 2.03½	.... .. 1.91	.... .. 2.75	.... .. 2.64
.... 30	1.96 .. 1.97	.... .. 1.87	.... .. 2.40	.... .. 2.33
June 6	.... .. 2.05½	1.93 .. 1.94	.... .. 2.28	.... .. 2.15
.... 13	.... .. 1.94½	.... .. 1.82	.... .. 2.16	2.00 .. 2.01
.... 20	1.98 .. 1.98½	.... .. 1.87	.... .. 2.13	.... .. 1.97
.... 27	.... .. 1.83½	.... .. 1.73	.... .. 2.15	.... .. 1.94
July 4	.... .. 1.84	.... .. 1.75	.... .. 2.25	2.02 .. 2.03
.... 11	.... .. 1.83	.... .. 1.75	.... .. 2.35	.... .. 2.25
.... 18	.... .. 1.85	1.73½.. 1.74	.... .. 2.30	.... .. 2.09
.... 25	.... .. 2.14	.... .. 1.74	.... .. 2.20	.... .. 1.89
August 1	.... .. 1.90	.... .. 1.82½	.... .. 2.15	2.00 .. 2.03
.... 8	.... .. 2.00	.... .. 1.92	.... .. 2.05	.... .. 1.96
.... 15	.... .. 1.87½	.... .. 1.76	.... .. 1.87	.... .. 1.82
.... 22	1.77 .. 1.78	1.62 .. 1.63	1.70 .. 1.72	1.60 .. 1.62½
.... 29	.... .. 1.74	1.63 .. 1.63½	.... .. 1.74	.... .. 1.63
September 5	.... .. 1.69	.... .. 1.59	1.79 .. 1.80	1.74 .. 1.75
.... 12	.... .. 1.66½	.... .. 1.52	1.81 .. 1.81½	.... .. 1.75½
.... 19	1.60½.. 1.61	1.50½.. 1.51	1.89 .. 1.89½	.... .. 1.85
.... 26	.... .. 1.52	1.42 .. 1.42½	.... .. 1.88	.... .. 1.82
October 3	.... .. 1.43½	.... .. 1.35½	.... .. 1.99½	.... .. 1.95
.... 10	.... .. 1.46½	.... .. 1.36	.... .. 1.96½	.... .. 1.91½
.... 17	.... .. 1.45	1.34 .. 1.35	1.86 .. 1.86½	.... .. 1.82
.... 24	1.31 .. 1.32	1 21 .. 1.22	.... .. 1.95	....
.... 31	.... .. 1.24½	.... .. 1.11	.... .. 1.82½	.... .. 1.82½
November 7	1.22 .. 1.23	1.12¾.. 1.13	1.83 .. 1.83½	1.74 .. 1.75
.... 14	.... .. 1.28	.... .. 1.10	.... .. 1.82¼	.... .. 1.72½
.... 21	.... .. 1.29	.... .. 1.18	1.81 .. 1.81½	.... .. 1.70
.... 28	.... .. 1.25	.... .. 1.15½	.... .. 1.81	.... .. 1.70⅓
December 5	.... .. 1.25½	.... .. 1.16	.... .. 1.90	.... .. 1.80
.... 12	.... .. 1.27	.... .. 1.18	1.88 .. 1.88½	1.78 .. 1.79
.... 19	.... .. 1.18	.... .. 1.10½	.... .. 1.88	.... .. 1.78½
.... 26	.... .. 1.19¼	.... .. 1.11½	1.90½.. 1.91	1.81 .. 1.82

MAIZE.

WEEK ENDING.	Receipts of Maize in 1868.		Shipments of Maize in 1868.		
	Via G. T. Railway. Bushels.	Via Lachine Canal. Bushels.	Via River St. Lawrence. Bushels.	Via Steamers, Barges, &c., to Quebec. Bushels.	Via Mont. & Cham. Railway. Bushels.
February 26	350	....	....	....	....
March ... 4	....	....	....	....	....
....11	....	....	....	....	....
....18	675	....	....	....	....
....25	588	....	....	....	350
April 1	4,300	....	....	....	700
.... 8	....	....	....	....	....
....15	....	....	....	....	....
....22	....	....	....	....	....
....29	....	....	....	....	....
May 6	....	11,744	75	....	....
.....13	....	30,777	400	....	400
.....20	....	40,995	1,500	....	26
.....27	....	129,591	10,357	....	96
June..... 3	....	88,527	77,183	10	144
.....10	....	42,700	65,336	100	350
.....17	....	63,446	47,967	....	700
.....24	....	45,753	53,859	....	55
July 1	....	23,333	38,166	248	440
..... 8	....	63,414	7,503	150	24
.....15	....	40,598	18,000	....	42
.....22	....	12,122	67,357	11	....
.....29	....	21,453	30 969	51	104
August... 5	....	74,283	13,000	16	80
....12	....	....	57,639	24	....
....19	....	70,259	58,452	....	....
....26	....	23,710	47,045	11	....
Septr..... 2	....	14,000	6,274	....	80
.... 9	....	43,819	29,795	....	....
....16	....	22,795	21,666	....	47
....23	....	40,924	34,740	....	....
....30	....	21,500	....	2	....
October .. 7	....	13,840	....	....	....
..14	....	....	....	....	....
..21	....	2,333	....	158	....
..28	....	23,970	25,378	12	....
Novr 4	....	14,270	....	14	....
....11	350	14,534	17,761	150	....
....18	....	....	....	....	....
....25	....	....	....	30	....
Decr..... 2	....	60,850	....	....	....
.... 9	....	....	....	....	....
....16	10,150	....	....	....	....
....23	1,750	....	....	....	....
....30	350	....	....	....	....
Totals....	30,648	1,055,504	730,422	987	3,638

The receipts of Maize by Grand Trunk Railway in 1867 were very small; they amounted to 30,648 bushels in 1868. The arrivals by Lachine Canal in 1868 show an increase of 164,985 bushels. or 18·526 per cent., over 1867; the total in the latter year as

compared with 1866, showed a decrease of 1,221,653 bushels, or 57·75 per cent.,—there having been an increase of 1,183,137 bushels, or 126·66 per cent., in 1866 as compared with 1865. The shipments of the past three years may be summarized as follows;—

	1868 Bushels.	1867 Bushels.	1866 Bushels.
In Sea-going vessels *via* River St. Lawrence	730,422	643,528	1,812,100
By Grand Trunk Railway, including quantities entered outwards at St. Johns and Coaticook..	36,760	26,622	42,785
By other Channels.....	15,315	11,558	15,338
Totals.....	782,497	681,708	1,870,223

Maize Crop, &c.—The yield of Maize in the United States in 1868 is stated on page 39. The movement of quantities eastward during a series of years is shown on pages 49—51.

Prices.—The highest and lowest prices in Montreal, during a series of eleven years, are shown on page 45.

Prices of Maize in Montreal during Six Years.

DATE OF QUOTATION.	1868 ℔ Bus. 56 lbs.	1867 ℔ Bus. 56 lbs.	1866 ℔ Bus. 56 lbs.	1865 ℔ Bus. 56 lbs.	1864 ℔ Bus. 56 lbs.	1863 ℔ Bus. 56 lbs.
	c. c.	c. c.	c. c.	c. c.	c. c.	c. c.
May.... 1	.. @ ..	102½@105	55 @ 57	.. @ ..		50 @ 51
.... 8	80 .. 82½	102½..105	55 .. 57	65 .. 75		51 .. 52
....15	80 .. 82	85 .. 90	57	60 .. 65		51 .. 52
....22	79 .. 81	85 .. 90	57	60 .. 65		48 .. ..
....29	77½.. 80	85 .. 90	56 .. 57	58 .. 60		48 .. ..
June ... 5	77 .. 78	80 .. 82	56 .. 57	57 .. 60		49 .. 49½
....12	72½.. 74	70 .. 75	56 .. 57	57 .. 60		49 .. 49½
....19	75 .. 76	70 .. 72	58 .. 59	57 .. 60		49½.. 50
....26	74 .. 00	75 .. 77½	59 .. 60	57 .. 60		49½.. 50
July.... 3	72½.. 74	67½.. 72½	59 .. 60	57 .. 60	[None in Market.]	50 .. 51
....10	00 .. 00	70 .. 72½	57½.. 58	57 .. 60		50 .. ..
....17	76 .. 77½	72½.. 75	55 .. 56	55 .. 57		50 .. ..
....24	76 .. 77½	73½.. 75	54½.. 55	60	64 @ ..	50 .. 51
....31	80 .. 00	75	54½.. 55	60	64	50 .. 51
Aug 7	80 .. 00	80 .. 85	54½.. 55	60	64	50 .. 51
....14	80 .. 82	77½.. 80	55 .. 56	58 .. 60	64	50 .. ..
....21	81 .. 82	80 .. 81	55 .. 56	62 .. 64	58 .. 61	50 .. ..
....28	81 .. 82	80 .. 81	55 .. 56	62 .. 64	58 .. 60	50 .. ..
Sept.... 4	84 .. 85	.. .. ..	52½.. 53	62 .. 64	58 .. 60	54 .. 55
....11	83 .. 84	.. .. ..	55	62 .. 64	58 . 60	55 .. ..
....18	83 .. 84	.. .. ..	55	62 .. 63	60 .. 63	55 .. ..
... 25	83 .. 85	.. .. ..	58 .. 59	62 .. 63	60 .. 63	60 .. ..
Oct 2	83 .. 85	.. .. ..	60 .. 61	61 .. 62	60 .. 63	60 .. 65
.... 9	83 .. 85	.. .. ..	60 .. 61	61 .. 62	.. .. ..	60 .. 65
....16	83 .. 85	95 ..100	60 .. 61	61 .. 62	.. .. ..	60 .. 65
....23	00 .. 85	95 .. 98	65	61 .. 62	.. .. ..	67 .. 68
....30	83 .. 85	95 .. 98	70	61 .. 62	. .. ..	75 .. ..
Nov 6	83 .. 85	95 .. 98	70 .. 72½	61 .. 62	.. .. ..	.. .. ..
....13	83 .. 85	95 .. 98	70 .. 72½	60	75	.. .. ..
....20	83 .. 85	95 .. 98	80 .. 82½	58 .. 60	75	.. .. ..
....27	83 .. 85	95 .. 96	77½.. 80	57 .. 58	77 .. 80	.. .. ..
Dec..... 4	87½.. 90	95 .. 96	77½.. 80	57 .. 58	80 .. 82½	.. .. ..
....11	87½.. 90	.. .. ..	77½.. 80	57 .. 58	.. .. ..	.. .. ..
....18	87½.. 90	.. .. ..	77½.. 80	57 .. 58	.. .. ..	.. .. ..
....24	87½.. 90	96 .. 97½	77½.. 80	57 .. 58	.. .. ..	.. .. ..
....31	87½.. 90	.....	.....	.....	.....	.....

PEAS.

WEEK ENDING.	Receipts of Peas in 1868.		Shipments of Peas in 1868.				
	Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via Portland. Bushels.	Via River St. Lawrence. Bushels.	Via Steamers, Barges, &c. to Quebec. Bushels.	Via M. & Ch. Railway. Bushels.	Via Coaticook. Bushels.
January.. 8	1,050	....	350	....	....	....	....
....15	....	....	....	....	....	....	....
....22	....	....	....	....	....	....	....
....29	....	....	3,528	....	....	....	....
February. 5	350	....	2,100	....	....	....	....
....12	....	....	2,690	....	....	350	....
....19	....	....	3,983	....	....	350	....
....26	....	....	2,997	....	....	....	....
March ... 4	....	....	....	....	....	....	....
....11	....	....	....	....	....	....	....
....18	600	....	1,676	....	....	700	....
....25	1,700	....	....	....	....	....	....
April 1	....	....	....	....	....	....	....
.... 8	350	....	669	....	....	....	....
....15	350	....	627	....	....	....	....
....22	1,050	....	....	....	....	....	....
....29	2,507	....	....	1,416	1,850	....	....
May 6	5,250	6,572	....	....	32	....	....
....13	17,150	18,303	....	15,995	....	210	....
....20	32,400	35,726	....	15,686	8	....	....
....27	11,200	9,700	....	21,733	30	....	....
June..... 3	7,000	22,671	....	9,871	150	....	....
....10	2,450	4,278	....	24,732	....	28	....
....17	2,450	707	....	60,441	789	350	....
....24	380	215	....	....	11	30	....
July 1	1,750	2,000	....	1,718	858	....	....
.... 8	....	1,387	....	37,551	....	....	....
....15	700	54	....	300	45	....	....
....22	700	759	....	81	278	2	....
....29	1,150	62	....	147	312	....	....
August... 5	700	32	....	....	4	....	....
....12	....	....	....	7,368	40	....	....
....19	....	475	....	38	148	....	....
....26	820	10	....	231	273	10	....
Septr..... 2	2,100	102	....	921	60	....	....
.... 9	1,400	2,086	....	1,949	142	....	....
....16	2,140	1,968	....	16,767	50	....	....
....23	4,200	4,296	....	1,448	9	....	....
....30	2,100	2,620	....	26,949	36	....	712
October .. 7	6,000	10,433	....	48,208	....	....	....
....14	3,150	11,897	....	5,787	2	....	....
....21	2,100	26,125	....	35,450	4	....	....
....28	9,100	30,122	....	19,248	....	....	1,050
Novr..... 4	13,300	17,618	....	36,333	839	....	....
....11	7,000	39,138	....	76,261	240	....	....
....18	5,950	95,429	....	40,484	....	....	....
....25	4,500	250	....	108,899	....	....	2,941
Decr. 2	1,210	10,930	....	90	....	....	....
.... 9	....	....	5,000	....	....	....	....
....16	350	....	8,933	....	....	....	....
....23	790	....	2,281	....	....	....	....
....30	....	....	6,399	....	....	....	25,516
Totals....	164,430	355,965	41,233	616,102	6,210	2,030	30,219

The *recorded* receipts of Peas indicated a great falling off last year. The arrivals by Grand Trunk Railway in 1868 as compared with 1867 show a decrease of 58,613 bushels, or 26¼ per cent.; and by Lachine Canal a decrease of 723,298 bushels, or 67 per cent. The aggregate in 1867 as compared with 1866, showed an increase of 265,991 bushels, or 25½ per cent.,—the receipts of the latter year having exceeded those of 1865 by 599,694 bushels, or 137⅓ per cent. Shipments by River St. Lawrence in 1868 as compared with 1867 show a decrease of 1,020,814 bushels, or 62·362 per cent. The following is a summary statement:—

	1868 Bushels.	1867 Bushels.	1866 Bushels.
In sea-going vessels, via River St. Lawrence ...	616,102	1,636,916	1,091,825
By Richelieu Co.'s steamers, barges, &c.	6,210	8,212	3,063
In ocean-steamers, via Portland	41,233	116,832	43,645
Via Port of St. Johns.....	....	....	3,200
Totals	663,545	1,761,960	1,141,733

Prices.—Besides the following table, the reader is referred for prices in Toronto, Hamilton, and Oswego, also for highest and lowest prices in Montreal during a series of years, to the tables on pp. 41, 42, 43 and 45.

Prices of Peas in Montreal, during Six Years.

DATE OF QUOTATION.	1868 Per Bushel of 60 lbs.	1867 Per Bushel of 60 lbs.	1866 Per Bushel of 60 lbs.	1865 Per Bushel of 60 lbs.	1864 Per Bushel of 60 lbs.	1863 Per Bushel of 60 lbs.
	$ c. $ c.	c. @ c.	c. c.	$ c. $ c.	c. c.	c. c.
April 24	0.97 @0.98	82 .. 84	77½ @ 80	0.90 @1.00	62 @ 65	.. @ ..
May 1	0.97 ..0.98	82 .. 84	77½ .. 80	0.90 ..1.00	64 .. 65	65 .. 68
.... 8	0.97 ..0.98	82 .. 84	77½ .. 80	0.84 ..0.86	64 .. 65	65 .. 68
....15	0.93 ..0.94	83 .. 85	77½ .. 80	0.90 ..0.92½	64 .. 65	65 .. 68
....22	0.91 ..0.95	83 .. 85	77½ .. 80	1.00	64 .. 65	65 .. 68
....29	0.90 ..0.92½	81 .. 83	77½ .. 80	0.93 ..0.95	64 .. 65	64 .. 67
June 5	0.87 ..0.90	75 .. 78	77½ .. 80	0.90 ..0.93	64 .. 65	64 .. 67
....12	0.90 ..0.92	74 .. 76	77½ .. 80	0.90 ..0.93	64 .. 65	64 .. 67⅛
....19	0.90 ...0.92	75 .. 77	75 .. 77½	0.90 ..0.93	65 .. 67	64 .. 67¼
....26	0.90 ..0.92	75 .. 77	75 .. 77½	0.90 ..0.93	65 .. 66	64 .. 67
July..... 3	0.90 ..0.92	77 .. 79	77½ .. 80	0.88 ..0.90	65 .. 66	64 .. 67
....10	1.00	82 .. 84	77½ .. 80	0.88 ..0.90	65 .. 66	64 .. 66
....17	1.00	84 .. 86	77½ .. 80	0.88 ..0.90	65 .. 67½	63 .. 65
....24	....	84 .. 86	77½ .. 80	0.88 ..0.90	67½ .. 70	63 .. 65
....31	....	84 .. 86	75 .. 77½	0.88 ..0.90	67½ .. 70	62 .. 64
August .. 7	....	85 .. 87	 75	0.86 ..0.87	67½ .. 70	62 .. 64
....14	... .	85 .. 87	75	0.77½..0.80	67½ .. 70	62 .. 64
....21	....	85 .. 87	75	0.77½..0.80	67½ .. 70	62 . 64
....28	....	85 .. 87	75	0.77½..0.80	67½ .. 70	62 .. 64
Septr 4	1.00 ..1.02	80 .. 82	75	0.77½..0.82½	67½ .. 70	62 .. 64
....11	0.97½..1.00	82 .. 83	72½	0.77½..0.82½	67½ .. 70	62 .. 64
....18	0.97½. 1.00	82 .. 83	72½	0.77½..0.82	70 .. 75	62 .. 65
....25	0.97½..1.00	86 .. 87	72½ .. 75	0.77½..0.82	70 .. 75	62 .. 64
Octr..... 2	0.97½..1.00	88 .. 89	80 .. 82½	0.77½..0.80	70 .. 75	62 .. 64
.... 9	0.95 ..0.96	88 .. 90	80 .. 82½	0.80 ..0.82	67½ .. 72½	64 .. 65
....16	0.97½..1.00	91 .. 93	80 .. 82½	0.80 ..0.82	65 .. 70	67 .. 69
....23	0.97½..1.00	87 .. 89	80 .. 82½	0.80 ..0.82	67½ .. 72½	67 .. 68
....30	0.97½..1.00	87 .. 90	84 .. 86	0.82 ..0.84	67½ .. 72½	64 .. 67
Novr 6	0.95 ..0.97½	87 .. 91	84 .. 86	0.80 ..0.83	67½ .. 72½	62 .. 64
....13	0.92½..0.97½	87 .. 90	84 .. 86	0.80 ..0.81	65 .. 70	62 .. 64
....20	0.94 ..0.96	86 .. 88	82 .. 84	0.72½..0.75	65 .. 70	62 .. 64
....27	0.92 ..0.96	86 .. 88	82 .. 84	0.72½..0.75	65 .. 70	62 .. 64
Decr 4	0.92 ..0.94	82 .. 83	82 .. 84	0.70 ..0.72½	65 .. 70	62 .. 64
....11	0.92 ..0.94	82 .. 83	80 .. 82	0.70 ..0.72½	65 .. 70	.. .. ..
....18	0.92 ..0.94	82 .. 83	80 .. 82	0.70 ..0.72½	65 .. 70	.. .. ..
....24	0.92 ..0.94	82 . 83	80 .. 81	0.70 ..0.72½	65 .. 70	.. .. ..
....31	0.92 ..0.94	.. .. ..	.. .. ..	....	.. .. ..	.. .. ..

BARLEY AND RYE.

Prices of Barley in Montreal, during Four Years.

WEEK ENDING.	1868 Bushel of 48 lbs.	1867 Bushel of 48 lbs.	1866 Bushel of 48 lbs.	1865 Bushel of 48 lbs.
	$ c. $ c.	cts. cts.	cts. cts.	cts. cts.
January 3	0.80 @	56 @ 58	65 @ ..	65 @ 67½
10	0.90 .. 1.00	50 .. 56	65	60 .. ..
17	0.90 .. 1.00	50 .. 56	65	60 .. 65
24	0.90 .. 1.00	50 .. 56	65	60 .. 65
31	0.95 .. 1.00	53 .. 57	65	65 .. 67
February 7	0.90 .. 1.00	53 .. 57	65	65 .. 67
14	0.90 .. 1.00	53 .. 57	65	65 .. 67
21	0.90 .. 1.00	55 .. 60	65	68 .. 70
28	0.95 .. 1.00	55 .. 60	65	70 .. 72½
March 6	1.00 .. 1.05	55 .. 60	65	70 .. 72½
13	1.00 .. 1.05	55 .. 60	65	70 .. 72½
20	1.05 .. 1.15	55 .. 60	65	70 .. 72½
27	1.10 .. 1.20	55 .. 60	65	70 .. 72½
April 3	1.10 .. 1.20	60 .. 65	57 .. 60	70 .. 72½
9	1.10 .. 1.20	60 .. 65	57 .. 60	72½ .. 75
17	1.10 .. 1.20	60 .. 65	48 .. 54	72½ .. 75
24	1.10 .. 1.20	60 .. 65	48 .. 54	60 .. 62½
May 1	1.10 .. 1.20	....	48 .. 54	60 .. 65
8	1.10 .. 1.20	....	48 .. 54	65 .. 70
15	1.10 .. 1.20	....	....	60 .. ..
22	1.10 .. 1.20	....	....	....
29	....	....	....	....
June 5	....	....	....	....
12	....	....	....	....
19	....	....	....	....
26	....	....	....	....
July 3	....	65 .. 70	....	....
10	....	65	....	....
17	....	65	....	....
24	....	60 .. 65	....	....
31	....	60 .. 65	....	....
August 7	....	60 .. 65	....	60 .. 62½
14	....	60 .. 63	60	67 .. 68
21	....	60 .. 65	55 .. 60	67 .. 68
28	1.00 .. 1.05	60 .. 65	55 .. 60	67 .. 68
September 4	0.90 .. 0.95	65 .. 75	55 .. 60	65 .. 67
11	0.90 .. 1.00	60 .. 70	55 .. 60	64 .. 66
18	0.90 .. 1.00	65 .. 70	55 .. 60	67½ .. 70
25	1.00 .. 1.05	65 .. 75	55 .. 65	72½ .. 75½
October 2	1.10 .. 1.12	70 .. 72½	60 .. 75	70 .. 72½
9	1.20 .. 1.30	70 .. 75	60 .. 68	70 .. 72
16	1.30 .. 1.35	70 .. 75	62½ .. 67	65 .. ..
23	1.30 .. 1.40	70 .. 75	62½ .. 67	65 .. ..
30	1.30 .. 1.40	68 .. 72	62½ .. 67	65 .. ..
November 6	1.15 .. 1.25	68 .. 72	62½ .. 68	65 .. ..
13	1.15 .. 1.30	68 .. 72	62½ .. 65	65 .. ..
20	1.15 .. 1.35	68 .. 72	60 .. 62½	65 .. ..
27	1.15 .. 1.35	68 .. 72	60 .. 62½	65 .. ..
December 4	1.20 .. 1.30	68 .. 72	58 .. 60	65 .. ..
11	1.20 .. 1.30	75	56 .. 58	65 .. ..
18	1.20 .. 1.30	75	56 .. 58	65 .. ..
24	1.20 .. 1.30	80	56 .. 58	65 .. ..
31	1.20 .. 1.30	....	....	....

