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STATEMENTS

RELATING TO

TRADE, NAVIGATION, MINING,

ETC., ETC., ETC.,

OF THE

DOMINION OF CANADA;

AND

ANNUAL REPORT

ON THE

COMMERCE OF MONTREAL,

FOR 1867.

[FIFTH PUBLICATION.]

By WM. J. PATTERSON,

SECRETARY BOARD OF TRADE, AND CORN EXCHANGE ASSOCIATION.

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STATISTICAL MECHANICS

ENTROPY

AND THE SECOND LAW

OF THERMODYNAMICS

BY

ROBERT C. TAYLOR

INTRODUCTORY.

THOMAS RIMMER, 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 have the honor to call your attention to the accompanying Report for the year 1867.

An alteration has been made in the arrangement of the matter comprising the various sections of the present publication, which will, perhaps, render it more serviceable than previous ones. A large portion of it is devoted to statements relating to the Navigation, Trade, Manufactures, Mining, &c., of the Dominion,—including remarks and tables showing the Extent and comparative Values of the Trade of the different Provinces, some of the effects of the abrogation of the Reciprocity Treaty, Trade with Continental Europe, Industrial Enterprises, Water-Power, &c., besides a few items of information respecting a Route through Canada to the Pacific Ocean.

The comprehensive summary respecting the Canal-System can hardly fail to be useful for reference,—especially that part of it which relates to the project (the Bay Verte Canal,) to connect the waters of the Bay of Fundy with those of the Cumberland Straits in the Gulf of St. Lawrence, accompanied as it is by plans of the work, and a sketch of the region of country through which it has been proposed to make the communication. As regards Canal Improvements generally, the remarks on pp. 26, 27, 28, will probably commend themselves to the judgment of those who are best acquainted with the prospects and requirements of inter-Provincial commerce.

I have been enabled to add several interesting particulars to the section

which treats of the Movements of Breadstuffs. Among these are:—Tables showing the total quantities of Breadstuffs and Provisions imported into Great Britain during a series of years; quantities imported from the United States, and from British North America; the ratios of consumption of imported Breadstuffs and Provisions *per capita* of the population; and the average prices of the articles specified during a period of thirteen years in the United Kingdom. That portion given to the Trade and Commerce of Montreal contains, among other matter, a summary statement of the Water-Power and Manufactures of Montreal, which merits at least this passing allusion; while other notices of industrial enterprise in the city will be found in various sections, particularly under the headings, Glass, Iron, Sugar, &c. [*Memo.*—The table at foot of page 130 refers to articles exported from Montreal not the Produce of Canada.]

It may be permitted me to remark here, that the subjects mentioned in the following pages are simply presented in such a way as to indicate the amplitude and richness of the field which invites exploration. The so-called Preliminary Reports are year after year becoming more expansive,—not perhaps to the detriment of the Report proper, but swelling the publication to a size far beyond the bounds of convenience. It may be advisable hereafter to restrict the work to what was originally contemplated, viz., a Report of the Trade and Commerce of Montreal;—of course, the more general matters would not be lost sight of by the Dominion Government. The adoption of this plan would admit of publication at least two months earlier in the year than at present; in any decision on this matter, however, I shall be governed by the opinion of your respective Boards.

In the Preface to the Report for 1866 the hope was expressed that under the *regime* of the Dominion, better arrangements would be made for collecting and publishing the statistics of commerce than had existed before. The interests of the country require a monthly publication of quantities and values of imports and exports of general merchandise. Agricultural statistics are also very much wanted, on the basis adopted within the last few years by the British Board of Trade, and by which the fullest information as to the condition of crops, &c., can be obtained and published,—this, supplemented by a monthly report such as issues from the Agricultural Bureau at Washington, D.C., would put Canada in possession of most important information, which has long been hoped for by Farmers, Produce Merchants, and Shippers, as well as by consumers both at home and abroad.

Besides the valuable Monthly and Annual Reports furnished regularly by the British Board of Trade, through the kindness of A. W. Fonblanque, Esq.,—among

which are documents from the Agricultural and Veterinary Departments, including those relative to the Cattle Disease,—I have to acknowledge favors from the Agent of the Associated Chambers of Commerce of Great Britain. The Director of the U. S. Bureau of Statistics has also laid me under obligation to him, for copies of his valuable monthly Statistical Tables.

And now, leaving this Fifth Annual Report before you, I have only to say that those of its readers who are accustomed to statistical research will be quite able to appreciate the difficulties incident to the compilation of such documents as are here submitted, and be most considerate in their criticisms,—especially when they are told that it is the result of labor almost wholly performed during what would have otherwise been the leisure hours of the past three months.

Allow me to subscribe myself,

GENTLEMEN,

Your obedient servant,

WM. J. PATTERSON.

MONTREAL, *April 9th*, 1868.

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PRELIMINARY REPORTS.

MOVEMENTS OF BREADSTUFFS

IN

EUROPE AND AMERICA.

THE CORN TRADE OF GREAT BRITAIN IN 1867.

THE principal features in the European Grain-trade of 1867, were,—that that year was the second one in succession in which there was a deficiency in the Wheat crop not only in England and France, but in other countries,—that the range of price for Wheat has not been so high since the year of the Russian war, 1856,—and that the operations in foreign grain were much larger than in several preceding years. The yield of Wheat in England was inferior both in quantity and quality,—the comparatively light stocks held throughout the United Kingdom on 31st Dec., 1866, were well nigh exhausted before the crop of 1867 was available,—and an estimated deficit of 20 per cent. on the average yield (or about 24,000,000 bushels) left the impression at the close of 1867 that high prices would not be very materially disturbed.

The following comparative statement shows the average prices per quarter, of Wheat, Barley, and Oats, in the weeks ending 12th January and 28th December, 1867, computed from sales made in 150 towns in England and Wales, during the past five years :—

YEARS.	WHEAT.		BARLEY.		OATS.	
	Price in Week ending Jan. 12, '67.	Price in Week ending Dec. 28, '67.	Price in Week ending Jan. 12, '67.	Price in Week ending Dec. 28, '67.	Price in Week ending Jan. 12, '67.	Price in Week ending Dec. 28, '67.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1867.....	61 0	67 4	43 5	41 9	24 2	25 3
1866.....	46 1	60 0	32 6	44 0	22 8	24 3
1865.....	38 7	46 11	28 0	32 6	19 0	22 6
1864.....	40 2	37 10	31 7	28 0	18 8	19 1
1863.....	45 10	40 5	34 6	32 0	20 6	19 0

A table is given on page 13 which shows the annual average prices of Grain and Flour in Great Britain during a period of thirteen years.

PRELIMINARY REPORTS.

The prices of Flour in London on 1st January, 1868, were:—

	s. d.	s. d.	
Flour, town-made, delivered to the Baker.....	58.0	@ 64.0	per 280 lbs.
" Country-brands	46.0	.. 55.0	"
" Russian	44.0	.. 56.0	"
" U. S. and Canadian fancy brands	40.0	.. 42.0	per 196 lbs.
" U. S. superfine to extra superfine	35.0	.. 37.0	"
" U. S. common to fine	34.0	.. 35.0	"
" U. S. heated and sour	35.0	.. 38.0	"

The total quantities of Wheat and Flour imported into the United Kingdom during the years 1865, '66, and '67 were as follows:—

	1867	1866	1865
Wheat bushels....	64,671,729	43,508,913	39,365,369
Flour barrels	2,053,125	2,857,652	2,253,531
Total Wheat and Flour, reck- } oning Flour as Wheat.* }	Bushels. 73,910,792	Bushels. 56,368,347	Bushels. 49,506,259

The quantities of foreign Wheat and Flour entered in Great Britain for home-consumption from the various countries during 1867, as compared with 1866, are given in the following table:—

FROM WHENCE.	1867		1866	
	WHEAT. Bushels.	FLOUR. Barrels.	WHEAT. Bushels.	FLOUR. Barrels.
Russia	26,180,441	.....	16,854,013	.....
Prussia	10,401,558	.....	8,244,438	.....
Denmark	780,289	.....	947,724	.....
Schleswig, Holstein, and Lunenburg.....	237,481	.....	351,921	.....
Mecklenburg	1,216,850	.....	1,371,373	.....
Hanse Towns	1,908,412	254,120	1,654,960	198,037
France	1,115,156	705,567	6,527,605	2,094,254
Turkey, and Wallachia and Moldavia.....	4,567,058	.....	988,846	.....
Egypt	2,709,978	.....	62,651	.....
United States	7,817,624	413,129	1,194,390	161,522
British North America	1,275,170	69,430	16,406	23,498
Other Countries.....	7,061,712	610,879	5,294,587	380,341
Totals.....	64,671,729	2,053,125	43,508,913	2,857,652

The table on page 12 shows the quantities of Flour, Wheat and other Grain imported into Great Britain during a period of 14 years,—also, the ratios of consumption of imported Wheat and Flour *per capita* of the population. If the imports of certain articles amount only to 25 per cent. of the actual consumption, the total annual consumption is equivalent to two barrels of Flour *per capita*.

Various estimates of the quantity of breadstuffs (Wheat and Flour) required to be imported into the United Kingdom to compensate for deficiencies and supply the wants of the population, have been ventured;—one is that 56,000,000 bushels,

* In this calculation, Flour is reckoned as Wheat, at the rate of $4\frac{1}{2}$ bushels (270 lbs.) to the barrel of 196 lbs.; in the official returns of the British Board of Trade the reckoning is on the basis of $1\frac{1}{4}$ cwts. (140 lbs.) of Wheat to 112 lbs. of Flour,—or at the rate of 245 lbs. (4 and 1-12th bushels) to the barrel of 196 lbs.

and another that 80,000,000 bushels would be needed during the twelve months to end on 1st Sept., 1868,—of which 26,000,000 bushels had been received up to 31st December last. Such theories are not to be implicitly relied upon;—the actual import seldom or never comes up to the forecast. If it be true, however, that about 60 per cent. of the English Wheat crop had gone into consumption before the end of 1867, the imports may not come short of the average estimates.

Referring to the countries whence supplies may be expected to come for Great Britain, a well-informed writer says:—

The principal source of our supply must still be Southern and Eastern Russia. For our fine Wheats we must look to the Baltic, Denmark, and Holstein, which are likely to be our next best friends. From the United States and Canada we are also, in Spring and Summer, likely to receive a considerable quantity, though there are indications that the Southern demand will always keep the price on the seaboard rather high, and that to encourage shipments to this side, good prices will require to be offered. From California, Australia, Chili, &c., we seem likely also to receive a fair quantity. The countries are open to us, and if encouragement be given, the stuff will come; but as France, Belgium, Holland, part of Sweden, Portugal, and Northern Russia, are all deficient, and likely to compete for supplies, it does not appear that cheapness can be looked for.

The following table shows the aggregates of breadstuffs imported into Great Britain during a series of fifteen years,—giving the proportions taken from the United States* and British North America:—

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 p̄ct.	1,365,595 or 2·07 p̄ct.
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 "

* While making a speech in St. Louis, Mo., in September, 1867, the Rev. Newman Hall is reported to have said that half the Wheat used in England came from the western prairies; to which it was replied by a Chicago Editor that *not one-half of one per cent.* of the quantity consumed in the United Kingdom is taken from the United States. The table in the text shows that, supposing the annual consumption of Wheat in Great Britain to be 184,000,000 bushels, (that being the average of five years, 1862 to 1866,) the ratio of Wheat and Flour imported from the United States was as 7·53 per cent. per annum, or 13,866,196 bushels; while on an average of fourteen years, (1853 to 1866,) the ratio of imports from the United States was 27·364 per cent. per annum of the quantities imported into the United Kingdom from all countries. (The rate adopted in the British Board of Trade returns for rendering Flour into Wheat,—viz., 1½ cwt. of Wheat to 112 lbs. of Flour,—is retained in the above table.)

TOTAL QUANTITIES OF BREADSTUFFS AND PROVISIONS IMPORTED INTO GREAT BRITAIN.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Flour .....brls.	2,640,350	2,083,717	1,088,128	2,263,527	1,244,646	2,203,501	1,901,898	2,906,411	3,515,965	4,118,350	2,982,273	2,588,713	2,231,126	2,836,201
Wheat .....bush.	39,760,368	27,754,813	21,578,745	32,944,694	27,809,263	34,310,793	32,363,014	47,570,415	55,916,993	76,595,872	45,479,786	43,300,533	39,130,864	43,225,147
Maize..... "	13,238,426	11,568,840	10,417,140	15,238,396	9,863,854	15,007,072	11,265,454	15,872,246	26,488,732	23,269,636	25,473,188	12,571,876	14,182,066	28,645,726
Peas..... "	848,887	917,066	953,223	706,422	1,343,151	1,341,908	1,310,618	2,639,287	3,358,371	1,912,814	2,541,689	2,079,622	1,461,852	2,262,092
Barley..... "	6,867,233	4,606,368	2,909,251	6,096,191	14,178,918	13,844,984	14,398,790	17,607,175	11,670,906	15,457,867	17,228,232	11,483,178	18,242,943	19,679,014
Rye..... "	591,808	49,034	19,538	231,842	630,112	857,746	672,402	802,414	448,596	14,096	185,716	952,798	411,136	736,784
Oats..... "	9,898,437	9,768,385	9,949,621	11,038,412	16,452,252	17,866,706	16,146,753	22,050,402	17,900,391	15,494,479	22,734,554	19,470,356	26,999,805	30,956,051
Butter.....cwts.	403,289	482,514	447,266	513,392	441,606	387,566	425,693	840,112	992,772	1,037,371	986,708	1,054,617	1,083,717	1,165,081
Cheese..... "	396,404	388,714	384,192	406,323	398,323	364,087	406,547	583,283	706,395	708,909	756,285	834,844	853,277	872,342
Bacon & Hams "	205,667	423,510	241,494	372,793	396,934	196,085	107,251	326,106	515,953	1,345,694	1,877,813	1,069,390	713,346	635,782
Beef..... "	183,285	192,274	230,755	187,888	151,174	168,558	219,589	262,194	152,665	189,761	288,369	346,821	244,431	292,984
Pork..... "	152,731	160,898	204,326	156,266	88,752	89,765	163,330	173,325	136,416	227,758	170,751	228,015	222,479	205,282
Lard..... "	118,851	274,595	118,109	136,650	182,860	121,367	98,597	198,030	324,691	530,090	530,512	217,275	136,898	228,459

QUANTITIES OF CERTAIN ARTICLES IMPORTED AND RETAINED FOR CONSUMPTION, IN LBS., PER HEAD OF THE TOTAL POPULATION OF THE UNITED KINGDOM.

Wheat & Flour...	103.34	73.24	53.16	84.50	66.69	87.58	81.04	118.86	134.51	184.69	112.03	104.43	93.38	105.00
Butter.....	1.60	1.95	1.79	2.05	1.74	1.52	1.66	3.26	3.82	3.93	3.65	3.94	4.02	4.36
Cheese.....	1.57	1.55	1.53	1.60	1.53	1.41	1.56	2.24	2.70	2.66	2.85	3.13	3.17	4.32
Bacon and Hams.	.81	1.71	.96	1.48	1.37	.77	.42	1.27	1.97	4.62	6.09	3.77	2.67	2.13

AVERAGE PRICES (EXCLUSIVE OF DUTY,) OF BREADSTUFFS AND PROVISIONS IMPORTED INTO GREAT BRITAIN.

		1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
FLOUR,	France..... per cwt.	1 2 2	1 4 6	1 4 0	1 0 6½	0 18 7½	0 14 6	0 18 2	0 18 8	0 17 6	0 15 6½	0 13 7½	0 13 7½	0 14 10½
	Spain..... " "	1 3 2	1 4 6	1 4 0	1 1 0	0 18 8	0 14 2	0 18 2	0 18 0	0 18 4	0 15 4½	0 12 7½	0 13 8½	0 17 10
	United States..... " }	1 1 6	1 4 0	1 0 0	1 17 7	0 15 1	0 14 0	0 16 2	0 15 5	0 14 4	0 12 7½	0 11 10½	0 12 6	0 14 11½
	B. N. America..... " }	3 6 8	2 19 8	3 1 0	2 16 8	0 14 6½	0 13 9	0 16 6	0 15 3	0 14 3	0 12 0½	0 11 14	0 12 9½	0 16 4½
WHEAT,	Russia..... per qr.	3 13 6	4 0 0	3 13 0	3 0 10	2 2 4	2 2 4	2 14 7	2 13 9	2 7 2	1 19 0	1 16 6	1 17 10	2 6 9
	Egypt..... " "	2 3 4	2 10 0	2 2 6	1 19 9	1 9 5	1 11 3	2 2 4	1 19 9	1 14 8	2 9 9	2 3 10	2 4 6	2 15 6
	United States..... " "	3 11 3	4 3 9	3 10 0	2 18 9	2 8 1	2 3 10	2 17 8	2 15 2	2 10 3	2 3 9	2 0 5	2 1 8	2 11 2
MAIZE,	Turkey, Wallachia and Moldavia..... " "	2 0 0	2 4 3	1 12 0	1 15 8	1 9 7	1 8 8	1 14 6	1 12 0	1 8 9	1 7 5	1 6 10	1 6 11	1 7 0
	United States..... " "	2 1 0	2 3 9	1 12 0	1 15 4	1 11 6	1 8 1	1 13 3	1 11 3	1 7 9	1 6 10	1 8 6	1 7 8	1 7 0
PEAS,	Denmark & Prussia..... " "	2 6 8	2 7 10	2 2 6	1 18 3	2 0 7	1 17 6	1 19 11	1 17 6	1 15 9	1 15 2	1 14 10	1 16 11	1 17 8
	B. N. America..... " "	2 9 6	2 10 6	2 2 6	1 18 8	1 16 0	1 15 0	1 19 6	1 13 9	1 17 2	1 12 3	1 14 5	1 16 11	1 17 3
	Russia..... " "	1 6 6	1 4 4	1 8 0	1 5 0	1 3 9	1 2 7	1 8 8	1 7 7	1 4 11	1 4 1	1 2 3	1 19 8	1 15 8
BARLEY	Denmark & Prussia..... " "	1 12 6	1 13 8	1 13 0	1 15 4	1 8 0	1 8 6	1 13 0	1 12 6	1 9 1	1 8 8	1 4 8	1 5 8	1 13 11
	Turkey, Wallachia and Moldavia..... " "	1 6 6	1 4 4	1 8 0	1 5 4	1 1 6	1 0 4	1 8 6	1 7 6	1 4 10	1 2 10	1 2 10	1 10 9	1 5 2
OATS,	Russia..... " "	1 4 0	1 5 6	1 4 0	1 3 0	1 0 8	0 19 9	1 1 11	1 1 8	1 1 11	0 19 8	0 18 1	0 18 10	1 1 0
	Sweden..... " "	1 8 6	1 6 0	1 4 0	1 3 0	1 2 0	1 1 11	1 3 8	1 2 5	1 1 11	0 19 8	0 18 1	0 18 10	1 1 0
BUTTER	Hanse Towns..... per cwt.	4 13 0	4 15 4	5 12 6	5 14 9	4 19 2	4 19 2	5 0 0	5 1 1	5 0 0	4 14 4	4 14 4	5 5 0	5 10 3
	Holland & Belgium..... " "	4 10 0	4 12 0	4 6 0	3 19 8	3 9 11	4 2 10	4 9 2	4 38 4	4 13 6	4 10 6	4 10 11	5 5 0	5 10 3
	France..... " "	4 4 0	3 18 9	4 6 0	4 0 0	3 13 6	3 11 0	4 4 8	4 10 4	4 5 11	4 4 0	4 0 11	5 5 0	5 10 3
CHEESE,	United States..... " "	3 8 4	3 10 0	2 14 0	2 10 0	2 6 11	2 11 0	2 13 10	2 6 8	2 2 2	2 2 1	1 11 9	2 2 2	4 16 10
	Holland..... " "	2 6 0	2 13 7	2 14 0	2 7 3	2 5 3	2 11 1	2 16 10	2 5 10	2 2 1	2 2 1	1 13 3	2 2 2	4 16 10
BACON,	Hanse Towns..... " "	2 11 9	2 12 10	2 13 0	2 7 3	2 6 11	2 11 0	2 13 10	2 6 8	2 2 2	2 2 1	1 11 9	2 2 2	4 16 10
	United States..... " "	2 16 0	3 7 9	2 15 0	2 14 6	2 6 0	2 7 6	2 13 5	2 8 2	2 15 1	1 13 6	1 13 6	2 14 10	3 3 6
HAMS,	Hanse Towns..... " "	2 0 0	2 7 9	2 15 0	2 14 6	2 6 0	2 7 6	2 13 5	2 8 2	2 15 1	1 13 6	1 13 6	2 14 10	3 3 6
	United States..... " "	3 0 0	3 6 0	3 9 6	3 8 9	2 19 0	2 16 7	3 8 9	3 3 9	3 2 2	1 13 6	1 13 6	2 14 10	3 3 6
BEP. (salted)	Hanse Towns..... " "	2 4 0	2 3 8	2 1 0	2 7 3	1 19 2	2 2 7	1 16 9	1 13 10	1 16 10	1 16 10	1 16 10	2 11 4	2 17 4
	United States..... " "	1 18 0	2 1 6	1 17 6	2 11 0	1 18 9	2 0 11	1 11 4	1 12 6	1 15 7	1 16 10	1 16 10	2 11 4	2 17 4
PORK, (salted)	Hanse Towns..... " "	2 10 0	2 13 0	2 13 6	2 14 6	2 2 9	2 10 11	2 8 4	2 11 6	2 10 8	2 9 9	2 9 9	2 11 11	2 5 3
	United States..... " "	2 5 0	2 4 6	2 5 6	2 7 6	2 1 4	2 1 4	2 3 5	2 5 3	1 13 0	1 11 5	1 19 3	2 1 6	2 9 11

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STATEMENT OF FLOUR IMPORTED INTO BRITISH WEST INDIES.

The figures in this table were collated from the British Board of Trade returns, and show the quantities of Flour imported into the several British West India Islands, during the years 1864 and 1865,—indicating also the proportions sent thither from British Possessions and from the United States:—

NAMES OF ISLANDS.	Quantities of Flour Imported.		Proportions from United States.		Proportions from British Possessions.		Average Price per Brl. on Island in Sterling Money.		Amount of Import Duty per Brl.	
	1864	1865	1864	1865	1864	1865	1864	1865	1864	1865
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	£ s. d.	£ s. d.	s. d.	s. d.
Antigua.....	22,468	16,163	13,762	7,408	6,624	8,745	1 8 0	1 8 0	5 0*	5 0*
Bahamas.....	27,708	34,211	22,727	31,580	3,745	762	2 0 0	2 0 0	3 0	3 0
Barbadoes.....	78,551	79,348	71,024	71,734	6,237	6,324	1 11 3	1 11 3	3 6*	3 6*
British Guiana.....	87,531	76,538	77,465	69,649	9,629	6,888	1 10 0	1 10 0	4 2	4 2
Dominica.....	4,747	3,526	667	381	3,885	2,987	1 19 7	2 1 8	5 0	5 0
Grenada.....	9,796	7,625	2,876	2,807	6,920	4,800	2 1 0	1 13 4	4 0	4 0
Jamaica.....	65,847	100,912	92,100	99,555	2,730	1,142	£ 1 12 @ £ 1 16	.....	8 0	8 0
Montserrat.....	1,638	1,152	.....	.....	1,627	1,150	2 0 0	2 0 0	4 0	4 0
Nevis.....	3,556	3,880	2,160	1,200	1,256	2,400	1 16 0	1 16 0	4 0	4 0
St. Christopher.....	13,118	14,329	11,119	11,641	1,721	2,109	1 15 5	£ 1 13 4 @ £ 1 17 6	4 2	4 2
St. Lucia.....	4,789	3,817	4,100	2,894	689	923	£ 1 14 @ £ 2 10	.....	2 0	2 0
St. Vincent.....	8,752½	6,611½	1,970½	1,678½	6,682	4,908	1 13 4	1 17 6	4 0	4 0
Tobago.....	3,980	2,193	.....	.....	3,980	2,193	.....	.....	3 6	3 6
Trinidad.....	53,087	45,529	50,247	41,813	2,248	3,631	1 13 4	1 17 6	5 0	5 0
Turk's Island.....	5,341	6,011	4,234	5,334	663	414	1 17 6	1 18 0	3 9	3 9
Virgin Islands.....	2,169	1,527	.....	.....	2,169	1,527	1 13 0	1 13 0	3 0	3 0

* Besides the specific duties, there is an *ad valorem* duty of 20 or 30 per cent. per barrel levied in Antigua, and 25 per cent. in Barbadoes.

The following statement shows the estimated stocks of Foreign Grain and Flour in store at the principal markets of the United Kingdom at the close of 1867, as compared with those of 1866:—

WHERE.	Bushels of Wheat.		Bus. of other Grain.		Cwts. of Flour.	
	1867	1866	1867	1866	1867	1866
London	2,394,064	1,836,136	2,478,992	1,956,080	484,162	434,699
Liverpool	1,469,976	872,574	641,776	1,091,016	138,199	287,157
Hull	502,400	444,720	93,600	446,600	.....	.....
Newcastle	146,744	255,056	84,992	201,552	18,857	31,473
Gloucester	496,320	392,480	361,840	399,520	.....	.....
Wakefield, Leeds, Goole, and Hartlepool	960,000	640,000	256,000	240,000	.....	.....
Leith and Edinburgh	977,120	640,000	117,672	336,000	40,825	50,000
Glasgow	1,101,024	1,043,328	365,744	686,440	121,698	61,022
Dublin	832,000	480,000	32,000	56,000	.....	.....
Belfast	47,000	59,000	22,700	212,800	33,883	43,440
Other British Ports	200,000	320,000	53,600	160,000	12,500	none
Total	9,126,648	6,983,294	4,508,916	5,786,008	850,124	908,791

The figures in this table show large increases of Wheat in store at London and Liverpool, and a small increase at Glasgow; the total excess in 1867 over 1866 being 2,143,354 bushels, or 30·69 per cent. The total decrease in stocks of other grains in 1867 was 1,277,092 bushels, or 22·07 per cent. The total decrease in stocks of Flour in 1867 was 58,667 cwts., or 6·46 per cent.