Receipts and Shipments of Barley.

WEEK ENDING.	Receipts of Barley in 1868.		Shipments of Barley in 1868.				
	Via G. T. Railway.	Via Lachine Canal.	Via Portland.	Via River St. Lawrence.	Via Steamers, Barges, &c. to Quebec.	Via M. & Ch. Railway.	Via Coaticook.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
January 8	....	....	....	....	....	....	7,946
.....15	1,200	....	....	....	....	700	8,684
.....22	900	....	....	....	....	....	11,063
.....29	3,600	....	....	....	....	....	7,745
February 5	2,800	....	....	....	....	700	7,474
.....12	800	....	....	....	....	2,450	7,866
.....19	800	....	....	....	....	1,050	2,150
.....26	400	....	....	....	....	....	4,657
March 4	....	....	....	....	....	....	5,965
.....11	400	....	....	....	....	....	5,019
.....18	1,440	....	....	....	....	700	6,788
.....25	1,600	....	....	....	....	700	11,278
April 1	400	....	....	....	....	....	18 691
..... 8	350	....	....	....	....	700	16,827
.....15	....	....	....	....	....	....	14,214
.....22	600	....	....	....	....	....	23,677
.....29	....	....	....	12	16	....	22,105
May 6	400	106	....	....	....	1,150	6,633
.....13	....	73	....	....	....	350	....
.....20	....	112	....	....	....	....	2,184
.....27	....	68	....	....	22	422	500
June 3	400	232	....	3	....	....	418
.....10	....	80	....	....	....	....	5,542
.....17	....	....	....	....	....	328	....
.....24	....	....	....	208	....	....	4,267
July 1	....	....	....	....	....	....	5,548
..... 8	....	160	....	....	....	146	....
.....15	....	....	....	....	....	94	....
.....22	....	....	....	....	....	....	....
.....29	....	932	....	....	....	....	17,533
August 5	....	28	....	....	....	....	....
.....12	....	....	....	....	....	....	....
.....19	....	8	....	....	....	....	....
.....26	1,040	....	....	....	120	....	....
September ... 2	700	246	....	....	....	....	....
..... 9	800	978	....	....	272	350	....
.....16	1,900	12,244	....	44	700	....	....
.....23	4,146	28,752	....	30	1,710	....	....
.....30	3,600	12,478	....	4,545	200	350	806
October..... 7	1,012	1,352	....	....	....	....	....
.....14	400	624	....	150	....	....	....
.....21	1,500	242	....	....	....	....	....
.....28	400	1,296	....	....	10	....	14,691
November ... 4	900	3,350	....	2,003	24	....	....
.....11	1,100	2,074	....	....	416	....	....
.....18	400	48	....	....	900	....	....
.....25	400	64	....	....	....	....	5,623
December.... 2	1,050	340	....	....	....	....	....
..... 9	....	....	....	....	....	....	....
.....16	400	....	....	....	....	....	....
.....23	1,538	....	....	....	....	....	....
.....30	1,600	....	....	....	....	....	4,849
Totals.....	53,733	*65,887	....	6,995	4,390	10,190	250,744

* 47,896 Bushels received by Canal and forwarded to St. Johns (Que.) without transhipment,—included in above totals.

Receipts and shipments of Barley recorded at Montreal during 1868 were greatly less than in 1867. The bulk of the arrivals here were from other parts of this Province, the demand from the United States absorbing nearly all the Ontario crop (estimated at over 4,000,000 bushels), so that comparatively little came eastward. The following is a summary of shipments:—

	1868 Bushels.	1867 Bushels.	1866 Bushels.
By River St. Lawrence	6,995	120,058	232,979
Via Port of St. Johns	364,321	246,705	82,610
" Grand Trunk Railway	66,084	526,087	86,159
" Other Channels	13,966	8,187	25,574
Totals	451,366	901,037	427,322

Prices, &c.—For particulars respecting the movement of the Barley crop in 1868 see pages 47 and 48. And, besides the following table, for rates in Toronto, Hamilton, and Oswego,—also, highest and lowest prices in Montreal for seven years,—see pp. 42, 43, & 45.

RYE.—The same cause which turned the current of Barley westward, attracted Rye in the same direction,—and the recorded receipts and shipments are not worth mentioning. The following list of prices cannot be otherwise than meagre:—

WEEK ENDING.	1868 Bushel of 56 lbs.	1867 Bushel of 56 lbs.	WEEK ENDING.	1868 Bushel of 56 lbs.	1867 Bushel of 56 lbs.
	$ cts.	$ cts. $ cts.		$ cts. $ cts.	$ cts. $ cts.
January ... 4	....	62½@ 65	July 5	....	85 @ 90
....11	....	60 .. 65	12	....	....
....18	....	60 .. 65	19	....	....
....25	....	60 .. 65	26	....	93½.. 00
February .. 1	1.00	66 .. 68	August .. 2	....	....
.... 8	1.00	66 .. 68	 9	....	....
....15	1.00	70 .. 75	16	....	....
....22	1.00	75 .. 77	23	....	....
March..... 1	1.00	75 .. 77	30	....	....
.... 8	1.00	75 .. 77	September 6	....	....
....15	1.00	75 .. 77	13	....	....
....22	....	80 .. 85	20	....	....
....29	....	80 .. 85	27	....	....
April 5	....	....	October .. 4	....	....
....12	....	....	11	....	....
....19	....	1.00..0.00	18	....	1.00..0.00
....26	....	1.00..0.00	25	....	1.00..0.00
May 3	....	1.00..0.00	November 1	....	90..1.00
....10	....	1.00..1.05	 8	....	85.. 95
....17	....	1.00..1.05	15	....	....
....24	....	1.00..1.05	22	....	....
....31	....	1.05..1.07½	29	....	....
June 7	....	....	December 6	....	....
....14	....	....	13	....	....
....21	....	....	20	0.84@0.86	....
....28	....	....	27	0.84..0.86	....

OATS.

Prices in Montreal, during Four Years.

WEEK ENDING.	1868 Per Bushel of 32 lbs.	1867 Per Bushel of 32 lbs.	1866 Per Bushel of 32 lbs.	1865 Per Bushel of 32 lbs.
	cts. cts.	cts. cts.	cts. cts.	cts. cts.
January 3	41 @ 43	32 @ ..	30 @ 32	32 @ ..
.....10	43 .. 44	32	30 .. 32	32 .. 34
.....17	43 ... 45	32	30 .. 32	32 .. 34
.....24	43 .. 45	32	30 .. 32	32 .. 34
.....31	45 .. 46	32 .. 33	32 . 34	33 .. 35
February 7	46 .. 47	32 .. 33	32 .. 34	33 .. 35
.....14	46 .. 47	32 .. 33	32 .. 34	33 .. 35
.....21	46 .. 47	32 .. 33	32 . 34	34 .. 36
.....28	46 .. 47	32 .. 33	32 .. 34	35 .. 37
March..... 6	46 .. 47	32 .. 33	32 .. 34	35 .. 37
.....13	47	31 .. 32	32 .. 34	35 .. 37
.....20	47 .. 48	31 .. 32	32 .. 34	35 .. 37
.....27	47 .. 48	32 .. 33	32 .. 34	37 .. 40½
April 3	47 .. 48	32 .. 33	34 .. 35	40 .. 42
..... 9	47 .. 48	35 .. 40	34 .. 35	40 .. 44
.....17	47 .. 48	38 .. 42	34 .. 35	40 .. ..
.....24	49 .. 50	38 .. 42	34 .. 35	38 .. 40
May 1	47½.. 49	40 .. 42	34 .. 35	34 .. 35
..... 8	47½.. ..	45 .. 47½	33 .. 35	.. .. ..
.....15	47½.. ..	43 .. 44	34 .. 35	28 .. ..
.....22	46 .. 47	41 .. 43	34 .. 35	28 .. ..
.....29	45 .. 46	41 .. 43	34 .. 36	28 .. 30
June 5	45 .. 46	40 .. 42	34 .. 36	32 .. ..
.....12	44 .. 45	40 .. 42	34 .. 36	32 .. ..
.....19	40 .. 42	40 .. 00	35 .. 36	32 .. ..
.....26	40	40 .. 00	36 .. 38	32 .. ..
July 3	40 .. 43	38 .. 40	37 .. 38½	32 .. ..
.....10	42 .. 43	40 .. 41	37 .. 38	32 .. ..
.....17	44 .. 45	43 .. 45	37 .. 40	32 .. ..
.....24	44 .. 45	43 .. 45	37 .. 40	35 .. 36
.....31	45 . ..	43 .. 45	35 .. 40	35 .. 36
August 7	48	45	35 .. 40	35 .. 36
.....14	48 .. 50	40 .. 45	35 .. 40	35 .. 36
.....21	53 .. 55	40 .. 45	35 .. 40	35 .. 36
.....28	53 .. 55	38 .. 42	35 .. 40	35 .. 36
September..... 4	48 .. 50	37 .. 40	35 .. 37½	35 .. 36
.....11	47 .. 48	35 .. 37½	35 .. 37½	33 .. 34
.....18	46 .. 48	35 .. 36	34 .. 35	31 .. 33
.....25	45 .. 47	37 .. 39	32 .. 34	33 .. 34
October 2	45 .. 47	37 .. 39	32 .. 34	33 .. 34
..... 9	48 .. 49	38 .. 40	32 .. 35	33 .. 34
.....16	47	40 .. 42	32 .. 35	33 .. 34
.....23	48 .. 50	40 .. 42	32 .. 35	32 .. 33
.....30	48 .. 49	41 .. 42	34 .. 36	32 .. 33
November 6	48 .. 49	38 .. 40	34 .. 36	32 .. 33
.....13	48 .. 49	38 .. 40	33 .. 35	32 .. ..
..... 20	50 .. 52	38 .. 40	33 .. 34	30 .. 32
.....27	48 .. 49	38 .. 38½	32 .. 34	30 .. 32
December 4	47 .. 48	38 .. 38½	32 .. 33	32 .. ..
.....11	47 .. 48	39 .. 40	32	32 .. ..
.....18	46 .. 48	40 .. 42	32	30 .. 33
.....24	46 .. 48	40 .. 42	32	30 .. 32
.....31	45 .. 46	.. .. ..	.. .. ..	.. .. ..

Receipts and Shipments of Oats.

WEEK ENDING.	Receipts of Oats in 1868.		Shipments of Oats in 1868.					
	Via G. T. Railway. Bushels.	Via L. Canal. Bushels.	Via Portland. Bushels.	Via St. Lawrence. Bushels.	Via Quebec Steamers. Bushels.	Via M. & Ch. Railway. Bushels.	Via St. Johns. Bushels.	Via Coaticook. Bush.
January ... 8	..	....	7,875	....	....	....	....	....
....15	....	....	2,700	....	....	....	....	....
....22	6,000	....	....	....	....	....	....	....
....29	500	....	....	....	....	....	....	....
February .. 5	1,000	....	4,550	....	....	350	....	....
....12	....	....	4,775	....	....	350	....	....
....19	....	....	....	....	....	....	....	....
....26	....	....	....	....	....	....	....	....
March 4	....	....	....	....	....	....	....	....
....11	....	....	....	....	....	....	....	....
....18	500	....	....	....	....	....	....	....
....25	1,566	....	....	....	....	....	....	....
April 1	600	....	....	....	....	....	....	....
.... 8	....	....	....	....	....	....	....	....
....15	1,000	....	....	....	....	....	....	....
....22	....	....	....	....	....	....	....	....
....29	....	....	15,000	60	346	....	6,000	....
May 6	2,500	39	15,000	....	66	....	33,844	....
....13	....	914	....	32,058	16	....	6,417	....
....20	....	11,444	....	16,530	....	....	4,400	....
....27	....	18,226	....	49,823	....	....	....	....
June 3	900	902	....	58,169	....	....	....	....
....10	....	926	....	19,304	....	....	31,503	....
....17	1,000	696	....	55,864	....	400	8.813	....
....24	500	8,797	....	24,000	....	....	33,797	....
July..... 1	....	19,648	....	....	....	....	8,200	....
.... 8	....	426	....	7,049	....	....	....	....
....15	1,200	754	....	35,042	....	....	....	....
....22	1,500	802	....	5,746	....	....	....	....
....29	1,000	584	....	32,814	....	....	7,085	....
August 5	....	388	....	4,000	20	....	....	....
....12	....	648	....	....	200	....	....	....
....19	....	580	....	5,999	....	....	....	....
....26	....	288	....	....	....	....	....	....
September . 2	....	690	....	18,125	....	....	....	....
.... 9	....	1,550	....	....	....	....	....	....
....16	....	252	....	....	38	....	....	....
....23	....	428	....	....	....	....	....	....
....30	....	586	....	17,745	....	....	2,351	....
October.... 7	1,000	938	....	8,823	....	....	....	....
....14	500	786	....	23,150	....	....	....	....
....21	....	584	....	....	....	....	....	....
... 28	500	326	....	....	....	....	....	....
November . 4	1,500	1,602	....	81,941	....	....	....	....
....11	1,050	3,616	....	10,515	....	....	....	....
....18	350	1,376	....	139,339	....	....	....	....
....25	1,150	19,747	....	16,000	....	....	....	8,075
December.. 2	700	646	....	....	....	....	....	....
.... 9	1,000	....	....	....	....	....	....	....
....16	700	....	....	....	....	....	....	....
....23	668	....	....	....	....	....	....	....
....30	1,500	....	....	....	....	....	....	8,485
Totals....	115,886	99,189	49,900	662,096	686	1,100	142,410	16,560

Referring to the preceding table, a remark made in former Reports has again to be repeated, viz., that the *recorded* receipts of Oats in Montreal afford a most inadequate idea of the business done. This applies as well to Peas, Barley and Rye. The shipments of Oats, according to the following summary, show a falling off to the extent of 522,926 bushels, or 36·602 per cent. in 1868 as compared with 1867,—the smallest difference being in shipments sea-ward :—

	1868 Bushels.	1867 Bushels.	1866 Bushels.
Via Port of St. Johns	142,410	334,070	122,653
By G. T. Railway	54,648	235,421	357,668
By Richelieu Co.'s steamers, barges, &c.	43,870	171,294	5,912
In sea-going vessels by River St. Lawrence	662,096	685,165	2,897,303
Totals	903,024	1,425,950	3.383,536

Prices.—In addition to the table of prices on page 79, tables of prices in Toronto, Hamilton, and Oswego, are given on pp. 42, 43, and 45,—also on p. 45 highest and lowest prices in Montreal during seven years.

OAT AND CORN MEAL.

A table of weekly receipts and shipments is given on next page. The recorded totals compare with those of former years as follows :—

	1868	1867	1866	1865	1864
Receipts	11,560 brls.	49,835 brls.	23,820 brls.	1,762 brls.	2,158 brls.
Shipments	29,382 "	63,478 "	46,309 "	2,806 "	5,774 "

1868.—The average price of Oatmeal was higher this year than during the preceding one; with ready sale for good brands. The range of rates during the first five months was $6.00 per barrel of 200 lbs. up to $6.65, most of the sales during the period being at $6.40 @ $6.50. In the months of June and July the range was $5.60 @ $6.25. Prices were nominal in August and September; bnt the business done at close of latter month, and during October was at a range of $6.25 @ $6.50,—declining a little in course of November and December, the rates being $6.10 @ $6.30.

1867.—The market for Oatmeal was active throughout the year, at variable rates, but a much higher average than during the year preceding. The quotations gradually rose from $4.90 @ $5.00 at the beginning of January until about the middle of April, when $5.50 @ $5.65 was reached, a demand for shipment having set in; by the middle of May $6.25 @ $6.50 were current prices,—slackening off in June to $5.50 @ $5.60, but stiffening again at close of the month, and quoted at $5.80 @ $6.00;—about the middle of September prices were a trifle easier, but the market became firm again, choice Meal being scarce,—and rates in December were $5.80 @ $6.00, closing quiet but steady.

Receipts and Shipments of Oat and Cornmeal.

WEEK ENDING.	RECEIPTS OF OAT AND CORNMEAL IN 1868.		SHIPMENTS OF OAT AND CORNMEAL IN 1868.		
	Via G. T. Railway. Barrels.	Via Lachine Canal. Barrels.	Via St. Lawrence. Barrels.	Via Steamers, Barges, &c., to Quebec. Barrels.	Via M. & C. Railway. Barrels.
January 8	100	....	....	....	7
.....15	....	....	....	....	....
.....22	....	....	....	....	200
.....29	....	....	....	....	6
February 5	....	....	....	....	205
.....12	....	....	....	....	8
.....19	100	....	....	....	5
.....26	....	....	....	....	25
March..... 4	....	....	....	....	....
.....11	....	....	....	....	....
.....18	....	....	....	....	10
.....25	....	....	....	....	256
April..... 1	325	....	....	....	103
..... 8	346	....	....	....	42
.....15	200	....	....	....	107
.....22	100	....	....	....	5
.....29	404	....	692	327	15
May..... 6	200	....	345	265	117
.....13	....	2,365	625	347	18
.....20	200	1,370	568	150	130
.....27	500	100	4,750	9	154
June 3	100	....	2,118	111	206
.....10	....	1,000	50	190	232
.....17	....	300	3,994	235	62
.....24	500	17	301	269	114
July 1	100	1,030	....	100	47
..... 8	50	18	1,798	295	43
.....15	....	200	3,460	360	96
.....22	....	3	465	51	109
.....29	88	....	41	67	98
August 5	....	22	645	80	50
.....12	100	18	70	29	91
.....19	....	42	73	129	21
.....26	....	94	55	104	38
September..... 2	....	24	655	5	....
..... 9	....	....	309	34	15
.....16	....	....	83	1	21
.....23	....	....	171	....	20
.....30	....	100	305	54	....
October 7	....	147	....	70	100
.....14	....	260	406	17	32
.....21	....	100	45	20	....
.....28	200	100	478	17	29
November 4	175	11	261	56	25
.....11	200	100	15	....	....
.....18	....	....	323	5	1
.....25	115	6	....	....	1
December 2	30	....	....	....	....
..... 9	....	....	....	....	13
.....16	....	....	....	....	1
.....23	....	....	....	....	3
.....30	....	....	....	....	3
TOTALS.....	4,133	7,427	23,101	3,397	2,884

THE SEED TRADE,—1867 AND 1868.

TIMOTHY SEED.

1868.—The season opened with a rather plentiful supply offering, but the quality of the samples was not very fine. As the season advanced some large lots of very superior seeds were put on the market and found ready buyers. The previous year was favorable for gathering and securing the crop, and the yield was considerably above the average of the last two or three years. Prices opened at $1.75 @ $2.00 and no choice seed. In April the supply was plentiful and prices fell to $1.45 to $1.50 for prime seed; $1.30 @ $1.40 for No. 2,—quantities bought for shipment to England.

1867.—The market presented about the same features as that of 1866. The ripening had been hindered and the seed considerably injured by unfavorable weather—the result was a short crop and poor seed. The price ranged from $2.90 @ $3.25 per bushel. Even at the outside price the quality was not No. 1.

CLOVER SEED.

1868.—*Short Red or Western.*—Considerable quantities of this seed were held over from last year, the quality of which was pretty fair although not bright. Before new seed came into the market 9c. per lb. was obtained for some small lots which changed hands. About the beginning of April considerable quantities of new seed began to arrive from Canada West, where it was quite plentiful, and could be bought for from 6c. to 7c. in quantity. The quality was very fine. The price in Montreal, in the latter part of April and up to end of sowing season, was 8c. to 8½c., changing hands in large lots at 6½c. @ 7½c. *Rawdon* or *Northern Clover* was also plentiful, and the seed was fine and full. When the first supplies began to come in the price asked and paid was 13c. @ 14c.; but as the supply increased it fell to 11c. @ 12c. at which price it was bought in considerable quantities. It was sold at 13c. @ 14c. by dealers.

1867.—The season opened with a short supply and the quality of such as could be had was only second-rate. For best samples of Western as high as 15c. per lb. was obtained in the early part of the season, but later it fell to 12½c. @ 13c. No really good seed was offered or could be obtained. This was owing to the unfavorable state of the weather during the previous ripening season. Rawdon opened at 18c., with but limited quantity offering, the quality of which was fair. The price averaged 17c. for the season. Red and White Dutch scarce and high—the former, 25c.; the latter, 27c. @ 28c.

FLAX SEED.

1868.—The drought which prevailed last summer was unfavorable for the growth of this seed, which, more than any other, requires a moist heavy soil for its cultivation; the crop was therefore lighter than during the previous two or three years, and it was also later in coming to maturity. Notwithstanding the short crop, the opening prices were lower than usual; $1.70 being the highest price paid for any quantity in the early Fall, while later the price ruled at about $1.55 to $1.65 per 56 lbs. The price of Linseed Oil in England was below the average, and in view of this, crushers could not afford to pay a

higher price for seed;—not more than about 50,000 bushels were purchased in this market. It may be mentioned here that Cake made from Canada seed commands an outside price in the English market.

1867.—The area under Flax this year did not exceed that of last year, and the yield was about the same; but the price was considerably under the average of 1866. When the first supplies of the new crop came into market $1.80 per 56 lbs. was paid for it, but as the season advanced and the supply increased, the price fell to $1.60 @ $1.50, while towards the close of navigation and throughout the winter a further decline took place—the price ruling at from $1.35 @ $1.45, according to quality. The demand from the United States was not so heavy as usual, on account of Farmers there having given more attention to its growth, and thereby supplying sufficient for their crushing mills; this accounts for the fall in price. The local consumption was about the same as before,—say about 85,000 bushels.

LOCAL CONSUMPTION.

FLOUR.

The recorded receipts of Flour by all channels were		790,311 brls.
Quantity manufactured by Millers in the City		372,246 "
Total in 1868		1,162,557 "
Estimated consumption by city population	160,000 brls.	
Recorded shipments	683,612 "	
		843,612 "
Leaving for business consumption		318,945 "

GRAIN.

The quantity of Wheat estimated to have been used by City Millers in 1868, in producing 372,246 brls. of Flour was		1,675,107 bush.
Estimated quantity of 1867		1,429,285 "
Increase		245,822 "

The Quantities of Grain, &c., used in the processes of Distilling and Brewing in Montreal, in the past four and a half years, are shown in the following table:—

Kind of Grain, &c.	1868	Half-year to 31st Dec., 1867.	Year to 30th June, 1867.	1866	1865
Malt.....bush.	173,331	82,349	203,178	84,985	182,193
Barley ..... "	.....	.....	.....	.....	1,506
Rye ..... "	4,700	.....	1,415	9,226	14,319
Oats ..... "	7,981	.....	5,389	3,701	719
Maize..... "	37,779	.....	3,647	53,282	38,901
Buckwheat ..... "	.....	.....	.....	.....	.....
Wheat ..... "	.....	.....	.....	.....	.....
Cribblings..... lbs.	.....	.....	.....	.....	86,994

ASHES.

Receipts of Ashes at Inspection Stores for past Three Years.

MONTH.	1868			1867			1866		
	POTS.	PEARLS	TOTAL.	POTS.	PEARLS	TOTAL.	POTS.	PEARLS	TOTAL.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
January	893	289	1,182	1,033	458	1,491	2,018	481	2,499
February	785	212	997	1,153	431	1,584	1,399	495	1,894
March	765	194	959	1,172	279	1,451	1,746	385	2,131
April	1,310	420	1,730	798	172	970	1,393	190	1,583
May	2,908	1,038	3,946	2,655	492	3,147	3,522	365	3,887
June	1,833	500	2,333	1,649	510	2,159	2,493	439	2,932
July	1,994	671	2,665	1,755	792	2,547	2,401	806	3,207
August	1,190	879	2,069	1,146	1,315	2,461	1,743	878	2,621
September	1,320	671	1,991	1,254	899	2,153	1,288	775	2,063
October	1,346	512	1,858	1,589	801	2,390	1,747	853	2,600
November	1,453	561	2,014	1,098	762	1,860	1,561	488	2,049
December	876	388	1,264	756	496	1,252	652	520	1,172
TOTALS	16,673	6,335	23,008	16,058	7,407	23,465	21,963	6,675	28,638

The aggregate receipts in 1868 were less by 457 brls., or about 2 per cent., than in 1867; the decrease in 1867 as compared with 1866 was 5,173 brls., or about 18 per cent.; and the decrease in 1866 as compared with 1865 was 12,230 brls., or 30 per cent.

The Inspection of Pots and Pearls in 1868 showed the following classification :—

	POTS.					PEARLS.				
	FIRSTS	SEC'NDS	THIRDS	U. B.	TOTAL.	FIRSTS	SEC'NDS	THIRDS	U. B.	TOTAL.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brl.s	Brls.	Brls.
January	681	146	53	13	893	188	101	0	0	289
February	681	67	30	7	785	159	52	0	1	212
March	695	60	8	2	765	157	36	1	0	194
April	1,202	85	18	5	1,310	362	58	0	0	420
May	2,637	225	30	16	2,908	884	148	4	2	1,038
June	1,627	165	31	10	1,833	458	42	0	0	500
July	1,698	217	60	19	1,994	574	92	5	0	671
August	904	204	55	27	1,190	780	95	4	0	879
September	1,078	152	48	42	1,320	553	116	2	0	671
October	1,001	201	111	33	1,346	420	88	4	0	512
November	941	346	113	53	1,453	480	77	4	0	561
December	580	195	72	29	876	293	92	3	0	388
TOTALS	13,725	2,063	629	256	16,673	5,308	997	27	3	6,335

Result of the Inspection of Potash during the past five years :—

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLES.	TOTALS.
	Brls. ℔ cent.	Brls. ℔ cent.	Brls. ℔ cent.	Brls. ℔ cent.	Brls.
1864	22,851 or 73.145	4,982 or 15.950	2,679 or 8.575	728 or 2.330	31,240
1865	20,578 or 66.579	6,937 or 22.444	2,687 or 8.690	707 or 2.287	30,909
1866	16,704 or 76.055	3,799 or 17.297	1,201 or 5.469	259 or 1.179	21,963
1867	13,102 or 81.592	2,170 or 13.513	628 or 3.911	158 or 0.984	16,058
1868	13,725 or 82.319	2,063 or 12.373	629 or 3.773	256 or 1.535	16,673
Totals	86,960 or 74·425	19,951 or 17·075	7,824 or 6·697	2,108 or 1 003	116,843
Averages	17,392	3,990	1,565	421	23,368

Result of the Inspection of Pearlash during the past five years:—

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLES.	TOTALS.
	Brls. ℔ cent.	Brls. ℔ cent.	Brls. ℔ cent.	Brls. ℔ cent.	Brls.
1864....	7,593 or 70.475	3,072 or 28.513	101 or 0.938	8 or 0.074	10,774
1865....	4,882 or 49.326	4,959 or 49.799	116 or 1.165	1 or 0.010	9,958
1866....	3,623 or 54.277	2,997 or 44.899	51 or 0.764	4 or 0.060	6,675
1867....	5,703 or 76.995	1,648 or 22.249	56 or 0.756	.....	7,407
1868....	5,308 or 83.789	997 or 15.738	27 or 0.426	3 or 0.047	6,335
Totals..	27,109 or 65·880	13,673 or 33·228	351 or 0·853	16 or 0·039	41,149
Averages	5,422	2,735	70	3	8,230

Deliveries of Ashes from Inspection Stores for past Three Years.

MONTH.	1868			1867			1866		
	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
January	588	105	693	503	368	871	1,387	937	2,324
February	551	212	763	1,242	331	1,573	2,208	494	2,702
March	982	413	1,395	1,204	740	1,944	1,774	703	2,477
April	1,100	191	1,291	312	345	657	879	201	1,080
May	3,324	522	3,846	2,881	479	3,360	3,841	410	4,251
June.....	2,237	841	3,078	1,448	371	1,819	2,947	336	3,283
July	2,478	438	2,916	1,773	540	2,313	1,984	575	2,559
August.....	1,494	1,234	2,728	1,424	908	2,332	1,266	514	1,780
September.....	979	659	1,638	1,063	582	1,645	1,251	556	1,807
October	1,816	844	2,660	2,161	673	2,834	2,086	1,308	3,394
November	1,281	619	1,900	1,693	705	2,398	2,116	791	2,907
December	554	611	1,165	655	433	1,088	600	330	930
TOTALS....	17,384	6,689	24,073	16,359	6,475	22,834	22,339	7,155	29,494

From this statement it appears that the aggregate deliveries in 1868 were greater by 1,239 brls., or 5·43 per cent., than in 1867,—there being a decrease in 1867, as compared with 1866 of 6,660 brls., or 22·58 per cent.; the decrease in 1866, as compared with 1865, was 10,388 barrels, or 26·05 per cent. The shipments to trans-Atlantic ports in 1867 and 1868 may be thus summarized:—

	1867		1886	
	POTS.	PEARLS.	POTS.	PEARLS.
	Brls.	Brls.	Brls.	Brls.
By St. Lawrence River to Liverpool	6,339	1,044	7,348	1,912
" " " London.....	997	762	1,153	748
" " " Glasgow	2,294	264	3,198	1,067
" " " Aberdeen.....	....	....	100	....
Via Portland to Liverpool.....	3,275	720	3,643	809
TOTALS.....	12,905	2,790	15,442	4,536

The shipments to the United States included lots for Boston, New York, Philadelphia, Pittsburg, &c. The sending of some parcels direct from Montreal to Australia and New Zealand, may be mentioned as of some interest to manufacturers and shippers.

Stocks in store in Montreal, 1st January, 1869, ..Pots, 1,078 brls.; Pearls, 1,151 brls.
Do. do. do. 1st January, 1868, ..Pots, 1,711 " ; Pearls, 1,460 "

Comparative Prices of Pot Ashes in Montreal, for past Two Years.

DATE.	1868						1867			
	First Pots. Per 100 lbs.		Second Pots. Per 100 lbs.		Third Pots. Per 100 lbs.		First Pots. Per 100 lbs.		Second Pots. Per 100 lbs.	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
January 3	5.45	@5.50	4.90	..4.95	4.50	.....	5.85	@5.90	5.35	..5.40
.....10	5.40	..5.50	4.80	..4.85	4.50	.....	5.80	..5.90	4.70	.....
.....17	5.37½	..5.42½	4.85	.....	4.50	.....	6.00	..6.05	4.80	.....
.....24	5.20	..5.25	4.75	.....	4.40	.....	6.17½	..6.32½	4.80	.....
.....31	5.30	..0.00	4.85	..4.90	4.50	.....	6.00	..6.10	4.80	.....
February 7	5.30	..0.00	4.85	.....	4.50	.....	5.95	..6.10	4.80	.....
.....14	5.00	..5.35	4.85	.....	4.50	.....	5.85	..5.90	4.85	..4.90
.....21	5.35	..5.40	4.85	..4.95	4.60	..4.65	5.70	..5.75	4.80	..4.90
.....28	5.45	..5.47½	4.90	..4.95	4.65	..4.70	5.60	..5.67½	4.80	..4.85
March 6	5.65	..5.72½	4.95	..5.00	4.65	.....	5.65	..5.67½	4.75	..4.80
.....13	5.55	..5.65	5.00	..5.05	4.65	....	5.60	..5.67½	4.90	.....
.....20	5.45	..5.55	5.10	..5.15	4.70	.....	5.67½	..5.70	4.75	..4.80
.....27	5.45	..5.50	5.10	..5.15	4.70	.....	5.85	..5.95	4.75	..4.80
April..... 3	5.90	..5.95	5.10	..5.15	4.70	.....	5.80	..5.85	4.85	.....
..... 9	5.80	..5.90	5.05	..5.10	4.65	.....	5.80	..5.85	5.00	..5.05
.....17	5.80	..5.90	5.10	.....	4.65	.....	5.95	..6.00	5.30	..5.40
.....24	5.90	..5.95	5.10	.....	4.65	.....	5.85	..5.90	5.37½	.....
May..... 1	5.80	..5.90	5.20	..5.25	4.75	.....	5.90	..5.95	5.35	..5.40
..... 8	5.72½	..5.85	5.20	.....	4.75	.....	5.75	..5.80	5.40	.....
.....15	5.80	..5.90	5.00	.....	4.60	.....	5.75	..5.80	5.40	.....
.. ...22	5.45	..5.60	4.90	..5.00	4.60	.... .	5.60	..5.65	5.25	.....
.....29	5.45	..5.55	4.90	.....	4.40	.....	5.55	..5.60	5.00	..5.10
June 5	5.45	..5.55	4.90	.....	4.40	.....	5.50	..5.60	5.00	..5.05
.....12	5.37½	..5.45	4.80	..4.85	4.40	.....	5.50	..5.62½	5.00	.....
.....19	5.35	..5.45	4.80	..4.85	4.40	.....	5.52½	..5.65	5.00	..5.05
.....26	5.40	..5.50	4.80	..4.85	4.35	..4.40	5.60	..5.70	5.05	.. ...
July..... 3	5.50	..5.55	4.80	..4.90	4.35	..4.40	5.60	..5.65	5.00	..5.05
.....10	5.60	..5.65	4.80	..4.90	4.40	.....	5.65	..5.70	5.00	..5.05
.....17	5.80	..5.90	5.00	.....	4.50	.....	5.55	..5.60	5.10	..5.25
.....24	5.85	..6.00	5.00	.....	4.50	.....	5.55	..5.60	5.00	..5.10
.....31	5.80	..5.87½	4.90	..5.00	4.40	.....	5.62½	..5.67½	5.00	..5.10
August 7	5.87½	..5.90	4.90	..5.00	4.40	.....	5.60	..5.65	5.05	..5.15
.....14	5.80	..5.85	5.00	..5.10	4.40	..4.60	5.60	..5.70	5.05	..5.10
..... 21	5.75	..5.85	5.00	.....	4.45	.....	5.75	..5.95	5.05	..5.10
.....28	5.85	..5.97½	5.00	..5.12½	4.50	.....	5.80	..5.85	5.20	.....
September ... 4	5.75	..5.80	5.00	.....	4.50	.....	6.00	..6.07½	5.20	.....
.....11	5.75	..5.80	4.90	..5.00	4.50	.....	5.95	..6.07½	5.30	.....
.....18	5.75	..5.80	4.90	..5.00	4.40	..4.50	6.00	.....	5.35	..5.40
.....25	5.70	..5.75	5.00	..0.00	4.40	.....	5.90	..6.00	5.30	..5.40
October..... 2	5.60	..5.70	4.90	..5.00	4.45	.....	5.95	..6.00	5.40	.....
..... 9	5.70	..5.75	5.00	..5.10	4.40	..4.50	5.90	..6.00	5.30	..5.35
.....16	5.70	..5.75	5.05	..5.10	4.40	..4.50	5·85	..5.95	5.35	..5.45
.....23	5.70	..5.75	5.05	..5.12½	4.50	..4.55	5.60	..5.65	5.40	.....
.....30	5.90	..6.00	5.10	..5.20	4.60	.....	5.60	.....	5.40	.....
November ... 6	5.90	..6.00	5.00	..5.10	4.50	..4.55	5.50	.....	5.25	..5.30
.....13	5.75	..5.80	4.80	..4.90	4.40	.....	5.50	..5.55	5.00	..5.15
.....20	5.70	..5.75	4 80	..4.90	4.40	..4.45	5.10	..5.15	5.00	..5.05
.....27	5.65	..5.72½	4.80	..4.90	4.40	.....	5.15	..5.17½	4.85	....
December.... 4	5.62½	..5.70	4.80	..4.90	4.40	.....	5.17½	..5.27½	4.85	..4.90
.....11	5.60	..5.70	4.75	..4.80	4.40	.....	5.45	.....	4.85	.....
.....18	5.60	..5.70	4.75	..4.80	4.35	..4.40	5.50	.....	4.85	.....
.....24	5.60	..5.70	4.70	..4.80	4.35	..4.40	5 45	..5.50	4.85	..4.95
.....31	5.40	..5.50	4.70	..4.75	4.30	.....	....	.....	4.85	.....

Comparative Prices of Pearl Ashes in Montreal, for past Two Years.

DATE.	1868		1867	
	First Pearls. Per 100 lbs.	Second Pearls. Per 100 lbs.	First Pearls. Per 100 lbs.	Second Pearls. Per 100 lbs.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c.
January..... 3	6.00 @	None.	7.30 @ 7.35	6.35
.....10	5.95	None.	7.10 .. 7.20	6.30
.....17	5.95	None.	7.20 .. 7.25	6.12½
.....24	5.80 .. 5.95	None.	7.10 .. 7.15	6.12½
.....31	5.85 .. 5.90	5.60 @	7.00 .. 7.10	6.04
February 7	5.80 .. 5.85	5.50	6.90 .. 7.00	6.15
.....14	5.80 .. 5.85	5.50	6.95 .. 7.05	6.20
.....21	5.85	5.50	6.90 .. 7.00	6.35
.....28	5.90	5.50	6.90 .. 7.00	6.35
March..... 6	6.60 .. 6.62½	6.00	6.90 .. 7.00	6.50
.....13	6.60 .. 6.65	6.15	6.95 .. 7.00	7.00
.....20	6.70 .. 6.75	6.25	7.00 .. 7.10	7.05
.....27	6.75	6.30	7.50 .. 8.00	7.00
April 3	6.65	6.20	8.00 .. 8.25	8.00
..... 9	6.65	6.20	8.25	7.75
.....17	6.55 .. 6.60	6.25	8.20 .. 8.25	7.75
....24	6.20 .. 6.30	5.80	8.00 .. 8.25	7.75
May..... 1	6.10	5.70	8.25 .. 8.30	7.75
..... 8	6.00	5.60	8.20 .. 8.25	7.75
.....15	6.00 .. 5.80	5.50	8.22½ .. 8.30	7.50
.....22	5.80	5.50	8.05 .. 8.10	7.60
.....29	5.50 .. 5.75	5.35	8.00 .. 8.10	7.60
June 5	5.40 .. 5.50	5.25	7.90 .. 8.00	7.60
.....12	5.50	5.25	7.72½ .. 7.80	7.00
.....19	5.50	5.00 .. 5.10	7.45 .. 7.60	7.00
.....26	5.40 .. 5.50	4.90 .. 5.00	7.10 .. 7.20	6.60
July..... 3	5.40 .. 5.45	None.	7.25 .. 7.40	6.75
.....10	5.40 .. 5.45	None.	7.50	7.00
.....17	5.40 .. 5.50	None.	7.80	6.60
.....24	5.40 .. 5.50	None.	7.45 .. 7.55	6.50
.....31	5.45 .. 5.55	4.85 .. 5.00	7.20 .. 7.30	6.40
August 7	5.50 .. 5.55	None.	6.90 .. 7.00	6.25
.....14	5.50 .. 5.55	4.90 .. 4.95	6.85 .. 7.00	6.40
.....21	5.50 .. 5.55	None.	6.90	6.25
.....28	5.50 .. 5.55	None.	6.80 .. 6.85	6.30
September 4	5.40 .. 5.45	None.	6.80 .. 6.82½	6.40
.....11	5.40 .. 5.50	None.	6.50 .. 6.60	6.40
.....18	5.40	4.90	6.60	6.45
.....25	5.35 .. 5.40	4.80	6.60 .. 6.70	6.30
October..... 2	5.25 .. 5.50	None.	6.55 .. 6.60	6.30
..... 9	5.50 .. 5.60	5.00	6.60	6.35
.....16	5.40 .. 5.50	5.00	6.55 .. 6.60	6.35
.....23	5.50 .. 5.60	None.	6.50 .. 6.55	6.20
.....30	5.55 .. 5.60	None.	6.50	6.00
November..... 6	5.50 .. 5.60	None.	6.35	6.00
.....13	5.50 .. 5.60	5.00	6.15 .. 6.20	5.80
.....20	5.50	None.	6.00	5.50
.....27	5.50 .. 5.55	4.95 .. 5.00	5.90 .. 5.95	5.50
December..... 4	5.50 .. 5.55	None.	5.90 .. 5.95	5.50
.....11	5.60 .. 5.65	5.00 .. 5.05	5.90 .. 5.95	5.60
.....18	5.60 .. 5.65	5.05 .. 5.10	6.00	5.60
.....24	5.65 .. 5.75	5.05 .. 5.10	6.00	5.70
.....31	5.65 .. 5.75	5.05 .. 5.10	....	....

III.—THE PROVISION TRADE.

PORK AND CUT-MEATS, BEEF, &c.

THE receipts of Pork and Beef in Montreal during 1868, amounted to 17,194 brls.;—viz., by Grand Trunk Railway, 8,358 brls.; by Lachine Canal, 7,623 brls.; by other channels, 1,213 brls.;—while the receipts in 1867 were 19,054 brls, showing a decrease last year of 1,860 brls., or 9·761 per cent. The shipments in 1868 were 17,763 brls.;—viz., by Grand Trunk Railway, 4,472 brls.; by River St. Lawrence, 11,474 brls.; by Lachine Canal, 1,127 brls.; by other channels, 680 brls.;—the shipments in 1867 having been 20,372 brls., showing a decrease of 2,609 brls, or 12·807 per cent. The movements in 1868 may be concisely stated as follows:—

Stock of Pork and Beef on hand at beginning of 1868		1,950 brls.
Receipts by all channels during the year		17,194 "
Total		19,144 "
Stock on hand 31st December, 1868	2,100 brls.	
Reported shipments	17,763 "	
		19,863 "
The surplus may be accounted for by exports of Pork packed in Montreal		719 "

Comparative Prices of Pork in Montreal, during 1868 *and* 1867.

	1868			1867		
	MESS.	PRIME MESS.	PRIME.	MESS.	PRIME MESS.	PRIME.
	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
January 3	18.50@19.00	12.50@....	11.50@12.00	20.00 @	13.00@....	12.00@....
.....17	19.00..19.50	14.00	13.00..13.50	18.00 ..18.50	13.00..14.00	12.00..12.50
February ... 7	19.00 ...	14.00	13.00..13 50	18.00 ..18.25	13.00..13.50	11.00..12.00
..... 21	19.25..19.50	14.50..15.00	14.00..14.50	18.25 ..18.50	13.00	11.00..12.00
March 6	19.25..19.50	14.00..14.50	13 00..13.50	18.50 ..18.75	13.50	11.75..12.00
.....20	19.50	14.50..15.00	13.50..14.00	19.50 ..20.00	14.00	12.00..12.50
April 3	19.50	15.00..15.50	14.00..14.50	19.50 ..20.00	15.00..15.50	13.50..14.00
.....17	20.50..21.00	16.00..16.25	15.00..15.50	19.50 ..20.00	15.00..15.50	13.50..14.00
May 1	21.50..22.00	16.25..16.50	15 50	19.50 ..20.00	15.50	14.00 ....
..... 15	22.50..23.00	17.00	15.50..16.00	19.25 ..20.00	16.00	14.00 ....
June 5	22 50..23.00	16.00	15.00	19.00	15.50	14.00..14.25
.....19	22.50..23.00	16.00 ...	15.00	18.75 ..19.00	15.50	15.00..15.25
July 3	23.25..23.50	16.00..16.25	15.00..15.25	18.75 ..19.25	15.50	14.50 ....
.....17	24.50..25.00	16.75	16.00	19.75 ..20.00	16.00	15.00 ....
August 7	25.00	17.00	16.50	20.00 ..20.50	16.00	15.00..15.25
.....21	24.50..25.00	17.00	16.75	20.25 ..20.50	16.00	15.00..15.25
September.. 4	24.00..24.50	17.00	16.75	20.50 ..21.50	16.50	15.75..16.00
.....18	24.00..24.50	17.50	16.50	20.37½..20.50	16.50	15.50 ....
October..... 2	24.00..24.50	....	17.00	20.25 ..20.50	16.50	15.50 ....
.....16	24.50..25 00	....	17.50..18.00	18.25 ..19.00	15.00	13.50 ....
November .. 6	24.00..24 25	20.00..20.50	17.50..18.00	18.50 ..18.75	16.00	15.00 ....
.....20	23.75..24.00	17.00..17.50	16.00..16.50	18.50 ..18.75	13.00	11.50 ....
December .. 4	23.75..24.00	17.00..17.50	....	18.50 ..18.75	12.50	11.00..11.50
.....18	22.00..22.50	....	13.00..13.50	18.50 ..18.75	12.50	11.00..11.50

As compared with several preceding years, the trade in Pork and the Hog-product generally in 1868 was very limited. Dealers were cautious about holding stock at the

high rates prevailing, and a large portion of the supply needed for the wants of Lumbermen on the Ottawa, was brought direct from Chicago to that region in broken quantities to suit immediate requirements. Packing in Montreal was only engaged in to a small extent,—there was, of course, much less business done than formerly at the two Inspection Stores. The foregoing table of comparative prices shows how much dearer the principal grades were in 1868 than in 1867.

The quantities of Pork packed and inspected at the Inspection Stores during the past four years were as follows :—

	1868	1867	1866	1865
Mess.....brls.	8,954	9,357	10,746	10,695
Thin Mess..... "	2,497	2,300	1,164	2,138
Prime Mess..... "	1,590	989	788	792
Prime..... "	2,867	4,257	2,229	561
Cargo..... "	719	57	6	91
Unbrandable..... "	1,033	2,357	2,101	2,935
Totals.....	17,660	19,419	17,034	17,212

CUT MEATS, &c.—The lean condition of the bulk of Hogs brought to market in the west, caused the rendering of a small stock of Lard, prices ranging from 9¾c. @ 11½c. during the first four months of 1868,—but the range in August and September was 15¼c. @ 17½c. Hams and Bacon were also much dearer than usual, supplies being to a considerable extent brought from the Western States.

BEEF.—The business done in Beef in 1868 was not large. Prime Mess in tierces ranged from $23.00 @ $27.00 in 1868, the price in 1867 being $25.00 @ $30.00; the range for barrels in 1868 being $13.25 @ $16.00, and in 1867 $14.00 @ $16.00.