The stocks of Flour, Wheat, and Maize in store at the principal points in North America, were:—

WHERE.	ON 31st DECEMBER, 1867.			ON 31st DECEMBER, 1866.		
	FLOUR. Barrels.	WHEAT. Bushels.	MAIZE. Bushels.	FLOUR. Barrels.	WHEAT. Bushels.	MAIZE. Bushels.
New York City..	508,583	1,908,940	1,577,900	660,000	2,678,514	4,715,908
Boston	293,076	.....	.....	350,000	.....	.....
Oswego .....	.....	551,734	93,779	.....	660,000	95,000
Buffalo .....	.....	346,000	123,000	.....	321,982	319,471
Toledo .....	.....	.....	.....	7,767	150,991	47,407
Chicago	62,957	707,839	449,461	78,777	697,554	388,396
Milwaukee,.....	19,603	546,407	25,685	15,590	351,395	12,940
Montreal.....	63,043	139,750	73,800	64,826	52,550	41,100

Besides the stocks in store above-enumerated, at the close of 1867, the quantities of Flour and Grain detained on the Erie Canal by the closing of navigation were as follows:—

Flour.....	43,744 brls.	Oats.....	1,019,916 bu.
Wheat.....	1,484,356 bu.	Barley.....	452,815 "
Peas.....	48,649 "	Rye.....	56,115 "
Maize.....	583,929 "		

CROPS IN UNITED STATES IN 1867.

Wheat.—The Commissioner of Agriculture, at Washington, D. C., stated in one of his monthly reports that the result of the Wheat crop in 1867 was gratifying not only to farmers but to consumers of Flour,—the yield surpassing that of any previous harvest, exceeding that of 1866 by forty to fifty million bushels. The estimated yield for 1867 for the whole Union was 220,000,000 to 225,000,000 bushels. Speaking of the yield in particular States, the Commissioner says:—

In some of the Eastern States, in Texas, and Kansas, the figures scarcely equal those of 1866; in Texas the reduction is fully half. In the North-western States the increase is variable and moderate, as follows: Illinois, 7 per cent.; Minnesota, 8; Michigan, 13; Iowa, 15; Wisconsin, 16. The belt of States in the Ohio valley which suffered so unusually in 1866, and made but four, five, six, or eight-tenths of a crop respectively, and averaged together but half a crop, have made a heavy increase upon those figures. The largest is made by Ohio, 130 per cent., as might be expected, the deficiency having been greatest there; Indiana is placed at 85 per cent. increase; West Virginia, 51; Kentucky, 38. In the Atlantic States, the greatest deficiency in 1866 was in Pennsylvania, and the increase there this year is 57 per cent.

The Southern States show a material enlargement in the area of Wheat, from an evident intention to become more nearly self-supporting and independent than formerly. This is particularly noticeable in Virginia, Georgia, Alabama, Tennessee, and Arkansas. The great decline in Texas results from several causes, one of which is the neglected and weedy condition of lands which formerly yielded good crops.

The quality of Wheat is greatly superior to that of 1866; it is almost universally sound and dry, but in many localities there may be found from a third to a half deficient in weight, lacking in plumpness or slightly shrivelled, and passing as No. 2, being less than 58 pounds to the bushel. There is also a greater tendency to cleanliness and care in preparing the grain for the market.

For prices of Western States' Wheat in Chicago, Milwaukee, and Montreal, see forward, under head of "The Produce Trade."

Maize.—The entire crop is ascertained to have yielded 775,820,000 bushels, which is 104,080,000 bushels less than the yield of 1866, the crop in that year giving 880,000,000 bushels. The quantity harvested in 1867 is very nearly 63,000,000 bushels less than was shown by the census-report to have been produced in 1860,—the aggregate for that year being 838,792,740 bushels.

Peas.—In Georgia an increase of 35 per cent. is reported; in Alabama, 13 per cent.; and in South Carolina, 8 per cent. Texas, Tennessee, and Maryland, report an average. A slight deficiency is indicated in Mississippi, 30 per cent. in Louisiana, 25 in Florida.

Oats.—The yield is less than was expected in Maine, Vermont, New York, Virginia, Mississippi, Texas, Tennessee, and Kentucky, but most of the Western States have made a comparative gain. As in the case of Corn and Wheat, the majority of the Southern States added to their area in Oats, and have a larger product. The quality and yield are a fair average in Ohio, Indiana, and Illinois; in Wisconsin, Minnesota, and Iowa, they are generally of superior quality, and have threshed out very satisfactorily. The aggregate estimate will exceed 280,000,000 bushels—about three per cent. above that of 1866.

Rye.—The quality is uniform in most of the States. Those which show a slight depreciation are Maine, New Hampshire, Vermont, Rhode Island, Delaware,

Virginia, Tennessee, and Nebraska. In the Southern States the crop is generally good. The estimate for all the States, excepting those on the Pacific, is 21,900,000 bushels. This is an increase of four per cent. over the product of 1866.

Barley.—The crop is deficient about half a million bushels, or 4 per cent. as compared with the crop of 1866. Illinois, Kansas, Pennsylvania, New York, and all of the Eastern States, except Massachusetts and Connecticut, share in the deficiency. New York being the principal grower, producing nearly forty per cent. of the crop, a deficiency there of 13 per cent. is equivalent to half a million bushels.

MOVEMENTS OF FLOUR AND GRAIN AT PRINCIPAL PORTS.

MONTREAL.

The receipts of Flour and Grain in this city during the past three years compare thus:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour and Meal, brls....	784,831	730,288	788,353	Inc. 8 $\frac{1}{2}$ cent.
Wheat, bu.....	2,648,674	773,208	2,939,307	Inc. 280 $\frac{1}{2}$ "
Maize, bu.....	934,431	2,122,873	891,605	Dec. 58 "
Peas, bu.....	436,751	1,036,315	1,812,653	Inc. 74 $\frac{1}{2}$ "
Barley, bu.....	317,688	336,951	413,600	Inc. 22 $\frac{1}{2}$ "
Oats, bu.....	234,666	2,162,305	401,498	Dec. 81 $\frac{1}{2}$ "
Rye, bu.....	32,152	147,349	146,973	Dec. $\frac{1}{4}$ "

Receipts of Flour and Grain *via* Lachine Canal, in past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	442,927	406,608	312,936	Dec. 23 $\frac{1}{2}$ cent.
Wheat, bu.....	2,201,645	571,447	2,441,273	Inc. 327 $\frac{1}{2}$ "
Maize, bu.....	934,071	2,117,208	890,555	Dec. 57 $\frac{1}{2}$ "
Peas, bu.....	402,776	889,979	1,079,263	Inc. 21 $\frac{1}{2}$ "
Barley, bu.....	304,384	260,983	332,786	Inc. 27 $\frac{1}{2}$ "
Oats, bu.....	146,555	722,332	215,342	Dec. 70 1-5 "
Rye, bu.....	31,399	132,529	121,553	Dec. 8 $\frac{1}{2}$ "

Shipments in sea-going vessels *via* St. Lawrence River compare thus:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	183,036	174,020	197,864	Inc. 13 $\frac{1}{2}$ cent.
Wheat, bu.....	581,064	3,663	1,446,637	Inc. — "
Maize, bu.....	654,606	1,812,100	643,528	Dec. 64 $\frac{1}{2}$ "
Peas, bu.....	572,642	1,091,825	1,636,916	Inc. 49 $\frac{1}{2}$ "
Oats, bu.....	196,558	2,897,303	685,165	Dec. 76 $\frac{1}{2}$ "

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The whole shipments compare thus :—

	1865	1866	1867	Differences between 1866 and 1867.
Flour and Meal, brls....	641,319	611,599	632,499	Inc. 3 $\frac{1}{8}$ cent.
Wheat, bu.....	787,938	83,278	1,576,528	Inc. 1793 $\frac{1}{8}$ "
Maize, bu.....	734,849	1,870,223	681,708	Dec. 63 $\frac{1}{2}$ "
Peas, bu.....	681,910	1,098,088	1,645,128	Inc. 49 $\frac{1}{2}$ "
Barley, bu.....	1,010,392	350,340	901,037	Inc. 157 1-5 "
Oats, bu.....	3,251,566	3,059,717	1,425,950	Dec. 53 $\frac{3}{8}$ "
Rye, bu.....	30,402	73,667	22,189	Dec. 69 $\frac{3}{8}$ "

T O R O N T O .

Receipts at Toronto during past three years were :—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	61,197	125,089	117,953	Dec. 5 $\frac{3}{8}$ cent.
Wheat, (Spring, bu....	238,000	493,197	603,554	Inc. 22 $\frac{1}{2}$ "
Do. (Fall,) bu.....	587,688	584,272	276,685	Dec. 52 $\frac{3}{8}$ "
Peas, bu.....	66,143	290,250	461,754	Inc. 59 "
Oats, bu.....	23,867	122,674	32,327	Dec. 73 $\frac{5}{8}$ "
Barley, bu.....	.....	1,278,767	1,009,013	Dec. 21 "

N E W Y O R K C I T Y .

Figures given by the *Merchants' Magazine*, show that the aggregate receipts of Flour and Grain in New York City during the past three years, were :—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	3,650,490	2,730,735	2,597,606	Dec. 4 $\frac{1}{8}$ cent.
Wheat, bu.....	9,162,680	5,911,511	9,652,537	Inc. 63 $\frac{1}{2}$ "
Maize, bu.....	15,505,905	22,696,186	14,944,234	Dec. 34 $\frac{1}{8}$ "
Peas, bu.....	None.	414,543	713,274	Inc. 72 "
Barley, bu.....	2,992,785	4,861,993	2,218,454	Dec 56 $\frac{1}{2}$ "
Oats, bu.....	9,710,625	8,699,339	7,994,479	Dec. 8 $\frac{1}{8}$ "
Rye, bu.....	888,135	1,304,799	758,263	Dec. 41 $\frac{1}{8}$ "

The same Magazine also states the exports to all parts from New York City, during the past three years, to have been :—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	1,402,144	914,695	871,089	Dec. 4 $\frac{1}{8}$ cent.
Wheat, bu.....	2,527,626	522,607	4,468,774	Inc. 755 $\frac{1}{2}$ "
Maize, bu.....	4,549,610	11,147,781	8,147,313	Dec. 26 $\frac{1}{8}$ "
Peas, bu.....	88,899	282,992	680,763	Inc. 147 $\frac{3}{8}$ "
Barley, bu.....	None.	1,329,842	886,893	Dec. 33 $\frac{1}{2}$ "
Oats, bu.....	94,567	222,129	144,665	Dec. 34 $\frac{1}{8}$ "
Rye, bu.....	198,348	268,503	473,200	Inc. 76 $\frac{1}{8}$ "

BOSTON, PHILADELPHIA AND BALTIMORE.

The aggregate shipments of Flour, Wheat and Maize, to European ports, from Boston, Philadelphia and Baltimore, during the past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	12,397	6,871	29,473	Inc. 329 $\frac{1}{2}$ cent.
Wheat, bu.....	.....	14,240	33,889	Inc. 138 "
Maize, bu.....	353,544	1,403,616	356,323	Dec. 74 $\frac{1}{2}$ "

A L B A N Y .

According to the Annual Reports of the State Auditor of New York, the quantities of Flour and Grain arriving at the Hudson River by all the New York Canals, in the past three years, compare as follows:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	1,271,129	590,704	450,078	Dec. 23 $\frac{1}{2}$ $\frac{1}{2}$ cent.
Wheat, bu.....	14,433,566	7,584,166	9,466,096	Inc. 24 $\frac{1}{2}$ "
Maize, bu.....	20,689,500	26,516,535	15,405,772	Dec. 41 $\frac{1}{2}$ "
Peas and Beans, bu.....	401,533	523,282	762,164	Inc. 45 $\frac{1}{2}$ "
Barley, bu.....	5,336,416	7,129,167	3,866,113	Dec. 45 $\frac{1}{2}$ "
Oats, bu.....	11,973,939	11,220,582	8,856,842	Dec. 21 "
Rye, bu.....	1,220,714	1,749,539	890,638	Dec. 49 "

O S W E G O .

Receipts of Flour and Grain at Oswego, during the past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	32,350	8,309	3,577	Dec. 57 $\frac{1}{2}$ cent.
Wheat, bu.....	6,275,919	5,517,329	5,279,286	Dec. 4 $\frac{1}{2}$ "
Maize, bu.....	2,480,006	3,492,207	3,420,784	Dec. 2 "
Peas, bu.....	151,401	393,899	669,683	Inc. 70 $\frac{1}{2}$ "
Barley, bu.....	3,107,281	4,304,803	2,720,334	Dec. 36 $\frac{1}{2}$ "
Oats, bu.....	385,736	356,538	275,514	Dec. 22 $\frac{1}{2}$ "
Rye, bu.....	425,869	572,394	238,177	Dec. 58 $\frac{1}{2}$ "

The quantities of Flour and Grain passing from Oswego, via the Canal, to the Hudson River, during the past three years, were as follows:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	277,814	156,791	74,761	Dec. 52 $\frac{1}{2}$ $\frac{1}{2}$ cent.
Wheat, bu.....	2,678,667	2,190,335	2,511,331	Inc. 14 $\frac{1}{2}$ "
Maize, bu.....	1,928,315	2,871,747	2,740,227	Dec. 4 $\frac{1}{2}$ "
Peas, bu.....	151,208	378,711	672,721	Inc. 77 $\frac{1}{2}$ "
Barley, bu.....	2,848,766	4,184,632	2,608,752	Dec. 37 $\frac{1}{2}$ "
Oats, bu.....	322,968	316,716	270,689	Dec. 14 $\frac{1}{2}$ "
Rye, bu.....	404,740	560,648	241,692	Dec. 56 $\frac{1}{2}$ "

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The quantities of Flour and Grain passing from Oswego, *via* the Railroads, during the past three years, were as follows:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	253,865	476,582	487,435	Inc. 2½ ¢
Wheat, bu.....	60,346	171,816	173,757	Inc. 1½ "
Maize, bu.....	31,135	119,476	231,466	Inc. 93½ "
Peas, bu.....	3,927	9,237	6,915	Dec. 25½ "
Barley, bu.....	28,363	19,827	8,246	Dec. 58½ "
Oats, bu.....	8,783	2,683	22,718	Inc. 745½ "
Rye, bu.....	None.	None.	9,676	.....

BUFFALO.

The following figures show the receipts of Flour and Grain, from the Western States and Canada, at Buffalo, by Lake and Railway, exclusive of State Line and Buffalo and Niagara Falls Railroad:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	1,788,393	1,313,543	1,417,599	Inc. 7½ ¢
Wheat, bu.....	12,437,888	10,479,694	12,298,141	Inc. 17½ "
Maize, bu.....	19,840,901	27,894,798	17,376,378	Dec. 37½ "
Peas, bu.....	877,676	165,240	152,475	Dec. 7½ "
Barley, bu.....	820,563	1,606,384	1,798,596	Inc. 12 "
Oats, bu.....	8,494,799	10,227,472	10,535,159	Inc. 3 "
Rye, bu.....	61,396	1,245,485	918,330	Dec. 26½ "

The shipments from Buffalo, *via* New York and Erie Canal, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	142,018	52,325	15,468	Dec. 70½ ¢
Wheat, bu.....	10,202,154	7,772,217	10,109,718	Inc. 30 "
Maize, bu.....	18,474,331	25,548,596	14,931,812	Dec. 41½ "
Peas, bu.....	41,571	140,852	134,795	Dec. 4½ "
Barley, bu.....	291,361	1,301,715	1,206,738	Dec. 7½ "
Oats, bu.....	7,900,451	8,922,433	9,409,686	Inc. 5½ "
Rye, bu.....	629,758	972,647	736,578	Dec. 24½ "

CHICAGO.

Receipts of Flour and Grain at Chicago, during the past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.....	1,182,908	1,857,200	1,814,276	Dec. 2½ ¢
Wheat, bu.....	9,518,702	11,960,991	13,089,928	Inc. 9½ "
Maize, bu.....	24,576,541	33,035,031	23,028,816	Dec. 30½ "
Rye, bu.....	1,153,323	1,935,818	1,305,514	Dec. 32½ "
Oats, bu.....	11,321,482	10,048,320	10,997,746	Inc. 9½ "
Barley, bu.....	1,504,137	1,505,590	2,247,541	Inc. 49½ "

The shipments of Flour and Grain, during past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.	1,287,545	1,797,100	1,859,446	Inc. 3 $\frac{1}{2}$ $\frac{1}{2}$ cent.
Wheat, bu.	10,249,330	9,670,000	10,369,458	Inc. 7 $\frac{1}{2}$ "
Corn, bu.	12,740,543	33,400,354	20,313,400	Dec. 39 1-5 "
Oats, bu.	16,470,929	9,835,085	8,490,946	Dec. 13 $\frac{3}{8}$ "
Rye, bu.	898,536	1,501,131	1,095,543	Dec. 27 "
Barley, bu.	327,431	1,243,374	1,680,949	Inc. 35 $\frac{1}{2}$ "

MILWAUKEE.

Receipts of Flour and Grain at Milwaukee, during the past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.	389,771	488,094	497,231	Inc. 1 $\frac{1}{8}$ $\frac{1}{2}$ cent.
Wheat, bu.	12,043,659	12,777,557	12,523,784	Dec. 1 1-5 "
Maize, bu.	270,754	789,080	693,684	Dec. 12 "
Rye, bu.	134,360	383,030	237,303	Dec. 38 "
Oats, bu.	657,492	1,817,230	1,156,319	Dec. 36 $\frac{1}{2}$ "
Barley, bu.	149,443	152,696	192,007	Inc. 25 $\frac{1}{2}$ "

The shipments of Flour and Grain, during the past three years, were:—

	1865	1866	1867	Differences between 1866 and 1867.
Flour, brls.	567,576	720,365	921,663	Inc. 28 $\frac{1}{2}$ cent.
Wheat, bu.	10,479,777	11,634,749	9,598,452	Dec. 17 $\frac{1}{2}$ "
Maize, bu.	71,203	480,408	266,249	Dec. 44 $\frac{1}{2}$ "
Rye, bu.	51,444	255,329	106,795	Dec. 58 1-5 "
Oats, bu.	326,472	1,636,695	622,469	Dec. 62 "
Barley.	29,597	18,988	30,822	Inc. 62 $\frac{1}{2}$ "

SHIPMENTS FROM LAKE MICHIGAN.

	FLOUR.		WHEAT.	
	1866	1867	1866	1867
Chicago	Barrels. 1,797,100	Barrels. 1,859,446	Bushels. 9,670,000	Bushels. 10,369,458
Racine,	17,310	3,068	841,759	626,746
Milwaukee	720,365	921,663	11,634,749	9,598,452
Sheboygan	10,455	12,834	9,000	430,240
Port Washington	8,519	4,747	144,301	164,904
Manitowoc	3,160	6,548	20,000	194,439
Green Bay	75,303	84,358	113,363	201,620
Total	2,632,212	2,892,664	22,433,172	21,585,859

CONDENSED VIEW
OF THE
CANAL SYSTEM OF THE DOMINION;

INCLUDING

REMARKS ON PROPOSED IMPROVEMENTS, AND A CONCISE
STATEMENT OF THE BAY VERTE SHIP CANAL PROJECT.

BEFORE Confederation, the Canals were looked upon as important chiefly in their bearing upon the interests of the two Provinces, then designated Upper and Lower Canada. The recent action of Parliament points to the coming of British Columbia and the North-Western Territory under the control of the Government at Ottawa; and hereafter these great works,—the Canals—must be considered in connection with the material prosperity of a population, so to speak, with one foot placed firmly on the Atlantic coast, and the other upon the shore of the Pacific. The question to be considered, however, is not now restricted to the increase of facilities on the River St. Lawrence by improving the existing Canals which connect ocean-navigation at Montreal with inland-navigation on the great Lakes, but includes the construction of another short line (the Bay Verte Ship Canal) to connect the waters in the Straits of Northumberland in the Gulf, with those of the Bay of Fundy,—thus bringing large and most important regions in the Maritime Provinces several hundred miles nearer the centres of commerce and the seat of Government of the Dominion.

It is proposed to give here a concise statement of the extent and capacity of the Canals as they at present exist,—mentioning the principal improvements and extensions which have been proposed,—pointing out also what appears to be the true policy to be pursued in developing them.

THE EXISTING CANALS.

The existing Canals were designed for the purpose of overcoming the natural obstructions which were found on the routes of the following lines of inland navigation, viz:—The St. Lawrence navigation; the Montreal and Kingston navigation, *via* Ottawa; and the Richelieu and Lake Champlain navigation.

1st.—*The St. Lawrence Navigation.*—This line of navigation extends from the Straits of Belle-Ile to Fond du Lac, at the head of Lake Superior, a distance of 2,385 statute miles.

The Canadian Canals on the route are the Lachine, the Beauharnois, the Cornwall, the Farran's Point, the Rapide Plat, the Galops and the Welland. Their united length is $71\frac{1}{2}$ miles, and the total lockage is $536\frac{1}{2}$ feet, through 54 locks.

The Sault Ste. Marie Canal, $1\frac{1}{7}$ mile in length and 18 feet lockage, avoiding the Sault Ste. Marie, and uniting Lake Huron and Lake Superior, is an American work. Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence, at Three Rivers.

The distances on sections of the St. Lawrence navigation are shown in the following table:—

	Intermediate Distances in Statute Miles.	Total Distances from Belle-Ile.
From the Straits of Belle-Ile to the head of tide water (Three Rivers)	900	.....
From head of tide water (Three Rivers) to Lachine Canal ..	86	986
The Lachine Canal	$8\frac{1}{2}$	$994\frac{1}{2}$
From Lachine Canal to Beauharnois Canal	$15\frac{1}{2}$	$1009\frac{1}{2}$
The Beauharnois Canal	$11\frac{1}{2}$	1021
From the Beauharnois Canal to the Cornwall Canal	$32\frac{1}{2}$	$1053\frac{1}{2}$
The Cornwall Canal	$11\frac{1}{2}$	$1065\frac{1}{2}$
From the Cornwall Canal to Farran's Point Canal	5	$1070\frac{1}{2}$
The Farran's Point Canal	$\frac{3}{4}$	1071
From Farran's Point Canal to Rapide Plat Canal	$10\frac{1}{2}$	$1081\frac{1}{2}$
The Rapide Plat Canal	*	$1085\frac{1}{2}$
From the Rapide Plat Canal to the Iroquois and Galops Canal ..	$4\frac{1}{2}$	1090
The Iroquois and Galops Canal	$7\frac{3}{8}$	$1097\frac{3}{8}$
From the Iroquois and Galops Canal to the Welland Canal ..	$236\frac{3}{8}$	1334
The Welland Canal	28	1362
From the Welland Canal to Sault Ste. Marie Canal	625	1987
The Sault Ste. Marie Canal	1	1988
From Sault Ste. Marie Canal to Fond-du-Lac, head of Lake Superior	397	2385

2nd.—*Montreal and Kingston (via Ottawa).*—This line of navigation extends from Montreal to Kingston, passing up the Ottawa River as far as Ottawa City. The distance between Montreal and Kingston by this line is $246\frac{1}{2}$ miles. The Canals on the route, after leaving the Lachine Canal, are:—The Ste. Anne, (known as the Ste. Anne Lock); the Carillon; the Châte à Blondeau; the Grenville; and the Rideau. Their united length is 143 miles, and in going from Montreal to Kingston the total lockage is $574\cdot 1$ feet, viz:— $397\cdot 8$ rise and $176\cdot 5$ feet fall, the difference between the two ($221\cdot 3$ feet) being the absolute difference of level between Montreal and Kingston.

The Carillon, the Châte à Blondeau, the Grenville and Rideau Canals were designed as military works.

The distances on sections of the Montreal and Kingston navigation are shown in the following table:—

	Intermediate Distances in Statute Miles.	Total Distances from Montreal.
The Lachine Canal.....	8½	....
From Lachine Canal to Ste. Anne Lock.....	15	23½
Ste. Anne Lock and Piers.....	½	23
From Ste. Anne Lock to Carillon Canal.....	27	50
The Carillon Canal.....	2½	52½
From the Carillon Canal to Châte à Blondeau.....	4	56½
Châte à Blondeau Canal.....	½	56
From Châte à Blondeau Canal to Grenville Canal.....	1½	58½
The Grenville Canal.....	5½	64
From the Grenville Canal to Rideau Canal.....	56	120
Rideau Canal ending at Kingston.....	126½	246½

3rd.—*The Richelieu and Lake Champlain Navigation.*—This line of navigation extends from Sorel, at the mouth of the Richelieu River, a point 46 miles below Montreal and 114 above Quebec, and extends to Lake Champlain; thence through American Canals and the Hudson River to New-York.

The Canadian Canals on the route are the St. Ours and the Chambly; the American Canals, between Lake Champlain and the Hudson, are the Champlain and a portion of the Erie.

The total length of canal navigation between Montreal and New York, on this route, is 85 miles, and the total lockage upwards and downwards is 283 feet.