The quantities of Beef packed and inspected in Montreal, during the past five years, were as follows :—

	1868	1867	1866	1865	1864
Prime Mess.....tierces.	273	330	375	273	583
Prime Mess.....brls.	1,413	1,150	1,083	1,443	1,132
Prime..... "	70	36	....	70	

BUTTER.

A considerable portion of the business done by shippers of Butter in 1868 was remunerative. The opening price in Spring in Ontario was 14c., advancing in July to 16c. @ 17c., at which rate numerous large sales were made,—briskness continuing in August at a further advance, 18c. @ 19c. having been paid for lots to be shipped to the United Kingdom. Account-sales were gratifying, as, owing to the severe drought in England, a large advance had taken place there. Favorable trans-Atlantic advices stimulated additional purchases on British account, in September and October, the quotation here being 20c. @ 22c.; and by the close of navigation in November the range for shipping lots was 21c. @ 24c.,—leaving dealers with heavy stocks, the English market being then dull and sluggish. Shipments made in December and the first

month of 1869, resulted in heavy loss,—a decline of about 20s. per cwt. from the highest point having taken place on the other side, an additional decline of 10s. being reported by the beginning of March. The winter-season's operations were, therefore, most unsatisfactory. The substance of a remark made in former Reports must be repeated here;—that there is still room for improvement both in the manner of packing and handling Butter in the country, and that the shipments to Great Britain cannot be, on the whole, so uniformly profitable as they might be, until the utmost care is be stowed upon an article which enters so largely into home and foreign consumption.

The recorded receipts of Butter in Montreal during 1868 amounted to 97,570 kegs, or 7,805,600 lbs.; in 1867, to 83,593 kegs, or 6,687,440 lbs.; and in 1866, to 92,516 kegs, or 7,401,280 lbs. The shipments in 1868 amounted to 76,922 kegs, or 6,153,760 lbs., in 1867, to 66,555 kegs, or 5,324,400 lbs.; and in 1866, to 77,776 kegs, or 6,222,080 lbs. The exportations of past two years may be thus summarized:—

	1867	1868
In sea-going vessels via River St. Lawrence	50,195 kegs.	62,070 kegs.
In Ocean Steamers via Portland	5,981 "	7,609 "
By Montreal and Champlain Railway	9,755 "	6,075 "
By other channels	624 "	1,168 "
Totals	66,555 "	76,922 "

The whole movement in Butter in 1868 may be thus concisely stated:—

Stock on hand 1st January, 1868		10,000 kegs.
Receipts by all channels		97,570 "
Total		107,570 "
Deduct stock on hand 1st January, 1869	12,000 kegs.	
Deduct shipments during 1868	76,922 "	
		88,922 "
Balance unaccounted for		18,648 "

Prices of best grades of Butter in Montreal during the Fall months of the past five years were as follows:—

DATE.	1868 Medium to Good Dairy. Per lb.	1867 Medium to Good Dairy. Per lb.	1866 Medium to Good Dairy. Per lb.	1865 Medium to Choice Dairy. Per lb.	1864 Medium to Choice Dairy. Per lb.
	c. c.	c. c.	c. c.	c. c.	c. c.
September.... 4	19 @ 22	12 @ 15	15 @ 17½	20 @ 22	18 @ 20½
....11	19 .. 21	12 .. 15	17¼	20 .. 22½	19 .. 21
....18	19 .. 22½	12 .. 16½	15½	20 .. 23	19 .. 21
....25	20 .. 23	12 .. 16½	16½	20 .. 23	18 .. 20
October 2	21 .. 24½	13 .. 17	16½ .. 17½	21 .. 24	19 .. 21
.... 9	19 .. 24	14 .. 17½	18	21 .. 24	19 .. 21
....16	18 .. 24	14 .. 18	18	22 .. 25	18 .. 21
....23	19 .. 23	14 .. 18½	17 .. 18	23 .. 26	18 .. 21
....30	22 .. 24½	14 .. 18½	17¾	24 .. 27	18 .. 21
November 6	22 .. 24	14 .. 18	17½	24 .. 28	18 .. 21
....13	22 .. 24	14 .. 18	16 .. 17½	24 .. 28	18 .. 20½
....20	22 .. 00	14 .. 18	13 .. 15½	22 .. 25	18 .. 20½
....27	21 .. 23½	14 .. 18	14 .. 17	22 .. 25	18 .. 20

CHEESE.

The condition of the trade in Cheese during the shipping season of 1868, and the Winter of '68–'69, was healthy, dealers doing a fairly remunerative business. The quality of the product of the principal Canadian Factories has been improved over that of former years; still, the average proceeds of shipments to Great Britain are said, by parties whose interest it is to see Canadian Cheese occupy a commanding place in that market, to be under the average of U. S. Factories. Prices opened here in June at 8½c. @ 9c., with large purchases at these rates in Ontario for shipment; rates in July were 9c. @ 10c., and in August 10c. @ 10½c.,—while 10½c. @ 11c. were freely paid in September and October. Before the middle of November, sales had been made at 11¼c. @ 12c.,—these being current rates until near the end of January, 1869.

The recorded quantities of Cheese received in 1868 amounted to 70,251 boxes, against 61,292 boxes in 1867, 30,908 boxes in 1866, and 26,131 boxes in 1865. The shipments in past two years may be thus summarized:—

	1867	1868
In sea-going vessels via River St. Lawrence.....	45,930 boxes.	58,515 boxes.
Via Portland in Ocean Steamers to Liverpool...	6,828 "	3,314 "
By Richelieu Steamers, &c.....	2,766 "	2,607 "
Totals	55,524 "	44,636 "

Prices of Cheese in Montreal during Three Years were as follows:—

DATE.	1868 ℔ lb.	1867 ℔ lb.	1866 ℔ lb.	DATE.	1868 ℔ lb.	1867 ℔ lb.	1866 ℔ lb.
	c. c.	c. c.	c. c.		c. c.	c. c.	c. c.
June 5	10 @ 0	11 @12½	11¾@ 0	August....28	10 @11	8 @ 9½	12 @ 0
.....12	9 10	11 12½	14 0	Sept 4	10 11	8 9¼	10½ 10¾
.....19	9 10	11 12	12 0	11	10 10½	8 9¼	10¼ 0
.....26	9 10	10 11	10 12	18	10 14¼	8 9¼	....
July 3	9 9½	10 11	12 12¾	25	10 14¼	8 9¼	12¾ 0
.....10	9 9½	10 11	11¾ 0	October ... 2	10 14¼	8 9¼	11½ 0
.....17	9½ 10	9 10	12¼ 0	... 9	10 14¼	8¼ 9½	13 0
.....24	9 10	8½ 9¾	13½ 0	...16	10½ 11½	8½ 9¾	10 0
.....31	10 10½	8½ 9¾	12¾ 0	...23	10½ 11½	9 9⅞	13 0
August.... 7	10 10½	8½ 9¾	13 0	...30	10½ 11½	9 9⅞	12½ 0
....14	10 10½	8½ 8¾	13 0	Nov. 6	10½ 11½	9 10	13 0
....21	10 10¾	8½ 9¾	11 12	13	10½ 11½	9 9¾	10½ 12½

IV.—THE GROCERY TRADE.

GENERAL REMARKS.

The wholesale trade in imported Groceries in Montreal was good in 1866, up to the period of the Fenian excitement,—flat in June, July, and August; business was again good and profitable during the Fall months.

There was fair, steady business throughout 1867; profits moderate and comparatively few bad debts.

The business was very bad during 1868. There were numerous failures throughout the country; stocks in hands of importers declined in value, and many heavy sales are understood to have been made at less than cost.

Direct trade with ports on the Mediterranean is on the increase. The quantities of Wine, Brandy, Gin, and Dried Fruits imported in 1867 at Montreal showed an increase of about 50 (49·29) per cent. as compared with 1866—while the importations of 1868 exceeded those of 1867 by 8½ per cent. For comparative statement of goods imported direct from Continental European ports, see pages 24, 25, 26.

The following tables show the extent of the Grocery import trade at Montreal, as compared with Toronto, Hamilton, Quebec, &c., during a number of years:—

Values of Groceries on which Duties were paid.

YEAR.	Entered at Montreal.	Entered at Toronto.	Entered at Hamilton.	Entered at Quebec.	Entered at all other Ports.	Values of Total Imports.	Per centage of Imports at Montreal to all Canada.
	$	$	$	$	$	$	
1862....	4,636,003	849,648	709,951	815,777	1,455,531	8,466,910	54·754
1863....	4,332,864	766,513	605,087	767,558	1,058,013	7,530,035	57·541
1864 ½yr.	1,951,497	361,648	249,022	363,336	511,500	3,497,003	55·804
1865....	3,625,692	501,317	434,066	558,685	1,013,225	6,132,985	59·117
1866....	4,185,017	625,475	584,441	512,984	942,967	6,850,884	61·087
1867....	4,519,341	597,642	673,047	534,721	649,620	7,270,780	62·157

Values of Wines and Liquors on which Duties were paid.

YEAR.	Entered at Montreal.	Entered at Toronto.	Entered at Hamilton.	Entered at Quebec.	Entered at all other Ports.	Values of Total Imports.	Per centage of Imports at Montreal to all Canada.
	$	$	$	$	$	$	
1862....	351,730	20,769	12,922	105,411	51,759	542,591	64·822
1863....	421,707	23,767	14,057	107,075	63,123	629,729	66·966
1864 ½yr.	174,149	9,320	4,059	54,140	26,150	267,818	65·025
1865....	442,912	33,801	19,464	114,105	65,640	675,922	65·675
1866....	530,871	48,873	28,372	132,295	84,283	824,694	64·372
1867....	528,808	67,555	43,073	128,611	69,949	837,996	63·104

TEA, COFFEE, SPICES, &c.

The following table shows the comparative quantities and values of articles entered for Duty at the Port of Montreal during the past three years :—

ARTICLES.	1868		1867		1866	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		$		$		$
Tea..... lbs.	3,847,652	1,293,935	5,718,931	1,927,119	4,520,145	1,602,714
Coffee, Green..... "	606,288	69,629	575,570	74,513	604,156	79,920
Do. Roasted... "	784	134	74	21	950	182
Chicory..... "	105,742	5,080	130,834	4,712	76,483	2,817
Cocoa & Chocolate. "	.....	1,513	.....	3,169	.....	3,590
Spices, ground.... "	35	7	.....	.....	716	297
Do. unground. "	359,648	32,700	514,810	41,159	331,044	31,120
Fruits and Nuts.. "	7,223,972	320,608	6,181,902	317,036	4,841,145	244,255
Pickles and Sauces....	.....	30,167	.....	28,843	.....	25,024
Prepared Oils.....gals.	194,074	149,656	265,744	197,473	216,739	167,419
Mustard..... lbs.	116,458	15,001	179,468	24,261	106,268	14,359
Fancy Soap..... "	.....	5,935	157,664	12,954	.....	12,112
Common do..... "	302,635	10,237	.....	.....	.....	.....
Candles..... "	105,134	18,861	68,083	12,129	.....	8,059
Totals.....	.....	1,953,463	.....	2,643,387	.....	2,191,868

TEA.—The quantity of Teas of all kinds entered for Duty during 1868 was less by 1,871,279 lbs. than in 1867, the ratio of decrease being 32¾ per cent ; while the figures for 1867 show an increase of 1,198,786 lbs. over 1866, the ratio being nearly 30 per cent. The recorded movement of Tea in 1868 may be thus summarized :—

On hand, on 1st January, 1868.....		2,242,340 lbs.
Entered for Duty during the year.....		3,847,652 "
Total.....		6,089,992 lbs.
Deduct stock on 1st January, 1869.....	1,165,515 lbs.	
" Exportations in 1868.....	350,000 "	
		1,515,515 "
Quantity taken for consumption in Canada in 1868.....		4,574,477 "
Taken for consumption in 1867.....		4,635,596 "
" " 1866.....		4,562,054 "
" " 1865.....		4,235,498 "

The range of prices in 1868 as compared with 1867, duty paid, was as follows :—

DESCRIPTION.	1868		1867	
	Spring Sales.	Fall Sales.	Spring Sales.	Fall Sales.
	cts. cts.	cts. cts.	cts. cts.	cts. cts.
Souchong.....per lb.	35 @ 90	37 @ 80	30 @ 95	37½ @ 48
Congou..... "	35 .. 90	37 .. 80	30 .. 95	37½ .. 48
Hyson Twankay..... "	35 .. 45	42 .. 45	35 .. 37	35 .. 42½
Young Hyson..... "	35 .. 95	35 .. 95	30 .. 95	75 .. 95
Gunpowder..... "	45 .. 95	35 .. 95	50 .. 95	40 .. 97
Imperial..... "	45 .. 80	42 .. 80	45 .. 90	38 .. 79
Uncolored Japan..... "	45 .. 63	45 .. 63	35 .. 65	45 .. 62

The stocks of Teas in hands of Importers in this city, on the dates specified, were :—

DESCRIPTION.	1869 1st January.	1868 1st January.	1867 1st January.	1866 1st January.
	lbs.	lbs.	lbs.	lbs.
Hysons	17,450	68,000	79,450	37,350
Young Hysons	580,085	772,365	490,765	597,960
Gunpowder	62,205	131,040	71,695	86,970
Imperial	84,480	182 040	103,320	54,840
Hyson Skin	3,735	10,665	34,425	40,590
Twankay	20,850	28,200	48,900	127,150
Hyson Twankay	14,550	45,550	11,500	72,650
Uncolored Japan	190,040	696,080	175,000	203,800
Colored Japan	25,650	38,835	67,140	16,425
	999,045	1,972,775	1,082,195	1,237,735
Souchong and Congou	128,040	217,520	95,120	161,800
Oolong	38,080	39,095	13,615	55,720
Hyson and Orange Pekoe	350	12,950	2,625	4,095
	166,470	269,565	111,360	221,615
TOTALS	1,165,515	2,242,340	1,193,555	1,459,350

SUGARS AND MOLASSES.

An examination of the tables in the Trade and Navigation returns for the Provinces of Ontario and Quebec shows the total quantity of Sugars, Molasses, &c., upon which duty was paid during the past four fiscal years to have been :—

In 1864-'65.....59,583,073 lbs.
" 1865-'66.....61,119,207 lbs.,—inc. 1,536,134 lbs., or 2·58 per cent.
" 1866-'67.....66,409,675 lbs.,—inc. 5,290,468 lbs , or 8·66 "
" 1867-'68.....64,787,821 lbs ,—dec. 1,621,854 lbs., or 2·44 "

The amounts of Duty paid were :—

In 1864-'65.....$1,038,739.88c.
" 1865-'66..... 1,078,431.33c.,—inc. $39,691.45c., or 3·82 per cent.
" 1866-'67..... 1,173,087.03c.,—inc. 94,655.70c., or 8·78 "
" 1867-'68..... 1,148,992.88c.,—dec. 24,094.15c., or 2·05 "

The *average* rates of duty paid are shown in the following statement :—

	Aggregate importations.	Amount of Duty.	
1864-'65.....	upon 59,583,073 lbs.	$1,038,739.88	Average $1.74½ per 100 lbs.
1865-'66.....	" 61,119,207 lbs.	1,078,431.33	" 1.76 "
1866-'67.....	" 66,409,675 lbs.	1,173,087.03	" 1.77 "
1867-'68.....	" 64,787,821 lbs.	1,148,992.88	" 1.77¼ "

It is worthy of notice, that while the decrease in total importations in the fiscal year 1867-'68 was 2·44 per cent. as compared with the year preceding, the decrease in amount of duty paid was only 2·05 per cent.,—indicating a comparative increase in revenue.

A comparison of the importations during the latter half of the years 1867 and 1868, gives the following results :—

	Aggregate importations.
Latter half of 1867	40,916,722 lbs.
" " 1868	45,101,005 lbs.,—inc. 4,184,283 lbs., or 10·23 per cent.

The amounts of duty paid were :—

Latter half of 1867	$718,926.21
" " 1868	894,133.00,—inc. $175,206, or 24·37 per cent.

The average rates of duty were :—

	Aggregate importations.	Amount of Duty.	
Latter half of 1867	40,916,722 lbs.	$718,926.21	Average $1.75¾ per 100 lbs.
" " 1868	45,101,005 lbs.	894,133.00	" 1.98¼ " "

The stocks of Sugars and Molasses in hands of Importers in Montreal, on the dates specified, were :—

Description.	1869 1st January.			1868 1st January.			1867 1st January.			1866 1st January.		
	Hhds.	Trcs.	Brls.	Hhds.	Trcs.	Brls.	Hhds.	Trcs.	Brls.	Hhds.	Trcs.	Brls.
SUGARS :—												
Cuba & Barbadoes	865	121	212	230	51	115	728	61	96	1,201	15	169
Porto Rico	72	....	134	89	21	20	567	....	....	306	....	....
Totals	937	121	346	319	72	135	1,295	61	96	1,507	15	169
	Puns.	Trcs.	Brls.	Puns.	Trcs.	Brls.	Puns.	Trcs.	Brls.	Puns.	Trcs.	Brls.
MOLASSES :—												
Clayed	110	35	285	149	15	....	53	86	163	534	50	....
Muscovado	736	28	21	266	33	....	256	11	....	513	58	11
Totals	846	63	306	415	48		309	97	163	1,047	108	11

In the above the stocks of Raw Sugar and Molasses held by Refiners are not included.

RAW SUGARS.—The following were average prices during the past three years :—

	1868		1867		1866	
	Porto Rico.	Cuba.	Porto Rico.	Cuba.	Porto Rico.	Cuba.
	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.
	cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.
April	8¼ @ 8½	8 @ 8¼	8⅛ @ 8½	7¼ @ 8⅝	9¼ @ 10¼	9 @ 9¾
May	8¾ .. 8⅝	8⅛ .. 8⅜	8⅛ .. 8¼	7¼ .. 7¾	9¼ .. 10¼	9¼ .. 10
June	8¾ .. 0	8¼ .. 8⅜	8 .. 8¼	7⅛ .. 7⅝	9¼ .. 9⅞	9 .. 9¾
July	8¼ .. 8⅝	8⅛ .. 8¼	8¼ .. 8¾	7¾ .. 8	8⅝ .. 9	8½ .. 9
August	8⅛ .. 8½	7⅝ .. 8	8⅜ .. 8⅞	7¾ .. 8	8 .. 8⅜	7¾ .. 8
September	8¼ .. 8½	7⅝ .. 8	8¼ .. 8¾	7⅞ .. 8	7½ .. 8¾	7⅛ .. 7¾
October	8¾ .. 0	7½ .. 8	8⅜ .. 8⅞	8 .. 8¼	7⅛ .. 7⅜	6⅞ .. 7¼
November	8¼ .. 8½	8⅛ .. 8¾	8⅜ .. 8⅞	8 .. 8½	7⅛ .. 7⅜	7 .. 7⅛
December	8⅜ .. 8¾	8 .. 8⅜	8¼ .. 8⅝	8 .. 8⅛	7⅛ .. 7⅜	7 .. 7¼

The quantity of Raw Sugar in bond on 1st January, 1869, was 12,121,439 lbs.; on same date in 1868, 9,338,274 lbs.; and of 1867, 8,493,864 lbs.

REFINED SUGARS.—The following were average prices during past three years:—

	1868		1867		1866	
	Yellow Crushed No. 3.	Dry Crushed.	Yellow Crushed No. 3.	Dry Crushed.	Yellow Crushed No. 3.	Dry Crushed.
	cts.	cts.	cts. cts.	cts.	cts. cts.	cts.
April	9	11¼	7⅞ @ 8½	11	9½ @ 10	12½
May	9⅛	11⅜	7⅞ .. 8½	11	9¼ .. 9¾	12¼
June	..	..	7⅞ .. 8½	11	9¼ .. 9¾	12¼
July	..	11⅛	8¼ .. 8⅞	11½	8½ .. 9	12
August	8⅞	10¾	8½ .. 9	11⅝	8¼ .. 8¾	11¼
September .	..	10½	8⅞ .. 9	11	8⅛ .. 8⅝	11
October....	9⅛	10⅞	8⅝ .. 9	11	8⅛ .. 8⅝	11
November .	9⅜	11¼	8½ .. 9⅛	11¼	7⅞ .. 8½	10¾
December ..	9¼	11⅛	8⅝ .. 9⅛	11¼	7⅞ .. 8½	10¾

MOLASSES.—The following quotations show the current of the market:—

	1868		1867	
	Muscovado.	Clayed	Muscovado.	Clayed.
	Per gall.	Per gall.	Per gall.	Per gall.
	cts. cts.	cts. cts.	cts. cts.	cts. cts.
April.	34 @ 38	30 @ 32	38 @ 42	35 @ 37
May	34 .. 38	30 .. 32	38 .. 42	35 .. 37
June	36 .. 38	29 .. 32	40 .. 42	34 .. 36
July.....	35 .. 38	31 .. 33	37½ .. 40	35 .. 37
August.....	35 .. 38	32 .. 33	38 .. 42	35 .. 36
September	35 .. 38	28 .. 31	40 .. 45	36 .. 38
October.....	35 .. 37	30 .. 32	40 .. 43	34 .. 37
November	35 .. 37	30 .. 32½	37½ .. 40	34 .. 36
December.....	35 .. 37	30 .. 32½	38 .. 40½	33 .. 35

TOBACCO.

The following table shows a considerable decrease in importations during 1868:—

Description.	1868		1867		1866		1865	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	lbs.	$	lbs.	$	lbs.	$	lbs.	$
Tobacco, unmanufacturd	2,615,411	249,108	3,322,760	252,889	2,527,399	162,942	1,224,532	122,644
Tobacco, manufactured..	442,556	66,593	447,459	62,320	289,135	38,445	33,316	9,909
Cigars.....M.	8,846,925	90,199	18,125,915	113,867	9,127,143	53,549	239,975	22,014
Snuff	.....	.....	2,382	605	4,066	797	2,259	700
Totals.....	....	405,900	....	429,681	....	255,733	....	155,267

The shipments of manufactured Tobacco from Montreal in 1868, amounted to 273,434 lbs., valued at $35,642, against 171,508 lbs., valued at $22,761 in 1867,—248,690 lbs., valued at $45,294 in 1866,—83,598 lbs., valued at $13,680 in 1865,—and 873,043 lbs. valued at $195,318 in 1864.

The manufacturing of Tobacco here in 1868, was not a profitable one, although the trade was not subject to violent fluctuations as in some former years. Prices were as follows:—

	Manufactured 5s & 10s.		Canadian Leaf.		American Leaf.	
	1868 Per lb.	1867 Per lb.	1868 Per lb.	1867 Per lb.	1868 Per lb.	1867 Per lb.
	cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.
April 7	27 @ 32	20 @ 30	5½ @ 8	3¾ @ 5½	6¼ @ 17¾	4¼ @ 10
May 12	26 .. 31	20 .. 30	5½ .. 8	4 .. 5½	6½ .. 15	4½ .. 10
June..... 2	26 .. 31	20 .. 30	5¾ .. 8¼	4 .. 5¼	7½ .. 15	4½ .. 9
July 7	25 .. 30	22 .. 30	6 .. 8½	4 .. 5¼	7¾ .. 15	4½ .. 9½
August 18	25 .. 30	23 .. 30	6¼ .. 8¾	4 .. 5½	7½ .. 14¼	4¼ .. 9
September...22	25 .. 30	24 .. 30	6 .. 8½	4¼ .. 5¾	7½ .. 14¼	4½ .. 9½
October 15	25 .. 31	24 .. 31	5½ .. 7½	4½ .. 6	7 .. 13½	5½ .. 11
November...17	25 .. 30	24 .. 31	5 .. 7¼	4½ .. 5¼	7 .. 13	5¼ .. 11
December...15	25 .. 30	24 .. 31	5 .. 7	4½ .. 5¾	7 .. 13	5¼ .. 10½

DOMESTIC AND FOREIGN LIQUORS.