The distances on sections of the Richelieu and Lake Champlain navigation are shown in the following table:—

	Intermediate Distances in Statute Miles.	Total Distances from Montreal.
Montreal to Sorel.....	46	....
Sorel to St. Ours Lock.....	14	60
St. Ours Lock.....	....	60
St. Ours Lock to Chambly Canal.....	32	92
Chambly Canal.....	12	104
Chambly Canal to Province Line.....	23	127
Boundary Line to Champlain Canal.....	111	238
Champlain Canal to Junction with Erie Canal.....	64	302
Erie Canal from Junction to Albany.....	9	311
Albany to New York.....	145	456

Dimensions of Locks and Vessels.—The sizes of the smallest locks on the various canals on the different lines of navigation,—also, the dimensions of the largest vessels which may pass through them,—are shown in the following table:—

LINES OF NAVIGATION.	DIMENSIONS OF LOCKS.			DIMENSIONS OF VESSELS.			
	Length.	Breadth.	Depth of water on sill.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
<i>First Line.</i>							
St. Lawrence Canals . . .	200	45	9	186	44 $\frac{3}{4}$	9	600
Welland Canal	150	26 $\frac{1}{2}$	10 $\frac{1}{2}$	142 $\frac{1}{2}$	26 $\frac{1}{2}$	10	400
Sault Ste. Marie Canal . .	350	{ 70 top 61 bottom }	12	.....	....	....	2000
<i>Second Line.</i>							
Carillon and Grenville . .	106 $\frac{3}{4}$	19 $\frac{1}{2}$	5 $\frac{1}{2}$	95	18 $\frac{1}{2}$	5	100
Rideau	134	32	5	110	31 $\frac{1}{2}$	4 $\frac{1}{2}$	250
<i>Third Line.</i>							
U.S.—Erie Canal	110	18	7	102	17 $\frac{1}{2}$	6	210
U.S.—Champlain Canal	97	14	4	89	13 $\frac{1}{2}$	3 $\frac{1}{2}$	70
Chambly Canal	122	23 $\frac{1}{2}$	7	114	23	6 $\frac{1}{2}$	230

In addition to the *tonnage* figures in this table it may be stated that it has been estimated that the up-going lake-craft of 300 tons can navigate the Welland and St. Lawrence Canals, and that with ten lockages per hour, in a season of 220 days, a maximum movement of through freight could be effected amounting to 15,840,000 tons for the season, or 7,920,000 each way. This is not a fair calculation, however; for 1st, the lockages could not be effected, and second, the tonnage is too low,—the propellor, "Her Majesty," having navigated the St. Lawrence Canals, measurement 550 tons, and carrying capacity 16,000 bushels of grain (equal to 484 tons.) The St. Lawrence Canal navigation is adapted to an entirely different class of vessels;—barges carrying 26,000 bushels of wheat have passed down from Kingston to Montreal, the equivalent being (at 33 bushels to a ton) 787 tons. The capacity for canal-craft might thus be about 800 tons. Taking, however, 750 tons as a basis, with a more moderate estimate of lockages of four per hour during 210 days (the minimum season of navigation,) the through movement would be 15,120,000 tons; or a downward transportation of 7,560,000 tons, equal to 249,480,000 bushels of wheat; and an upward movement of general merchandise equal to 7,560,000 tons.

PROPOSED IMPROVEMENTS AND ADDITIONS.

The question of new Canals, and of improving the existing ones, has long been agitated. The principal new works and improvements are:—

The Ottawa and Lake Huron Navigation Project,—to cost, according to one estimate, \$24,000,000,—a revised statement reducing the amount to \$16,000,000. Besides opening up for settlement a large interior tract of country, this proposed improvement is designed to shorten the route to the North-West, by cutting off the long and round-about lake, river and canal navigation between Lake Huron and Montreal. The water-distance from Chicago to Montreal, (by Lakes Huron, St. Clair, Erie, and the Welland Canal,) is 1,348 miles,—by the Ottawa and French River, the distance would be reduced to 980 miles.

The Huron and Ontario Ship Canal, estimated variously to cost from \$36,000,000 to \$40,000,000,—those who are promoting this enterprise hoping for a grant of 10,000,000 acres of land from the Government,—would very considerably reduce the distance between Lakes Huron and Ontario, by cutting off the circuitous portion of the route through Lakes St. Clair and Erie. The distance by this route from Chicago to Oswego would be 875 miles,—and to Montreal 1075 miles.

The Caughnawaga and Lake Champlain Canal,—to cost about \$3,000,000,—would reduce the length of the water-route from the head of the Lachine Rapids to New York city from 456 to about 350, saving heavy lockages, and giving easy access to the Eastern States.

The enlargement of the Welland and St. Lawrence Canals to a uniform capacity (say, size of locks, 250 feet long, 50 feet wide, and 10 feet deep,)—to cost about \$7,500,000, or very nearly as much as was originally expended in the erection of these works.

And, now perhaps first in importance, the Bay Verte Ship Canal, (locks 360 feet long, 60 feet wide, with 18 feet of water on the sills,) at the comparatively small expense of say \$2,500,000. (For particulars relating to this Canal, plans, estimates, &c.,—see pp. 28–33.)

RATIONALE OF CANAL IMPROVEMENT.

The object of the Canal-system is twofold;—primarily to afford facilities for commercial intercourse between the Provinces, and next to supply an additional and superior route for the transportation of breadstuffs and merchandise between the Western and Eastern States. The loading of ocean-going vessels in lake-harbors will always be the exception, not the rule, in the Canadian inland marine trade; because the products of the Great West are not all grown for trans-Atlantic markets. On the contrary, by far the larger proportion is consumed in the Eastern and other sea-board States; in other words, the home-market is their principal one, and it is the carrying of breadstuffs for the New York market that has brought to that city and State so large a measure of prosperity. A comparison of figures given on pp. 11 and 12 will show what proportions the imports of wheat from the United States bear to the total imports of wheat into Great Britain, and their relation to the whole quantity moved from the Western to the Eastern States.

It would not be worth while to enlarge the Canals with the sole view of carrying grain destined for the European market,—in view of the expense, on the one hand, and the uncertainty of a demand from Great Britain on the other. But, having perfected all the inter-Provincial water-communications, the Government of the Dominion might then proceed to develop the Canals so as to be able to secure the supplying of the constant and ever-increasing demand for breadstuffs in the markets of New England, New York, and the Middle States, as well as to provide for the transportation of such cargoes of grain as might occasionally be sent through from the lakes to trans-Atlantic ports.

Bay Verte and Welland Canals.—The improvement of the St. Lawrence Canals to their utmost capacity; and the construction of the Bay Verte Canal, would undoubtedly induce a considerable *direct* trade between Lake and River ports and the Maritime Provinces, employing principally a large class of propellers. The order of improvement should therefore be, first, the construction of the Bay Verte Canal, and next (or perhaps simultaneously with it,) the enlargement of the Welland,—thus bringing the extremities of the Dominion into closer relation, reducing by about 500 miles the distance between all ports in the Bay of Fundy and on the River St. Lawrence.

Lakes Huron and Superior are now connected by a canal having locks 350 by 60 feet, with 12 feet depth of water; Erie and Ontario should undoubtedly be united by one of corresponding dimensions,—although 11 feet instead of 12 feet of water on the sills would be a sufficient depth, there being very few harbors on any of the lakes except Superior that will admit vessels of even the lesser draft. The Welland Canal ought therefore to be enlarged to dimensions commensurate with the capacity of the lakes it is designed to connect; because, the greater the facilities for letting down the products of the West into the basin of Lake Ontario, the better the chances for attracting them along the River St. Lawrence.

The St. Lawrence Canals.—To whatever dimensions it might be possible to enlarge the “River improvements,” there will always be, as a rule, transshipment of Western cargoes from schooners and propellers into barges at the foot of lake-navigation (Kingston or Prescott),—for this very evident reason, that the larger vessel can make more money on the free navigation of the Lakes than in dragging slowly and expensively through the canals. A towing steamer with an 80 h. p. engine, can pull barges enough to carry away the cargoes of five propellers with engines of 120 h. p. each. Generally speaking, therefore, the cheapest mode of doing the carrying-trade on the river is by barges in tow of small steamers. If 80 h. p. will do as much work on the river and canals, as requires five or six times that amount of engine power on the lakes,—it follows, of course, that propellers are employed to best advantage on the lakes, and should leave what may be called the drudgery of the more tedious sections of navigation to the humbler but not less useful towing craft. This reasoning applies specially to cargoes of flour and grain intended for consumption or transshipment to ocean-vessels at Montreal;—traffic between the Western States, Ontario, and the Maritime Provinces (and with the New England and Middle States via Lake Champlain) would have to be done without transshipment.

The utmost extent to which these Canals can be improved is governed by the capacity of the river itself, and may be represented by 10 feet draft of water; and it is the opinion of engineers of experience, that, with that depth in locks of 250 feet by 50, the St. Lawrence Canals will have reached the limit of improvement, or at least of utility.

The enlargement of the “Iroquois,” “Rapide Plat,” and “Cornwall” links in the St. Lawrence Canals, would, it is affirmed, be attended with great

engineering difficulties, and inevitable temporary embarrassment to the trade of the river,—they being so located as to leave no choice of other routes. In fact, they would have to be reconstructed on the sites they now occupy. This objection does not apply to the Beauharnois and Lachine Canal enlargements.

The Ottawa and French River Navigation.—The Ottawa River improvements should first be perfected between the cities of Montreal and Ottawa, as on that portion of the route the demands of trade are most pressing. A depth of 10 feet water is as much as can be obtained within any *reasonable* limits of cost. The length and width of locks should, of course, be 250 feet by 50.

The Caughnawaga and Champlain Canal.—As a corollary to the proposed improvements, the canal from Caughnawaga to Lake Champlain would enable Canada to compete for the trade involved in supplying the Eastern States with breadstuffs. Cargoes from Chicago and Milwaukee could be delivered *via* the Canadian Canals at Burlington, Vt., more cheaply than they are at present laid down at Albany by way of Buffalo or Oswego; and were the Whitehall Canal sufficiently enlarged, grain, flour, &c., could be brought from the western cities, by way of Canada, and delivered at Albany, cheaper and more expeditiously than by any other route.

THE PROPOSED "BAY VERTE CANAL."

During the past two or three years the discussion of this important subject has been revived, which, as elsewhere remarked, has a most important bearing upon the commercial intercourse of the Dominion. It is no exaggeration to say that the immediate construction of a Ship Canal to connect the waters of the Bay of Fundy with those of the Gulf of the St. Lawrence would be immensely serviceable in promoting inter-Provincial commerce; and as the leading particulars of the project are not so generally known as those of the St. Lawrence Canals, it may be interesting to many to have some account of them,—they are therefore grouped together here. It is proper to state that the writer is indebted for much of the information at hand on the subject to William Elder, Esq., of the St. John (N. B.) *Morning Journal*, who has been instrumental in recalling public attention to the project.

Hall's Survey and Plans.—In 1825, His Excellency Sir Howard Douglas, Lieut.-Governor of New Brunswick, instructed Mr. Francis Hall to make a survey of the isthmus which separates the Gulf of St. Lawrence from the Bay of Fundy, with a view to ascertaining the most practicable location for a canal to connect the waters on both sides of the narrow neck, and to make a report as to expense, &c. Surveys showed that there were three places where the connection might be formed;—the first, by the Peticodiac River to Shediac Bay,—the second, from Shediac Bay, by the Memramcook River, to Cumberland Basin,—and the third, from Cumberland Basin to Bay Verte. After a careful examination, Mr. Hall gave his preference for a canal by the latter route,—and stated that the length of artificial navigation would be 11 miles and 241 yards, while the distance from

anchorage to anchorage would be $19\frac{1}{2}$ miles. In his report (dated October 22nd, 1825,) he said:—

“After a careful examination of the various summits and outlets, between the Bay of Fundy and the Bay Verte, the Reporter proceeded to survey that line which presented the fewest difficulties; commencing at Au Lac River, nearly three miles and a half above its junction with the Tanteimarr, where, in ordinary tides, a depth of twenty-five feet of water will be obtained.

“The spot chosen for diverging from the river, is favourably situated for Entrance Locks and Basins; the soil is composed of a strong alluvial clay; the subsoil of a lighter nature, but sufficiently retentive to warrant excavation, and embanking with common slopes.

“From the Entrance Lock and Basin, the Canal line will proceed in nearly a direct course upon the left bank of Au Lac River, passing several farms and accommodation roads of level ground, to Lock No. 2, or summit level; continuing upon this summit, and adhering to hard ground upon the south side of Brownal's Marsh, then through Woodland, by moderate cutting, to the Bay Verte and Fort Cumberland Road; pass the same by a draw-bridge, proceed by a curved line across the dividing ridge between the vallies of Au Lac and Missiguash.

“Continue upon the highest part of the Missiguash Marsh, bearing upon several projecting points of hard land, a little north of Mr. Minnett's Line; from thence proceed by moderate cutting to Lock No. 3, then, with several cuttings and embankments, by Lock No. 4, to the junction with the tide waters in the Tignish River, at Lock No. 5.

“The average rise of tide at this point of the Tignish is six feet, and two feet medium depth of still water.

“The river course to the Bay Verte is very circuitous, distance to Roach's Ferry, is nearly four miles. At the ferry a good position for a tide lock and waste wear may be found, by which the waters of the Tignish will remain at a fixed level.

“From this tide lock, to anchorage ground in the Bay Verte, the channel of the Tignish is sufficiently wide and deep at low water, to admit vessels of one hundred tons burthen.

“The extent of artificial navigation between Au Lac River and the Tignish, is eleven miles and two hundred and forty-one yards.

“The total distance from anchorage at low water in the Tanteimarr, to anchorage in the Bay Verte, is nineteen miles and a half.

“The difference of level, between the highest observable tide in Cumberland Basin, is twenty-one feet, eight inches and nine-tenths, above corresponding tides in the Bay Verte. Medium spring tides in Cumberland Basin are sixteen feet nine inches and three-tenths above those in the Bay Verte. Medium neap tides in Cumberland Basin, are four feet, nine inches and three-tenths above those in the Bay Verte.

“Expense of making a canal between the Bay of Fundy and the Bay of Verte, with eight feet depth of water, and according with the specifications No. 7, including ten per cent. for contingencies, is £67,728 14s. 10d.

“Expense of making a Canal between the Bay of Fundy and the Bay Verte, containing four and an half feet of water, with corresponding slopes and commensurate locks, is £45,152 10s. 4d.

“All the work may be finished in three years from the date of the contract, by adhering to either of the above proportions.

“From testimony of respectable and experienced ship-owners, it appears that the entrance to the Canal on the Bay Verte side is safe and attended with no difficulty, and that the Cumberland Basin side is peculiarly adapted for shelter and accommodation.

“On the whole, this proposed Canal presents so many advantages and facilities of transit, when compared with the probable expense, that it is only necessary, in demonstration, to examine a map of the country to be convinced of the great and general importance of the measure.”

Speaking of this project, Haliburton in Vol. II. of his *History of Nova Scotia* (published in 1829,) says:—

“By the construction of this Canal, the long and dangerous circuit of Cape Breton, in the navigation between New Brunswick and the St. Lawrence, will be avoided; and the introduction of Canadian produce, into the markets of Nova Scotia and her

sister Province, be rendered so advantageous as to exclude the importation of American flour. The exports of both Provinces to the West Indies are very extensive, and as a drawback of duties is allowed on the transportation of Rum, from New Brunswick and Nova Scotia, to Canada, it will create a vast increase in the intercolonial trade. The improvements which would naturally arise on the whole line of intercourse would be among the principal benefits resulting from the construction of this Canal. The resources of Gaspé, Bay des Chaleur, Prince Edward Island, and the country bordering on the Restigouche and Mirimichi, are neither generally known nor easily developed, on account of the communication with these places being tedious, dangerous and expensive. A Canal at this point will obviate the difficulty attending the navigation and render the intercourse between the Colonies in British America, safe and expeditious. It will also have a powerful influence in cementing their union, by creating a reciprocal dependence upon each other, by facilitating the means of friendly intercourse and increasing their commercial connections."

Telford's Plans and Estimates.—At a later period, Telford, the celebrated Engineer, revised Mr. Hall's surveys, plans, and estimates, and reported upon them to Lieut.-Governor Douglas. Unfortunately, the copy of Telford's Report made use of in these pages bears no date;—it is reproduced here entire, and is as follows:—

"Having perused the very full and distinct Instructions given by Sir Howard Douglas to the Engineer, Mr. Francis Hall; and having for several years, previous to his leaving Britain, employed Mr. Hall, very extensively, I have perfect confidence that Sir Howard's instructions have been faithfully attended to, and that a judicious selection of the Line has been made, surveyed, and reported upon.

"Under these circumstances, I have examined the Sections and other documents which have been submitted to me, and have now to state:—That there is no occasion for me to enter upon a description of the very singularly favorable situation in which the proposed Canal is to be placed, because by Bouchette's Map of Lower Canada, it is quite evident that a direct navigable communication between the Bay of Fundy and the Gulf of St. Lawrence, would be an important acquisition, whether viewed as a public or private object, but as the entering into any details, respecting this part of the subject, does not seem to fall within the province of a Civil Engineer, I shall therefore confine my observations to what relates to practicability, dimensions, and expense of the proposed Canal.

"From the Engineer's description of the ground, which the Canal will pass over between the two Tideways, there seems no serious obstacle to be encountered, and the whole approaches so near to a Level, that I advise to adopt the highest Spring Tide in Cumberland Basin as the top water of the Canal, and continue it upon that level to Lock No. 3 in Mr. Hall's Section, by so doing, one whole Lock and the half of another, will be saved.—The omission of these would greatly facilitate the navigation, and afford a greater opportunity of acquiring the use of the water of the adjacent districts.

"This will occasion extra cutting in some parts of the Line; but this additional expense will be balanced by the saving in Locks more especially as a great proportion of the track appears to be upon low ground.

"In regard to the dimensions of this artificial Canal, it is desirable to have a depth of water to admit trading vessels drawing 13 feet, to pass freely, and this requires 14 feet in the Canal.—The use of Steam Boats being generally introduced in America, if this Canal was completed, ready access would thereby be opened, not only with Quebec and Montreal, but also with the Upper Lakes to a boundless extent.—To accommodate Steam Boat Navigation, Locks of great length and breadth will be required, in the present instance I advise that they be made 150 feet in length and 40 in breadth; but this size being only required for Steam Boats I have, in order to save water and time in working them for Sailing Vessels, divided each Lock into two parts, by means of a third pair of gates in the middle of its length.

"This arrangement should also be extended to the Canal, making it, in low flat ground (which is much the greater portion of the distance) sufficiently wide to admit of two steamers passing each other. This requires that the Canal be made 45 feet at the bottom, and 95 feet at the top-water level. In the portion of the Canal which is in deep cutting, it may be made 30 feet at the bottom, and 72 feet at the water surface. This will only admit of one steamboat passing at a time, but will be wide enough for most trading vessels to pass each other.

" Under these circumstances, I have measured and calculated the necessary excavation, and likewise the four locks with their working machinery, &c., and find that the expense of these and other works will be as follows:—

ESTIMATE.	£	s. d.
Earth Work on the whole Line, including excavating the Lock Pits	83,630	15 5
Four Locks, viz: two Sea Locks and two Inland, with their working machinery, &c.....	42,000	0 0
Three Stop Gates.....	6,000	0 0
Eight Draw Bridges.....	5,600	0 0
Culverts.....	1,295	10 0
Making a Reservoir.....	1,200	0 0
Waste Weir at the Tignish River.....	2,000	0 0
Ten per cent. Contingencies.....	14,172	0 0
	£155,898	5 5

" In making the calculations, I have already stated that the Top-Water Line is taken at the level of the highest Spring tides in Cumberland Basin, thereby saving six feet of Lockage, at each end of the present summits, and preserving one level along the whole Canal.

" It is proper to add, that, by lowering Mr. Hall's summit only 3 feet, and adding 3 feet to the height of the Locks at each extremity, much cutting may be avoided. But this depends upon the nature of the surface of the adjacent country, for by so doing, 3 feet of fall would be lost, as regards the command of water. It is therefore a point which can only be determined after a careful re-survey. And although by adopting this last mentioned mode, a considerable saving of expense might be effected, I still prefer keeping the Top-Water of the Canal on a level with Spring Tides in Cumberland Bay, as thereby any deficiency of water in it may be supplied every high Spring Tide, and twelve feet lockage will be saved.

(Signed,) THOS. TELFORD.

The Map accompanying the present publication is a copy of that given along with Mr. Telford's Report,—showing the plans of both the engineers.

Crawley's Survey.—In 1843, Capt. Crawley re-surveyed the route of the Bay Verte Canal, and reported in favor of digging a tidal ditch between the opposite bays, which could be done for a small outlay, so that the opposite waters would pass through, and in their course, by abrasion, wear out a channel large enough to admit the passage of vessels. The *St. John (N. B.) Journal* says:—

"The difference in the height of the opposite tides, and also in the time of high water, arising out of local causes, favours this view of the subject. Indeed there is no country in the world similarly situated where a Ship Canal can be so cheaply built as here. The distance across the Isthmus is only fifteen miles between deep waters. On the Bay of Fundy side the Missiquash River and the chain of deep lakes which form half its length, stretches ten miles on a tidal level, towards Bay Verte; so that in this section vessels may be carried by the tidal wave, which runs with great rapidity, from the Bay of Fundy into any passage opened for it, or by fresh water which is abundant. At the Bay Verte end, by a small expenditure, the tides might be brought within two and a half miles of the Bay of Fundy tides; thus leaving only two and a half miles of an undulating clay-formed ridge or upland to overcome. If a Tide Canal should be constructed along the valley of the Missiquash it is believed that the fresh water descending would act as a correcting medium—would force the mucky sediment, which would be deposited in the Canal by the tides of the Bay of Fundy, back to its source. And this ridge, the summit of which is not more than thirty-five feet where tidal level is traversed, except for about one-fourth of a mile, by streams running in opposite directions, so that nature seems to have left but little for man to do in order to open up a highway for the ships of nations to pass between the Gulf of St. Lawrence—the Mediterranean of British North America—and that part of the Atlantic Ocean into which the Bay of Fundy discharges its waters.

"Considering Captain Crawley's plan of a tidal ditch, allowing the opposite bays, by exchanging their waters, to wear out a passage for ships, to be too slow a process, especially in this passage, then the question arises as to a full supply of fresh water to feed the highest locks. It is now well known that the Gasperaux River, which is about twelve miles in length, takes its rise on ground between eighty and one hundred feet above tidal level, and descends gradually to Bay Verte. Three dams are now erected across this river, and three or four more may be built. Thus reservoirs, covering in the aggregate one thousand acres, could be secured, holding ample supplies of water to feed the canal. The length of aqueduct from this river to the Canal would not exceed six miles over a flat country. The cost of this aqueduct will be trifling when we consider that the aggregate length of the artificial feeders of the Welland Canal in Canada is twenty-one miles, and the feeders supplying the Erie Canal are more than four times that length."

There is no information at hand respecting another survey, which is supposed to have been made subsequently to the one by Capt. Crawley.

Importance of the Bay Verte Canal.—Mr. Munro, (author of a *History of Nova Scotia*,) writing in the *St. John Morning Journal*, says:—

"A glance at the geographical position of these Provinces, taken in connection with their growing trade, vast agricultural, mineral, piscatory and forest resources, must satisfy the most casual observer that the proposed canal, affording a short, safe, and speedy passage for large class vessels could not fail to be of vast importance. Fishing in the Gulf of St. Lawrence would, by means of this canal, form a large part of the industrial pursuits of St. John and the other wealthy communities adjoining the Bay of Fundy, in place of leaving these valuable fisheries, as at present, in the possession of foreign monopolists. This canal would enable flour-producing Canada to supply the settlements on the Bay of Fundy with 300,000 barrels of flour, direct from Montreal every year. Indeed, by this means the manufacturers of Montreal and other sections of Canada would find a short and safe road to thousands of new customers. Prince Edward Island would be also enabled to double her trade with the United States and the south-western sections of Nova Scotia and New Brunswick. Pictou would find new purchasers for her valuable coals, and a shorter and safer road to many of her present markets. The Intercolonial Railroad would also be largely benefited by the traffic that would be brought to it by this canal from both sides of the country. The saving in time, life, and property that this passage would effect cannot be estimated, and a comparatively small toll on vessels passing through the canal would I have no doubt, meet all the pecuniary requirements of the undertaking."

The value of the proposed Canal in more intimately connecting all the Provinces, must be evident to all who have examined the geographical situation. At present there is little or no community of interest between the portions of the Provinces on the Bay of Fundy, and those on the Gulf,—although separated by but a narrow strip of land. For want of a few miles of canal-navigation, a profitable developement of the Fisheries by the people of New Brunswick and Nova Scotia is seriously hindered; the fishermen of Cape Ann, in Massachusetts, being nearer the valuable Mackerel-fisheries of the Gulf of St. Lawrence, than the Canadian fishermen who live on the Bay of Fundy. By means of the proposed Canal the waters of the Bay and Gulf would be united, and the fisheries brought within reach of the fishermen of all the Provinces,—passing easily, so to speak, from one sea to another as the fishing seasons might render necessary.

In brief: let it be borne in mind that the distance from the port of St. John, on the Bay of Fundy, to the Gulf at Shediac is not much less than 600 miles, which the proposed canal would reduce to 100; that the distance from St. John (N.B.) to ports in Prince Edward Island and Newfoundland would be greatly

shortened, and a new trade opened up on that line ; that a short route to Halifax from Montreal and Quebec would be obtained by steamers passing through and landing cargo at Windsor ; that ultimately the chain of inland water communication might be completed from Windsor to the sea-board at Halifax , and, viewing the question in the light of the foregoing statements, there can be very little difficulty in concluding that the " Bay Verte Ship Canal " is necessary and national in all its aspects.

What should be the capacity of the Bay Verte Ship Canal ?—Hall's project of a canal 8 feet deep,—and Telford's for one with locks 150 feet long, 40 feet wide, and 14 feet depth of water,—might have been deemed capacious enough forty years ago ; but the present requirements of commerce and navigation can only be satisfied with a canal that will admit ocean-going sail and steam vessels of large tonnage. The lock capacity ought not to be less than 360 by 60 feet, with say 18 feet depth of water ; which, judging from the meagre information given in the foregoing reports, could not be provided for less than \$2,500,000. A re-survey of the route, with a view to constructing a ship-canal, would perhaps show that a larger sum would be required for the work ;—but any reasonable amount expended, where the result is to be so great, from an enterprise almost, if not quite as national in its character as the Intercolonial Railway, would certainly be approved by every intelligent man in the Dominion.

ROUTE TO CHINA AND JAPAN

THROUGH

BRITISH NORTH AMERICA.

A desideratum with merchants in all ages has been to reduce the time of transit between the East and the West,—to bring, so to speak, the commercial centres of Europe nearer to the chief marts of India, China, and Japan. The routes hitherto most in vogue, were those by the Isthmus of Suez and round the Cape of Good Hope,—the Panama and San Francisco routes have scarcely yet entered into the competition,—but the completion of the United States Central Pacific Railroad will divert trade with the Orient from other routes. Something is now being done to re-awaken public interest in favor of the way to the Pacific Ocean through British North America, and to show that it would furnish a shorter and more desirable line for passenger-travel and transportation of freight between the United Kingdom and China and Japan. A good deal has been adduced in the preceding pages incidentally illustrative of the British American inter-oceanic route, and some additional considerations are presented here which, with what has preceded, will perhaps enable the reader to form a fair estimate of that contemplated line of travel.

Speaking on this important subject a few years ago, Lord Bury said :—

“ Our trade in the Pacific Ocean with China and with India must ultimately be carried on through our North American possessions; at any rate, our political and commercial supremacy will have utterly departed from us if we neglect that very great and important consideration, and if we fail to carry out to its fullest extent the physical advantages which the country offers to us, and which we have only to stretch out our hands to take advantage of.”

Much has been said about the difficulties of this route. But it has been shown that Nature favors it; for those who have examined its topographical features say that the depressions, or passes in the Rocky Mountains are much greater north of the 49th parallel of latitude, than south of it. It is also established that the isothermal line runs farther north on the west coast of America than on the east. Such a line commencing at New York and drawn across the Continent would pass through Lake Winnipeg to Fort Simpson, which is 1,000 miles north of the commercial capital of the United States; and it is asserted that the northern shore of Lake Huron enjoys the mean summer temperature (70° Fahr.) of Bordeaux in the south of France, while Cumberland House in lat. 54°, long. 102°, on the Saskatchewan, exceeds in this respect Brussels or Paris.

The practicability of the route is also confirmed by the fact that the journey has been frequently made, and always with comparative comfort.

Referring the reader to tables on pp. 23, 24, and 25, showing the river, canal, and lake navigation through Canada,—a statement is given below of distances between the principal points in the journey from Thunder Bay on Lake Superior to the mouth of Fraser River, opposite Vancouver's Island, (with an estimate of the time necessary to traverse the various sections,) by Mr. Dawson, the engineer who accompanied the Red River Expedition :—

	Miles of Land Travel.	Miles of Water Travel.
From Thunder Bay to Dog Lake	28	
Through Dog Lake and River to Prairie Portage		35
Over Prairie and Savaum Portages	5	
By Savaum River and Lac des Milles Lacs to Little Falls, River Seine		65
From Little Falls to Rainy Lake	67	
Through Rainy Lake, Rainy River, and Lake of the Woods to Western extremity of Lac Plat		208
From Lac Plat to Fort Garry	91	
From Fort Garry to Grand Rapid of the Saskatchewan ...		290
From Grand Rapid of the Saskatchewan to Lac Bourbon..	20	
From Lac Bourbon to Acton House, near the Rocky Mountains		750
From Acton House, across the Mountains, to the navigable water of Fraser River	300	
Thence to mouth of Fraser River		120
	511	1,468

The distance from Thunder Bay to the Pacific Ocean is thus shown to be 1,979 miles. With good roads, and steamers on the navigable reaches, the journey might be timed as follows :—

	Days.	Hours.	Min.
1,468 miles of navigation, at 10 miles per hour	6	2	48
511 miles by land, at 5 miles per hour	4	6	12
13 transhipments, at say one hour each	0	13	00
	10	22	0

If the land-travel were accomplished by railway, the time would be reduced to about seven days and a half.

With the various statements of distances in view, the following comparative summaries of routes will be interesting :—

The distance from Liverpool to New York city is	2,980	
From N. Y. city to San Francisco <i>via</i> Central Pacific Railway	3,300	
		6,280
From Liverpool to Montreal	2,740	
Montreal to Thunder Bay, <i>via</i> Ottawa and French River Navigation ...	1,030	
Thunder Bay to mouth of Fraser River	1,979	
		5,749
Difference in favor of Canada route		531

Following the navigable waters, this proposed line of travel through the Dominion may be somewhat more circuitous than one by railway would be ; if, however, a railway route is found not to increase the above-estimated difference, the shortening of time in transit would be very material.

The following extract from McFie's volume on "*Vancouver's Island and British Columbia*," relative to a railway through Canada to the Pacific, is cited, without vouching for some of his estimates. His figures relative to the distance from Halifax to Vancouver Island are evidently inaccurate,—those given in the foregoing statement being correct.

"There can be no doubt that the outlay would be large, but it is believed that the amount of direct traffic which would be created between Australia, China, India, Japan, and England, by a railway from Halifax to the Gulf of Georgia, would soon more than cover interest upon the capital expended. The distance between Liverpool and Vancouver Island, which, via Panama, is over 9,000 miles, would be reduced by the railway to 5,650. There would also be a saving of 22 days in this passage, as compared with the quickest existing route. If the intended railway were connected with a line of steamers plying between Victoria (V. I.) Sydney, and New Zealand, mails, quick freight, and cabin passengers to and from our colonies in the southern hemisphere would, for the most part, be secured for this route. Vancouver Island is nearer to Sydney than is Panama, by 900 miles, and, with the exception of the proposed route by a trans-American railway, the latter is the most expeditious that has yet been found. But with this inter-oceanic communication, [the one through British territory,] the time to New Zealand would be reduced to 42, and to Sydney to 47 days, being at least ten days less than by steam from England via Panama."

McFie speaks of the distance and time by the Vancouver Island route from England to Hong Kong, as contrasted with the present mail route via the Isthmus of Suez, thus:—

Distance overland by Suez from Southampton to Hong Kong,	9,467 miles—50 to 60 days.
Distance from Southampton to	
Halifax	2,532 miles,—9 days' steam.
Distance from Halifax to Van-	
couver Island.....	2,536 miles,—6 days' rail.
Distance from Vancouver Is-	
land to Hong Kong	6,053 miles,—21 days' steam.
	<hr style="width: 30%; margin-left: auto; margin-right: 0;"/> 11,121 miles,—36 days.

LLOYD'S REPORT

OF

MARINE DISASTERS IN 1866 AND 1867.

LOSSES ON THE OCEAN.

IN the early part of the year 1866, the "Committee for managing the affairs of Lloyd's," in London, appointed a Statistical Committee, who have, as the result of their investigations, published the "First Annual Analysis of the Wrecks and Casualties reported in *Lloyd's List* for the year 1866." The object of the publication, is to present hereafter in each year, a comprehensive and careful summary of losses and casualties, containing all available information relating to accidents; and the labour bestowed upon the work cannot fail to make it valuable to those interested in the mercantile marine of the world. The date of this first report is 23rd April, 1867—in the preface to which it is stated "that the results of casualties as at first stated are very frequently modified by subsequent events, of which information is only obtained after greater or less intervals, and that a period of three months is allowed to elapse for the purpose of securing all possible accuracy." It will be evident, therefore, that to wait for the Report for 1867, would unduly delay the present publication.

It appears from the monthly summary of "Wrecks and Casualties," reported in *Lloyd's List* as having occurred in 1866, that they were as follows:—

Wrecks—Ships.	9,558	
Steamers	1,029	
		10,587
Casualties—Ships.	10,627	
Steamers	1,084	
		11,711

The results of wrecks to the vessels were:—

	Ships.	Steamers.
Total loss	2,119	115
Constructive loss	263	7
Great damage	1,196	99
Minor damage	4,062	354
Raised after sinking	44	8
Not damaged, or results unknown	1,874	446

The results to cargoes, so far as reported, were:—

	Ships.	Steamers
All lost	1,875	71
Part lost	639	50
All saved	62	5
Forwarded	74	12
Heated	20	—
Shifted	111	6
Otherwise damaged	218	36

The number of salvage cases were—ships, 1,264; and steamers 116. So far as reported, the lives lost were 2,644.

An elaborate tabular analysis of the wrecks is also given, divided into thirty-one geographical sections, with the remark that “the arrangement followed is that of voyages between the ports within the several sections and the United Kingdom and Continent of Europe (between Bordeaux and Hamburg, both included,) and does not necessarily indicate the locality of the casualty.” Two of the sections are as follows:—

	United States from Matamoras (exclusive) to New Brunswick (exclusive.)				British North America.				
	To	From	Coast'rs	Cross Voy- ages to	To	From	Coast'rs	Cross Voy- ages to	
Total Loss.....	{ Ships	32	45	16	41	35	34	65	41
	{ Steamers	....	2	4	....	1	....	4	2
Constructive Loss	{ Ships	7	5	1	19	4	6	6	3
	{ Steamers	....	....	....	....	....	....	....	....
Great Damage...	{ Ships	47	22	2	50	13	26	8	13
	{ Steamers	2	1	....	....	....	....	2	....
Minor Damage..	{ Ships	155	69	6	147	62	61	8	17
	{ Steamers	23	7	2	1	2	3	1	....
Raised after Sink- ing	{ Ships	....	....	3	....	....	....	....	....
	{ Steamers	....	....	....	....	....	....	....	....
Not damaged, or results unknown	{ Ships	29	37	4	50	15	32	25	16
	{ Steamers	14	9	5	3	2	1	3	....
Totals	{ Ships	270	178	32	307	129	159	112	90
	{ Steamer	39	19	11	4	5	5	10	2

But, besides the exceedingly valuable series of tables, of which the foregoing is a very imperfect summary, there is a statement given showing that the whole number of “Casualties” posted in *Lloyd's Loss Book*, during each of ten years, were:—

Year.	Casualties.	Year.	Casualties.
1857.....	3,218	1862.....	3,652
1858.....	3,171	1863.....	3,906
1859.....	3,758	1864.....	3,298
1860.....	3,539	1865.....	2,847
1861.....	3,672	1866.....	3,370
Total in Decade.....			34,431
Average in each Year.....			3,443.1

It will be observed that the casualties in each of the years 1859, 1860, 1861, 1862, and 1863, were much more numerous than in 1866; while those in 1857,

1858, 1864, and 1865 were considerably less. The reports by months show the following results :—

	Total for 10 years.	Average per month.		Total for 10 years.	Average per month.
January	4,097	409·7	July	1,638	163·8
February ..	2,976	297·6	August	1,890	189·0
March	3,000	300·9	September ..	2,307	230·7
April	2,266	226·6	October	3,831	383·1
May	1,866	186·6	November ...	4,622	462·2
June	1,688	168·8	December ..	4,241	424·1

This table shows that the greatest numbers of reported casualties occurred in the months of November, December and January—the months next in order being October, March and February—the smallest proportion in May, June, July and August. The following analysis shows the ratios :—

During Nov., Dec., and Jan.....	12,960	Casualties or	37½	per cent.
“ Oct., March and Feb.....	9,816	“	28½	“
“ Sept. and April.....	4,573	“	13½	“
“ May, June, July and Aug..	7,082	“	20½	“
	34,431		100	

This valuable document from Lloyd's will, it is expected, be improved in future issues; and it will be looked forward to with interest as years impart additional importance to it. It may not be out of place to say here that, while the geographical arrangement, so far as it goes, is a desirable one, an attempt might be made to tabulate the *regions* where wrecks and casualties happen. For example, one region might be the Gulf and River St. Lawrence, another the North Atlantic coast, a third the West Indies and Gulf of Mexico, a fourth the Channels and coasts of Great Britain, &c.,—limiting the regions to perhaps less than one-half the number of the geographical sections. The labour incident to such an addition would be considerable, but its enhanced value to Underwriters, Ship-owners and Shippers would compensate for it all; while the mercantile classes would reap the advantages accruing from the modification of rates of insurance which such an arrangement might, at least in some cases, eventually lead to

LOSSES ON THE LAKES.

The year 1867 will long be remembered as fraught with calamity to vessels navigating the great inland seas of North America,—the numerical list of wrecks far exceeding that recorded in any preceding season. The number of disasters amount to 931. Seven propellers and 23 grain-vessels have been lost,—to which may be added 30 craft engaged solely in the lumber trade;—15 others engaged in the grain-trade during the year have been condemned, and unless rebuilt, must fall back to the freighting of staves or lumber; and there were 94 instances of vessels grounding at various points, but which were got off at trifling expense. The latter being of minor importance, are not reckoned in the summaries given here.

The following are aggregates compiled from the records of the past eight years :—

Total number of disasters in 1860.. 277	Total number of disasters in 1864.. 329
Do. do. 1861.. 275	Do. do. 1865.. 421
Do. do. 1862.. 200	Do. do. 1866.. 621
Do. do. 1863.. 300	Do. do. 1867.. 931

The number of disasters of a serious nature reported in each month of 1867, amounted to 574,—as follows :—

January	2	July	32
February	2	August	54
March	7	September	93
April	19	October	62
May	60	November	186
June	28	December	29

There were 389 vessels which suffered comparatively slight damage, (exclusive of the 94 above-referred-to) ; these occurred during nine months, as follows :—

April	15	September	60
May	65	October	48
June	35	November	100
July	26	December	11
August	29		

The tonnage lost may be thus classified :—

	Number.	Tonnage.
Steamers	3	450
Propellers	6	3,143
Tugs	6	565
Barques	9	4,121
Brigs	2	624
Schooners	52	11,196
Barges	1	462
Scows	7	509
Totals	86	21,070

The loss of life incident to the unusually numerous disasters of 1867, has also been very great (182),—as will be seen by the following monthly summary :—

March	2	August	10
April	12	September	27
May	38	October	27
June	8	November	36
July	20	December	2

LOSSES ON THE RIVER ST. LAWRENCE.

Losses in connection with vessels navigating the River St. Lawrence have been more numerous in 1867 than in any previous year. The following statement shows the approximate loss in connection with accidents occurring on the River between Kingston and Quebec :—

Accidents to 4 Steamers	\$14,347
“ 2 Propellers	27,270
“ 1 Tug	742
“ 1 Schooner	8,400
“ 7 Barges	71,030
Total	\$121,780

A FEW PARTICULARS
RELATING TO
TRADE, MANUFACTURES, MINING, &c.,
IN THE
DOMINION OF CANADA.

TRADE AS AFFECTED BY REPEAL OF RECIPROCITY TREATY.

THE following tables will show that no such serious disaster has befallen a large proportion of the trade of the country, as was feared, and in some quarters predicted, in consequence of the abrogation of the Reciprocity Treaty. On the contrary, while commercial intercourse with the United States has been hampered, and in some departments lessened, the prices of agricultural and other produce have been enhanced; and there will be no difficulty in comprehending, by an examination of the comparative values herewith submitted (which it was believed the breaking up of reciprocal trade would affect most detrimentally,) how that the result thus far has been chiefly to inflict injury upon consumers in the neighboring Republic. This is now coming to be so well understood, that a year or two more of such prices as have been realized in Canada since 17th March, 1866, may possibly make it difficult to accomplish the renewal of a treaty similar to that which tended so remarkably to build up an international trade, and which merchants in the United States now believe to have been inconsiderately abolished. In speaking thus, it is not intended to be inferred that a new Treaty would not be advantageous to both the contracting parties,—or that it would be looked upon with disfavor by the people of the Dominion; but there is a pretty strong feeling entertained that neither the self-respect nor the interests of the new nationality would now warrant them in taking the initiative.

One of the considerations which appears to support the foregoing remarks, is found in the fact that more than a year ago, a special agent of the United States Government, E. H. Derby, Esq., addressed a letter to Hon. Mr. Seward, the Secretary of State, in which allusion is made to the duties imposed by that

Government upon certain imports from the Maritime Provinces, which had been free under the Reciprocity Treaty. Mr. Derby also mentions what he designates the retaliatory duties levied upon Breadstuffs, Provisions, Cattle, &c., imported from the United States into the Maritime Provinces,—and thereafter says:—
 “ Under such retaliatory duties, and others on less important articles, we may
 “ well expect a decline in our importations from all the Provinces, a serious check
 “ to our exports to the Maritime Provinces, and a decay of commerce. It was
 “ predicted in my Report of last year, as a necessary consequence of the repeal of
 “ the Treaty, and the prediction has been verified. But eight months have
 “ elapsed since the repeal of the Treaty of Reciprocity; the returns of the
 “ Custom-houses are still incomplete, and we cannot, for some months to come,
 “ obtain the results of an entire year; but we have already some premonitory
 “ symptoms,—some returns, which indicate that the commerce with the Pro-
 “ vinces, which has for the past eleven years increased at the rate of 15 to 20 per
 “ cent. per annum on each preceding year, and nearly 25 [250 ?] per cent. from
 “ the start, is now declining still more rapidly.”

There can be no doubt that the “25” in the latter part of this extract from Mr. Derby’s report is a typographical inaccuracy, and ought to be read “250.” As corroborative to some extent of his view of the case, the following statements are adduced respecting the exports of Flour from Canada to New Brunswick and Nova Scotia, by the Grand Trunk Railway, via Portland:—

1866		1867	
Flour,—to St. John, N.B...	110,874 brls.	Flour,—to St. John, N.B...	119,291 brls.
to St. Stephen, N.B.	3,725 “	to St. Stephen, N.B.	400 “
to Halifax, N.S....	36,360 “	to Halifax, N.S....	105,854 “
to Amherst, N.S....	600 “	to Windsor, N.S....	2,800 “
to Annapolis, N.S..	300 “		
	151,859 brls.		228,345 brls.

These figures show an increase in 1867 over 1866 of 76,486 brls., or 50·37 per cent.

The following statement of Flour and Grain shipped from Montreal via the River St. Lawrence, also shows an increase in the articles of most value:—

	1866	1867	Difference in '67.
Flour..... brls.	122,674	131,460	Inc. 8,786
Oat and Cornmeal..... “	4,943	9,876	“ 4,933
Wheat.....bush.	3,500	14,627	“ 11,127
Peas..... “	9,115	10,029	“ 914
Corn..... “	32,795	6,171	Dec. 26,624
Oats..... “	28,754	9,303	“ 19,451

The quantities of Flour shipped from Quebec to the Maritime Provinces during the past three years were:—

1865.... 48,371 brls. | 1866....44,948 brls. | 1867....62,788 brls.

Shipments of Flour from Western Canada to the Maritime Provinces (principally to Halifax, N. S., and St. John, N. B.), via Suspension Bridge and Boston, in 1866, were 4,600 barrels,—and 21,380 barrels in 1867.

According to these statements, there were 443,973 barrels of Flour shipped to the Maritime Provinces in 1867, against 324,081 barrels in 1866,—showing an increase of 119,892 barrels.

The following tables are of interest, as indicating the course of prices prior to and after the abrogation of the Reciprocity Treaty, the lines of asterisks showing the time of its repeal. The first one contains the values of certain articles in the Montreal market.

	FLOUR.						U.C. Spring Wheat per bushel.	Barley per 48 lbs.	Oats per 32 lbs.	Mess Pork.				
	Sup. Extra per barrel.		Superfine per barrel.		Fine per barrel.									
1865	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	c.	c.	\$ c.	\$ c.			
January.....	4.70	4.80	4.20	4.30	3.60	3.75	.96 @	.65	.67½	.32	.00	17.00	18.00	
February.....	4.80	4.90	4.25	4.30	3.60	3.75	.96 ..	.97½	.65 ..	.67	.33 ..	.35	19.50	20.00
March.....	4.80	4.90	4.40	4.50	3.60	3.75	.96 ..	.97½	.70 ..	.72½	.35 ..	.37	20.00	20.50
April.....	5.20	5.40	4.65	4.80	4.00	4.15	1.00 ..	.....	.70 ..	.72½	.40 ..	.42	20.25	20.75
May.....	5.50	5.70	4.75	4.90	4.10	4.30	1.00 ..	.....	.60 ..	.65	.34 ..	.35	21.50	22.00
June.....	6.25	6.50	5.20	5.40	4.40	4.60	1.20	.1.25	..	..	.28 ..	.30	21.00	21.25
July.....	6.00	6.30	4.80	5.00	3.80	4.00	1.05 ..	.....	..	..	.32 ..	.00	20.00	20.50
August.....	6.00	6.30	4.65	5.00	4.00	4.15	1.00	.1.05	..	..	.35 ..	.36	23.00	24.00
September.....	7.10	7.25	5.40	5.50	4.30	4.50	1.10	.1.15	..	..	.67 ..	.68	35 ..	36
October.....	7.95	8.25	6.00	6.50	5.00	5.25	1.20	.1.25	..	..	.70 ..	.72½	.33 ..	.34
November.....	7.75	8.00	6.15	6.30	5.00	5.25	1.22½	.1.27½	..	..	.65 ..	.00	.32 ..	.33
December.....	7.50	7.75	5.75	6.10	5.00	5.25	.....	.....	..	..	.65 ..	.00	.30 ..	.32
1866.														
January.....	7.00	7.25	5.40	5.75	4.00	4.25	1.16	.1.20	..	..	.65 ..	.00	.30 ..	.32
February.....	7.75	8.25	5.40	5.75	4.25	4.40	1.16	.1.20	..	..	.65 ..	.00	.32 ..	.34
March.....	8.25	8.50	5.40	5.85	4.25	4.40	1.16	.1.20	..	..	.65 ..	.00	.32 ..	.34
April.....	8.25	8.50	5.65	5.80	4.70	4.80	1.18	.1.20	..	..	.57 ..	.60	.34 ..	.35
May.....	8.50	8.75	6.70	7.00	5.50	5.75	1.35	.1.37½	..	..	.48 ..	.54	.34 ..	.35
June.....	9.00	9.50	6.50	6.65	5.75	6.00	1.45	.1.50	..	..	..	..	.34 ..	.36
July.....	9.00	9.50	6.65	6.85	6.00	6.15	1.47½	.1.52½	..	..	..	..	.37 ..	.38½
August.....	7.50	8.00	5.70	6.00	4.75	..	1.20	.....	..	..	..	..	.35 ..	.40
September.....	7.50	8.00	6.80	7.10	5.50	5.65	1.30	.....	..	..	.55 ..	.60	.35 ..	.37½
October.....	8.25	8.50	7.70	7.85	6.25	6.75	1.50	.1.55	..	..	.60 ..	.75	.32 ..	.34
November.....	8.00	8.25	7.20	7.35	5.75	6.00	1.50	.1.55	..	..	.62½ ..	.67	.34 ..	.36
December.....	8.00	8.25	7.00	7.10	6.25	6.40	1.50	.1.55	..	..	.58 ..	.60	.32 ..	.33
1867.														
January.....	8.25	8.50	7.10	7.20	6.15	6.30	1.47½	.1.50	..	..	.56 ..	.58	.32 ..	.00
February.....	8.75	9.00	7.25	7.40	6.25	6.40	1.47½	.1.52½	..	..	.53 ..	.57	.32 ..	.33
March.....	8.50	9.00	7.25	7.35	6.00	6.15	1.47½	.1.52½	..	..	.55 ..	.60	.32 ..	.33
April.....	8.75	9.25	8.10	8.30	6.60	6.75	1.75	.1.80	..	..	.60 ..	.65	.32 ..	.33
May.....	9.50	9.75	8.55	8.75	7.15	7.35	.....	.....	..	..	..	..	.40 ..	.42
June.....	9.50	..	7.75	8.10	7.00	..	.....	.....	..	..	..	..	.40 ..	.42
July.....	9.00	..	7.40	7.75	6.25	6.50	1.55	.1.60	..	..	.65 ..	.70	.38 ..	.40
August.....	9.00	..	7.25	7.50	6.50	6.75	1.50	.1.55	..	..	.69 ..	.65	.43 ..	.45
September.....	8.50	..	7.00	7.50	5.50	..	.....	.....	..	..	.65 ..	.75	.37 ..	.40
October.....	8.00	..	7.25	7.30	5.50	6.00	.....	.....	..	..	.70 ..	.72½	.37 ..	.39
November.....	8.00	8.25	7.25	7.30	6.40	6.50	1.55	.1.57½	..	..	.68 ..	.72	.41 ..	.42
December.....	8.00	8.25	6.75	6.85	6.00	6.20	1.50	.1.52	..	..	.68 ..	.72	.38 ..	.38½
1868.														
January.....	..	..	7.30	7.40	6.40	6.50	1.64	.1.68	..	..	.90 ..	.00	.41 ..	.43
February.....	..	..	7.40	7.50	6.45	6.60	1.67	.1.70	..	..	.90 ..	.1.00	.44 ..	.47

The foregoing table, and the following one showing prices in the Toronto market, are so easy of comparison, that the reader can experience no difficulty in perceiving how well they confirm preceding remarks:—