The quantities and values of the various liquors entered for duty at the Port of Montreal, during the past three years were as follows:—

LIQUORS.	1868		1867		1866	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		$		$		$
Whiskey ....gals.	30,040½	24,647	32,462	25,103	33,178	22,714
Gin.....gals.	197,849	87,868	261,388	108,461	111,963	30,887
Rum.....gals.	45,663	19,631	44,949	19,679	74,917	26,013
Brandy.....gals.	137,747½	158,200	166,685	168,336	203,955	212,917
Wines, wood.gals.	366,413	256,278	297,091	244,367	490,771	303,232
" bottles.doz.			14,599	73,574	24,844	79,190
Ale, Beer & Porter, in wood...gals.	2,654	769	1,488	535	1,957	728
Do., bottles..doz.	62,398	27,622	80,894	27,378	19,369	27,900
Totals.....	.....	575,015	.....	667,433	.....	703,581

The quantities of these liquors in Customs-warehouse on 31st December, 1868, was equal to 370,221 gallons.

A summary view of the imports of Liquors at Montreal (omitting some minor particulars) as compared with the imports at Ports of Toronto, Hamilton, Quebec, &c., and in relation to the imports into Ontario and Quebec, will be found on page 93.

The following table, condensed from returns of the Inland Revenue Inspectors, shows the quantities of distilled and fermented liquors produced in Montreal :—

DESCRIPTION.	1868 Wine Gallons.	Year to 30th June, 1867 Wine Gallons.	Half Year to 31st December, 1867 Wine Gallons.	1866 Wine Gallons.
Spirits at proof...	167,567	24,796	.....	237,444
Ale, Beer & Porter.	2,223,064	2,420,841	1,036,552	1,651,153

FISH AND FISH OIL.

The Customs returns for the Port of Montreal show that the value of all kinds of Fresh and Salt Fish entered inwards in 1868 was $87,838, against $220,660 in 1867, $206,277 in 1866, and $207,347 in 1865. A statement of the actual quantities of Fish and Fish Oils imported at Montreal from Newfoundland in 1868, is given on page 23,—and indicates a much larger value from that one Province, than that noted above.

The Lachine Canal returns for the season of navigation 1868 show that 2,083 tons, or 14,581 brls., of Fish were shipped westward by that route,—2,050 tons, or 14,350 brls., in 1867,—2,818 tons, or 19,726 brls., in 1866, and 2,766 tons, or 19,362 brls. in 1865.

The strictly wholesale trade takes place in Fall.

Wholesale Prices of Fish and Fish Oil during the Fall of past Three Years.

	1868	1867	1866
	$ c. $ c.	$ c. $ c.	$ c. $ c.
Dry Codfish.....per quintal.	4.25 @ 4.50	3.87 @ 4.50	5.00 @ 5.25
Pickled Codfish.....per barrel.	4.00 .. 0.00	3.50 .. 3.75	5.00 .. 0.00
Split Herrings, Labrador. "	6.00 .. 6.25	3.50 .. 4 75	4.25 .. 4.50
Split Herrings, Common. "	2.25 .. 0.00	1.50 .. 2.75	2.00 .. 3.00
Round Herrings..... "	3.00 .. 4.00	2.00 .. 3.00	1.50 .. 2.50
Salmon..... "	12.50 .. 0.00	14.00 ..15.75	18.00 ..20.00
Cod Oil.....per gallon.	0.57½.. 0.60	0.47½.. 0.57½	0.70 .. 0.75
Seal Oil..... "	0.70 .. 0.75	0.62 .. 0.67½	0.75 .. 0.80

SALT.

The quantities and values of Salt received at the Port of Quebec, during the past eight years, were as follows :—

	Bushels.	Value.		Bushels.	Value.
1861	589,750	$69,903	1865	985,932	$123,541
1862	726,716	95,480	1866	944,342	144,323
1863	1,298,741	169,945	1867	862,995	144,201
1864	859,276	116,644	1868	1,062,531	183,441

The sources of the supplies received at Quebec, were:—

	1867		1868	
	Bushels.	Value.	Bushels.	Value.
From Liverpool	836,295	$141,374	1,014,291	$173,597
" Spain	1,350	270	34,320	8,344
" United States	.....	.....	14,920	1,500
" France	25,350	2,557	.....	.....
Total	862,995	144,201	1,062,531	$183,441

The quantity landed in Montreal from River Craft during 1868, was 86,862 minots, or 28,954 sacks; in 1867, 151,718 minots, or 50,573 sacks; in 1866, 105,984 minots, or 35,328 sacks; in 1865, 116,800 minots, or 38,933 sacks. Receipts by Grand Trunk Railway in 1868, were 1,139 brls; in 1867, 493 brls.; in 1866, 1,547 brls.; in 1865, 671 brls.

Shipments westward via Lachine Canal, in 1868, were 16,986 tons, or 611,496 bushels; in 1867, 10,535 tons, or 379,980 bushels; in 1866, 11,961 tons, or 530,596 bushels; in 1865, 18,120 tons, or 652,320 bushels. Shipped in barges in 1868, 3,025 minots, or 1,008 sacks; in 1867, 1,590 minots, or 500 sacks; in 1866, 23,300 minots, or 7,766 sacks; in 1865, 16,450 minots, or 5,463 sacks. The quantity shipped by Grand Trunk Railway, in 1868, was 16,261 brls.; in 1867, 14,489 barrels; in 1866, 25,828 barrels; in 1865, 24,169 barrels.

Prices during past two Yeare.

MONTH.	1867		1868	
	Stoved.	Coarse.	Stoved.	Coarse.
	Per minot.	Per bag.	Per minot.	Per bag.
April	82c. @ 85c.	85c. @ 87½c.	$1.00 @1.65	$1.10 @1.20
May	82 .. 85	85 .. 87½	1.00 ..1.65	1.15 ..1.20
June	82 .. 83	75 .. 77½	0.77 ..0.80	0.57½..0.62½
July	82 .. 85	72½ .. 75	0.84 ..0.85	0.65 . 0.67½
August	85 .. 87	72 .. 73	0.85 ..0.87½	0.67½..0.70
September	83 .. 85	71 .. 73	0.85 ..0.87½	0.65 ..0.67½
October	95 .. 97	74 .. 77	0.87½..0.90	0.75 ..0.77½
November	110 .. 120	160 ..102	0.92½..0.95	0.93 ..0.95
December	150 .. 160	145 ..150	0.95 ..0.97	0.95 ..0.97½

V.—MISCELLANEOUS DEPARTMENTS.

DRY GOODS.

GENERAL REMARKS.—The business of 1868 was on the whole unprofitable, and very disastrous to some importers. Heavy stocks of goods were held over from 1867, and there was great depreciation in values in Spring of 1868. From the Fall purchases in 1867 to those in the following Spring, Grey and White Cottons in the English market fell on an average 20 per cent.,—Woollens declined 10 @ 15 per cent., and Linens 5 @ 10 per cent.,—Silks remaining unchanged. Between the Spring and Fall purchases of 1868, Cottons recovered about 15 per cent. of the decline just mentioned,—Woollens recovered 7½ @ 10 per cent.,—Linens being quoted at Fall rates of 1867, while Silks had risen 5 per cent. The purchases in Great Britain by Canadian importers, made in Spring of 1869, were at about same rates as those of Fall 1868. [In speaking of purchases in the United Kingdom, by importers in the Dominion, it should be remembered that Fall goods are bought in June and July,—Spring Goods in December and January.]

A new feature in the Dry Goods trade is presented in the circumstance, that travellers from some wholesale houses in Great Britain were in Canada last winter endeavoring to open a direct trade, without the intervention of importers here.

The official returns for the fiscal year ending 30th June, 1868, show a decrease in value of Dry Goods imported into Canada of 18½ per cent.; it is considered by some merchants, however, that the *quantity* of goods imported is not greatly less than in 1867, but the following figures from the British Board of Trade returns scarcely bear out the supposition. The quantities of Cotton and Woollen manufactures exported to the British North American Provinces in past two calendar years were:—

	1867	1868
Cottons.....yards.	34,197,923	yards. 30,030,889
Woollens..... "	3,245,744	" 2,135,441

There was an increase in exports during first month of 1869, as compared with the first month of 1868,—shown by the following figures:—

	1868	1869
Cottons.....yards.	54,561	yards. 141,900
Woollens..... "	1,740	" 4,920

This was considered as indicating the commencement of improving trade; although many business men thought there could be no material change before the Fall trade began.

WOOLLENS.—The articles of this class produced in Canada, are rapidly supplanting those of British manufacture. The market has been very much depressed by over-production and over-importation. Wool was cheap in 1868. Farmers are almost all better off than formerly, and many would not sell at offered rates,—but in numerous instances employed custom-mills to manufacture for them. In this way not a few farmers throughout the country are reported to have had quantities of different kinds of cloth made, ranging from 100 yards upward, worth probably to them 75c. per yard. It will be seen that in this way considerable sums must have been diverted from store-keepers to local manufacturers,—the latter class having done a proportionately better business in 1868 than in 1867.

Wool opened 50 per cent. dearer in 1869 than at the beginning of 1868.

DRY GOODS TRADE OF MONTREAL.—The reader is referred to pp. 14 and 15, for some interesting comparisons respecting the Dry Goods trade of this city, as compared with Toronto, Hamilton, &c. The following are the values of certain goods entered for Duty during the past four calendar years, as collated from the Montreal Custom-House returns :—

DESCRIPTION.	1868 Value.	1867 Value.	1866 Value.	1865 Value.
	$	$	$	$
Cottons, Yarn and Warp.....	2,905,924	3,688,196	4,098,100	2,613,994
Linens	369,740	679,845	731,411	363,240
Woollens	3,052,524	4,365,495	5,427,556	2,955,462
Carpets and Hearth Rugs....	164,432	171,284	216,648	93,565
Hats, Caps and Bonnets.....	252,577	315,844	261,749	164,977
Hosiery	106,508	188,576	239,975	136,731
Shawls	4,869	22,694	29,318	16,384
Silks, Satins and Velvets....	483,362	587,710	651,014	460,532
Parasols and Umbrellas.....	30,934	53,919	45,776	39,112
Clothing or Wearing Apparel.	8,132	21,331	19,037	26,796
Small Wares, Thread, Lace, &c	827,910	923,953	810,069	478,858
TOTALS.....	8,206,912	11,018,847	12,530,653	7,359,651

It appears from this table that the aggregate importations of 1868 were less than those of 1867 by $2,811,935, or 25½ per cent.; the decrease in 1867 as compared with 1866 was $1,511,806, or 12 per cent.; there was a very large increase in 1866 over 1865, the difference being $5,171,002, or over 70 per cent.; while there was a decrease in 1865 as compared with 1864, of $2,581,045, or 26 per cent. The following table gives the amount of decrease in value of each of the items for 1868 as compared with 1867 :—

Cottons, Yarn and Warp.....	$ 782,272	decrease, or	$21·210 per cent.
Linens.....	310 105	"	45·614 "
Woollens.....	1,312,971	"	30·076 "
Carpets and Hearth Rugs.....	6,852	"	4·000 "
Hats, Caps, and Bonnets.....	63,267	"	20·031 "
Hosiery	82,068	"	43·519 "
Shawls.....	17,825	"	79·382 "
Silks, Satins and Velvets.....	104,348	"	17·755 "
Parasols and Umbrellas.....	22,985	"	42·629 "
Clothing or Wearing Apparel.....	13,199	"	61·877 "
Small Wares, Thread, Lace, &c.....	96,043	"	10·394 "

IRON AND HARDWARE.

Business in 1868, as compared with some previous years, was not profitable. There is said to have been some keen competition between manufacturers and importers,—restricted, however, to articles upon which there is no great profit in the best of times.

Importations of goods, dutiable and free, belonging to the present class, show on the whole a decrease during the fiscal year ending 30th June, 1868, as compared with the preceding one ;—although there is an increase in some particular articles.

Average prices of Iron per ton in England during past three years were:—

1866.....£7 15s. 0d. Stg. | 1867.....£7 0s. 0d. Stg. | 1868.....£6 12s. 6d. Stg.

These declines carried a fall in general heavy goods nearly as follows:—

A decline of 7½ per cent. in 1867 as compared with 1866.
" 6 " in 1868 " " 1867.

Given values of Imports into Canada in 1868 are, therefore, supposed to represent greater quantities than in 1867,—although one year with another quantities do not vary to any great extent. Stocks of goods carried over from 1868 to 1869 were smaller than from 1867 to 1868.

Before Bar and other Iron were placed on the free list, large quantities were manufactured in Canada; but that change closed the works, and the imposition of a 5 per cent. duty has not been a sufficient inducement to resume operations. The importation of Sheet-Iron for Cut-Nails is believed to have been as great under the 5 per cent. duty as when admitted free. The importation of Horse-Nails was large prior to and during 1867, but ceased almost entirely in 1868,—in consequence of a machine-made nail being introduced, at a price which rendered competition by the English hand-made article altogether hopeless.

According to the Customs returns of the past two *calendar* years, the values of various kinds of Iron entered at Montreal were:—

	1868	1867
Iron not specified	$ 878,133	$ ....
Anchors, Chains, and Cables	8,133	15,429
Iron Scrap, Galvanized or Pig, Puddled in Bars, &c	533,086	1,878,162
Hoop or Tire Iron for Locomotive Wheels	14,151	11,765
Railroad Bars, &c	17,762	91,993
Steel	223,840	305,586
Totals	$1,675,105	$2,302,935

Shipments westward by Lachine Canal were also as follows:—

	1868	1867	1866
Pig Iron.....tons	14,521	34,434	26,800
Railroad Iron..... "	1,069	3,450	14,348
Nails ..... "	3,664	3,382	3,625
Miscellaneous Iron..... "	621	562	968

Values of certain articles of Hardware during the past Four Years were:—

DESCRIPTION.	1868 Value.	1867 Value.	1866 Value.	1865 Value.
	$	$	$	$
Polished Cutlery	808,713	1,161,957	1,058,415	40,409
Britannia-Metal Ware, &c				571
Spades, Shovels, Axes, &c				24,905
Spikes, Nails, Tacks, &c				37,248
Stoves and other Iron Castings				40,956
Other articles				354,675
TOTALS	808,713	1,161,957	1,058,415	498,764

The values for 1868 show a decrease of $353,244, or 30·400 per cent., less than 1867;

the increase in the latter year over 1866 was $103,542, or 9¾ per cent. ;—there having been an increase in 1866 as compared with 1865 of $559,651, or 112½ per cent.

The following table affords a comparative view of the values of Iron and Hardware entered at the principal ports in old Canada,—the last column showing the ratio of imports at the port of Montreal to those of the whole Province :—

YEAR.	Entered at Montreal.	Entered at Toronto.	Entered at Hamilton.	Entered at Quebec.	Entered at all other Ports.	Values of Total Imports.	Per centage of Imports at Montreal to all Canada.
	$	$	$	$	$	$	
1862....	1,656,915	265,543	283,173	590,869	413,024	3,209,524	51·624
1863....	2,017,082	255,436	266,302	534,369	393,636	3,486,825	57·851
1864 ½yr.	999,384	103,576	85,631	468,265	230,694	1,887,550	52·945
1865....	1,929,036	245,273	193,256	597,169	557,655	3,522,389	54·765
1866....	1,917,858	239,077	328,282	456,701	505,147	3,447,065	55·637
1867....	3,359,532	301,540	330,486	601,536	275,381	4,868,475	69·005

LEATHER AND ITS MANUFACTURES.

Values of Leather, &c., entered for Duty at the Port of Montreal.

DESCRIPTION.	1868 Value.	1867 Value.	1866 Value.	1865 Value.
	$	$	$	$
Leather	195,122	289,918	286,705	151,029
" Manufactures.....	74,119	165,672	205,262	74,305
" Sheep, Calf and Goat.	16,407	.....	.....	1,389
Boots and Shoes.....	5,196	39,706	15,533	14,626
Saddlery	11,138	7,540	2,354	2,050
Totals.....	301,982	502,836	509,854	243,399

It will be observed that there was a large decrease in values of articles imported at Montreal (except Saddlery) in 1868 as compared with 1867.

BOOTS AND SHOES.—This department of industry was very unsatisfactory in 1868, much more so than in 1867,—and some manufacturers, who did a considerable business, had to give way under the pressure of the times. The sales during the past year may have included nearly as great a quantity of goods as in the preceding one, but prices were lower. Large stocks of coarse goods were left in hands of country merchants at close of 1867,—and although manufacturers produced less of that class of goods, yet the demand proved lighter than usual, and a reduction in prices took place. Stocks in first hands were smaller at close of 1868 than at same time for several years before.

While the aggregate production in 1868 was under that of the year before, large quantities of *sewed* goods were manufactured; and to the growing demand for this class of work may be attributed an increasing importation of White Sole Leather from England. Very little Upper Leather was imported from the United States last year, prices there

having advanced; and as the rate of Exchange was not so favorable as formerly, manufacturers purchased to better advantage in the home market.

The trade in Boots and Shoes between Montreal and the Maritime Provinces increased steadily in 1868, and there is good prospect of still further extension year by year.

A statement of the capacity of the Boot and Shoe factories of Montreal is given on page 15, which the reader is requested to examine.

LEATHER.—The increased importation of English Sole Leather into Canada during 1868, was attended by an advance of 1d. Sterling per lb., equal to about 8 per cent.; and the imported article is displacing to some extent, Canadian Slaughter Sole.

The market was depressed at close of the year,—Spanish Sole was quoted 1½d. @ 2d. per lb. lower than at same time in the year preceding; and notwithstanding large shipments to England the market was overstocked. The tanning capacity of the Dominion is much greater than its consumption. There was a decline in price of Waxed Upper of 7c. @ 8c. per lb. in 1868 as compared with 1867,—Calf-Skins showing a decline on the year of about 15c. per lb.

CHINA, GLASS-WARE, &c.

The Customs returns show the values of importations to have been :—

DESCRIPTION.	1868 Value.	1867 Value.	1866 Value.	1865 Value.
	$	$	$	$
Chinaware.....	176,079	211,604	183,300	2,855
Earthenware				80,692
Glassware	90,186	147,690	126,579	69,245
Totals.....	266,265	359,294	309,879	152,792

The importations in this department in 1868 as compared with 1867 show a decrease of $93,029, or about 26 per cent., the decline in Glass-ware being large; in 1867 there was an increase of $49,415, or 16 per cent., as compared with 1866; in the latter year there was an increase of $157,087, or 102⅞ per cent., as compared with 1865; but a decrease of $133,757, or 46¾ per cent., in 1865, as contrasted with 1864.

By referring to page 26, it will be seen that about three-fifths of the quantity of goods imported via the River St. Lawrence, direct from Antwerp consist of *Window* Glass. The difference between values of quantities imported in 1867 and 1868 is nearly 10 per cent., purchases at that reduction having been largely made last year. The above figures show that importations of Glass-ware are decreasing,—doubtless because the home manufactures of the Canada and the St. Lawrence Glass Companies are becoming better known.

O

PAINTS, OILS, DRUGS, &c.

The values of some of the articles imported at Montreal were as follows :—

ARTICLES.	1868		1867		1866	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Gallons.	$	Gallons.	$	Gallons.	$
Paints	.....	86,006	.....	117,797	.....	97,889
Oils	194,074	149,656	265,744	197,473	216,739	167,419
Red and White Leads (dry).	.....	48,402	.....	68,666	.....	15,083
Spirits of Turpentine	108 471	38,448	72,750	33,649	31,433	23,291
TOTALS	.....	322,512	.....	417,585	.....	303,682

These values show a decrease in 1868 of $95,073, or 22¾ per cent., as compared with 1867 ; there was an increase during the latter year, as compared with 1866, of $113,903, or 37½ per cent.,—the increase in 1866 over 1865 being $112,388, or 58¼ per cent. The following table shows the quantities of different articles of this class manufactured in Montreal during past four years :—

	1868	1867	1866	1865
Linseed Oil ..... gals.	80,000	127,000	125,000	130,000
Oil Cake ..... tons.	750	1,150	1,100	1,200
Glazier's Putty ..... "	350	325	330	320
White and Colored Paints..... "	180	170	135	130
Cut Dye Woods..... brls.	1,500	1,400	2,000	1,000
Calcined Plaster of Paris..... "	6,000	5,500	4,000	2,800
Land Plaster ..... "	5,000	5,000	3,500	3,200
Pure Ground Spices ..... tons.	18	15	16	12
Drugs in Powder..... "	25	24	23	25

As remarked elsewhere in the present Report, Canadian Oil Cake is in good demand in England ; shipments from this Port have brought £2 Sterling more per ton than the home-made article. The demand for Paints is steadily increasing ; those manufactured here are taking the place of the imported articles in some districts of Ontario and Quebec.

CHEMICALS.

The values of importations of the following articles during the past two years, were :

	1868	1867
Acid, Sulphuric	$ 222	$ ....
Acetic Acid and Vinegar	14,413	22,157
Opium	718	6,618
Acids, Alum, Antimony and Argol	17,958	27,257
Bleaching Powder and Borax	21,119	26,772
Cream of Tarter in crystals	13,684	10,315
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, &c	115,924	121,621
Phosphorus, Sulphur in roll or flour	8,284	9,449
Gum Copal	15,279	....
	$207,601	$224,189

The value of Sulphuric Acid imported in 1867 was not given separately. The manufacture of that Acid is now carried on successfully in Ontario,—and, with a duty of ½c. per lb. on the foreign-made article, importations have been materially lessened.

PAPER, &c.

The following are values of the articles mentioned, imported at Montreal during the past three years :—

	1868	1867	1866
Paper	$112,621	$108,931	$ 67,470
Paper Hangings	47,314	47,721	55,438
Playing Cards	4,095	2,703	3,758
Stationery	114,836	193,466	157,614
Rags	16,881	32,389	39,943
Totals	$295,747	$385,210	$324,223

These figures show a total decrease last year, as compared with 1867, of $89,463, or a trifle over 23½ per cent. ;—there being an increase in value of Paper imported, but large decreases in Stationery and Rags. The introduction of improved machinery for manufacturing Paper from various kinds of vegetable fibre, including Wood and Esparto Grass, (the latter imported from the Mediterranean,) will undoubtedly lessen the consumption of Rags. It will be observed that the values of that article entered at Montreal have regularly decreased during the past three years.

PETROLEUM.

The business of 1868 was much better than that of 1867,—with large profitable sales in the Summer and Fall in an advancing market. The range of prices in January to May was 14c. @ 18½c. per gallon, according to quality ; June to August, 15c. @ 37½c., bounding upward at beginning of latter month ; the extremes in August to December being 31c. @ 37½c., closing at 32½c. to 35c.