	FLOUR.		WHEAT.		Peas per bushel of 60 lbs.	Barley per bushel of 48 lbs.	Oats per bushel of 34 lbs.
	Extra per barrel.	No. 1 Superfine per barrel.	Spring per bushel.	Fall per bushel.			
1865.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
January	4.25	3.80	0.80	0.90	0.58	0.69	
February	4.25	3.85	0.81	0.93	0.62	0.68	
March	4.33	4.05	0.83	0.98	0.80	0.67	
April	4.50	4.18	0.93	0.96	0.90	0.74	
May	5.00	4.73	0.98	1.04	0.84	0.73	
June	5.87	5.30	1.13	1.16	0.86	0.65	
July	5.25	4.90	1.08	0.95	0.88	0.55	
August	5.12	4.65	0.95	1.05	0.80	0.55	
September	6.00	5.25	1.06	1.20	0.62	0.64	
October	6.87	6.00	1.13	1.48	0.59	0.80	
November	6.50	5.75	1.14	1.50	0.63	0.70	
December	6.25	5.20	1.10	1.45	0.62	0.68	
1866.							
January	6.25	5.00	1.02	1.20	0.62	0.72	40c. c.
February	7.00	5.05	1.09	1.46	0.65	0.60	0.31
March	7.25	5.25	1.07	1.35	0.63	0.65	0.34
* * *	**	**	**	**	**	**	**
April	7.00	5.25	1.13	1.47	0.67	0.64	0.32
May	8.25	6.25	1.40	2.00	0.71	0.66	0.33
June	8.25	6.80	1.40	1.95	0.70	0.60	0.32
July	8.00	6.50	1.40	1.65	0.73	0.55	0.32
August	6.00	5.50	1.20	1.20	0.60	0.55	0.34
September	6.60	6.30	1.40	1.57	0.58	0.54	0.27
October	7.50	7.55	1.43	1.50	0.60	0.65	0.31
November	7.87	6.80	1.50	1.76	0.75	0.58	0.30
December	7.50	6.50	1.37	1.60	0.65	0.52	0.30
1867.							
January	7.50	6.60	1.38	1.70	0.72	0.58	0.30
February	8.00	6.80	1.42	1.80	0.73	0.55	0.32
March	7.75	6.80	1.55	1.80	0.71	0.58	0.37
April	8.50	7.50	1.86	2.00	0.77	0.64	0.47
May	9.00	8.30	1.95	2.10	0.79	0.70	0.54
June	9.25	8.50	1.75	1.87	0.70	0.68	0.48
July	7.75	7.25	1.60	1.80	0.75	0.70	0.50
August		7.00	1.45	1.65	0.75	0.75	0.52
September	7.50	6.75	1.40	1.50	0.80	0.80	0.52
October	7.50	6.85	1.47	1.56	0.82	0.82	0.52
November	7.25	6.65	1.45	1.57	0.73	0.82	0.55
December		6.50	1.45	1.50	0.72	1.05	0.55

As further showing who have really paid the enhanced rates for Canada Fall Wheat, a table of the average prices in Oswego is given on next page. The statement is deduced from the rates in the Toronto table, the second and third columns indicating what should have been the price (commission not added) in

store in Oswego,—the fourth showing the actual rates, based on the average of a number of transactions in each month throughout the period:—

	Gold Price in Toronto.	Price (Cost, Freight, Insurance, Duty, &c.) in Store at Oswego.		Actual Cur- rency Price in Oswego.
		Rate in Gold.	Currency Rate. Gold at 40 pre.	
	\$ c.	\$ c.	\$ c.	\$ c.
1865—January	0.90	No Duty.	No Duty.	0.95
February	0.93			1.33
March	0.98			1.37½
April	0.96			1.44¼
May	1.04			1.41½
June	1.16			1.52½
July	0.95			1.69½
August	1.05			1.40
September	1.20			1.54
October	1.48			1.75
November	1.50			2.14¼
December	1.45			2.17
			2.10	2.29
1866—January	1.20	Duty 20c. per Bushel, in Gold.	Duty 20c. per Bushel, in Gold.	1.25
February	1.46			1.75
March	1.35			2.11½
* * * * *	* * *			1.96
April	1.47			* * *
May	2.00			2.40¾
June	1.95			2.45
July	1.65			3.15
August	1.20			3.08
September	1.57			3.21
October	1.50			2.66
November	1.76			2.03
December	1.60	1.82		
		1.75	2.45	3.00
1867—January	1.70	2.01	2.81½	3.01
February	1.80	1.85	2.59	2.93
March	1.80	1.95	2.73	2.97½
April	2.00	2.05	2.87	2.98
May	2.10	2.05	2.87	2.97
June	1.87	2.25	3.15	3.22¼
July	1.80	2.35	3.29	3.56
August	1.65	2.12	2.96½	2.93½
September	1.50	2.05	2.87	3.02½
October	1.56	1.90	2.66	2.30
November	1.57	1.75	2.45	2.77½
December	1.50	1.81	2.53½	2.95
		1.82	2.54¼	2.75
		1.75	2.45	2.78

It thus appears that over and above the duty of 20c. per bushel, the buyer in Oswego paid greatly enhanced prices, the average addition being 18c. to 22c. per bushel. The highest price of Canada Fall Wheat in that city in 1866, was \$3.35 U.S. currency, paid in June,—the highest price in Toronto in the same year being \$2.00 Gold or \$2.80 U.S. currency, paid in May. The highest price in Oswego in May, 1867, was \$3.70 U.S. currency,—in Toronto in May of same year \$2.10 Gold, or \$2.94 U.S. currency.

It is worthy of remark, that the trade in breadstuffs between ports in Canada and Oswego is very considerable; and that, while there was a falling off in the quantity of Flour and Grain sent thither in 1866 as compared with preceding years, there was an increase of 18.67 per cent. in Wheat and Flour in 1867 over the quantity in 1866, as shown in the following statement of receipts at Oswego from Canada during the past four years:—

	1864	1865	1866	1867
Flour brls.....	39,999	19,402	6,180	2,028
Wheat, bu.....	1,004,917	1,084,876	771,918	939,941
Peas, bu.....	221,751	151,401	392,866	669,512
Barley, bu.....	1,760,787	2,992,432	4,130,504	2,528,447
Oats, bu.....	139,400	28,415	130,422	69,793
Rye, bu.....	52,792	380,038	428,477	188,301

A comparison of these figures with the tables of receipts given on p. 19, will show that a large portion of the Flour, all the Peas, and very nearly all the Barley and Rye, arriving at Oswego, come from the north side of Lake Ontario,—in quantities but slightly diminished by the change in commercial relations which occurred two years ago.

As regards the exportation of Canadian Lumber to the United States, it is only necessary to say that there is an increasing demand for the descriptions usually required in that market,—and, besides the 10 per cent. duty, consumers there pay rates considerably advanced over those paid in Canada. The prices given to Canadian manufacturers on large contracts since the repeal of the Treaty, show an advance of 5 up to 20 per cent., according to the quality of the article.

GENERAL TRADE OF THE DOMINION.

The following statements relative to the general trade of Old Canada, require very little explanation:—

DURING	Values of Total Imports into Canada.	Values of Total Exports from Canada,	THE IMPORTS INCLUDED THE SUBJOINED VALUES:—		
			From Sea via River St. Lawrence.	Via River St. Lawrence, in transit to United States.	Transmitted in Bond via United States.
Fiscal year 1863-'64.	\$44,703,512	\$42,014,406			
" 1864-'65.	39,851,991	40,792,960	\$18,538,810	\$289,685	\$6,511,771
" 1865-'66.	48,610,477	53,930,789	21,690,952	353,993	12,751,548
" 1866-'67.	52,637,675	45,570,109	25,320,444	243,216	12,397,168

DURING	Imports from Great Britain.	Exports to Great Britain.	IMPORTS FROM UNITED STATES.		Exports to United States.
			Total value.	Includ'g value of Growth or Produce of United States.	
Fiscal year 1864-'65.	\$21,035,871	\$14,637,158	\$14,820,577	\$11,717,147	\$21,340,350
" 1865-'66.	28,984,599	12,766,668	15,242,834	9,424,325	32,587,643
" 1866-'67.	34,060,969	14,450,854	14,061,155	8,188,760	23,179,416

The figures in these tables do *not* include Coin and Bullion,—the fiscal year ends on 30th June. The following summary brings a part of the general statement down to the close of 1867, affording a comparison between the trade of the last half of that year, with corresponding period of 1866,—but *including* Coin and Bullion:—

DURING	Values of Total Imports into Canada.	Values of Total Exports from Canada.	Values of Imports from United States.	Values of Exports to United States.
Six months ending Dec. 31, 1866.	\$33,364,788	\$28,386,355	.....	.....
“ “ “ 1867.	35,495,877	27,256,285	.....	.....
Calendar year, 1866.....	.....	.....	\$20,424,692	\$34,770,261
“ “ 1867.....	.....	.....	20,272,907	25,583,800

According to these figures the exports to the United States show a decrease of \$9,186,461 in 1867, as compared with 1866. The notice for repeal of the Reciprocity Treaty had unduly stimulated Canadian trade with the United States in 1865-66; and a reference to a preceding table will shew that there is a considerable increase in 1866-67 as compared with 1864-65. It appears from statements made to the Dominion Parliament by the Hon. the Minister of Finance, that the value of Canadian exports to the Maritime Provinces, amounted in 1865-66 to \$1,571,116,—in 1866-67 to \$3,418,589,—showing an increase of \$1,847,473, or 117.59 per cent.

Analysis of Trade of British North America for 1866.

	Total Imports and Exports.	Imports and Exports from and to U. States.	Imports and Exports from and to Canada.	Imports and Exports from and to Great Britain.	Imports and Exports from and to British West Indies.	Imports and Exports from and to Maritime Provinces.	Trade with Foreign Ports not enumerated.
	\$	\$	\$	\$	\$	\$	\$
Canada (Old).....	107,535,130	45,856,707	.....	49,223,113	191,617	4,657,570	7,596,123
Nova Scotia.....	22,424,103	7,270,394	1,800,926	6,181,480	2,649,036	2,576,134	2,446,133
New Brunswick.....	16,374,499	5,599,840	384,451	7,001,940	152,421	2,447,792	788,055
Prince Edward Island.....	3,248,856	454,084	109,376	1,623,620	57,055	992,760	11,961
Newfoundland.....	11,479,154	1,825,474	716,274	3,970,963	882,896	574,317	3,509,230
Total for Maritime Provinces	53,526,612	15,149,792	2,511,027	18,778,003	3,741,408	6,591,003	6,755,379
Per Centage of whole trade..		28.30	4.71	35.06	7.00	12.31	12.62

Analysis for 1865.

	\$	\$	\$	\$	\$	\$	\$
Canada (Old).....	110,130,690	55,194,953	.....	41,976,171	169,653	2,322,283	10,467,630
Nova Scotia.....	23,212,355	7,945,654	947,126	7,080,730	2,653,665	2,346,701	2,238,479
New Brunswick.....	12,621,321	4,735,570	333,611	4,879,100	155,622	1,892,618	566,800
Prince Edward Island.....	3,228,280	1,016,292	41,836	1,085,028	49,160	473,216	562,748
Newfoundland.....	10,792,608	2,205,073	531,049	3,584,663	418,906	586,983	3,465,934
Total for Maritime Provinces	49,854,564	15,960,589	1,853,622	16,629,521	3,277,353	5,299,518	6,833,961
Per Centage of whole trade..		32.00	3.72	33.36	6.6	10.63	14.00

The compiler of this Report endeavored to obtain returns of the trade between the several Provinces of the Dominion, during the half-year ending 31st Dec., 1867, but did not succeed,—the reply in one instance being “no account kept.” The table immediately preceding presents an analysis of British North American trade in two years,—and shows that, while traffic with the United States declined in 1866, there was a considerable increase with Great Britain as well as between the Provinces, with a slight addition to the trade with the British West Indies. It will also be observed that according to the returns of Old Canada, (given in first line of the figures for each year,) its commerce with the Maritime Provinces appears to have been more than doubled in 1866, as compared with 1865.

In addition to the per centages given in the table itself, the following will serve to point out the relative extent of the trade of the Maritime Provinces, jointly and severally, to that of Old Canada:—

	In 1865.	In 1866.
The entire trade of the Maritime Provinces was to the trade of Canada, as.....	45·27 $\frac{1}{2}$ cent.	49·78 $\frac{1}{2}$ cent.
Trade of Nova Scotia to that of Canada, as.....	21·08 “	20·85 “
“ New Brunswick “.....	11·46 “	15·23 “
“ Prince Edward Island “.....	2·93 “	3·02 “
“ Newfoundland “.....	9·80 “	10·67 “
The trade of Maritime Provinces (according to their own returns) with Canada was to their whole trade, as.....	3·72 “	4·71 “
While the Canadian statement shows.....	4·86 “	8·70 “

TRADE IN BUTTER AND CHEESE.

More attention is now given by Canadian Dairy-Farmers to the making of Butter, and careful shippers to Great Britain find on the whole a profit in their ventures. There is a good home-market for Cheese in the Dominion, while the best brands find increasing favor in England. Until the abrogation of the Reciprocity Treaty, large quantities were imported from the United States, and choice kinds from Great Britain. For example:—In 1861, the quantity of Cheese produced in Canada amounted to 3,373,469 lbs.; there were 2,152,200 lbs. imported, and 294,336 lbs. exported,—leaving for home-consumption 5,231,333 lbs.; the quantity imported was to the aggregate in that year (5,525,669 lbs.) as 40·76 per cent. During the fiscal year ending 30th June, 1865, the quantity imported amounted to 2,530,950 lbs.,—exported 833,504 lbs.,—while the local consumption was reckoned at over 6,000,000 lbs. But there was a marked change in the trade in 1866-'67, the whole imports (chiefly from England) being only 79,879 lbs., while the exports had risen to 1,577,027 lbs.

The following statement shows the quantities of Butter and Cheese exported from Canada during a period of 7½ years:—

	Butter.	Cheese.		Butter.	Cheese.
1860.....	5,512,500 lbs.	124,320 lbs.	1864(6 mos.)	1,030,655 lbs.	1,138 lbs.
1861.....	7,275,426 “	294,336 “	1864-65....	6,941,063 “	833,504 “
1862.....	8,905,578 “	491,680 “	1865-66....	10,448,789 “	974,736 “
1863.....	7,053,898 “	958,944 “	1866-67....	10,817,918 “	1,577,027 “

The repeal of the Treaty has stimulated the erection of Cheese-factories, which are shutting out the product of foreign dairies from the Canadian market, and enabling the Dairy-men of the Dominion to compete successfully with their American neighbors in sending supplies to the British market. The demand for Canadian Butter continues undiminished on the part of buyers from several of the States, at as remunerative rates as before the 17th of March, 1866. Of the exports mentioned in the above statement, the proportions sent to markets in the United States were,—in 1863, 25·72 per cent.,—in first six months of 1864, 54·95 per cent.,—1864-'65, 25·65 per cent.,—1865-'66, 59·89 per cent.,—and in 1866-'67, 34·54 per cent.

The establishment of Cheese-factories in Canada may be said to date no farther back than 1863; up to the close of 1865, there were only ten in operation in Upper and two in Lower Canada; at the close of 1866, there were sixty in Canada West, and twelve in Canada East, using in the aggregate the milk of 21,600 cows, and producing about 6,480,000 lbs. of Cheese;—there are now 180 factories in Ontario, with an annual productive capacity of 12,000,000 lbs. (at 9c. @ 10c. per lb., worth from \$1,080,000 to \$1,200,000,) and in the Province of Quebec, 17 factories, with a capacity equal to 1,530,000 lbs., valued at from \$137,700 to \$153,000. It will be noticed that a greater average production is claimed for the factories in the latter Province than for those in the former;—there are several large ones in Ontario, but there is a greater proportion of small ones than in Quebec.

EXTENT OF THE AGRICULTURAL INTEREST.

The subjoined statement, compiled from the official returns for Ontario and Quebec, shows (1.) the values of the entire exports of Agricultural products,—(2.) the values of imports of Agricultural products,—and (3.) the values of exports of Canadian Agricultural products during a period of 10½ years:—

	Total Exports.	Deduct Imports.	Net Value of Canadian Agricul'al. Exports.
1857—Agricultural Products.....	\$8,882,825	\$5,680,516	
Ashes	1,147,856	18,802	
Animals and their Produce.....	2,262,119	2,658,744	
	12,292,800	less 8,358,062	— \$3,934,738
1858—Agricultural Products.....	7,904,400	4,022,814	
Ashes	929,759	23,385	
Animals and their Produce.....	2,625,978	2,010,217	
	11,460,137	less 6,056,416	— 5,403,721
1859—Agricultural Products.....	7,339,798	5,380,499	
Ashes	1,107,271	12,844	
Animals and their Produce.....	3,789,502	2,399,192	
	12,236,571	less 7,792,535	— 4,444,036

PRELIMINARY REPORTS.

	Total Exports.	Deduct Imports.	Net Value of Canadian Agricul'al. Exports.
1860—Agricultural Products.....	14,259,225	4,918,118	
Ashes.....	961,106	21,643	
Animals and their Produce.....	4,221,257	2,264,523	
	<u>19,441,588</u>	<u>less 7,204,284</u>	— 12,237,304
1861—Agricultural Products.....	18,244,631	7,157,654	
Ashes.....	878,907	30,046	
Animals and their Produce.....	3,681,468	2,386,566	
	<u>22,805,006</u>	<u>less 9,574,266</u>	— 13,230,740
1862—Agricultural Products.....	15,041,002	10,884,448	
Ashes.....	1,236,411	24,447	
Animals and their Produce.....	3,923,590	3,425,747	
	<u>20,201,003</u>	<u>less 14,334,642</u>	— 5,866,361
1863—Agricultural Products.....	13,472,134	8,220,035	
Ashes.....	1,279,748	55	
Animals and their Produce.....	5,502,633	3,677,114	
	<u>20,254,515</u>	<u>less 11,897,204</u>	— 8,357,311
1864—Six months ending 30th June, Agricultural Products.....	4,368,691	2,313,080	
Ashes.....	513,840	15,996	
Animals and their Produce.....	2,103,691	1,974,459	
	<u>6,986,222</u>	<u>less 4,303,535</u>	— 2,682,687
1864-5—Agricultural Products.....	10,451,586	5,561,173	
Ashes.....	1,274,612	17,197	
Animals and their Produce.....	8,486,382	2,160,838	
	<u>20,212,580</u>	<u>less 7,739,208</u>	— 12,473,372
1865-6—Agricultural Products.....	16,651,074	4,568,954	
Ashes.....	1,105,003	12,409	
Animals and their Produce.....	12,682,683	2,635,552	
	<u>30,438,760</u>	<u>less 7,216,915</u>	— 23,221,845
1866-7—Agricultural Products.....	16,765,981	2,764,551	
Ashes.....	723,944	10,735	
Animals and their Produce.....	6,118,639	2,568,675	
	<u>23,608,564</u>	<u>less 5,343,961</u>	— 18,264,603
Total Exports in 10½ years.....			\$110,116,718
Averaging each year.....			10,487,306

MAGNITUDE OF THE LUMBER TRADE.

There is good authority for stating that the manufacture of sawed lumber in Ontario and Quebec employs over 2,000 mills, many of them having cost \$30,000 to \$40,000, some as much as \$300,000. According to the census for 1861, the quantity of lumber produced in the Province was 982,060,145 feet, board measure, (exclusive of square timber,) the value being \$8,243,735; the cost of the raw material was \$3,516,695, and the capital invested \$8,621,149. The tonnage employed in this trade at Quebec includes about 1,200 vessels, with

a capacity of 673,507 tons. There are about 15,000 men employed in lumbering operations in the forests; 10,000 more are engaged at the mills and otherwise in preparing the product for market; the number of seamen and others required to transport the timber and lumber to market in the United States and Europe, being 25,000,—making in all say 50,000 men.

The values of the annual exports of the products of the Forest, (exclusive of Ashes,) during a period of 10½ years,—1857 to 1866-'67 inclusive,—as shown by the Trade and Navigation Returns, were:—

In 1857.....	\$10,582,531	In 1863.....	\$12,264,178
1858.....	8,517,968	1864 (half year,).....	3,853,321
1859.....	8,556,691	1864-'65.....	13,008,595
1860.....	10,051,147	1865-'66.....	12,741,983
1861.....	8,693,738	1866-'67.....	13,224,704
1862.....	8,246,486		

The total value of exports during the period amounted to \$109,541,342,—or an annual average of \$10,432,509. The average annual quantities of timber and lumber arriving at Quebec, and manufactured for other markets, during a period of five years, amounted to over one million and three quarters of tons. The particulars are:—

	Cubic Feet.
Oak, average yearly quantity.....	1,585,856
Elm, " ".....	1,438,706
Ash, " ".....	149,930
Birch, " ".....	92,714
Tamarac, " ".....	987,062
White Pine, " ".....	17,665,675
Red Pine, " ".....	2,566,350
	<hr/>
	24,486,303
Sawed Planks, 250,000,000 feet, B. M.....	20,833,333
" home consumption, 250,000,000 feet, B. M.....	20,833,333
" American market, 250,000,000 feet, B. M.....	20,833,333
	<hr/>
Total.....	86,986,352

DIRECT TRADE WITH PORTS IN EUROPE.

Apart from the general import and export trade carried on between Montreal and ports in Great Britain, many 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 such as are interested in the different branches of this trade to comprehend the extent of business involved, and the rate of increase in it,—a tabular statement is given on pp. 52, 53, showing the amount of tonnage employed.

The approximate values of the traffic referred to in these tables were:—

	1866.	1867.	Increase in 1867.
From Antwerp.....	\$306,810	\$428,310	39-60 per cent.
" Marseilles.....	326,850	481,650	47-36 "
" Malaga.....	111,125	249,009	124-07 "
" Bordeaux.....	226,950	454,300	100-18 "
" Charente.....	256,750	474,100	84-62 "
" Rotterdam.....	81,450	102,750	26-15 "
" Other Ports.....	133,125	133,055	....

\$4223,174

1866		1866		1866	
ARRIVALS AT MONTREAL FROM ANTWERP.		ARRIVALS AT MONTREAL FROM MARSEILLES.		ARRIVALS AT MONTREAL FROM MALAGA.	
NAMES OF VESSELS.	TONS.	NAMES OF VESSELS.	TONS.	NAMES OF VESSELS.	TONS.
Brig.. Althea.....	375	Barque Canny Scot.....	327	Brig.. St. Alexis.....	184
" Melissa.....	202	Brig'te Challenge, (sailed in 1865,).....	91	Barque Deodar.....	409
" Cuba.....	272	Barque Ganger Rolf.....	299		
Barque Plover.....	294	" Canny Scot.....	327		
" Alexandrina.....	400	" Deodar.....	409		
Brig'te Etta, (sailed early in 1865,)..	167				
Barque Blomidon.....	563				
Total Tons.....	2,273	Total Tons.....	1,453	Total Tons.....	593
Tons of Goods, say.....	3,409	Tons of Goods, say.....	2,179	Tons of Goods, say,..	889
1867		1867		1867	
Barque Edward Hinckin.....	546	Barque Deodar.....	409	Barque Deodar.....	409
" Alma.....	535	" Canny Scot.....	327	Brig'te Zvava.....	118
Ship.. Mary Durkee.....	880	" Courier du Canada.....	654	" Bispham.....	130
Brig'te Sea Gull.....	244	" St. Louis.....	424	Barque Deodara.....	343
Brig.. Hannah.....	243	" Canny Scot.....	327	Brig'te Chance.....	134
Barque Atlantic.....	627			" Muscatel.....	194
Brig.. Athlete.....	231				
Total Tons.....	3,306	Total Tons.....	2,141	Total Tons.....	1,328
Tons of Goods, say.....	4,759	Tons of Goods, say,....	3,211	Tons of Goods, say...	1,992
Excess of tonnage in 1867 over 1866..	1,033	Excess of tonnage in 1867 over 1866	688	Excess of tonnage in 1867 over 1866	735
" tons of Goods in 1867 over 1866	1,549	" tons of Goods in 1867 over 1866	1,032	" tons of Goods in 1867 over 1866	1,102

1866		1866		1866	
ARRIVALS AT MONTREAL FROM BORDEAUX.		ARRIVALS AT MONTREAL FROM CHARENTE.		ARRIVALS AT MONTREAL FROM ROTTERDAM.	
NAMES OF VESSELS.	TONS.	NAMES OF VESSELS.	TONS.	NAMES OF VESSELS.	TONS.
Brig.. Maria	264	Barque Ben Muick Dhui.....	255	Barque Raven.....	362
" Eaglet	203	Brig.. Express.....	216		
" Lark.....	263	Barque Colorado.....	314		
Barque Lucerne.....	279	" Jane Alice.....	312		
Total Tons.....	1,009	Total Tons.....	1,037	Total Tons.....	362
Tons of Goods, say.....	1,513	Tons of Goods, say.....	1,645	Tons of Goods, say... ..	543
1867		1867		1867	
Ship.. Agnes.....	719	Brig.. Village Belle	199	Brig.. Janneke Hendrike.....	130
Barque Heron	383	Barque Constance	317	Barque Arbutus	327
" Thrush	281	" Syttende Mai.....	314		
Brig.. Lucy	192	Brig.. Margaret and Mary	243		
		S S.... The Greek	590		
Total Tons.....	1,575	Total Tons.....	1,663	Total Tons.....	457
Tons of Goods, say	2,362	Tons of Goods, say.....	2,494	Tons of Goods, say... ..	685
Excess of tonnage in 1867 over 1866.	566	Excess of tonnage in 1867 over 1866.	566	Excess of tonnage in 1867 over 1866	95
" tons of Goods in 1867 over 1866	849	" tons of Goods in 1867 over 1866	850	" tons of Goods in 1867 over 1866	143

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. It appears that shipping is controlled by a few parties in Antwerp, to the detriment of commerce; for they charter low-classed vessels at from 15s. to 18s. Stg. per ton to Montreal,—charging merchants here 25s. to 27s. 6d. and 10 per cent. primage in Spring, up to 30s. to 33s. and 10 per cent., and even as high as 33 per cent. primage has been charged in Fall,—according to their estimate of the necessities of importers; besides the charge of 2 to 4 per cent. for insurance. Offers have been made to Montreal importers to put a line of high-classed ships on the route, (insuring at 1 to 1½ per cent.,) at a standard rate of 22s. 6d. to 25s., and 10 per cent. primage; but, as the business is influenced by Brokers in Antwerp, little good has heretofore resulted from the effort to accomplish so desirable a change. Now, however, one of the largest glass-manufactories has ceased to transact shipping business through such agents, and the firm will hereafter make their own arrangements in Antwerp;—as a beginning they have engaged the longest-classed and fastest vessels obtainable; two of those mentioned in the tables given herewith (the *Deodar* and *Arbutus*) are taken up,—one of them now on the way hither; and it is expected that other manufacturers will adopt a similar course, especially when they see the advantages that accrue from it, independently of the increase of trade that will surely follow. Among the benefits arising to merchants in Montreal, are, that, instead of not getting their goods until from 60 to 90 days after shipment,—and sometimes not in the same year in which they are shipped!—they will receive them in from 30 to 35 days. 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 here by steamers from Liverpool, in consequence of the grievous disadvantages hitherto attendant upon the arrangements 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; it is not burdened with the disabilities mentioned as hitherto incident to the Antwerp trade; 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. It is open to lively competition; its increase 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. Charters are reported for Spring shipments direct from Bordeaux and Charente, and very likely other cargoes will follow, as the necessities of the trade require. Inquiries have also been made for vessels suitable to the Rotterdam trade.