The movements of Refined Petroleum at Montreal during the past three years were :—

	Receipts from Ontario.	Receipts from U. S dutiable.	Shipments.
In 1868	16,961 brls.	104,248 gals.	3,535 brls.
1867	26,449 "	65,687 "	6,636 "
1866	4,282 "	25,074 "	7,342 "

The prices of Canadian Refined Oil (including packages) in this market during the past three years were :—

1868			1867			1866		
	cts.	cts.		cts.	cts.		cts.	cts.
January to May	14 @	18½	January to May	25 @	20	January to May	35 @	30
June to August	15 ..	37½	June to August	21½ ..	16	June to August	32 ..	35
August to Dec'r	31 ..	37½	August to Dec'r	18 ..	15	August to Dec'r	32 ..	28

FUEL.

The following figures show the receipts of Cord-wood during the past four years :—

	1868	1867	1866	1865
Entered at Wharfinger's Office.....cords	86,642	73,891	73 260	80,144
Entered at Canal Office..... ..... "	81,590	67,668	72,967	78,238
Totals.....	168,232	141,559	146,227	158,382
Less passed from Canal to Harbor.....	10,000	7,000	7,500	29,339
Actual receipts.....	158,232	134,559	138,727	129,043

The recorded quantities of Coal brought to the city, as entered at the Wharfinger's office were :—

	1868	1867	1866	1865
May.....chaldrons.	1,402	12	502	1,293
June..... "	3,909	2,668	1,891	4,990
July..... "	2,747	2,319	762	2,344
August ..... "	1,304	1,090	2,031	875
September ..... "	3,426	837	1,757	2,537
October ..... "	2,618	4,374	5,615	3,987
November ..... "	2,536	2,296	4,596	3,760
December ..... "	1,795	2,636	1,300	590
Totals..... 19,737		16,232	18,454	20,386

The values of Coal and Coke imported at Montreal, as recorded at the Custom-house, were :—In 1868, 64,778 tons, valued at $231,375 ; in 1867, 45,507 tons valued at $174,204; in 1866, 49,710 tons, valued at $205,779; in 1865, 19,479 tons, valued at $75,908.

The quantities of Coal received at the port of Quebec in 1868, amounted to 176,300 tons, valued at $547,580 ; in 1867, 127,312 tons, valued at $537,514.

VI.—UNCLASSED RETURNS.

COMPARATIVE STATEMENT SHEWING THE QUANTITY AND VALUE OF

DUTIABLE AND FREE GOODS IMPORTED AT MONTREAL,

For the Years 1867 *and* 1868 ;

Compiled by J. E. VILLENEUVE, Esq., Statistical Clerk of H. M. Customs, Montreal.

ARTICLES.	1868		1867		Remaining in Bond 31st Decr., 1868.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$		$		$
Horses..... No.	21	4,958	....	....	....	....
Horned Cattle..... "	25	2,242	....	....	....	....
Swine..... "	67	262	....	....	....	....
Sheep..... "	14	33	....	....	....	....
Acid—Sulphuric.....Lbs.	12,982	222	....	....	8,615	131
Cordials.....Galls.	1,247½	1,939	6,736	6,048	1,245	1,746
Perfumed Spirits..... "	622	2,040	755¾	2,888	....	....
Tinctures..... "	672	715	326	307	....	....
Brandy..... "	137,747¼	158,200	166,685	168,336	84,464	100,066
Gin..... "	197,849	87,868	261,388	108,461	65,361	28,468
Rum..... "	45,663	19,631	44,949	19,679	14,735	7,037
Whisky..... "	30,040½	24,647	32,462	25,103	9,445	8,923
Spirits & Strong Waters, &c. "	16,791	4,796	118,563	38,071	17,020	7,175
Oil—Coal & Kerozene, &c. "	8,016	2,644	36,004	14,272	5,427	2,116
Benzole, Naptha, & Ref. Pet. "	10,367	2,567	26,419	6,349	6,939	2,691
Products of Petroleum..... "	10,472	2,159	....	....	....	....
Crude of Petroleum..... "	218	63	3,264	1,413	2,048	453
Molasses for refining purp.Lbs.	2,324,935	47,829	....	....	894,644	22,457
Coffee—Green..... "	606,288	69,629	575,570	74,513	249,402	24,597
Ground or roasted. "	784	134	74	21	....	....
Chicory—Raw or Green... "	3,259	131	11,886	284	....	....
Roasted or Ground "	102,483	4,949	118,948	4,428	58,264	2,681
Common Soap..... "	302,635	10,237	501,034	16,230	100,632	3,581
Starch..... "	30,453	2,570	53,354	4,439	9,800	873
Cigars..... .... M	8,846,925	90,199	18,125,915	113,867	661,965	43,996
Butter..... Lbs	....	....	24,682	1,974	...	....
Cheese..... "	16,642	2,665	53,153	8,972	1,326	196
Lard & Tallow..... "	61,824	9,168	494,755	38,867	....	....
Fish salted or smoked..... "	139,168	8,524	228,045	12,132	15,020	486
Flour, Wheat and Rye Meal "	1,577	10,177	21,508	118,551	....	....
Malt.....Bush.	181,945	36,469	....	....	....	....
Meats—fresh, salt or smok. Lbs	1,025,971	99,203	1,527,782	124,187	26,000	2,563
Indian Corn.....Bush.	7,909	5,821	398,963	362,253	1,363	1,146
Total specific.....	....	712,701	....	1,235,645	....	261,382
Ale—Beer & Porter in Cks. Galls.	2,654	769	1,488	535	352	83
Bottles "	62,398	27,622	80,894	27,378	17,211	6,267
Tea.....Lbs.	3,847,652	1,293,935	5,718,931	1,927,119	1,011,416	358,449
Tobacco—Manft. & Snuff.. "	442,556	66,593	449,841	62,925	214,321	38,016
Wines of all kinds.....Galls.	366,413	256,278	311,690½	332,028	178,946	159,352
Sugar.....Lbs.	38,031,680	1,687,785	33,269,429	1,493,668	12,121,439	506,106
Cane Juice, Melado, &c.... "	10,679,748	294,393	6,748,138	143,887	1,242,826	35,437
Sugar Candy & Confection'y "	135,540	17,989	85,405	15,104	13,560	1,195
Total specific and *ad val.*	....	3,645,364	....	4,002,644	....	1,104,905
Mace and Nutmegs.....Lbs.	36,495	11,249	107,350	30,041	15,422	4,802
Spices ground ..... "	35	7	674	187	....	....
Patent Medicines.....	....	24,198	....	30,680	....	611
Playing Cards.....	....	4,095	....	2,703	....	1,240
Perfumery.....	....	15,599	....	21,492	....	523
Perfumed and Fancy Soap.....	....	5,935	....	12,954	....	1,375
Molasses .....Lbs.	8,680,945	171,418	5,349,725	98,287	2,436,449	40,698
Total 25 per cent. *ad val.*	....	232,501	....	196,344	....	49,249

IMPORTS AT MONTREAL—(*Continued.*)

ARTICLES.	1868		1867		Remaining in Bond 31st Decr., 1868.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$		$		$
Acetic Acid and Vinegar. Galls.	94,094	14,413	127,092	22,157	23,945	4,411
Bagatelle Boards, &c	....	11,699	....	11,615	....	....
Blacking	....	2,571	....	2,393	....	130
Book, Map& News printing paper	....	....	....	792	....	....
Brooms and Brushes of all kinds	....	13,223	....	12,231	....	....
Cabinet ware or Furniture	....	5,217	....	9,784	....	....
Candles & Tap. of Tallow, &cLbs	105,134	18.861	68,083	12,129	22,420	4,536
Carpets and Hearth Rugs	....	164.432	....	171,284	....	2,928
Carriages	....	5.870	....	1,606	....	....
Coach and Harness Furniture	....	5,520	....	8,433	....	....
Chand'rs Girandoles, Gas fittgs.	....	2,016	....	9,005	....	....
Chinaware, Crock'y & Earthenw.	....	176,079	....	211,604	....	19,978
Cider	....	213	....	98	....	....
Clocks	....	15,363	....	15,758	....	....
Clothing	....	8,132	....	21,331	....	32
Cocoa and Chocolate	....	1,513	....	3,169	....	56
Cordage	....	12,489	....	24.658	....	202
Corks	....	21,057	....	34.744	....	4,424
Cottons	....	2,905,924	....	3,688.196	....	51,135
Dried Fruits and Nuts.....Lbs.	7,223,972	320,608	6,181,902	317,034	1,262,564	61,392
Drugs	....	120,620	....	129,912	....	5,963
Engravings and Prints	....	9,432	....	6,457	....	....
Fancy Goods	....	314,733	....	292,835	....	2,000
Foreign Newspapers	....	126	....	396	....	....
Fireworks	....	1,752	....	5,068	....	....
Flat Wire for Crinoline, covered	....	6,227	....	4,678	....	....
Gunpowder "	....	4,705	....	2,293	....	192
Guns, Rifles, and Fire Arms	....	4,222	....	12,323	....	412
Glass—Plate and Silvered	....	29,385	....	30,240	....	....
Window	....	87,864	....	98,775	....	6,906
Ware	....	90,186	....	147,690	....	5,608
Hats, Caps, Bonnets	....	252,577	....	315,844	....	1,673
Hat Plush	....	2.077	....	1,665	....	....
Hosiery	....	106,508	....	188,576	....	3,666
Inks	....	3,130	....	4,202	....	....
Hardware	....	808,713	....	1,161,957	....	14,311
Jewellery and Watches	...	182,239	....	155,902	....	186
Lumber	....	341	....	384	....	....
Leather	....	195,122	....	289,918	....	14,963
Sheep, Calf, Goat, &c	....	11,138	....	13,169	....	602
Linen	....	369,740	....	679,845	....	22,136
Locomotive Eng's and RR. cars.	....	2,470	....	9,774	....	1,801
Macaroni and Vermicelli....Lbs.	56,218	3,156	63,868	5,379	5,060	303
Maps, Charts, and Atlases	....	630	....	572	....	....
Manufactures—						
Marble	....	8,570	....	6,390	....	1,287
Caoutchou or India Rubber	....	62,091	....	33,537	....	7,892
Cashmere	....	....	....	....	....	..
Fur	....	102,288	....	86,568	....	585
Hair or Mohair	....	13,412	....	12,174	....	1,411
Papier Mache	....		....	....	....	....
Grass Osier	....	1,051	....	986	....	....
Bone, Shell, Horn, &c	....	276	....	1,931	....	....
Gold & Silver, &c., &c	....	39,598	....	65,421	....	....
Brass or Copper	....	11,138	....	5,970	....	....
Leather	....	74,119	....	165.672	....	3,133
Boots & Shoes	....	16,407	....	39,706	....	....
Harness & Saddlery	....	5,196	....	7,540	....	....
Wood	....	28,344	....	34,234	....	....
Mowing, Reaping, &c	....	1,154	....	1,269	....	....
Musical Instruments	....	55,132	....	59,313	....	1,346
Mustard.....Lbs.	116,458	15,001	179,468	24,261	15,211	2,005
Machinery	....	55,767	....	39,415	....	6,099
Ochres	....	....	....	27	....	....
Oil Cloths	....	23,054	....	29,002	....	502
Oils.....Galls.	194,074	149,656	265,744	197,473	36,747	14,580
Opium	....	718	....	6,618	....	516
Packages	....	90,197	...	310,883	....	46,595
Paints and Colours	....	86,006	....	117,797	....	11,940
Paper of all kinds	....	112,621	....	108,931	....	12,438
Paper Hangings	....	47,314	....	47,721	....	4,607
Parasols and Umbrellas	....	30.934	....	53.919	....	....

IMPORTS AT MONTREAL—(*Continued.*)

ARTICLES.	1868		1867		Remaining in Bond 31st Decr., 1868.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$		$		$
Plaster of Paris	....	3,423	....	756	....	....
Pickles and Sauces	....	30,167	....	28,843	....	2,926
Portable Hand Printing Press	....	....	....	....	....	....
Preserved Meats, Poultry, Fish Vegetables, &c.	....	32,953	....	43,892	....	4,562
Printed Bills and Advertising Pamphlets, &c., &c.	....	6,845	....	7,450	....	40
Rice	4,386,792	131,888	....	....	128,800	3,701
Sails, ready made	....	....	....	165	....	....
Shawls	....	4,869	....	22,694	....	....
Silks Satins and Velvets	....	483,362	....	587,710	....	3,417
Spices unground.....Lbs.	359,645	32,700	514,810	41,159	170,940	14,254
Spirits of Turpentine.....Galls.	108,471	38,448	72,750	33,649	....	....
Stationery	....	114,836	....	193,466	....	1,766
Steam Engines	....	....	....	677	....	1,600
Small wares	....	827,910	....	923,953	....	2,815
Tobacco pipes	....	13,527	....	17,305	....	10
Toys	....	4,175	....	8,885	....	....
Varnish	....	7,860	....	6,773	....	1,137
Woollens	....	3,052,524	....	4,365,495	....	91,004
Unenumerated articles	....	203,691	....	223,331	....	44,293
Total 15 p. c. ad val.	....	12,331,485	....	16,098,842	....	516,607
Sole and Upper Leather	....	159,000	....	263,091	....	927
Total 10 p. c. ad val.	....	....	....	....	....	....
Printed Books, Periodicals and Pamphlets	....	147,460	....	....	....	11,403
Iron	....	878,133	....	....	....	15,602
Type	....	4,003	....	....	....	....
Total 5 p. c. ad val.	....	1,029,596	....	....	....	27,005

FREE GOODS.	1868		1867	
	Quantity.	Value.	Quantity.	Value.
		$		$
Anatomical preparations	...	522	....	10
Busts, casts and statues	....	1,321	....	3,118
Drawings not in oil	....	8,716	....	10,841
Gems & Medals & Cabinets of do including Antiquities, Coins, &c	....	947	....	445
Paintings in oil	....	6,079	....	....
Specimens of Botany, Models, &c.	....	2,039	....	1,301
Acids, Alum, Antimony and Argol	....	17,958	....	27,257
Dye Stuffs	....	76,576	....	74,057
Bleaching Powder and Borax	....	121,119	....	26,772
Colors, &c., imported by Roompaper makers and Stainers	....	....	....	....
Cream of Tarter in Crystals	....	13 684	....	10,315
Indigo	....	14,964	....	21,208
Kryolite	....	....	....	....
Kelp and Barilla	....	....	....	....
Lead, red and white, dry	....	48,402	....	68,666
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, &c.	....	115,924	....	121,621
Ochres and Metallic Oxide, dry, &c	....	1,886	....	7,395
Oils, Cocoanut, Pine and Palm, in their natural state.....galls.	....	20,879	71,517	33,498
Phosphorus, Brimstone & Sulphur, in roll or flour	....	8,284	....	9,449
Roots Medicinal	....	3.779	....	7,166
Vitriol Blue	....	953	....	....
Whiting or Whitening	....	3,969	....	7,121
Zinc, white, dry	....	4,466	....	7,362
Ashes, Pot. Pearl and Soda	....	215	....	50
Biscuit & Bread from G. B. & B. N. A. Provinces	....	32	....	755
Bolting Cloth	....	3,466	....	1,551
Bookbinders' Tools and Implements	....	1,253	....	2,668
Books	....	42,160	....	189,478
Brimstones	....	1,630	...	14,107

IMPORTS AT MONTREAL—(*Continued.*)

FREE GOODS.	1868		1867	
	Quantity.	Value.	Quantity.	Value.
		$		$
Cotton Wool	....	45,262	....	42,312
Cotton Candlewick	....	2,716	....	8,367
Cotton and Flax Waste	....	14,199	....	6,802
Cement, Marine or Hydraulic, unground	....	....	....	....
Church Bells and Communion Plate	....	4,430	....	3,901
Clothing, donations of, for charitable purposes	....	....	....	....
Cocoa Paste, from G. B. and B. N. A. Provinces	....	313	....	311
Cotton & Woollen Netting for India Rubber Shoes	....	7,270	....	8,427
Drain Tiles	...	1 032	....	....
Duck, for Belting and Hose	....	9,017	....	15,525
Emery, Glass and Sand Paper and Cloth	....	7,773	...	7,658
Essential Oils	....	10,712	....	33,039
Farming Implements, &c., imported by Agricultural Societies	....	780	....	1,000
Fire Brick	....	3,378	....	6,719
Fire Engines, Steam, imported by Municipal Corporations	....	....	....	....
Fishing-hooks, Nets and Seines, Lines and Twines	....	7,971	....	17,284
Gold Beaters' Brim Moulds and Skins, Gold, Silver and Platers' Leaf	....	6,580	....	4.312
Hoop Skirt Manufacture, articles for	....	35,565	....	39,014
Junk and Oakum	....	4.869	....	11,753
Lithographic Stones	....	2,106	....	....
Lumber, Plank and sawed, of Mahogany, &c	....	3,269	....	18
Materials for Hats, Boots and Shoes, Felt, viz., Prunella, Plush, Twist, Silk, Silk and Weaving, or Tram Silk, or Cotton for Elastic Webbing	....	97,721	....	115,861
Machine Linen Thread and Silk Twist	....	32,109	....	51,381
Machinery, when used in the original construction of mills, &c	....	18,574	....	67,563
Menageries	....	....	....	326
Nails, Composition or Sheeting & Composi'n Spikes	....	....	....	....
Oil Cake	....	....	....	5,320
Printers' Implements &c., viz, Presses, Electrotype and Stereotype Blocks and Ink	....	21,879	....	11,250
Philosophical Instruments and Apparatus, &c	....	1,789	....	2,270
Rags	....	16,881	....	32,389
Straw Plaits Tuscan and Grass fancy	....	281	..	417
Treenails	....	....	....	....
Wire Cloth of Brass or Copper	....	7,290	....	15,130
Anchors, Chains, Cables, &c	....	8,133	....	15,429
Binnacle & Signal Lamps, Dead-Eyes & Dead-Lights	....	....	....	....
Blocks & Bushes, Compasses, Steering Apparatus, &c	....	40	....	....
Bunting and Wire Rigging	....	491	....	....
Deck Plugs, Wedges, &c	....	....	....	144
Cables, Hemp and Grass, Cordage and Sail Cloth when used for Ships	....	6,613	....	8,670
Varnish, Bright and Black	....	....	....	1,090
Brass, Bar, Rod, Sheet and Scrap	....	11,316	....	5,469
Cranks & Shafts, for Steamboats & Mills, rough	....	659	....	1,683
Copper in Pig, Bars, Rods, Bolts, & Sheets & Sheeting	....	17,417	....	19,140
Iron, Scrap, Galvanized or Pig, Puddled in Bars, &c., &c	....	533,086	....	1,878,162
Locomotives, Engines, Frames, Axles, Cranks, Hoop or Steel for Tyres, &c., &c	....	14.161	....	11,765
Lead in Sheet or Pig and Litharge	....	29,959	....	21,985
R. R. Bars & Frogs, unwrought Iron or Steel Chairs and Fish Plates, &c	....	17,762	....	91,993
Spelter and Zinc, in blocks, sheets and pigs	....	40,266	....	24.858
Steel	....	223,840	....	305,586
Tin in Bar, Blocks, Pig or granulated	....	10,751	...	29,462
Tubes and Piping of Brass, Copper or Iron Drawn	....	44,071	....	51,842
Type Metal, in Blocks or Pigs	....	....	....	....
Wire of Brass, or Copper, round or flat	....	2,746	....	....
Yellow Metal in Bolts, Bars, and for Sheeting	....	44	....	....
Bristles	....	11.261	....	14.342
Broom Corn	....	11,998	....	7,667
Raw Rubber	....	87.161	....	63.011
Coal and Coke ..... tons	64,778	231 375	45,507	174,204
Cocoa, Bean and Shell	....	400	....	....

IMPORTS AT MONTREAL—(*Continued.*)

FREE GOODS.	1868		1867	
	Quantity.	Value.	Quantity.	Value.
		$		$
Corkwood and Bark	....	403	....	74
Diamonds and Precious Stones	....	1,420	....	2,330
Earth, Clays and Sands	....	1,697	....	6,438
Eggs	....	618	....	2
Emery	....	106	....	....
Fibrilla, Mexican Fibre, &c	....	6,110	....	3,838
Fire Clay	....	579	....	....
Firewood	....	....	....	....
Fish Bait	....	....	....	....
Fish, fresh		15,745	....	19,011
Flour, Wheat and Rye	77,019	377,109	....	....
Flax, Hemp and Tow undressed	....	98,331	....	130,746
Furs, Skins and Tails "	....	104,168	....	145,208
Grain of all kinds, except Indian Corn ....bush.	79,709	89,122	85,354	129,707
Gravels	....	305	....	1,536
Grease and Grease Scrap	....	28,812	....	26,681
Gum, Copal	....	15,279	....	....
Gypsum and Plaster of Paris	....	....	....	....
Hair	....	1,215	....	1,285
Hay	....	8	....	66
Hides, Horns and Pelts	....	153,155	....	221,507
Hops	....	53,153	....	252,439
Indian Corn	263,635	224,383	....	....
Indian Meal	4,892	23,945	....	....
Manilla Grass and Sea Grass	....	1,191	....	2,758
Manures	....	528	....	142
Marble unwrought	....	9,654	....	13,314
Moss for Upholstery purposes	....	903	....	....
Ores of Metals of all kinds	....	10,485	....	775
Osiers of Willow	....	67	....	....
Pipe Clay	....	89	....	33
Ratan for chair makers	....	1,321	....	1,519
Rice .....lbs.	78,400	3,607	3,897,601	12,542
Rosin	....	8,509	....	63,985
Salt	....	7,486	....	9,803
Seeds for Agricultural, &c., &c.....bush.	....	11,726	3,164	11,954
Stone, unwrought and Slate	....	5,180	....	14,281
Tanners' Bark	....	....	....	....
Tar and Pitch .....brls.	....	6,455	4,432	9,088
Teasels	....	36	....	....
Tobacco unmanufactured.....lbs.	2,615,411	249,108	3,322,760	252,889
Trees, Plants and Shrubs	....	2,028	....	1,861
Turpentine other than spirits of	....	5,858	....	6,349
Vegetables	....	1,487	....	6,423
Whale Oil	....	88	....	3,429
Wood, unmanufactured	....	2,417	....	11,015
Wool	....	22,015	....	22,710
Sewing Machines	....	373	....	435
Apparel of British subjects domiciled in Canada, but dying abroad	....	....	....	220
Articles for the use of the Governor General	....	....	....	275
" " public uses of the Dominion	....	5,577	....	95,853
" " use of foreign Consuls-General	....	....	....	50
" " " the Army and Navy	....	525,921	....	562,392
Settlers' Effects	....	40,801	....	41,682
Animals of all kinds, growth & produce, of any B. N. A. P.	....	185	....	....
Butter, " " "	....	....	....	....
Cheese, " " "	....	....	....	....
Fresh Smoked and Salted Meats, &c., " " " "	....	4,894	1,000	140
Green and Dried Fruits " " " "	....	1,117	....	....
Gypsum, " " " "	....	3,181	....	3,278
Fish & Products of Fish, & Fish Oil, " " " "	....	72,093	....	373,338
Lard & Tallow, " " " "	....	....	....	....
Timber & Lumber " " " "	....	....	....	....
Unenumerated, " " " "	....	36,011	....	10,137
Copyrights	....	....	....	685
Total Free Goods	....	4,324,693	....	6,265,250
Coin and Bullion	....	483,857	....	316,301
Grand Total	....	4,808,550	....	6,581,551

EXPORTS AT MONTREAL.

STATEMENT OF EXPORTS at the PORT OF MONTREAL, for the year ending 31st December, 1868, compiled from Quarterly Trade Returns, by J. Cox, Esqr., Statistical Clerk of H. M. Customs, Montreal.

ARTICLES.	1868		1867	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
THE MINE.		$		$
Copper and Copper Ore ..... tons.	3,831	176,241	1,662	52,567
Coal ..... "	39	180	.....	.....
Pig and Scrap Iron ..... "	329	4,274	184	3,979
Stone ..... "	.....	681	.....	306
Mineral Oil ..... galls.	1,420	400	26,960	2,589
Other Articles	.....	1,512	.....	1,034
THE FISHERIES.				
Fish ..... brls.	5,403	21,003	.....	5,935
Fish Oil ..... galls.	38,671	22,592	294	302
THE FOREST.				
Ashes :—Pot ..... brls.	1?,325	455,388	11,737	394,347
Pearl ..... "	4,144	105,150	2,647	85,989
Standard Staves ..... mille.	44	9,393	59	.....
Other " ..... "	167	9,182	156	10,486
Deals ..... stand. hund.	80	1,464	240	3,524
Plank and Boards ..... m. feet.	11,981	142,853	3,783	45,059
Laths and Lathwood ..... cords.	77	385	35	148
Firewood ..... "	1,472	2,532	112	560
Shingles ..... mille.	1,454	1,154	260	277
Railroad Ties ..... pieces.	36,685	3,685	38,686	4,118
Oars ..... pairs.	.....	.....	218	218
Other Wood	.....	45,508	.....	32,317
ANIMALS AND THEIR PRODUCE:				
Animals :—Horses ..... No.	2,682	211,054	2,500	194,368
Horned Cattle ..... "	4,712	85,234	1,222	33,941
Swine ..... "	989	3,469	110	406
Sheep ..... "	6,895	16,463	1,920	3,875
Poultry ..... "	.....	11,182	.....	11,440
Produce of Animals :—Bacon and Hams ..... cwt.	11,242	125,203	18,344	204,154
Beef ..... "	5,173	48,372	11,971	116,820
Beeswax ..... lbs.	9,200	2,565	17,821	3,562
Butter ..... "	5,834,194	1,235,438	5,294,900	761,883
Cheese ..... "	3,850,545	429,531	3,317,675	366,213
Eggs ..... doz.	177,884	29,250	299,313	37,294
Furs	.....	270,412	.....	285,162
Hides ..... cwt.	423	2,115	924	4,647
Horns and Hoofs ..... "	700	840	50	238
Honey ..... lbs.	400	46	.....	.....
Lard ..... lbs.	113,802	13,618	1,071	25,326
Pork ..... cwt.	13,369	107,410	15,296	112,999
Sheep's Pelts ..... No.	9,535	6,769	820	430
Tallow ..... lbs.	14,000	1,150	270	30
Venison ..... No.	9	69	.....	.....
Wool ..... "	432,213	112,138	120,172	34,446
AGRICULTURAL PRODUCTS.				
Balsam	.....	5,461	.....	5,703
Barley and Rye ..... bush.	105,231	105,475	194,991	148,190
Beans ..... "	3,989	5,844	2,677	3,988
Bran ..... cwt.	2,890	4,873	69,812	17,580
Flax ..... "	3,626	23,526	2,622	13,435
Flax Seeds ..... bush.	7,666	10,577	1,108	1,663
Flour ..... brls.	169,212	1,051,588	184,249	1,369,204
Fruit ..... "	3,309	12,846	15,321	46,058
Hay ..... tons.	5,658	51,317	3,494	30,150
Hops ..... lbs.	123,605	18,549	20,451	5,968
Maple Sugar ..... "	890	89	880	88
Meal ..... brls.	19,706	1?0,218	61,646	357,782
Oats ..... bush.	781,914	375,265	1,165,398	452,878
Other Seeds ..... "	14,939	27,491	21,394	44,139
Peas ..... "	649,928	652,190	1,614,291	1,432,440
Vegetables	.....	3,625	.....	302
Wheat ..... bush.	708,285	981,389	416,862	657,973

EXPORTS AT MONTREAL—*Continued.*

ARTICLES.		1868		1867	
		QUANTITY.	VALUE.	QUANTITY.	VALUE.
MANUFACTURES.					
			$		$
Books		.....	6,674	.....	4,640
Biscuit	cwt.	413	2,056	490	2,484
Candles	lbs.	710	76	2,375	236
Carriages	No.	15	3,222	8	1,230
Cottons		.....	2,070	.....	2,506
Furs		.....	3,446	.....	2,037
Glassware		.....	99	.....	1,996
Hardware		.....	11,748	.....	25,723
India Rubber		.....	7,533	.....	619
Leather		.....	71,152	.....	77,261
Lime		.....	1,018	.....	.....
Machinery		.....	28,011	.....	17,210
Musical Instruments		.....	426	.....	510
Oil Cake		.....	42,715	.....	30,340
Rags		.....	5,227	.....	8,571
Soap	lbs.	10,486	609	3,810	242
Starch	lbs.	67,965	6,307	15,324	1,395
Straw		.....	12,524	.....	1,554
Sugar Boxes	No.	7,761	2,716	98,957	15,077
Tobacco	lbs.	273,434	35,642	160,813	21,214
Wood		.....	14,427	.....	11,218
Woollens		.....	13,049	.....	19,463
Liquors:—Ale, Beer, and Cider	galls.	2,368	1,263	8,707	2,828
Whiskey	galls.	226	224	1,675	1,724
Other Spirits	galls.	4,899	8,678	2,457	5,036
Vinegar	galls.	133	83	20,800	5,370
OTHER ARTICLES.					
Castorum		.....	2,713	.....	4,287
Corks		.....	800	.....	.....
Extract Bark		.....	10,549	.....	57,165
Extract Tobacco		.....	1,058	.....	.....
Drugs		.....	3,862	.....	4,640
Oil		.....	5,838	.....	5,095
Rosin		.....	2,500	.....	.....
Hats and Caps		.....	.....	.....	1,413
Marble Manufactures		.....	.....	.....	1,720
Ropes		.....	.....	.....	1,332
Varnish		.....	2,420	.....	3,907
Sundries		.....	7,211	.....	7,308
COIN AND BULLION.					
Gold		.....	1,882,158	.....	91,511
Silver		.....	231,650	.....	.....
FOREIGN GOODS.					
Books		.....	929	.....	.....
Dry Goods, general		.....	16,760	.....	20,410
Dried Fruit		.....	200	.....	.....
Effects		.....	47,669	.....	26,191
Fancy Goods		.....	3,320	.....	3,699
Flour	brls.	4,584	23,813	1,857	12,222
Butter	lbs.	.....	.....	5,045	1,009
Bacon and Hams	cwt.	.....	.....	550	5,568
Cheese	lbs.	.....	.....	85,000	8,489
Cotton, raw		.....	.....	.....	14,325
Cartridges		.....	.....	.....	3,212
Firearms		.....	.....	.....	7,000
Oil Cake		.....	.....	.....	3,229
Pork		.....	.....	.....	12,764
Hardware		.....	3,025	.....	2,693
Indigo		.....	4,165	.....	.....
India Rubber		.....	1,759	.....	.....
Indian Corn	bus.	701,826	583,168	741,509	512,799
Oil		.....	587	.....	3,885
Opium		.....	1,204	.....	.....
Leather		.....	1,038	.....	.....
Lard		.....	560	.....	.....
Tobacco		.....	23,450	.....	23,297
Tea		.....	168,813	.....	13,817
Wine		.....	3,984	.....	5,176
Wheat	bus.	270,221	367,841	1,084,647	1,681,398
Other Articles		.....	5,583	.....	46,736

COMPARATIVE QUANTITIES OF PRODUCE SHIPPED BY ST. LAWRENCE RIVER IN SEA-GOING VESSELS MONTHLY,—1868,-7,-6,-5.

		Wheat, Bushels.	Corn, Bushels.	Peas, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.	Flour, Barrels.	Oatmeal, Barrels.	Cornmeal, Barrels.	Potashes, Barrels.	Pearlashes, Barrels.	Butter, Kegs.	Cheese, Boxes.
April	1868	.....	75	1,416	60	12	.....	8,316	200	492	.....	.....	60	44
	1867	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866	.....	30	2,958	.....	.....	.....	8,456	410	40	6	.....	12	24
	1865	30	.....	1,170	.....	15	.....	8,349	150	55	.....	.....	324	15
May	1868	65,109	89,440	53,414	98,411	.....	.....	33,690	2,362	3,926	2,057	251	64	85
	1867	50	53,104	329,160	38,463	3,596	.....	23,071	14,895	1,043	2,696	144	2,249	8
	1866	.....	42,877	118,083	323,959	.....	.....	16,770	5,637	869	3,675	61	171	389
	1865	19,607	.....	22,526	.....	.....	.....	15,683	121	10	4,671	1,395	1,253	52
June	1868	212,503	205,338	95,044	157,337	211	.....	43,940	3,586	2,877	2,086	433	459	240
	1867	6,382	141,595	353,579	24,547	13,479	.....	18,993	17,956	515	1,159	347	3,955	373
	1866	2,895	174,517	340,481	1,055,051	.....	.....	14,410	6,196	464	2,252	.....	1,596	938
	1865	142,022	74,482	2,233	.....	.....	.....	25,598	.....	.....	3,092	227	571	961
July	1868	138,773	136,829	39,797	80,651	.....	.....	16,016	5,014	750	2,434	559	2,125	8,266
	1867	.....	278,117	220,515	136,595	32,649	.....	10,529	11,598	1,600	1,733	445	4,006	3,383
	1866	.....	379,596	167,169	1,107,840	.....	.....	6,146	6,648	515	1,464	92	3,484	5,056
	1865	191,367	53,013	7,472	200	.....	.....	35,186	7	10	2,228	730	3,510	4,435
August	1868	596	169,410	7,637	9,999	.....	.....	12,526	607	236	1,608	1,052	7,596	15,942
	1867	20,989	132,163	59,212	43,956	1,284	.....	18,556	4,239	1,597	904	550	4,127	3,776
	1866	605	387,204	30,490	148,232	50	.....	32,397	8,296	95	1,945	281	10,686	4,462
	1865	184,178	35,229	1,262	.....	.....	.....	41,625	125	200	2,745	843	17,412	4,508
September	1868	104,906	86,201	48,134	35,870	4,619	.....	49,299	634	889	1,034	499	15,748	13,693
	1867	272,706	37,434	40,381	14,297	5,420	.....	31,293	1,174	513	1,118	380	12,874	7,428
	1866	.....	275,821	5,710	1,526	1,313	.....	9,087	1,305	50	444	205	7,226	2,713
	1865	16,499	54,763	81,266	23,800	.....	.....	16,858	411	330	1,269	531	17,700	3,007
October	1868	239,076	25,378	108,693	31,973	150	.....	41,268	219	710	1,064	436	16,790	6,636
	1867	535,154	15	185,268	88,379	28,968	.....	46,233	340	425	850	73	7,770	10,586
	1866	....	354,775	94,408	45,409	115,316	11,601	38,626	1,508	802	2,692	773	21,243	6,781
	1865	.....	208,818	171,771	13,345	60	.....	16,639	400	755	435	183	3,547	448
November	1868	259,624	17,761	262,067	247,795	2,003	.....	44,529	144	455	1,519	497	19,228	13,669
	1867	611,356	1,100	448,801	338,928	34,662	16,830	49,189	1,169	680	1,139	189	15,105	20,376
	1866	163	197,280	332,526	215,286	116,300	61,769	14,124	1,467	302	1,104	9	17,493	2,891
	1865	27,361	228,301	284,942	159,213	2,365	.....	19,800	567	202	2,033	245	5,111	285
Total	1868	1,020,587	730,422	616,102	662,096	6,995	.....	249,584	12,766	10,235	11,802	3,727	62,070	58,515
	1867	1,446,637	643,528	1,636,916	685,165	120,858	16,838	197,864	51,371	6,373	9,599	2,128	50,195	45,930
	1866	3,663	1,812,100	1,091,825	2,897,303	232,979	73,370	140,016	30,867	3,137	12,982	1,421	61,911	23,254
	1865	581,064	654,606	572,642	196,558	2,440	.....	179,693	1,781	1,562	16,673	4,154	49,428	14,122

PRODUCE SHIPPED FROM PORTLAND IN STEAMSHIPS, 1868.

	Wheat, Bushels.	Peas, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.	Flour, Barrels.	Oatmeal, Barrels.	Potashes, Barrels.	Pearlashes, Barrels.	Butter, Kegs.	Cheese, Boxes.
From 1st Jan. to opening of Navigation...	6,631	18,620	49,900	.....	.....	10,500	.....	2,842	307	.....	988
From close of Navigation to 30th Dec., 1868	17,126	22,613	.....	.....	.....	1,201	.....	801	502	7,609	2,326
Total.....	23,757	41,233	49,900	.....	.....	11,701	.....	3,643	809	7,609	3,314

SHIPMENTS OF PRODUCE TO PARTICULAR PORTS.

Quantities of Grain, Flour, Ashes, &c., shipped from Montreal to after-mentioned Ports from opening to closing of Navigation, 1868.

	Wheat, bush.	Corn, bush.	Peas, bush.	Oats, bush.	Flour, brls.	Oat and Corn Meal, brls.	Ashes.	Butter, kegs.
Lower Ports.....	1,596	14,149	9,389	12,520	143,270	8,881	3	1,965
Liverpool.....	495,412	123,799	230,542	61,363	49,408	2,861	9,260	56,402
Glasgow.....	343,040	377,604	181,472	66,256	51,190	11,359	4,265	2,194
Dundee.....	6,212	1,821	.....	.....	1,709	.....	.....	.....
London.....	74,849	36,938	177,623	428,103	1,781	.....	1,901	1,509
Aberdeen.....	.....	.....	.....	.....	1,805	.....	100	.....
Penarth Roads, f. o.....	29,900	13,026	12,557	71,929	430	.....	.....	.....
Southampton.....	.....	.....	.....	.....	.....	.....	.....	.....
Cork, f. o.....	69,578	163,085	.....	18,125	.....	.....	.....	.....
West Indies.....	.....	.....	4,519	3,800	.....	.....	.....	.....
Total 1868.....	1,020,587	730,422	616,102	662,096	249,584	23,101	15,529	62,070
Total 1867.....	1,446,637	643,528	1,636,916	635,165	197,864	57,744	11,727	50,195
	Dec. 426,050	Inc. 86,894	Dec. 1,020,814	Dec. 23,069	Inc. 51,720	Dec. 34,643	Inc. 3,802	Inc. 11,875

STEAM-SHIPS.

MONTREAL OCEAN STEAM-SHIP COMPANY'S LINE.

The following table gives some particulars of the M. O. S. Co.'s traffic between this city and Liverpool during twelve years :—

YEARS.	NUMBER OF STEAMSHIPS.	AGGREGATE TONNAGE.	AGGREGATE FREIGHT CARRIED.		NUMBER OF PASSENGERS CARRIED.				AVERAGE TIME OF TRIPS.			
			Eastward.	Westward.	Eastward.		Westward.		Eastward.		Westward.	
			Tons.	Tons.	Cabin.	Steerage.	Cabin.	Steerage.	D.	H.	D.	H.
1856	4	6,536	....	....	991	911	1,254	1,777	11	15	12	23
1857	4	6,536	....	....	636	1,794	1,710	3,100	11	6	12	3
1858	4	7,504	....	....	1,284	2,925	1,698	2,019	11	8	13	11
1859	6	11,904	....	13,215	1,904	2,453	1,882	2,941	10	11	11	13
1860	6	11,904	....	13,250	1,595	2,344	1,637	3,363	12	17	11	22
1861	6	12,736	34,320	38,910	1,669	2,701	1,901	7,577	10	12	12	16
1862	6	12,736	33,972	38,638	1,893	2,547	2,160	8,263	11	6	13	20
1863	6	12,736	31,760	45,069	1,117	1,576	2,065	8,360	11	11	12	19
1864	8	17,708	34,284	36,423	1,269	2,565	1,277	11,384	10	23	11	1
1865	8	17,708	32,940	56,062	1,439	1,850	1,760	11,938	11	7	12	20
1866	9	20,152	41,294	58,208	1,733	1,665	1,763	12,411	12	0	12	23
1867	9	20,152	42,365	52,951	1,038	2,008	2,358	11,567	10	2	11	17

RAILWAY TRAFFIC.

MONTHLY IMPORTS AT MONTREAL, IN 1868, VIA GRAND TRUNK RAILWAY.

MONTHS.	FLOUR and MEAL.	WHEAT and PEAS.	CORN and RYE.	BARLEY.	OATS.	PORK and BEEF.	PORK in Carcase.	COAL OIL.	TOTAL FREIGHT, all kinds.
	Brls.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.	Tons.
January..	36,765	15,583	574	9,610	11,027	563	2,407,990	1,051	10,439
February..	14,400	1,758	2,231	2,585	32	180	584.110	668	7.314
March....	30,050	9.586	10,486	3,935	4.086	298	108,071	838	13.598
April.....	49,378	17,340	4,360	1,948	4.192	1.394	.....	12	16.161
May.....	40.693	143,540	941	649	1,083	1.259	.....	288	14.517
June.....	36,091	39,412	.....	.....	2,345	697	.....	1,144	12,013
July.....	38.610	24,909	375	.....	5,035	483	.....	.....	13.673
August..	18,711	27,480	.....	750	2,935	134	.....	.....	9.144
September	27,420	64,250	714	15,675	15.603	141	.....	.....	12.099
October...	49,115	88,723	109	9.329	24.340	182	.....	.....	17,156
November	67,423	79,714	.....	3.582	25,193	761	.....	54	18,258
December.	44,897	25,100	13,458	5,670	20,015	454	.....	227	14,471
TOTALS.	453,553	537,386	33,248	53,733	115,886	6,546	3,100,171	4,282	158,843

MONTHLY EXPORTS FROM MONTREAL, IN 1868, VIA GRAND TRUNK RAILWAY.

MONTHS.	FLOUR and MEAL.	WHEAT and PEAS.	CORN and RYE.	BARLEY.	OATS.	PORK and BEEF.	PORK in Carcase.	COAL OIL.	TOTAL FREIGHT, all kinds.
	Brls.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.	Tons.
January..	19,206	3,196	4,644	7,937	9,278	1,199	918,330	2,192	8,713
February..	6.447	12,671	1.513	10,918	29,361	467	350.430	394	927
March....	16,599	4,216	4,498	7,598	5,032	619	87,390	1,116	10,166
April.....	17,304	722	2,212	2.175	.....	567	.....	520	12,806
May.....	10,716	112	1,453	1,981	3,626	288	.....	430	9,775
June.....	12,084	660	4,953	427	3,604	363	.....	115	11.949
July.....	16,260	58	3,740	110	616	172	.....	44	9,193
August...	13,496	21	1,490	.....	.....	100	.....	218	9,144
September	12,859	90	1,814	1,470	588	127	.....	407	12,285
October...	19,139	1,038	369	32,947	758	43	.....	442	15,680
November	10,639	2,176	6,039	18	1,785	24	.....	438	16,177
December.	18,092	4,146	4.035	503	.....	503	.....	957	12,317
TOTALS.	172,841	19,106	36,760	66,084	54,648	4,472	1,356,150	7,273	129,132

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1868.

PORTS.	Arrivals.		Departures.	
	No.	Tons.	No.	Tons.
Amherst	1	38	2	83
Antigonish	3	314	1	123
Antwerp	9	3,267	....	.....
Australia	....	.....	1	642
Ardrossan	3	1,744	...	.....
Arichat	1	82	....	.....
Bathurst	....	.....	5	289
Barbadoes	5	931	2	229
Barrie, Nfld	....	.....	1	63
Bordeaux	4	833	....	.....
Bersemis	....	.....	1	76
Buenos Ayres	1	413	4	1,978
Brador	1	52	....	.....
Bremen	1	642	....	.....
Boston	1	110	1	284
Bic	....	.....	1	82
Bahia	1	221	....	.....
Bauden, N. B.	1	78	....	.....
Buctouche	1	36	....	.....
Boucherville	....	.....	1	82
Canal	28	5,240	25	5,038
Carbonnear	....	.....	2	159
Cleveland	2	597	....	.....
Cow Bay	17	1,995	....	.....
Charlottetown	....	.....	6	656
Cape Breton	1	84	....	.....
Cadiz	1	285	....	.....
Charente	5	1,080	....	.....
Cork, *f. o.*	....	.....	17	4,479
Cienfuegos	1	334	....	.....
Cagliari	1	348	....	.....
Canso	6	461	3	201
Caraquette	9	378	1	25
Chicago	1	284	....	.....
Dundee	1	404	1	318
Demerara	1	119	....	.....
Digby	1	66	....	.....
Denier	1	264	....	.....
Glasgow	48	42,855	42	37,326
Grand Bank	2	70	....	.....
Glace Bay	10	1,011	....	.....
Grimsby	1	295	....	.....
Gaspe	14	818	10	503
Greenock	5	1,951	....	.....
Grandeque	1	83	....	.....
Grand Ligne	1	82	....	.....
Halifax	13	2,419	23	3,409
Harbor Grace	2	254	10	1,145
Havana	4	1,167	....	.....
Hawkesbury	1	49	1	49
Isle de Fleures	1	654	....	.....
Jersey, Nfld	1	50	2	104
Juban, Spain	1	140	....	.....
Liverpool	64	72,628	49	64,757
London	25	18,519	27	16,573
Leith	2	1,191	....	.....
Lake Ontario	3	805	1	267

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1868.

PORTS.	Arrivals.		Departures.	
	No.	Tons.	No.	Tons.
Labrador	22	1,952	8	677
Lapoile	....	.....	1	88
Moisic River	9	594	9	594
Montreal	1	104	....	.....
Marseilles	4	1,314	....	.....
Montevideo	....	.....	11	5,460
Miramichi	....	.....	5	266
Matanzas	2	742	....	.....
Middlesboro	1	386	....	.....
Malaga	6	1,595	....	.....
Malpec	....	.....	1	194
Magdalen Islands	1	47	1	38
Newcastle	7	1,990	....	.....
New Glasgow	....	.....	2	165
New York	1	338	....	.....
Newport	1	271	....	.....
New Bauden	1	78	....	.....
Oporto	1	180	....	.....
Prince Edward Island	1	139	1	64
Pictou	32	8,583	20	7,993
Pugwash	1	66	1	66
Penarth Roads	....	.....	7	2,003
Quebec	10	3,978	66	25,554
Rose Blanche	4	272	2	136
Rotterdam	2	818	....	.....
Repentigny	....	.....	5	850
Richmond	1	87	....	.....
St. Johns, Nfld	10	1,014	35	4,055
Sunderland	6	1,904	....	.....
Seven Islands	....	.....	1	107
Swansea	4	1,091	....	.....
St. Pierre Meguelon	1	110	7	676
Shanghai	1	413	....	.....
Ship Harbor	....	.....	1	49
Saguenay	1	80	....	.....
Summerside	....	.....	8	513
South Shields	1	385	....	.....
Shippegan	1	62	....	.....
Sydney, C. B	3	278	3	327
Sorel	3	630	2	534
Sandy Bay	....	.... .	1	84
St. Iago	1	202	....	.....
St. Thomas and Sea	....	.....	1	296
Shediac	1	78	....	.....
Toronto ....s	3	1,008	3	1,008
Three River	....	.... .	11	4,824
Taragona	1	104	....	.....
Tilt's Cove	....	.....	1	119
Valpraiso	....	.....	1	1,037
Winter Quarters	25	2,125	23	2,042
Total	478	198,759	478	198,759

VII.—SHIPPING INTERESTS.