Oporto, Tarragona, Cadiz, Patras, &c.—Besides the ports mentioned in the tables as having direct trade with Montreal, it may be noticed here that one vessel of 160 tons came from Oporto in 1866, and two vessels of 285 tons in 1867. In 1866, one vessel of 163 tons arrived from Tarragona,—none in 1867;—goods from that port are generally sent here via London or Liverpool, when no vessel offers. One vessel of 387 tons came from Cadiz in 1866, and one of 235 tons in 1867. In 1867, a vessel of 154 tons arrived from Patras, and one of 637 tons from Hyeres. With the exception of the last-mentioned one, which brought a cargo of salt, the others referred to in this paragraph were freighted with Wine and Fruit.

TRADE IN FISH.

The values of the different kinds of Fish, &c., exported from Nova Scotia in two years were:—

	1865	1866
Codfish.....	\$1,411,377	\$1,388,360
Scalefish	214,594	200,499
Mackerel, Shad and Halibut.....	1,077,273	1,008,737
Herring and Alewives.....	452,337	544,135
Salmon and Trout.....	62,177	61,236
Shellfish	51,872	21,953
Smoked and Preserved.....	12,386	19,867
Fish Oil	194,505	133,826
Totals.....	\$3,476,461	\$3,378,613

Imports at Montreal during the year 1867:—

Seal Oil.....	245,280 gals.	Codfish.....	6,680 qtls.
Cod Oil.....	145,827 "	Mackerel.....	3,278 brls.
Cod Liver Oil.....	6,879 "	Salmon.....	1,805 tins.
Whale Oil.....	6,206 "	Salmon.....	668 brls.
Herring Oil.....	1,280 "	Pollock.....	72 qtls.
Herrings.....	43,311 brls.	Halibut.....	29 brls.
Do. Smoked.....	2,286 bxs.	Trout.....	20 brls.

A summary view of the extent of the inter-Provincial traffic in Fish and Fish Oils is given on next page.

This Table,—which forms the summary of a very comprehensive and valuable statement, prepared by Mr. V. Cazeau, of H. M. Customs,—shows the quantities of Fish and Fish Oils which arrived at the Port of Quebec, during the season of 1867, and affords a good idea of the extent of that branch of inter-Provincial trade.

FROM PROVINCE OF	No. of Vessels.	Tonnage.	SALMON.		FRESH SALMON.		MACKEREL.		TROUT.		HALIBUT.		HERRING.		COD.		DRY COD.		OTHER FISH.	
			Bris.	Value.	No.	Value.	Bris.	Value.	Bris.	Value.	Bris.	Value.	Bris.	Value.	Bris.	Value.	Bris.	Value.	Bris.	Value.
Quebec	159	7,825	1,681	\$ 19,183	5,662	\$ 5,624	711	\$ 2,703	103	\$ 535	166	\$ 559	14,951	\$ 28,865	11,298	\$ 39,538	2,410	\$ 13,938	43	\$ 150
New Brunswick.....	28	1,439	234	2,998	1,994	2,237	22	94	6	41	....	....	3,146	6,691	1,418	4,369	83	587	2	16
Nova Scotia.....	39	8,301	27	306	248	307	....	....	....	....	....	....	1,188	3,485	167	661	....	....	....	....
Newfoundland.....	42	3,553	222	2,811	....	....	....	....	42	201	42	204	15,825	39,714	317	1,437	106	629	2	10
Prince Edward Island.....	4	161	....	....	....	....	....	....	....	....	....	....	5	10	....	....	5	20	....	....
Total quantity and value..	272	21,279	2,164	25,298	7,904	8,168	733	2,797	151	777	208	763	35,115	78,765	13,200	46,005	2,604	15,174	47	176

FROM PROVINCE OF	OYSTERS.		LOBSTERS.		SOUNDS.		BLUBBER.		SEAL SKINS.		COD OIL.		WHALE OIL.		SEAL OIL.		FISH OIL.		Total Value from each Province.
	Bris.	Value.	Bris.	Value.	Kegs.	Value.	Bris.	Value.	No.	Value.	Galls.	Value.	Galls.	Value.	Gallons.	Value.	Galls.	Value.	
Quebec	1,580	\$ 3,459	20	\$ 42	115	\$ 158	241	\$ 800	2,974	\$ 875	60,026	\$ 32,994	19,943	\$ 11,193	62,727	\$ 32,936	4,394	\$ 5,035	198,587
New Brunswick.....	4,837	7,463	86	383	....	....	....	....	320	80	3,455	1,826	....	....	....	....	274	187	26,972
Nova Scotia.....	379	429	....	....	....	....	....	....	....	....	1,620	1,006	120	82	1,200	840	480	348	7,464
Newfoundland.....	....	....	....	....	59	80	9	29	1,550	510	10,451	6,019	....	....	38,590	22,510	2,576	1,302	75,456
Prince Edward Island.....	950	1,230	6	24	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,284
Total quantity and value..	7,746	12,581	112	449	174	238	250	829	4,844	1,465	75,552	41,845	20,063	11,275	102,517	56,286	12,724	6,872	309,763

EXTENT OF THE SUGAR TRADE.

Importations and Duties.—The following table shows the quantities of various kinds of Sugars, &c., imported into Canada,—the rates of Customs Duties,—and the revenue yielded during 3½ years, ended 31st December, 1867:—

DESCRIPTION OF SUGARS, &c.	FISCAL YEAR 1864-'65.			FISCAL YEAR 1865-'66.		
	Quantities on which Duties were Paid.	Tariff Rates.	Amount of Duties Paid.	Quantities on which Duties were Paid	Tariff Rates.	Amount of Duties Paid.
	Lbs.		\$ c.	Lbs.		\$ c.
Sugar, Refined, or } equal thereto..... }	132,078	3c. per lb. & 15 ¢ cent.	4,196.82	270,786	3c. per lb. & 15 ¢ cent.	8,986.20
Other than Refined..... }	35,523,575	2c. per lb. & 10 ¢ cent.	885,424.35	37,381,463	2c. per lb. & 10 ¢ cent.	925,623.44
Cane Juice..... }	.....	.....	.....	.....	.....	.....
Molasses..... }	23,927,420	5c. p gal. (11½ lbs.) & 10 p ct	149,118.71	23,466,958	5c. p gal. (11½ lbs.) & 10 p ct	143,821.69
			\$1,038,739.88			\$1,078,431.33

DESCRIPTION OF SUGARS, &c.	FISCAL YEAR 1866-'67.			SIX MONTHS ENDING DEC. 31, 1867.		
	Quantities on which Duties were Paid.	Tariff Rates.	Amount of Duties Paid.	Quantities on which Duties were Paid.	Tariff Rates.	Amount of Duties Paid.
	Lbs.	Per 100 lbs.	\$ c.	Lbs.	Per 100 lbs.	\$ c.
Sugar, Refined, or } equal thereto..... }	551,227	\$3.00	16,583.71	626,134	\$3.00	18,784.02
Sugar, White clayed, } not equal to Refined, }	248,116	2.60	6,394.18	307,831	2.60	8,003.59
Sugar, Y'low Muscovado	17,640,173	2.25	406,338.08	13,573,306	2.25	305,399.38
Brown Muscovado	27,078,765	1.90	531,219.28	11,913,620	1.90	226,358.77
Other than above.	6,147,198	1.68	103,645.34	1,578,503	1.68	26,518.83
Cane Juice, Melado, &c.	1,113,500	1.37	15,839.71	6,330,388	1.37	86,726.29
Molasses..... }	13,630,696	0.73	93,066.73	6,586,940	0.73	47,135.33
			\$1,173,087.03			\$718,926.21

According to this statement the quantities of Refined Sugar imported during the fiscal year 1865-'66, show an increase of 138,708 lbs., (or 105 per cent.) as compared with 1864-'65;—increase in 1866-'67 over 1865-'66, 280,441 lbs., or 103.57 per cent.; while the increase in six months ending 31st December, 1867, over the whole fiscal year 1866-'67, was 74,907 lbs., or 13.59 per cent. The importations of Sugars other than Refined, show an increase of 1,857,888 lbs., or 5.23 per cent., during 1865-'66 over 1864-'65,—the increase in 1866-'67 over 1865-'66 being 13,732,789 lbs., or 36.74 per cent. The quantities of Molasses imported in 1865-'66 show a decrease of 460,462 lbs., or 1.94 per cent., as compared with 1864-'65,—the decrease in 1866-'67 being 8,722,762 lbs., or 37.17 per cent., as compared with 1865-'66.

The total quantity of Sugars, Molasses, &c., upon which duty was paid in 1864-'65 was 59,583,073 lbs.; in 1865-'66, there was an increase of 1,536,134

lbs., or 2.58 per cent.; in 1866-'67 the increase was 5,290,468 lbs., or 8.66 per cent.,—while there is a large ratio of increase indicated by the figures for six months ending 31st December last.

The amount of duty paid upon Sugars, Molasses, &c., in 1865-'66 showed an increase of \$39,692, or 3.82 per cent., over the total for 1864-'65; the increase in 1866-'67 was \$94,656, or 8.78 per cent., as compared with 1865-'66; and the figures for last six months of 1867 appear to indicate a still greater ratio of increase.

The figures in the table also show that the average duty paid upon Sugars, Molasses, &c., in 1864-'65 was \$1.74½ per 100 lbs.; in 1865-'66, the average was \$1.76 per 100 lbs.; in 1866-'67 the average was \$1.77 per 100 lbs.,—while in last six months of 1867, the average was \$1.75¾ per 100 lbs. It is thought that the revenue derived from Sugar Duties by the Government from 1st July, 1866, to 31st December, 1867, would have been greater, had Customs' appraisers been as careful in Ontario as they were in Quebec.

The following is a comparative view of the British and Canadian Tariff of Sugar duties:—

DESCRIPTION OF SUGARS UNDER BRITISH TARIFF.	British Duty per 112 lbs.		Equal per 112 lbs. in Canada Cy. to	Equal per 100 lbs. in Canada C'y. to	Duty per 100 lbs. under Canadian Tariff.	DESCRIPTION OF SUGARS UNDER CANADIAN TARIFF.
	s. d.	\$ c.	\$ c.	\$ c.	\$ c.	
Refined Sugar in loaves.....	12 0	2.92	2.60½	3.00	Sugars, Refined, or equal to...	
Crushed Refined Sugar, with 5 per cent. of moisture.....	11 5	2 77½	2.48	....	
Sugar not inferior to import standard sample No. 3, approved by Lords of Treasury.....	11 3	2.73½	2.44½	2.60	{ Sugars, White Clayed, not equal to Refined.....	
“ not inferior to sample No. 4, as do.	10 6	2.55½	2.28	2.25	Sugars, Yellow Muscovado...	
“ not inferior to sample No. 5, as do.	9 7	2 33 1-5	2.08	1.90	“ Brown Muscovado....	
“ inferior to above standard samples	8 5	2.04½	1.82½	1.68	“ Other than above.....	
Cane Juice.....	6 7	1.60 1-5	1.43	1.37	Cane Juice.....	
Molasses.....	3 6	0 85 1-5	76	0.73	Molasses.....	

The average prices of Sugars in Montreal during the past three years, as deduced from summaries of prices published in this Report, and in former ones, were as follows:—

REFINED.			RAW.		
	Per 100 lbs.			Per 100 lbs.	
Yellow Crushed	1865,.. \$9.89	Porto Rico.....	1865,.. \$9.22 @ \$9.81		
	1866,.. 8.53 @ \$9.06		1866,.. 8.22 @ 8.74		
	1867,.. 8.33 @ 8.85		1867,.. 8.24 @ 8.64		
Dry Crushed...	1865,.. \$11.86	Cuba.....	1865,.. 9.00 @ 9.42		
	1866,.. 11.53		1866,.. 7.95 @ 8.43		
	1867,.. 11.18		1867,.. 7.67 @ 8.07		

It appears, therefore, that there was during these three years an average decrease in the price of Yellow Crushed, of \$1.30 per 100 lbs., or 13.14 per cent.;

decrease in Dry Crushed, 68c., or 5·73 per cent.; decrease in Porto Rico, \$1.07 per 100 lbs., or 11·25 per cent.; decrease in Cuba, \$1.34 per 100 lbs., or 14·55 per cent.

Refineries.—There are two sugar-refineries in Montreal, which employ a working capital of over \$1,000,000, requiring the services of a large number of workmen. When fully employed, they could manufacture 600 barrels per day, or say 36,000,000 lbs. per annum. A third refinery is being fitted up, and is expected to be in operation soon.

There is a large refinery in course of erection in Nova Scotia, at Woodside, opposite Halifax,—to cost \$500,000, and to consist of the most improved machinery,—calculated to produce 60 tons of refined sugar every 10 working hours.

Sugar from Indian Corn.—M. Narcisse Pigeon, of this city, and others, have procured patents in Canada and the United States, for a process by which Sugar is manufactured from Indian Corn,—requiring a smaller amount of capital than an ordinary Sugar refinery, while there is a great product of sugar, and consequently large profits. The patentees claim for their process, the production of Starch-sugar, Syrup, and Dextrine (or gum),—which will become important articles of commerce, and be in demand by Brewers, Refiners, Grocers, Druggists, Confectioners and Distillers,—by manufacturers of Wine, Liqueur, Vinegar, Cider, &c., as well as by makers of fermented beverages, &c. The estimates* for a factory to work, under Mr. Pigeon's patent, in New York City,—including expense of operating for a year's production of Syrup for Brewers, (300 working days), the capacity being to use 480 bushels (26,880 lbs) of Corn per day, in producing 12,000 of Starch, or nearly an equal weight of Starch-sugar,—were as follows, in U. S. currency:—

ESTIMATES FOR WORKS.		ESTIMATED EARNINGS.	
Cost of ground, building, and machinery	\$80,000 00	580,500 gallons Syrup, at 60c.	\$348,300
Disbursements for materials, labour, &c.....	\$205,000 00	144,000 bushels grain, at 20c.	28,800
Interest on property	5,610 50	Chemicals, Salts for manure, &c.	0,000
Depreciation	8,015 00	Gross earnings.....	\$377,100
Interest on working capital (\$50,000)	3,500 00	Less disbursements.....	222,125
	\$222,125 50	Profit, per annum	\$154,975

The comparative value of Syrup to the brewer is shown by the fact, that 87½ lbs. of solid sugar (or 12½ gallons of syrup) are equal to 328 lbs. of malt, the value of which may be stated as \$1.50 U. S. currency per 36 lbs., equal to \$13.66; at which rate the Syrup might be valued at \$1.08 per gallon, instead of 60c., as in the above estimate.

* The summaries in the text are merely the totals taken from fully detailed estimates made by Messrs. McCulloch Bros., of Montreal.

Another estimate for a year's production of Sugar and Syrup is:—

Crystalized Sugar, 1,800,000 lbs, at 12½c	\$225,000
Less Sugar barrels, 9,000 lbs	6,750
	<u>\$218,250</u>
Syrup, 255,000 gallons at 60c.....	\$153,000
Grain, 144,000 bushels at 20c.....	28,800
Gluten, 36,000 bushels at 30c.....	10,800
	<u>Gross earnings</u>
	\$410,850
Less disbursements.....	222,125
	<u>Profit per annum</u>
	\$188,725

Operations under this patent have been going on in Montreal for over two years.

GLASS AND GLASS-WORKS.

Imported Glass.—According to the Trade and Navigation Returns, the value of “Glass and Glassware” entered for consumption in Canada during a period of 17½ years, was as follows:—

	Value.		Value.
1866-'67.....	\$462,074	1858.....	\$194,310
1865-'66.....	342,877	1857.....	300,296
1864-'65.....	350,959	1856.....	306,826
1864 (½ year).....	166,389	1855.....	281,104
1863.....	327,486	1854.....	321,389
1862.....	365,386	1853.....	210,249
1861.....	314,527	1852.....	117,208
1860.....	264,003	1851.....	111,316
1859.....	227,495	1850.....	83,453

These figures are not satisfactory, on account of the classification adopted. Those for the years 1850, 1851 and 1852, are supposed to represent the values of Window Glass alone. The statements for the five years, 1853 to 1857, are thus given in the official returns:—

	Glass.	Glassware.	Total.
1857.....	\$164,346	\$135,950	\$300,296
1856.....	127,065	179,761	306,826
1855.....	105,413	175,691	281,104
1854.....	139,874	181,515	321,389
1853.....	164,183	46,066	210,249

If the word “Glass” in the official returns means “Window Glass,” the values of the quantities imported, and recorded separately, were, in those five years, about equal. But in 1858, and in subsequent years, the values of Glass and Glassware imported were included in one sum, and of course an interesting line of distinction was lost. The manufacture of Glassware in Canada during the past two years has reduced the imported article from 50 per cent. in the average of the five years above mentioned, to 41·26 per cent. in 1865-'66, the ratios being,—value of Window Glass imported, \$201,405,—Glass manufactures, about \$141,472. The ratios in 1866-'67 were:—imported Window Glass, \$278,662,—Glass manufactures, say \$183,412, or 39·69 per cent. of the whole imports. The opinion has been expressed that the consumption of all kinds of Glass and

Glassware by the population of the Dominion (nearly 4,000,000) would give employment to twenty-five glass furnaces,—in producing the multitudinous articles now in daily use among all classes of the community, and giving steady remunerative employment to hundreds of persons. The constituents of Green Glass (except Soda-Ash, which would have to be imported,) are abundant; and all the requisites for the production of Flint Glass may be said to be at hand.

The Customs duty on Glass and Glassware is 15 per cent. It has been alleged that that impost is sufficient "protection" to encourage the investment of capital in the hitherto untouched department of Window-glass; but, the cheapness of labor in Germany, especially the comparatively low class of it required for the manufacture of that article, appears to a sufficient set-off against the duty.

Glass Works.—There are no particulars at hand respecting the Glass Works at Hamilton, in Ontario.

The Canada Glass Co.'s Works at Hudson, Province of Quebec, have been established for several years. The operations, which at first were limited to the manufacture of Druggists' Bottles, Telegraph Insulators, &c., have been recently much extended. The first addition made to the articles produced at the works, consisted chiefly of Chimneys and other Lamp-ware. The Capital has been increased by the sum of \$10,000; a steam-engine has been erected to drive all the machinery, which includes a Crushing-mill, &c.; and the manufacture of German Flint Glass is now carried on. The consumption of raw material at the Hudson Works in 1867 included,—180,000 lbs. of Soda-Ash, 3,500 lbs. of Saltpetre, 5,000 lbs. of Red Lead, 4,000 lbs. of Borax, and smaller quantities of chemicals for coloring. About 100,000 lbs. of Lime, and 360,000 lbs. of Sand (from the Co.'s own property in neighborhood of the works),—and the value of the Glass produced was \$56,000.

The "St. Lawrence Glass Company," have established their extensive works in the City of Montreal, for the manufacture of Flint Glass. Operations were commenced in the Fall of 1867; it is not, therefore, possible to do more in this notice than to say that they have been projected on a scale abundantly large to meet the growing wants of the Dominion,—that they are adapted to produce the finest kinds of pressed and cut Flint Glassware,—and that under its enterprising directors and managers, the works are likely to be profitable as a pecuniary investment, while in every respect they will be creditable to the manufacturing skill and enterprise of Canada.

TEXTILE MANUFACTURES.

Rapid progress has been made in this department of manufacturing industry,—there being not only an increase in the number of factories within the past three years, but a very marked improvement in the quality of the articles produced.

Woolens.—A careful consideration of the working capacity of the woollen

mills of Canada has led to the following estimate:—There are ninety-one mills in the Province of Ontario, the principal ones producing Tweeds of the finer descriptions. The value of Tweeds and Fulled Cloths manufactured in 1867 was \$2,377,500—the equivalent being 3,658,192 yards. There are thirty-one mills in the Province of Quebec, which manufacture good ordinary Tweeds and Fulled Cloth. The value of the product in 1867 was over \$300,000—the equivalent being 475,000 yards. No reference is made here to a large number of custom-mills scattered throughout the Province.

Linen.—The quantities of Linen produced come chiefly from single looms,—woven by *habitants* for their own use,—the Province of Quebec furnishing the larger portion. A reliable estimate of the number of yards produced in 1867 cannot be easily formed.

Cotton.—The products of Cotton-mills in Canada consist almost entirely of yarn and grey cotton. The estimated value of cotton cloth woven in 1867 was \$700,000. Three of the mills are located at Dundas, Thorold, and Hastings, in the Province of Ontario, and one at Montreal. There is a prospect of large additions being made by-and-by to this branch of manufacture.

PAPER MAKING.

There are 14 Paper manufactories in Canada, in which there are 18 machines in use, seven being Fourdrinier's patent; the others are commonly called cylinder machines. The estimated quantity of Paper of all kinds manufactured in the Province, in 1867, was 6,000 tons; about 1,200 persons are employed directly at the mills, besides a large number indirectly in collecting materials of various kinds throughout the country. Not less than 10,000 tons of fibrous materials are consumed in the production of the Paper here mentioned, chiefly cotton and linen rags, old ropes, waste paper, straw, wood and grass.

The estimated quantities of chemicals used in the manufacture of Paper in the year 1867, were:—Bleaching Powder, 375 tons; Soda Ash, 375 tons, besides large quantities of Caustic Soda; Alum, 300 tons; Sulphuric Acid, 375 carboys; there are also quantities of Esparto Grass imported from the Spanish coast of the Mediterranean. Among other additions and improvements in machinery which were brought into operation by Canadian Paper-makers last year, there was a process for the production of Paper from Bass, Poplar, and other woods.

The *principal* paper-mills are located as follows:—At Valleyfield, Sherbrooke and Portneuf, in the Province of Quebec; on the river Don and at Georgetown near Toronto, and at St. Catherine's, in the Province of Ontario. The working capital employed by the owners of these works is estimated at \$1,500,000 to \$2,000,000 per annum.

The best qualities of printing paper manufactured in Canada are held in high reputation, and compete successfully with those of the paper-makers of the United States in their own markets.

BOOT AND SHOE FACTORIES.

The manufacture of Boots and Shoes now occupies a prominent place among the industrial enterprises of the Dominion. Only a year or two ago, pegged work was the kind produced; but new and improved machinery recently introduced has most materially changed the character of the articles made, a large and increasing demand now existing for sewed goods, sole-sewing machinery enabling the manufacturers to supply cheap sewed boots and shoes of all kinds, thus supplanting much of the fine pegged work which had formerly been in request.

The extent of this branch of manufacture will be appreciated, when it is stated that in Montreal there are 20 manufactories, (5 of them being small establishments,) employing say 5,000 persons in the various branches of handicraft,—and it is estimated that the proportion of the population dependent upon this important branch of manufacturing enterprise amounts to 20,000. The improvements in machinery, introduced into the principal manufactories, now enable the larger firms to produce nearly 200 different kinds of Boots and Shoes! The machinery now 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.,—and additional improvements are looked forward to.

It is believed that the Boot and Shoe manufacturers of Montreal 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 estimated to be 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 in 1863, at the instance of the compiler of these Reports, showed that the factories in Montreal produced on an average in that year, 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 by Montreal manufacturers in that year, (valued at \$1,729,000,) or a total for the Province of Old Canada, of 2,426,000 pairs. [It is proper to mention here that another estimate was made in 1863, which stated the quantity manufactured in Montreal to have been nearly 2,200,000 pairs, valued \$2,000,000.] The figures are now materially altered. The capacity of production on the part of the principal factories is 1,000 to 1,500 pairs per diem,—or an aggregate *capacity* of 10,000 pairs daily; the average production being 8,000 pairs, or (in 300 working days) 2,400,000 pairs for the city, and 3,200,000 pairs for the two Provinces,—or an increased production of 33½ per cent. over the totals for 1863.

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, however, 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.

The aggregate value of the Boots and Shoes produced in the Provinces of Quebec and Ontario in 1867, would therefore be \$4,000,000.

There is a Boot and Shoe factory at Halifax, N. S., and one at St. John, N. B., respecting which the information at hand is indefinite.

IRON AND IRON MINES.

The Reports of the Chief Commissioner and the Inspector of Mines in Nova Scotia for 1867 are silent upon the iron interest of that Province.

The Hull Mines.—Some of the Canadian Iron Mines have been worked to a considerable extent for the purpose of exporting the ores to Ohio and Pennsylvania, where they are highly prized, being used to improve the quality of the native ores. The best evidence of the superior quality of Canadian iron ore is thus afforded,—inasmuch as it bears the expense of a long lake voyage and land carriage, yielding a good profit to the miner. Sir Wm. E. Logan states that the quantity thus shipped from Kingston prior to 1860 was about 15,000 tons.