SUMMARY OF ARRIVALS AND DEPARTURES.

COMPARATIVE STATEMENT OF SEA-GOING VESSELS ENTERED INWARDS AND OUTWARDS AT THE PORT OF MONTREAL, for years 1867 and 1868.

COUNTRIES.	INWARDS.				OUTWARDS.			
	1867		1868		1867		1868	
	No. Vessels.	Tons.	No. Vessels.	Tons.	No. Vessels.	Tons.	No. Vessels.	Tons.
United Kingdom.....Steam.	54	68,334	70	87,628	56	69,515	69	87,813
" .....Sailing	93	63,643	98	57,367	117	68,144	80	43,252
France	12	4,399	14	3,881	1	97	....	....
" .....Steam.	1	590	....	....	....	....	....	....
Spain.....Sailing	9	2,386	10	2,388	....	....	....	....
Portugal..... "	1	155	1	180	1	216	....	...
Belgium ..... "	7	3,287	9	3,169	....	....	....	....
Holland ..... "	2	448	2	818	....	....	....	....
Bremen..... "	....	....	1	642	....	....	....	....
Norway..... "	1	590	....	....	....	....	....	....
Italy ..... "	....	....	1	347	....	....	....	....
Nova Scotia ..... "	88	13,537	79	8,350	34	3,274	35	3,401
" .....Steam.	14	6,576	13	6,606	13	6,536	16	8,056
New Brunswick .....Sailing	13	653	12	592	13	687	13	663
" .....Steam.	....	....	....	....	1	294	....	....
Newfoundland.....Sailing	39	4,445	40	3,651	59	6,530	63	6,520
" .....Steam.	6	1,920	....	....	6	1,920	....	....
Prince Edward Island..Sailing	7	395	1	139	14	1,179	20	1,832
Labrador, Gaspé, &c.... "	16	838	18	992	14	901	16	984
St. Pierre Miquelon..... "	....	....	....	....	2	214	7	677
United States..... "	7	2,918	2	448	9	1,529	5	640
Foreign West Indies.... "	2	937	9	2,563	6	1,503	1	338
British " .... "	3	710	6	1,167	2	335	2	236
Ionian Islands..... "	1	154	....	....	....	....	....	....
Brazil ..... "	....	....	1	220	....	....	....	....
China ..... "	1	307	1	413	....	....	....	....
Madeira..... "	....	....	....	....	1	110	....	....
Valparaiso ..... "	....	....	....	....	....	....	1	1,037
Buenos Ayres ..... "	....	....	....	....	1	300	4	1,792
Monte Video..... "	....	....	....	....	2	621	12	6,069
Australia..... "	....	....	....	....	1	892	1	642
Quebec ..... "	22	8,126	15	4,543	40	20,450	62	22,820
Total	399	185,354	403	186,104	393	185,247	467	186,772
Vessels with cargoes.....	371	173,996	384	180,689	353	164,797	340	163,543
" in ballast	28	11,358	19	5,415	40	20,450	67	23,229
Total	399	185,354	403	186,104	393	185,247	407	186,772
British Vessels	391	182,427	387	180,894	385	182,319	391	181,562
Foreign "	8	2,927	16	5,210	8	2,928	16	5,210
Total	399	185 354	403	186,104	393	185,247	407	186,772

TABLE OF OCEAN FREIGHT—1868.

Date.	Montreal to	Grain. Sterling Price, per Qr.				Flour & Oatmeal. Sterling Price, per Barrel.		Ashes. Sterling Price, p.ton of 2,240lbs.	
		Sailing Ships.	Steamers.			Sailing Ships.	Steamers.	Steamers.	
		480lbs.	480lbs.	400lbs.	320lbs.			Pots.	Pearls.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
May 8	Liverpool		7 6		5 6		3 0	35 0	45 0
	Glasgow		7 6		5 0		2 9	35 0	45 0
	London								
15	Liverpool		7 6		5 6		2 9	35 0	45 0
	Glasgow		7 6		5 0		2 9	35 0	45 0
	London		7 6		6 0			40 0	47 6
22	Liverpool		6 6				2 6	35 0	45 0
	Glasgow		6 6				2 3	25 0	35 0
	London								
29	Liverpool	4 0@4 6	6 0			2 0 @ 2 3	2 3 @ 2 6	35 0	45 0
	Glasgow	4 0@4 6	5 0			2 0 @ 2 3	2 3 @ 2 6	25 0	35 0
	London								
June 5	Liverpool	4 0@4 6	6 0			2 0 @ 2 3	2 3 @ 2 6	35 0	45 0
	Glasgow	4 0@4 6	5 0			2 0 @ 2 3	2 3 @ 2 6	25 0	35 0
	London	5 0							
12	Liverpool	4 0@4 6	5 6@6 0			2 0	2 6	35 0	45 0
	Glasgow	4 0@4 6	5 0			2 0	2 6	25 0	35 0
	London	5 0							
19	Liverpool	4 0@4 6	5 6@6 0			2 0	2 6	35 0	45 0
	Glasgow	4 0@4 6	5 0			2 0	2 6	25 0	35 0
	London	5 0							
26	Liverpool		5 0				2 6	25 0	35 0
	Glasgow		5 0				2 6	25 0	35 0
	London								
July 3	Liverpool		5 0				2 6	25 0	35 0
	Glasgow		5 0				2 6	25 0	35 0
	London								
10	Liverpool		4 0				2 6	25 0	35 0
	Glasgow		4 0				2 6	25 0	35 0
	London								
17	Liverpool		4 0				2 6	25 0	35 0
	Glasgow		4 0				2 6	25 0	35 0
	London								
24	Liverpool		4 0				2 6	25 0	35 0
	Glasgow		4 0				2 6	25 0	35 0
	London								
31	Liverpool		4 0				2 6	25 0	35 0
	Glasgow	3 6@3 9	4 0				2 6	25 0	35 0
	London								
Aug. 7	Liverpool		4 0				2 6	25 0	35 0
	Glasgow	3 6@3 9	4 0				2 6	25 0	35 0
	London								
14	Liverpool		4 0					25 0	35 0
	Glasgow	3 6@3 9							
	London	3 0						32 6	37 6
21	Liverpool		4 0					25 0	35 0
	Glasgow								
	London		3 3		4 0			32 6	37 6
28	Liverpool							25 0	35 0
	Glasgow								
	London								
Sept. 4	Liverpool							25 0	35 0
	Glasgow								
	London								
11	Liverpool							25 0	35 0
	Glasgow								
	London								
18	Liverpool							27 6	35 0
	Glasgow								
	London								
25	Liverpool	4 9						30 0	37 6
	Glasgow	4 9						30 0	37 6
	London								
Oct. 2	Liverpool		5 6@6 0				3 0	32 6	45 0
	Glasgow	5 0	5 6@6 0				3 0	32 6	45 0
	London								
9	Liverpool		6 6				3 3 @ 3 9	30 0	37 6
	Glasgow	4 6				2 6			
	London								
16	Liverpool		7 0				3 6	32 6	40 0
	Glasgow	5 0				3 0			
	London								

TABLE OF OCEAN FREIGHT—1868—*Continued.*

Date.	Montreal to	Grain. Sterling Price, per Qr.		Flour & Oatmeal. Sterling Price, per Barrel.		Ashes. Sterling Price, p.ton of 2,240lbs.
		Sailing Ships.	Steamers.	Sailing Ships.	Steamers.	Steamers.
		488lbs.	480lbs.400lbs.320lbs.			
		s. d. s. d.	s. d. s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Oct. 23	Liverpool	5 3@5 9		3 0 @ 3 3	3 6 @ 3 9	32 6 .... 40 0
	Glasgow	5 3@5 9		3 0 @ 3 3		
	London	5 7½ 5 9				
30	Liverpool	5 6	6 9@7 6	3 0 @ 3 3	3 6 @ 3 9	32 6 .... 40 0
	Glasgow	5 6		3 0 @ 3 3		
	London	6 0				
Nov. 6	Liverpool	5 3	6 6@7 6		3 6 @ 3 9	32 6 .... 40 0
	Glasgow					
	London	6 0				
13	Liverpool	5 3	6 6@7 6		3 6 @ 3 9	32 6 .... 40 0
	Glasgow					
	London	5 9				
20	Liverpool		6 6@7 6		3 6	40 0 .... 50 0
	Glasgow	5 6				
	London	5 3	7 0 .... 6 0			

Explanatory Note.—It must be remarked, relative to the many blanks which occur in the preceding Freight-table, that the arrivals of sailing tonnage during the Midsummer months (June, July, and early part of August,) consisted mostly of chartered vessels. Some of them were loaded on Charterers' account; while others, after remaining in port until lay-days and demurrage-days had run out, were loaded at rates of freight so low as to be almost nominal.

The ocean-mail steamers were stiffened (in the absence of plenty of Grain for dead-weight,) with Ashes, &c.

The subjoined summary of average rates will give, it is believed, a fair idea in brief of freight rates in 1868 at three leading ports:—

Average Rates of Freight on Wheat to Liverpool, during 1868:—

From *Montreal*, by sailing vessel. 4s. 9d. per 480 lbs. or about 7¼d. per 60 lbs.
by steamer..... 6s. 3d. " " 8¼d. "
From *New York*, by sailing vessel. 3s. 4d. @ 4s. 0d. " " 5d. @ 6d. "
by steamer..... 4s. 0d. @ 4s. 8d. " " 6d. @ 7d. "
From *San Francisco*, by sailing vessel..£2 15s. @ £3 per ton or 1s. 8d. @ 1s. 9½d. "

PRODUCE, &c., RECEIVED and SHIPPED at the PORT OF MONTREAL, carried in RIVER CRAFT to and from Quebec, Three Rivers, &c., during Navigation of 1868.

Receipts.			Shipments.		
Grain	bushels.	116,670	Grain	bushels.	43,184
Flour	barrels.	2,218	Flour	barrels.	50,004
Hay	bundles.	204,290	Ashes, leeched	tons.	145
Fish (not specified)	brls., hhds. & cwts.	1,425	Bran	tons.	29
Salt	minots.	86,862	Fish	barrels.	2,096
Coal	chaldrons.	19,737	Salt	minots.	3,025
Firewood	cords.	86,642	Liquors	gals.	7,950
Oil	gals.	19,480	Molasses	gals.	67,390
Timber	feet.	89,700	Coal	chaldrons.	363
Lumber	feet.	17,264,500	Oils	gals.	26,700
Laths		4,673,000	Lumber	feet.	2,738,000
Shingles		1,444,000	Rags	lbs.	20,000
Bricks		4,703,000	Bricks		67,000
Potatoes	minots.	2,960	Iron	tons.	384
Iron	tons.	335	Shingles		4,000
Peat	tons.	1,870	Tar	brls.	295
Rags	lbs.	345,000	Laths		25,000
Molasses	gals.	7,000	Plaster	tons.	50
Meal	barrels.	690	Paper	tons.	600

CANAL TRAFFIC.

The Lachine Canal was opened for traffic on 27th April, 1868, and closed on 30th November.

The number of trips made upwards and downwards by vessels in the Inland Trade during the seasons of 1867 and 1868, were :—

	1868		1867	
Canadian Steamers—Trips upward	1,437		1,353	
Trips downward	1,410		1,349	
		2,847		2,702
Canadian Sailing Craft—Trips upward	4,400		4,413	
Trips downward	4,201		4,172	
		8,601		8,585
American Vessels—Trips upward	147		12	
Trips downward	142		45	
		289		57
TOTAL TRIPS		11,737		11,344
Number of Passengers carried from Montreal	15,784		13,433	
Number of Passengers carried to Montreal	29,582		27,628	
TOTAL PASSENGERS	45,366		41,061	

Principal Articles Shipped Westward by Lachine Canal in 1867 *and* 1868.

ARTICLES.		1868	1867
Wheat	Bushels.	40,920	21,846
Barley	"	9,576	4,242
Corn	"	14,328	9,576
Flour	Barrels.	27,108	21,051
Oatmeal	"	220	2,490
Ashes	"	21	702
Pork	"	1,127	2,310
Lard	"	....	28
Butter	Kegs.	88	88
Coals	Tons.	30,915	19,922
Pig Iron	"	14,521	34,434
Railroad Iron	"	1,067	3,450
Salt	"	16,986	10,055
Fish	"	2,083	2,050
Nails	"	3,664	3,382
Rags	"	50	874
Miscellaneous Iron	"	621	562
Window Glass	"	1,055	901
Coffee	"	....	30
Dye Stuffs and Copperas	"	74	69
Hemp	"	11	2
Molasses	"	3,376	1,062
Paints	"	242	259
Pitch Rosin and Tar	"	633	288
Soda Ash	"	954	914
Steel	"	201	355
Earthern and Glassware	"	2,244	3,083
Sugar	"	5,646	7,606
Tin	"	801	963
Whiskey and Highwines	"	1,103	852
Oil	"	1,326	870

WEEKLY ARRIVALS OF PRODUCE BY LACHINE CANAL IN 1868.

WEEK ENDING.	WHEAT. Bushels.	CORN. Bushels.	PEAS. Bushels.	OATS. Bushels.	BARL'Y. Bushels.	RYE. Bushels	FLOUR. Barrels.	O&CM'L. Barrels.	ASHES Brls.	BUT'ER. Kegs.	CHEESE Boxes.	PORK. Barrels.	LARD. Brls.	BEEF. Brls.	TAL'OW Brls.
April 29	.....	.....	.....	.....	.....	.....	700	.....	184	.....	.....	.....	.....	.....	....
May 6	8,494	11,744	6,572	39	106	31	21,483	.....	541	11	.....	118	149	10	....
..... 13	35,176	30,777	18,303	914	73	.....	22,215	2,365	526	35	.....	642	.....	.....	....
..... 20	37,846	40,995	35,726	11,444	112	.....	13,217	1,370	510	140	42	561	.....	278	10
..... 27	63,258	129,591	9,700	18,226	68	.....	13,073	100	644	256	41	151	.....	12	1
June 3	64,486	88,527	22,671	902	232	.....	10 297	.....	287	219	21	81	.....	.....	....
..... 10	24,478	42,700	4,278	926	80	.....	8,199	1,000	186	284	.....	336	.....	.....	....
..... 17	218,147	63,446	707	696	.....	120	5,965	300	148	353	499	.....	.....	9	....
..... 24	25,903	45,753	215	8,797	.....	.....	6,236	17	213	249	503	124	.....	.....	10
July 1	12,187	23,333	2,000	19,648	.....	.....	7,581	1,030	123	203	213	.....	.....	.....	....
..... 8	28,918	63,414	1,387	426	160	.....	5,891	18	193	157	1,189	58	1	.....	30
..... 15	955	40,598	54	754	.....	.....	4,894	200	241	203	2,641	200	.....	7	....
..... 22	71,316	12,122	759	802	.....	.....	4,935	3	188	440	2,569	600	.....	.....	3
..... 29	29,884	21,453	62	584	932	.....	4,302	.....	148	120	1,222	111	.....	.....	19
August..... 5	21,740	74,283	32	388	28	.....	3,830	22	170	183	2,626	324	75	.....	....
..... 12	14,250	.....	.....	648	.....	.....	3,146	18	33	743	1,806	152	100	.....	....
..... 19	26,361	70,259	475	580	8	.....	7,122	42	174	511	1,875	1,000	.....	.....	....
..... 26	10,722	23,710	10	288	.....	.....	4,718	94	189	600	4,014	451	25	.....	....
Sept'r..... 2	.....	14,000	102	690	246	46	6,786	24	129	627	2,319	200	.....	.....	....
..... 9	58,520	23,819	2,086	1,550	978	.....	6,696	.....	198	1,057	1,475	300	.....	.....	1
..... 16	90,449	22,795	1,968	252	12,244	.....	10,441	.....	120	603	789	6	.....	86	2
..... 23	86,387	40,924	4,296	428	28,752	.....	13 842	.....	260	1,581	572	.....	.....	.....	2
..... 30	80,000	21,500	2,620	586	12,478	.....	13,276	100	165	732	1,748	100	35	.....	....
October.... 7	95,983	13,840	10,433	938	1,352	.....	16,883	147	206	881	309	143	50	32	....
..... 14	65,497	.....	11,897	786	624	.....	22,483	260	141	1,115	205	660	68	.....	....
..... 21	100,236	2,333	26,125	584	242	.....	10,674	100	167	1,224	1,947	160	45	45	....
..... 28	197,105	23,970	30,122	326	1,296	.....	16,044	100	87	978	871	290	50	98	....
Nov'r..... 4	162,140	14,270	17,618	1,602	3,350	.....	12,081	11	60	892	870	275	46	.....	....
..... 11	79,920	14,534	39,138	3,616	2,074	.....	14,028	100	148	751	1,645	145	.....	300	3
..... 18	101,353	.....	95,429	1,376	48	.....	24,090	.....	124	1,438	1,231	185	114	286	2
..... 25	46,277	.....	250	19,747	64	.....	15,578	6	286	388	2,608	250	.....	50	....
December.. 2	195,925	60,850	10,930	646	340	.....	7,688	.....	63	150	.....	.....	59	.....	5
	2,053,913	1,055,540	355,965	99,189	65,887	197	338 394	7,427	6,852	17,124	35,850	7,623	817	1,213	88

Comparative View of the RATES of INLAND FREIGHT during the Seasons of Navigation in 1867 and 1868:—

DATE.	RATES DOWNWARD, 1868.						RATES DOWNWARD, 1867.					
	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lake Michigan to Kingston.	Kingston to Montreal.	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lake Michigan to Kingston.	Kingston to Montreal.
	FLOUR.	GRAIN.	FLOUR.	GRAIN.	GRAIN.	GRAIN.	FLOUR.	GRAIN.	FLOUR.	GRAIN.	GRAIN.	GRAIN.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May.... 1	20	7	40	10	11½	4½	25	7	40	10	10	5
....15	20	7	40	10	7	4½	20	7	40	10	8½	5
June ... 1	20	6½	40	8	7	4½	20	6½	40	8	8½	4
....15	20	6½	30	8	7	4½	20	6½	30	8	6	4
July.... 1	20	6½	30	8	8½	4½	20	6½	30	8	6	4
....15	20	6½	30	8	8½	4½	20	6½	30	8	6	4
August. 1	20	6	40	8	6	4½	20	6	40	8	6	4
....15	20	6	40	8	8½	4½	20	6	40	8	8	4
Sept'ber. 1	20	7	40	10	11¼	4	20	6	40	10	9	4
....15	20	7	40	10	13	4	20	6	40	10	12	4
October. 1	20	7	45	10	15	4	20	7	45	10	12½	4
....15	25	8	45	10	14	4	20	8	45	10	13½	4
Nov'ber. 1	30	8	45	12	13	4	25	8	45	12½	16	4
....15	30	8	45	12	16	4	25	8	45	12½	17	4

and tolls.

Rates Westward in past Three Years.

ARTICLES.	Montreal to Lake Ontario Ports.			Montreal to Lake Erie Ports.		
	1866	1867	1868	1866	1867	1868
	cts.	cts.	cts.	cts.	cts.	cts.
Salt.....per bag.	20	19	19	25	30	30
Iron.....per 100 lbs.	12	11¼	11¼	25	25	25
Nails..... ditto	12	11¼	11¼	25	25	25
Glass..... ditto	15	13¾	13¾	25	25	25
Earthenware ..... ditto	12	11¼	11¼	25	25	25
Leather and Dry Goods ..... ditto	17½	14	14	30	25	25
Paints ..... ditto	12	11¼	11¼	25	25	25
Sugar ..... ditto	10	11¼	11¼	25	25	25
Tin ..... ditto	10	11¼	11¼	20	25	25

Comparative statement of the Opening and Closing of Navigation, Arrivals and Departures, Tonnage, &c., of Sea-going Vessels during the past Eight years:—

Comparative statement of the Opening and Closing of Navigation, Arrivals and Departures, Tonnage, &c., of Sea-going Vessels during the past Eight years :—

Year.	Opening of Navigation.	Close of Navigation.	First Vessel from Sea.	Last Vessel from Sea.	No. of Steamers.	Ton'ge.	Vessels from Lower Ports.	Ton'ge.	Vessels to Lower Ports.	Ton'ge.	Vessels to other Ports.	Ton'ge.	Total No. of Vessels.	Ton'ge.	Greatest No. of Vessels in Port at one time.
1861...	April..24	Decr.. 22	April..27	Decr.. 4	40	51,298	115	15,303	101	7,894	433	202,601	574	261,793	117—June 6
1862...	April..23	Decr.. 7	April..28	Novr.. 27	53	62,912	103	14,271	88	6,983	439	195,348	571	265,243	78—Octr. 16
1863...	April..25	Decr.. 12	May... 6	Novr.. 26	54	56,460	101	13,664	81	8,179	359	144,584	504	203,224	86—June 13
1864...	April..13	Decr.. 10	April..28	Decr.. 7	51	59,071	75	9,039	90	8,628	237	94,202	378	161,601	32—June 23
1865...	April..10	Decr.. 16	May... 3	Novr.. 24	63	78,015	114	11,152	113	11,203	182	63,725	358	152,943	42—Octr. 19
1866...	April..19	Decr.. 15	May... 1	Novr.. 28	70	75,474	173	19,044	172	21,980	273	111,257	516	205,775	91—June 13
1867...	April..22	Decr.. 6	May... 4	Novr.. 29	106	87,199	159	22,813	190	29,561	305	176,240	464	193,053	59—Octr. 24
1868...	April..17	Decr.. 9	May... 4	Novr.. 27	105	101,566	178	22,413	177	23,034	301	175,725	478	198,759	51—June 21

The classification of Sea-going Vessels in Port during the past Six years was as follows :—

	1863	1864	1865	1866	1867	1868
Steamers	54	51	63	70	106	105
Ships	78	47	33	51	55	41
Barques	149	96	56	119	81	75
Brigs	72	21	13	27	18	21
Brigantines...	36	38	35	69	64	49
Schooners	113	131	158	180	140	187
Sloops	2	...	...	...	...	...
Totals ...	504	384	358	516	464	478

Comparative statement showing the number and tonnage of River Craft, including Steamers, Barges, Batteaux, &c., in Port during the past Seven years, and the greatest number at one time :—

	River Craft.	Tonnage.	In Port at one time.
1862.....	4,875	523,991	164....Nov. 1
1863.....	4,697	534,740	197....June 20
1864.....	4,509	420,694	220....Sept. 6
1865.....	4,771	626,550	205....Sept. 5
1866.....	5,083	613,679	240....Octr. 15
1867.....	5,428	744,477	244....Aug. 16
1868.....	5,822	746,927	297....June 22

Comparative statement showing the number of feet of Lumber landed in the Port during the past Six years :—

1863.. 13,013,500 feet.	1866..15,427,500 feet.
1864.. 42,000,000 "	1867..19,146,000 "
1865.. 9,861,500 "	1868..24,028,777 "

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