Speaking of what is now designated the Hull Mine, belonging to the Canada Iron Mining and Manufacturing Co., Sir William says the ore is coarsely granular and very pure, but in some parts mingled with scales of graphite. An analysis of what was deemed an average specimen gave for 100 parts,—3·18 quartz and graphite, and 96·09 magnetic oxide of iron, = 99·27, which equals 69·65 per cent. of metallic iron. He further states that this deposit of ore was opened in 1854 by Messrs. Forsyth & Co. of Pittsburgh, Pa., for the supply of their furnaces,—that it was shipped by the Rideau Canal to Kingston, thence by the lakes to Cleveland,—and that up to 1858, about 8,000 tons of the ore had been thus exported.

The estimates submitted at the formation of the Company were very favorable,—but no statement of the results of their operations has yet been published.

The Moisie Mines.—A special feature in the development of the mineral resources of the Province of Quebec, is the successful working of the magnetic ore, or iron-sand, by the Moisie Iron Company, at their works recently erected about 300 miles below the city of Quebec. According to Sir Wm. E. Logan's "Geological Survey," beds of granular ore are found there from a few feet to several hundred feet in depth, the poorest yielding 72·4 iron, and 27·6 oxygen. The sand used by the Moisie Company yields fully 60 per cent. of re-heated and re-hammered malleable iron. The quality of the product is perhaps best proven by tests made by Mr. Lawson, superintendent of the West Point foundry, who reported a square inch of this iron to resist more than 20,000 pounds greater pressure than the iron of the most popular works in the United States. He states in his report that the St. Lawrence or Moisie iron, was simply rolled from blooms without having been piled, and that had it been refined to the extent of the other specimens, it would probably have stood 20,000 pounds additional, or 100,000 pounds pressure to the square inch. This product has been converted into beautiful specimens of steel by Messrs. Sweet, Barnes & Co., of Syracuse, New York.

The Company have submitted their ore to the tests of analysis and experiment. A sample analyzed by M. Poinat, of Paris, showed the following result:—

Oxide of Magnetic Iron.....	51.12
Protoxide of Iron	34.60
Titanic Acid.....	11.27
Silica.....	3.01
	100.00
Metallic Iron	63.83

A series of experiments gave the following results:—

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Ore partially purified. 2. Product of the Ore "cemented" (fused) in a kiln or closed vessel, with wood-charcoal as agent of reduction. 3. Malleable Iron, hammered directly from No. 2. 4. Cast-steel, the product of No. 2 (without cementation) melted in a crucible. 5. Cast-steel,—the product of the Ore put into a crucible with wood-charcoal, and directly converted into Steel in one operation. 6. The product of No. 5 melted a second time. | <ol style="list-style-type: none"> 7. Malleable Iron,—product of the Ore worked at a Catalan forge,—one operation. 8. The same wrought. 9. Malleable Iron, made with the Ore and peat in a puddling or reverberatory furnace. The Ore is first mixed with the peat; the product, in the form of bricks, is then reduced in the furnace, withdrawn in the shape of Malleable Iron, and worked with a steam hammer, or laminating machine. |
|---|---|

Aside from warehouses, forge, machinery, and boiler houses, the Company have eight fires, two hammers of 15,000 pounds each, capable of hammering for eight fires, one trip hammer, two engines, high pressure, four feet stroke; three tubular boilers eighteen feet long, four feet diameter, and seventy-two tubes, six kilns holding 540 cords of wood, capable of turning out 26,500 bushels charcoal every fifteen or twenty days; also a hotel, twenty-three tenement houses, &c. The charcoal, being made of hard wood, is superior, and costs only 3½ cents per bushel, and the manufacture of each ton of iron of 2,240 lbs. consumes from 200 to 250 bushels. A cord of wood costs, delivered, \$1.25, and yields fifty bushels of coal.

It is the opinion of practical men that the malleable iron made from the magnetic sand ore is too valuable for ordinary purposes, and that it will be brought largely into requisition by manufacturers of the finest steel and boiler plate, and for edge tools and agricultural implements. Messrs. Frothingham and Workman, of Montreal, have made beautiful augers, scythes, axes, horse nails, &c., from this iron, and they speak of it as "very superior, in fact much better than is required for our purposes. A ready market for it should exist in England and the United States, among consumers who use the highest grades of iron in their manufactures."

GOLD MINING.

Gold Mining in Nova Scotia.—The Chief Commissioner of Mines for Nova Scotia states in his recent Report that the success in Gold Mining in that Province during the year ending 30th Sept., 1867, may be considered good, both as regards

the increase obtained, and the average per ton of quartz crushed. The following table shows that the average remuneration per man employed (reckoning 313 working days in the year, and Gold at \$18.50 per oz.) was \$2.44 per day,—a result which the Commissioner believes to be without a parallel in any country.

DISTRICTS.	Average Men employed.	Crushing Mills employed Sep. 30, '67.	Steam Power.	Water Power.	Quartz, &c., Crushed.	Yield, per Ton.	Gold from Alluvial Mines.	Total Yield of Gold.	Maximum Yield per Ton.	Average yield per man for Twelve Months, at \$18.50 per oz.
Stormont, 'Isaac's Harbor'	45	2	2	1	1,149	1 05 08	.. .. .	1,505 02 11	4 10 00	618.73
Wine Harbour.....	33	4	5	..	1,667	08 13	.. .. .	764 09 09	26 13 08	428.60
Sherbrooke.....	99	4	5	..	5,809	1 09 08	.. .. .	8,522 08 11	11 13 05	1,592.58
Tangier.....	19	1	1	2	486	16 07	20 06 00	395 16 10	4 06 16	385.50
Montagu.....	19	1	1	..	214	1 19 00	.. .. .	417 13 21	2 09 20	406.60
Waverley.....	181	5	4	1	11,289	07 07	.. .. .	4,134 18 17	1 12 18	422.63
Oldham.....	52	4	3	1	960	1 08 07	.. .. .	1,359 12 02	4 00 20	483.88
Renfrew.....	189	5	5	2	7,770	1 04 04	.. .. .	9,401 02 10	3 08 01	895.30
Uniacke.....	30	3	3	..	1,212	15 15	.. .. .	947 01 17	14 10 00	584.00
Unproclaimed and other } Districts..... }	9	2	1	1	117	1 03 04	28 15 15	135 00 21	2 00 00	278.55
	676	35	27	8	30,673	17 23	49 01 15	27,583 06 09	26 13 08	765.00

The Report contains the following statement:—

Although the yield of Gold, when compared with some Gold-producing countries, may appear small, the progress has been steady. In the year ending December 31, 1862, the amount raised was 6,737 oz., and for the year ending September 30, 1867, it was 27,583 oz. This progress, considering the number of paying mines in the old districts, and the promising localities outside of these districts that have been found during the past year, will, I believe, be fully kept up; and when too, we consider, that between Cape Sable and Canseau, we have a Gold-bearing country over 250 miles long, and fully 25 miles wide, in every part of which as productive mines may be found as any now worked, we cannot but believe that the Gold mining of Nova Scotia is only in its infancy.

The Madoc Gold Mines, in Ontario.—In October, 1866, Gold was first discovered in a deposit of extraordinary richness on Lot No. 18 in 5th Concession of the Township of Madoc, County of Hastings, Ontario, which has subsequently become known as the "Richardson Mine." Since that discovery, Gold has been found in a great number of places throughout the Townships of Madoc, Marmora, Elziver, Belmont, Lake and Denhigh; and during the year 1867 much attention has been directed to this district, considerable sums being expended in explorations with the expectation of further discoveries of the precious metal.

The result of numerous trials of the ore, which has been treated at two small mills erected at Eldorado for this purpose, has been so satisfactory, that a number of crushing mills, some of them of large capacity, are in course of erection, which during the ensuing season will test in more satisfactory manner the value of this region as a Gold-producing district. The quartz hitherto crushed by the test mills at Eldorado is said to have yielded from \$2 to \$130 per ton of 2,000 lbs.

COAL MINES IN NOVA SCOTIA.

The Commissioner of Mines,—to whose recent Report reference has already been made,—says:—

We have to regret a large falling off, in the amount of coal raised and sold during the year, as compared with the year ending Sept. 30th, 1866. The deficiency in Nova Scotia proper, being, in round coal, 75,286 tons, small, 4,464 tons; in Cape Breton, round coal, 38,610 tons, slack, 863 tons; in all, 119,224 tons, which may be accounted for by the abrogation of the Reciprocity Treaty. * * * * Before any great increase of the coal trade can be expected, there will have to be largely increased facilities for shipping, so that vessels will not, (as in times past) have to wait four or five weeks for their turn to load, thereby largely increasing freight and other charges. In last year's report it was confidently expected, from the large increase of sales that year, for home consumption, and in the neighbouring Colonies, that the loss of the trade with the United States, would be partially if not fully made up, but these expectations have not been realized, although the falling off has principally been, "Other Countries." There has also been a decrease in Home Consumption of 1,983 tons, and neighbouring Colonies 3,379 tons.

The following table shows the quantities exported from different mining regions during the past two years:—

COUNTY.	1866		1867	
	Tons round.	Tons slack.	Tons round.	Tons slack.
Cumberland	15,008.00	1,441.00	8,100.00	1,719.00
Pictou	183,244.05	22,485.07	114,866.00	17,743.05
Cape Breton	352,515.00	14,065.10	315,954.00	14,156.15
Inverness	2,093.10	1,206.00	3,711.10	765.00
Richmond	739.00	223.00	.....	.....
Victoria	7,828.10	453.00	4,900.10	102.00
TOTALS	561,428.05	39,873.17	447,532.00	34,546.00

Mining operations and improvements have been going on with a good deal of vigor,—the amount of money expended in 1867 being \$286,316, against \$377,951 in 1866. Very considerable sums have been expended in Pictou County,—also at the Acadia, the Lingan, the Caledonia, and the Little Glace Bay Mines. There is a large amount of Canadian and American capital invested in the Acadia colliery,—and operations there, and at the Drummond mines, are said to produce a steam coal which compares favorably with the Welsh and Scotch.

THE WATER POWER OF CANADA.

Let the reader examine the map and he will see that there are at least sixty rivers flowing from the north into the St. Lawrence River, between its mouth and the City of Montreal,—several of them of considerable magnitude. Within similar limits on the south shore there are eighty or more rivers and streams draining all the territory between the boundary-lines of New Brunswick and the United States. With a few exceptions, these cannot be navigated, descending as they do from the high lands in the interior, through rapids where the water-power can be utilized. This is the case on

the south shore, between River du Loup and Montreal, a distance of about 265 miles,—the intervening streams affording abundant scope for the cheap development of manufacturing industry. Sherbrooke, Richmond, and other places might be instanced; a comparatively small amount of the water-power at the first-mentioned place being at present in use, while extensive arrangements have been projected at the second.

Reference was made in the "Report on the Trade and Commerce of Montreal for 1864," to the water-power (equal to 8,143 h. p.,) supplied by the Lachine Canal,—that portion of it already in use amounting to 5,124 h. p., affording direct employment to nearly 10,000 persons, and indirectly to some thousands more. The entire fall in the St. Lawrence River in the vicinity of Montreal is about 43 feet within two miles; and it has been computed that this would provide a motor equal to 4,500,000 h. p.

The Ottawa River and its tributaries furnish a large amount of water-power, partially applied to driving saw-mills in the lumber-regions. At present, the most accessible point on the river is Ottawa City, the capital of the Province, where there is abundance of power not yet disposed of.

It is calculated in connection with the Ottawa and Lake Huron Navigation project that the French River portion of the scheme would afford a motor equal to 40,707 h. p.; the Matawan, 12,745 h. p.; and the Ottawa, 497,159 h. p.; making a total of 550,611 h. p.

There is considerable water-power on the line of the Rideau Canal which is tapped at several points by two railways running out from Prescott and Brockville.

The surplus water on the Beauharnois Canal is estimated as a motor equal to 13,500 h. p.; in addition to which, a dam across a branch of the St. Lawrence River furnishes a large amount—paper-mills, &c., being located there.

An estimate of the power at the Cornwall Canal gives about 8,400 h. p.,—some milling operations being carried on. There are, perhaps, no better manufacturing sites to be found on the upper St. Lawrence than at Cornwall and along the canal in that vicinity.

The Williamsburg Canals can supply 3,760 h. p.; a large portion of it is unapplied.

The power furnished by the St. Lawrence Canals is, therefore, as follows:—

1st.	Water-power on Lachine Canal.....	8,143 h. p.
2nd.	" on Beauharnois Canal.....	13,500 "
3rd.	" on Cornwall Canal.....	8,400 "
4th.	" on Williamsburg Canals.....	3,760 "

Total..... 33,802 h. p.

Good water-power is also found at Gananoque, and numerous other places on small rivers emptying into Lake Ontario; the principal point is on the line of the Trent navigation, which consists of a chain of small lakes and rivers flowing from the interior of the country.

The water-power on the Welland Canal is unsurpassed. Accordingly, flouring-mills, cotton factories, &c., have been erected at St. Catharines, Thorold, &c.; yet there is a vast amount of the surplus water unemployeed.

In short, it may be unhesitatingly affirmed that Canada stands unrivalled for the abundance and uniform distribution over its entire surface of Nature's great motor. Therefore, with healthy climate, abundance of various kinds of raw material, and mines of the most important metals, together with the finest line of water-communication in any country,—the Dominion seems destined to occupy a commanding position in the industrial and commercial pursuits of the world.

REPORT

ON THE

TRADE AND COMMERCE

OF

MONTREAL, IN 1867.

I.—FINANCIAL AFFAIRS.

SUMMARY OF BANK STATEMENTS AT CLOSE OF 1867.

SOME idea of the condition of the Banks in Ontario and Quebec, and of a few of the Banks in Nova Scotia and New Brunswick, on 31st December, 1867, may be formed, by examining 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 various 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 1867 at rate of	Prices of Stocks at close of year.
<i>Ont. and Quebec.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ \$
Montreal	6,000,000.00	13,561,781.51	12,588,556.73	4,925,614.56	10 $\frac{1}{2}$ cent.	128 @ 129
Quebec	1,477,450.00	2,588,148.09	1,850,471.56	601,618.26	7 " "	98 $\frac{1}{2}$.. 99 $\frac{1}{2}$
Commercial.....	4,000,000.00	5,369,988.00	1,763,965.00	600,506.00	6 " "	25 .. 32
City.....	1,200,000.00	2,123,945.24	1,200,712.32	398,591.89	8 " "	96 $\frac{1}{2}$.. 99
Gore.....	809,280.00	1,721,159.39	1,339,161.29	430,005.17	7 " "	no sales.
Brit. N. America.	4,866,666.00	6,763,582.00	4,842,673.00	2,292,473.00	6 $\frac{1}{2}$ c. & Bon.	no sales.
Du Peuple.....	1,600,000.00	1,960,044.66	542,047.35	308,635.56	8 $\frac{1}{2}$ cent.	106 $\frac{1}{2}$.. 107
Niagara District.	279,608.37	573,850.05	409,832.43	121,127.48	.....	no sales.
Molson's	1,000,000.00	1,565,414.22	717,202.45	240,983.92	8 " "	109 .. 110 $\frac{1}{2}$
Toronto	800,000.00	2,827,210.09	2,705,482.70	830,304.39	8 " "	114 .. 115
Ontario.....	2,000,000.00	4,180,974.80	3,127,656.25	1,061,760.97	8 " "	98 .. 99 $\frac{1}{2}$
East'n Townships	400,000.00	498,191.49	232,675.85	102,315.50	8 " "	98 $\frac{1}{2}$.. 99
Nationale	1,000,000.00	1,237,675.08	533,388.98	323,845.46	8 " "	103 .. 105
Jacques Cartier..	971,695.00	1,609,630.31	732,815.37	172,360.78	8 " "	105 .. 106
Merchants'.....	1,381,600.00	1,509,686.59	945,407.66	520,623.22	8 " "	107 .. 108 $\frac{1}{2}$
Royal Canadian..	946,092.50	2,276,118.87	2,291,832.26	729,354.58	8 " "	no sales.
Union of L. C....	799,912.95	1,162,026.17	482,514.77	226,390.72	8 " "	102 .. 102 $\frac{1}{2}$
Mechanics'.....	245,540.00	340,083.91	180,081.09	38,167.25	8 " "	no sales.
Canadian of Com.	635,241.00	1,206,109.95	1,282,593.27	672,757.01	8 " "	no sales.
<i>Nova Scotia.</i>						
Yarmouth.....	129,400.00	325,461.35	185,824.88	21,203.31		
Merchants' .....	.....	.....	.....	.....
People's .....	.....	.....	.....	.....
Union .....	.....	.....	.....	.....
Nova Scotia .....	.....	.....	.....	.....
<i>New Brunswick.</i>						
New Brunswick..	600,000.00	1,648,227.13	1,300,596.21	183,153.61		
Commercial .....	.....	.....	.....	.....
St. Stephen's....	200,000.00	420,313.31	247,263.14	27,563.00		
People's.....	.....	.....	.....	.....
TOTAL ASSETS.	31,342,485.82	55,469,522.21	39,503,644.56	14,828,575.44		

The name of a new Bank, the "Canadian Bank of Commerce," appears in the list for Ontario and Quebec. It is matter of regret that the lack of returns from Banks in the Maritime Provinces of the Dominion, makes the table of little use for reference, so far as they are concerned.

The subjoined statement indicates the monthly variations of Circulation, Deposits, &c., during 1867.

MONTH.	CAPITAL.		DISCOUNTS.		CIRCULATION.		DEPOSITS.		SPECIE.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
January	28,595,425.65		44,460,876.19		7,210,787.50		15,731,979.05		8,787,164.16	
February	28,692,980.65		46,799,706.68		10,093,258.00		26,103,005.41		7,316,700.82	
March	28,767,178.15		48,010,785.97		9,653,994.50		26,908,583.70		6,323,840.77	
April	28,855,151.78		47,904,806.07		9,006,224.50		27,887,690.82		6,634,907.28	
May	29,546,865.41		48,219,814.81		8,444,787.50		28,242,344.32		9,380,232.69	
June	29,467,773.91		48,158,431.21		8,312,386.00		28,704,326.95		7,384,197.30	
July	30,464,280.82		51,163,224.79		8,843,724.50		30,959,844.39		8,159,610.34	
August	30,720,809.82		52,156,183.39		8,621,547.00		30,975,228.56		7,461,324.04	
September	30,928,955.82		55,327,373.29		9,749,689.50		31,532,804.56		7,056,760.62	
October	31,018,810.82		57,333,725.01		10,748,800.00		32,003,341.64		8,216,769.93	
November	31,083,474.82		54,530,206.16		9,291,273.50		32,128,481.67		9,090,115.69	
December	31,342,485.82		52,827,508.57		8,851,451.50		30,652,193.06		9,321,322.35	

Price of Stock of the various Banks during each Month of the Year 1867.

MONTH.	Bank of Montreal.	Ontario Bank.	Bank of B.N.A.	City Bank.	Commerc'l Bank.	Banque du Peuple.	Molson's Bank.	Bank of Toronto.
January ..	122 @ 125	100 @ 100	100 @ ..	100 @ 101	73 @ 75½	103 @ 104½	108½ @ 110	106½ @ 109
February ..	125 .. 126	101 .. 102	100 .. 101	101 .. 102	74 .. 76	104 .. 105	110 .. 112	no sales.
March	125½ .. 127½	102 .. 103	101½ .. 102	102½ .. 103	76 .. 78	103 .. 105	112 .. 112½	no sales.
April	127½ .. 129	101½ .. 103	101½ .. 103	102½ .. 103	76 .. 77½	106 .. 107	109½ .. 109½	112½ .. 113½
May	130 .. 133½	102½ .. 104	103 .. 104	103 .. 104	74 .. 76	106 .. 107½	109½ .. 110	114 .. 116
June	130 .. 131	100½ .. 101½	103 .. 104	100½ .. 101½	73 .. 74½	107 .. 108	110 .. 111	116½ .. 117
July	129½ .. 130	102 .. 103	104 .. 106	102 .. 103	55 .. 65	107 .. 108½	112 .. 112½	114 .. 115½
August	130½ .. 132	103½ .. 105	106½ .. 107½	104 .. 104½	60 .. 63	108 .. 109½	113 .. 113½	116 .. 117
September ..	132½ .. 133½	105 .. 106	107 .. 108	104½ .. 105	55 .. 62½	106 .. 106½	109 .. 110	116 .. 117
October ..	130½ .. 133½	95 .. 105	no sales.	103½ .. 105	15 .. 55	106 .. 106½	108 .. 109½	115 .. 117½
November ..	132 .. 133½	100 .. 102½	105½ .. 107	103 .. 103½	11 .. 25	105½ .. 106½	108 .. 108½	113 .. 115
December ..	128 .. 129	98 .. 99½	no sales.	96½ .. 99	25 .. 32	106½ .. 107	109 .. 110½	114 .. 115

MONTH.	Banque Jacques Cartier.	Merchants' Bank.	Eastern Townships Bank.	Quebec Bank.	Banque Nationale.	Union Bank of L. C.
January	104½ @ 105	105½ @ 107½	95 @ 97	96 @ 98	105 .. 106½	99½ @ 100½
February	105 .. 106	108½ .. 110	98 .. 99½	97½ .. 98	106 .. 107	100 .. 101
March	106 .. 108	109½ .. 110	99 .. 100	97½ .. 98½	106½ .. 108	100½ .. 101
April	107 .. 108	109½ .. 110	98½ .. 100	98 .. 100	107 .. 108	101½ .. 102
May	108 .. 108½	110 .. 111½	98 .. 99	98½ .. 100	104 .. 104½	101½ .. 102½
June	104½ .. 106½	111 .. 112½	97½ .. 99	99½ .. 100	105 .. 106	102 .. 102½
July	107 .. 108	106 .. 108½	95 .. 96	99½ .. 100	105½ .. 106	98 .. 99½
August	108 .. 109½	109 .. 109½	96 .. 97	99 .. 100	106 .. 106½	100 .. 101
September ..	109 .. 110	109 .. 109½	96 .. 98	99½ .. 101	106½ .. 107	100½ .. 101
October	109 .. 109½	107 .. 108½	98 .. 99	101½ .. 103	106½ .. 107½	102 .. 103½
November ..	109½ .. 110	107½ .. 108	98 .. 99	102 .. 103	101½ .. 102½	102 .. 103
December ..	105 .. 106	107 .. 108½	98½ .. 99	98½ .. 99½	103 .. 105	102 .. 102½

FINANCIAL FEATURES OF THE YEAR 1867.

The monetary features of the year were unusual, and the disturbance of Banking interests consequent upon the suspension of the Commercial Bank,—which has culminated in its absorption by the Merchants' Bank,—is deserving of notice. The early months of 1867 were characterised by good prospects, commercially and financially,—breadstuffs were dear, but money was plentiful,—so continuing until near mid-summer, when apprehensions came to be entertained of the stability of the Commercial. Doubt and suspicion became stronger and stronger, until at length the crisis of suspension was reached, attended by a panic, the particulars of which are still fresh in the public mind. The fall of that old institution, like that of its exemplar the Bank

of Upper Canada, was mainly the result of a departure from legitimate banking operations, and by unrestricted advances made outside of its proper business. In the case of the Commercial, disaster came partly in connection with a railway loan,—although it is said that, like the Bank of Upper Canada, some of its former Directors were largely indebted to the institution at the period of suspension. At the time of this writing, the amalgamation of the Commercial Bank and the Merchants' Bank, under the title of "The Merchants' Bank of Canada," is *un fait accompli*, and it is not intended, therefore, to comment upon the propriety or impropriety of the union on the terms and conditions agreed upon;—nor to do more than make this passing allusion to the proposals for preference stock, and other measures, which have had free ventilation both in the press and at meetings more or less public. After such a financial crisis, it is matter of congratulation that so little commercial mischief has ensued; for, although two large houses in Hamilton, and another in Montreal, who did business with the Commercial, had to succumb, the condition of affairs showed unsoundness, and indicated that even the aid of their Bankers could not have very much longer averted the evil day. Many private individuals and families will long feel the effects of the Bank-crisis, in the loss of two-thirds of their investments.

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 insolvent lists testify to a good many small commercial failures in 1867. After the prosperity in some branches of business, arising out of demand from United States markets during the closing years of the War,—and the consequent temptation for many with limited capital and little experience to embark in business, as well as by the incautious operations of some older firms who could or would see no end to the flow of prosperity and profit,—it is perhaps not much to be wondered that untoward results should have followed. On the whole, however, there is ground for satisfaction that the revulsion in the Fall of 1867 passed away, leaving so little wreck behind; and that a more than average harvest, with brisk demand for Canada Fall Wheat and Coarse Grains, has enabled farmers to discharge indebtedness to storekeepers, and to purchase liberally for present wants.

The building improvements in Montreal during 1867 were numerous and important, involving the expenditure of large sums of money among operatives, which exercised a very favorable influence upon the retail trade of the city,—while the new edifices which are seen on every hand contribute greatly to its adornment.

A remark or two may be made here respecting financial matters in the North-Western States, taking Chicago as largely representing that part of the commercial world. At the close of 1867, and during the month of January, when a sort of financial gloom was wide-spread, it was remarked of that city that it showed less of the general depression in business then existing throughout the United States, than any other in that extensive country. A reliable informant says:—"It seems as if nothing can interfere with her prosperity. Real Estate speculations are perfectly wonderful, and prices are readily paid which, five years ago, would have been considered fabulous. Architects and builders say that more contracts are being made, than has ever been the case in one season before." An evidence of this prosperity is that in January and

February last, (that being the quietest season of the year, in a commercial point of view,) the business at the Bank Clearing-House showed an increase of two to four million dollars per week over the corresponding months of 1867. A summary of the clearings for two years shows the following results:—

	Clearings.	Balances.
1867	\$577,622,018.38	\$64,642,818.50
1866.....	449,710,435.23	58,808,583.19
Increase in 1867.....	\$127,911,583.15	\$5,834,235.31

If any argument were needed in favor of a well-managed Bank Clearing-House, it would be found in the foregoing statement, which shows 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 very large clearings changed hands in settling up!

A table showing Wheat averages, Price of Consols, &c., in Great Britain, will be found on page 74.

PROVINCIAL NOTES AND POST OFFICE SAVINGS BANKS.

The first issue of Dominion Stock, (\$1,500,000) by virtue of an Act of Parliament, passed in December last, is reported to have been taken at par.

Another Act authorized the establishment of Post Office Savings Banks, and operations have been commenced. The Savings of the industrial classes will, in this way, find safe and profitable investment,—and the Government may by-and-by be benefited by becoming the Custodian of considerable sums. The investment of savings in this way has worked well in Great Britain, as will be seen by an examination of the following table:—

Total Amount Received from, and Paid to, Depositors in the Post Office Savings Banks in Great Britain, and of the Computed Capital of these Savings Banks at the end of each Year.

	England and Wales.	Scotland.	Ireland.	United Kingdom.
	£	£	£	£
1863 { Received, includ'g int't.	2,500,421	86,649	117,663	2,704,733
{ Paid	938,951	35,899	51,357	1,026,207
{ Capital	3,131,535	99,359	145,934	3,376,828
1864 { Received, includ'g int't.	3,242,088	89,219	121,044	3,452,351
{ Paid	1,685,730	64,831	85,494	1,836,056
{ Capital	4,687,893	123,747	181,484	4,993,124
1865 { Received, includ'g int't.	3,630,432	94,645	126,810	3,851,887
{ Paid	2,156,781	70,670	91,160	2,318,611
{ Capital	6,161,488	147,775	217,137	6,526,400
1866 { Received, includ'g int't.	4,335,449	99,798	134,583	4,569,830
{ Paid	2,776,956	83,013	115,086	2,975,055
{ Capital	7,719,981	164,560	236,634	8,121,175

As regards the working of the Provincial Note arrangement, the following statement shows the amounts in circulation, and the specie and debentures held against them on the dates mentioned:—

	WEDNESDAY, 1st JANUARY, 1868.		WEDNESDAY, 11th MARCH, 1868.	
PROVINCIAL NOTES IN CIRCULATION:—				
Payable at Montreal.....	\$3,070,603.00		\$2,939,127.00	
Payable at Toronto.....	1,194,639.00		1,186,873.00	
		\$4,265,242.00		\$4,126,000.00
SPECIE HELD:—				
At Montreal.....	\$450,000.00		\$450,000.00	
At Toronto.....	420,000.00		450,000.00	
		\$870,000.00		\$900,000.00
Debentures held by the Receiver General under the Provincial Note Act.....		\$3,000,000.00		\$3,000,000.00

STERLING EXCHANGE—SILVER CURRENCY—DISCOUNTS.

Sterling Exchange has, on the average in 1867, ruled very high. The opening rate was 109¼ @ 109½ prem. for Bankers' 60-day drafts on London; there was a decline in March to 108¾ @ 108⅞ prem.; rates advancing again until 110¼ @ 110⅝ prem. was quoted in July; the lowest rate of the year being 107½ @ 107¾ prem. at the beginning of November, advancing thereafter until the rate at close of the year was 110¼ @ 110½. The diminished shipments of Cotton and other Produce must be looked to as the cause of these high rates; hence, too, the nearly continuous exportation of Gold from the United States to Europe,—the amount going from New York City during the year being \$51,801,948. This has, to a great extent, caused the reserve of bullion in the Bank of England to be much in advance of the holdings of many years past. Private Exchange on London has ranged during the year at from 1¼ to ½ per cent. below the rate obtainable for Bank paper, according to the standing of the drawers.

A table shewing the rates for Sterling Exchange, &c., in Montreal and New York City during 1867, will be found on page 75.

The glut of American Silver Coin still commands attention, and remedial measures are proposed which many sanguinely hope will obviate the trouble that exists. There is one important circumstance, however, to be borne in mind,—that wholesale and retail prices are now based upon both *Bankable* and *Silver* values; and this being so, the withdrawal of Silver-coin will certainly cramp business in a way and to an extent which the problematical proposal of a fractional paper currency would perhaps scarcely obviate.

The rate of discount on commercial paper has ruled very high during 1867,—varying from 7 to 18 per cent. per annum; and during the Bank panic in October, accommodation in this way was very much curtailed and grudgingly given, as the Banks dreaded a "run," and kept themselves as strong as possible to guard against such an event. The practice of giving Sterling Exchange Bills in settlement of notes discounted at an exceptional rate, is still continued by some of the Banks; and the quotations of "Counter-rate" in Prices-current applies to this anomaly. The straight-forward way would be to charge the market rate, be that 7 or 18 per cent. for money, rather than create a necessity for such nominal quotations as have to be given,—and which, unexplained, cause perplexity to parties at a distance, or in Europe, who see such rates mentioned, without knowing their origin.

A table showing the rate for Gold every day during 1867, will be found on page 76.

WHEAT AVERAGES IN GREAT BRITAIN, CONSOLS, &c.

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

WEEK ENDING.	1867			1866		
	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.
January..... 5	s. d. 60 0	90 ⁵ / ₈ @ ..	3 ¹ / ₂ ct.	s. d. 46 3	87	8
..... 12	60 2	91 ¹ / ₂ .. ..	..	46 1	87 @ 87 ¹ / ₂	8
..... 19	61 0	90 ⁵ / ₈ .. 90 ³ / ₄	..	45 7	87 .. 87 ¹ / ₂	8
..... 26	66 3	90 ⁵ / ₈ .. 90 ³ / ₄	..	45 6	86 ³ / ₄ .. 86 ⁷ / ₈	8
February.... 2	62 2	90 ⁵ / ₈ .. 90 ³ / ₄	..	45 10	86 ³ / ₄ .. 86 ³ / ₄	8
..... 9	62 6	90 ⁵ / ₈ .. 90 ³ / ₄	3	45 5	86 ¹ / ₂ .. 86 ³ / ₄	8
..... 16	61 4	90 ⁷ / ₈ .. 91	..	45 9	87 ¹ / ₂ .. 87 ¹ / ₂	8
..... 23	59 10	90 ⁷ / ₈ .. 90 ⁷ / ₈	..	45 5	87 ¹ / ₂ .. 87 ¹ / ₂	7
March..... 2	59 11	91 .. 91 ¹ / ₂	..	45 7	86 ¹ / ₂ .. 87	7
..... 9	59 8	90 ⁵ / ₈ .. 90 ³ / ₄	..	45 4	86 ³ / ₄ .. 86 ⁷ / ₈	7
..... 16	59 3	91 .. 91 ¹ / ₂	..	45 6	87 ¹ / ₂ .. 87 ¹ / ₂	6
..... 23	59 4	91 .. 91 ¹ / ₂	..	45 3	86 ³ / ₄ .. 86 ⁷ / ₈	6
..... 30	59 9	91 ¹ / ₂ .. 91 ¹ / ₂	..	44 11	86 ¹ / ₂ .. 86 ³ / ₄	6
April..... 6	60 11	90 ⁵ / ₈ .. 91	..	44 9	86 ³ / ₄ .. 86 ¹ / ₂	6
..... 13	61 2	90 ¹ / ₂ .. 90 ⁵ / ₈	..	44 5	86 ³ / ₄ .. 86 ¹ / ₂	6
..... 20	60 9	90 ⁵ / ₈ .. 90 ⁵ / ₈	..	44 9	87 ¹ / ₂ .. 87 ¹ / ₂	6
..... 27	61 4	90 ⁷ / ₈ .. 91	..	45 5	86 ⁷ / ₈	6
May..... 4	62 11	91 .. 91 ¹ / ₂	..	45 9	86 ³ / ₄ .. 86 ³ / ₄	7
..... 11	63 10	92 .. 92 ¹ / ₂	..	45 9	85 .. 85 ¹ / ₂	9
..... 18	64 9	92 ¹ / ₂ .. 92 ³ / ₄	..	46 1	87 ¹ / ₂ .. 87 ¹ / ₂	10
..... 25	64 11	93 .. 93 ¹ / ₄	..	47 4	86 ³ / ₄ .. 86 ³ / ₄	10
June..... 1	63 3	95 ³ / ₈ .. 95 ³ / ₈	2 ¹ / ₂	47 5	87 ¹ / ₂ .. 87 ¹ / ₂	10
..... 8	65 5	94 .. 94 ¹ / ₂	..	47 1	86 .. 86 ¹ / ₂	10
..... 15	65 4	94 ³ / ₈ .. 94 ¹ / ₂	..	47 4	86 ¹ / ₂ .. 86 ³ / ₄	10
..... 22	65 9	94 ¹ / ₂ .. 94 ¹ / ₂	..	48 5	85 ⁷ / ₈ .. 86	10
..... 29	65 8	94 ³ / ₈ .. 94 ¹ / ₂	..	51 0	86 ³ / ₄ .. 86 ³ / ₄	10
July..... 6	64 10	94 ³ / ₈ .. ..	..	54 6	87 ³ / ₈ .. 87 ¹ / ₂	10
..... 13	64 11	94 ³ / ₈ .. 94 ⁷ / ₈	..	55 10	87 ¹ / ₂ .. 87 ³ / ₈	10
..... 20	64 7	94 ³ / ₈ .. 94 ¹ / ₂	..	54 0	88 ¹ / ₂ .. 88 ³ / ₄	10
..... 27	65 1	93 ⁷ / ₈ .. 94	2	52 6	88 ¹ / ₂ .. 88 ¹ / ₂	10
August..... 3	65 8	94 .. 94 ¹ / ₈	..	51 1	87 ³ / ₈ .. 87 ³ / ₈	10
..... 10	67 5	94 ¹ / ₂ .. 94 ³ / ₈	..	50 2	87 ³ / ₈ .. 87 ³ / ₈	10
..... 17	68 2	94 ³ / ₈ .. 94 ¹ / ₂	..	50 2	88 .. 88 ¹ / ₂	8
..... 24	68 4	94 ³ / ₈ .. 94 ³ / ₈	..	50 10	88 ³ / ₈ .. 88 ³ / ₈	7
..... 31	68 2	94 ¹ / ₂ .. 94 ³ / ₈	..	49 7	88 ³ / ₈ .. 88 ¹ / ₂	6
September.. 7	67 7	94 ³ / ₈ .. 94 ³ / ₈	..	47 3	89 ¹ / ₂ .. 89 ³ / ₈	5
..... 14	62 5	94 ³ / ₈ .. 94 ³ / ₈	..	47 0	89 ¹ / ₂ .. 89 ³ / ₈	5
..... 21	61 3	94 ³ / ₈ .. 94 ⁷ / ₈	..	49 8	89 .. 89 ¹ / ₂	5
..... 28	62 11	94 ³ / ₈ .. 94 ¹ / ₂	..	51 5	89 ¹ / ₂ .. 89 ³ / ₈	4 ¹ / ₂
October.... 5	64 1	94 ¹ / ₂ .. 94 ³ / ₈	..	52 2	89 ¹ / ₂ .. 89 ¹ / ₂	4 ¹ / ₂
..... 12	63 5	94 ¹ / ₂ .. ..	..	52 7	89 ¹ / ₂ .. 89 ¹ / ₂	4 ¹ / ₂
..... 19	64 10	93 ³ / ₈ .. 94 ³ / ₈	..	52 2	89 ³ / ₈ .. 89 ¹ / ₂	4 ¹ / ₂
..... 26	67 6	94 ¹ / ₂ .. 94 ³ / ₈	..	52 6	89 ¹ / ₂ .. 89 ³ / ₈	4 ¹ / ₂
November.. 2	70 5	91 ¹ / ₂ .. 91 ³ / ₈	..	54 9	89 ¹ / ₂ .. 89 ¹ / ₂	4 ¹ / ₂
..... 9	69 11	94 ¹ / ₂ .. 94 ³ / ₈	..	57 2	89 ³ / ₈ .. 89 ¹ / ₂	4
..... 16	70 1	94 ¹ / ₂ .. 94 ³ / ₈	..	56 7	90 ¹ / ₂ .. 90 ¹ / ₂	4
..... 23	70 1	94 ¹ / ₂ .. 94 ³ / ₈	..	57 6	89 ⁷ / ₈ .. 90	4
..... 30	68 11	94 ¹ / ₂ .. 94 ⁷ / ₈	..	60 0	89 ³ / ₈	4
December... 7	68 5	92 ³ / ₈ .. 93	..	61 7	88 ¹ / ₂ .. 88 ³ / ₄	4
..... 14	68 1	92 ⁷ / ₈ .. 93	..	60 3	88 ³ / ₈ .. 88 ¹ / ₂	4
..... 21	67 3	92 ¹ / ₂ .. 92 ⁵ / ₈	..	59 5	89 ³ / ₈ .. 89 ³ / ₈	3 ¹ / ₂
..... 28	66 9	92 ¹ / ₂ .. 92 ³ / ₄	..	60 0	90	3 ¹ / ₂

Sterling Exchange in Montreal and New York City during 1867; also Premium on Gold, Rate of Interest, &c.

DATE OF QUOTATIONS.	MONTREAL.		NEW YORK.		
	Sixty Days' BANK STERLING.	Bank Dis't. on NEW YORK DRAFTS.	Sixty Days' BANK STERLING.	Premium on GOLD.	Interest ON First Class ENDORS'D BILLS. for 2 Months.
January 5	109 $\frac{1}{2}$ @ 109 $\frac{1}{2}$	68 @ 66	109 $\frac{1}{2}$ @ 109 $\frac{1}{2}$	133 $\frac{1}{2}$.. 134 $\frac{5}{8}$	7 @ ..
12	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	67 $\frac{1}{2}$.. 65	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	133 $\frac{1}{2}$.. 134	7
19	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 $\frac{1}{2}$.. 62	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	136 $\frac{1}{2}$.. 136 $\frac{7}{8}$	7
26	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 .. 63	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	134 $\frac{1}{2}$.. 134	7
February 2	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 .. 64 $\frac{1}{2}$	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	136 $\frac{1}{2}$.. 136	7
9	109 .. 109 $\frac{1}{2}$	65 .. 61 $\frac{1}{2}$	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	137 .. 137	7
16	109	64 .. 62	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	136 $\frac{1}{2}$.. 137	7
23	109 .. 109 $\frac{1}{2}$	63 $\frac{1}{2}$.. 61 $\frac{1}{2}$	108 $\frac{1}{2}$.. 109	138 $\frac{1}{2}$.. 138 $\frac{3}{4}$	6 $\frac{1}{2}$.. 7
March 2	109 .. 109 $\frac{1}{2}$	62 .. 59 $\frac{1}{2}$	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	138 $\frac{1}{2}$.. 139	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
9	108 $\frac{3}{4}$.. 108 $\frac{3}{4}$	66 $\frac{1}{2}$.. 59 $\frac{1}{2}$	108 $\frac{3}{4}$.. 108 $\frac{3}{4}$	134 $\frac{1}{2}$.. 135	6 $\frac{1}{2}$.. 7
16	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 $\frac{1}{2}$.. 64 $\frac{1}{2}$	108 $\frac{3}{4}$.. 109 $\frac{1}{2}$	134 $\frac{1}{2}$.. 134 $\frac{5}{8}$	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
23	108 $\frac{3}{4}$.. 109	66 .. 65 $\frac{1}{2}$	108 $\frac{3}{4}$.. 108 $\frac{3}{4}$	134 $\frac{1}{2}$.. 134 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
30	108 $\frac{3}{4}$.. 109	66 $\frac{1}{2}$.. 65 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	134 $\frac{1}{2}$.. 134 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
April 6	109 .. 109 $\frac{1}{2}$	66 $\frac{1}{2}$.. 65 $\frac{1}{2}$	108 $\frac{3}{4}$.. 108 $\frac{3}{4}$	132 $\frac{1}{2}$.. 133 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
13	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	67 $\frac{1}{2}$.. 62 $\frac{1}{2}$	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	135 $\frac{1}{2}$.. 136	6 .. 7
20	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 .. 64	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	137 $\frac{1}{2}$.. 139	6 $\frac{1}{2}$.. 7
27	109 $\frac{1}{2}$.. 109	65 .. 59 $\frac{1}{2}$	109 .. 109	136 $\frac{1}{2}$.. 137 $\frac{1}{2}$	6 $\frac{1}{2}$.. 7
May 4	109 $\frac{1}{2}$.. 109	65 $\frac{1}{2}$.. 63 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	135 $\frac{1}{2}$.. 136 $\frac{1}{2}$	6 $\frac{1}{2}$.. 7
11	109 $\frac{1}{2}$.. 109	64 $\frac{1}{2}$.. 61 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	135 $\frac{1}{2}$.. 136 $\frac{1}{2}$	6 .. 7
18	109 .. 110	64 $\frac{1}{2}$.. 62 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	136 $\frac{1}{2}$.. 137 $\frac{1}{2}$	6 .. 7
25	109 .. 110	63 $\frac{1}{2}$.. 61 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	137 .. 137 $\frac{1}{2}$	6 .. 6 $\frac{1}{2}$
June 1	109 .. 110	63 $\frac{1}{2}$.. 62	110 .. 110	136 $\frac{1}{2}$.. 136 $\frac{1}{2}$	6 .. 6 $\frac{1}{2}$
8	109 .. 110	63 $\frac{1}{2}$.. 62 $\frac{1}{2}$	109 .. 110	136 $\frac{1}{2}$.. 137	7 $\frac{1}{2}$.. 8
15	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	63 $\frac{1}{2}$.. 62 $\frac{1}{2}$	109 .. 110	137 .. 137 $\frac{1}{2}$	7 .. 8
22	110 .. 110 $\frac{1}{2}$	63 .. 61 $\frac{1}{2}$	109 .. 110	137 $\frac{1}{2}$.. 138 $\frac{1}{2}$	7 .. 8
29	110 .. 110 $\frac{1}{2}$	62 $\frac{1}{2}$.. 61 $\frac{1}{2}$	109 $\frac{1}{2}$.. 110	137 $\frac{1}{2}$.. 138 $\frac{1}{2}$	6 $\frac{1}{2}$.. 7
July 6	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	62 $\frac{1}{2}$.. 61 $\frac{1}{2}$	110 .. 110 $\frac{1}{2}$	138 $\frac{1}{2}$.. 139 $\frac{1}{2}$	6 .. 7
13	110 .. 110 $\frac{1}{2}$	61 $\frac{1}{2}$.. 60 $\frac{1}{2}$	110 .. 110 $\frac{1}{2}$	139 .. 139 $\frac{1}{2}$	6 .. 7
20	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	61 .. 59 $\frac{1}{2}$	110 .. 110	139 $\frac{1}{2}$.. 139 $\frac{1}{2}$	6 .. 7
27	110 $\frac{1}{2}$	61 .. 59 $\frac{1}{2}$	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	139 $\frac{1}{2}$.. 140 $\frac{1}{2}$	6 .. 7
August 3	110 .. 110 $\frac{1}{2}$	60 $\frac{1}{2}$.. 59 $\frac{1}{2}$	109 .. 110	140 $\frac{1}{2}$.. 140 $\frac{1}{2}$	6 .. 7
10	109 $\frac{1}{2}$.. 110	60 .. 59 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	140 .. 140 $\frac{1}{2}$	6 .. 7
17	109 $\frac{1}{2}$.. 110	60 .. 59 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	140 $\frac{1}{2}$.. 141	5 $\frac{1}{2}$.. 6 $\frac{1}{2}$
24	109 $\frac{1}{2}$	60 .. 58 $\frac{1}{2}$	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	140 $\frac{1}{2}$.. 141 $\frac{1}{2}$	6 .. 7
31	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	59 $\frac{1}{2}$.. 57 $\frac{1}{2}$	109 .. 109	141 .. 141 $\frac{1}{2}$	6 .. 6 $\frac{1}{2}$
September 7	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	59 .. 57 $\frac{1}{2}$	109 .. 110	142 .. 143	6 .. 6 $\frac{1}{2}$
14	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	59 .. 54	109 .. 109 $\frac{1}{2}$	144 .. 144 $\frac{1}{2}$	6 .. 6 $\frac{1}{2}$
21	109 $\frac{1}{2}$	56 .. 54	109 .. 109 $\frac{1}{2}$	142 $\frac{1}{2}$.. 143 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
28	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	58 .. 55 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	143 .. 143 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
October 5	108 $\frac{1}{2}$.. 109	56 $\frac{1}{2}$.. 55	109 .. 110	144 $\frac{1}{2}$.. 144 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
12	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	57 .. 54 $\frac{1}{2}$	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	144 $\frac{1}{2}$.. 144 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
19	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	57 .. 55	108 .. 109 $\frac{1}{2}$	143 .. 144 $\frac{1}{2}$	8 .. 9
26	107 $\frac{1}{2}$.. 108	57 .. 55	108 .. 108 $\frac{1}{2}$	141 .. 142	8 .. 9
November 2	107 $\frac{1}{2}$.. 107 $\frac{1}{2}$	59 .. 57	109 .. 109 $\frac{1}{2}$	140 $\frac{1}{2}$.. 141 $\frac{1}{2}$	7 .. 9
9	108 $\frac{1}{2}$.. 109 $\frac{1}{2}$	61 $\frac{1}{2}$.. 56 $\frac{1}{2}$	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	138 .. 139 $\frac{1}{2}$	7 .. 9
16	108 $\frac{1}{2}$.. 109	61 $\frac{1}{2}$.. 59 $\frac{1}{2}$	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	139 $\frac{1}{2}$.. 140 $\frac{1}{2}$	7 .. 8
23	108 $\frac{1}{2}$.. 109	60 $\frac{1}{2}$.. 59	109 .. 109 $\frac{1}{2}$	139 $\frac{1}{2}$.. 140 $\frac{1}{2}$	8
30	108 $\frac{1}{2}$.. 109 $\frac{1}{2}$	61 $\frac{1}{2}$.. 59 $\frac{1}{2}$	109 .. 109 $\frac{1}{2}$	137 $\frac{1}{2}$.. 138 $\frac{1}{2}$	7 $\frac{1}{2}$.. 8
December 7	109 .. 109 $\frac{1}{2}$	63 $\frac{1}{2}$.. 60 $\frac{1}{2}$	109 $\frac{1}{2}$.. 110	136 $\frac{1}{2}$.. 137 $\frac{1}{2}$	7 $\frac{1}{2}$.. 8
14	109 $\frac{1}{2}$.. 109 $\frac{1}{2}$	66 $\frac{1}{2}$.. 62 $\frac{1}{2}$	110 .. 110 $\frac{1}{2}$	133 $\frac{1}{2}$.. 134 $\frac{1}{2}$	7 $\frac{1}{2}$.. 8
21	110 .. 110 $\frac{1}{2}$	66 $\frac{1}{2}$.. 65 $\frac{1}{2}$	110 .. 110 $\frac{1}{2}$	133 $\frac{1}{2}$.. 133 $\frac{1}{2}$	7 $\frac{1}{2}$.. 8
28	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	66 $\frac{1}{2}$.. 65 $\frac{1}{2}$	110 $\frac{1}{2}$.. 110 $\frac{1}{2}$	133 $\frac{1}{2}$.. 133 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$

DAILY PRICES OF GOLD, AT NEW YORK, FOR THE YEAR 1867.

Day of Month.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	M A Y.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
1.....	Holiday.	135 1/2 . 125 1/2	138 . . 140	133 . . 134 1/2	135 . . 137 1/2	136 1/2 . 136 1/2	138 . . 138 1/2	139 1/2 . 140 1/2	S.	143 1/2 . 143 1/2	140 1/2 . 140 1/2	S.
2.....	132 1/2 . 133	136 1/2 . 136 1/2	138 1/2 . 139	134 . . 134	135 . . 135 1/2	S.	138 . . 138 1/2	139 1/2 . 140 1/2	141 . . 141 1/2	143 1/2 . 144 1/2	240 1/2 . 141 1/2	136 1/2 . 137 1/2
3.....	132 . . 134	S.	S.	133 1/2 . 134	135 . . 136 1/2	136 1/2 . 137 1/2	138 1/2 . 138 1/2	140 . . 140 1/2	141 . . 141 1/2	144 . . 145 1/2	S.	137 . . 137 1/2
4.....	133 . . 134 1/2	136 1/2 . 137 1/2	138 . . 139	133 . . 133 1/2	135 . . 136 1/2	136 1/2 . 137 1/2	Holiday.	S.	141 1/2 . 142	144 . . 145 1/2	139 1/2 . 141 1/2	136 1/2 . 137 1/2
5.....	133 1/2 . 134 1/2	136 1/2 . 138 1/2	136 1/2 . 138 1/2	132 . . 132 1/2	S.	136 1/2 . 136 1/2	138 1/2 . 139 1/2	140 . . 140 1/2	142 . . 142 1/2	144 . . 144 1/2	139 . . 140 1/2	137 1/2 . 137 1/2
6.....	S.	136 1/2 . 137 1/2	135 . . 136 1/2	132 . . 133 1/2	135 1/2 . 137 1/2	136 1/2 . 136 1/2	138 1/2 . 139 1/2	139 1/2 . 140 1/2	142 . . 142 1/2	S.	138 . . 139 1/2	136 1/2 . 137 1/2
7.....	135 1/2 . 135 1/2	137 . . 139	133 . . 134	S.	137 . . 138 1/2	S.	S.	140 . . 140 1/2	142 1/2 . 143	144 . . 145 1/2	138 1/2 . 139 1/2	137 . . 137 1/2
8.....	134 . . 134	137 1/2 . 138 1/2	133 . . 134	133 . . 136	137 . . 138 1/2	136 1/2 . 137	138 . . 139	140 1/2 . 140 1/2	S.	143 . . 145	138 . . 139 1/2	136 1/2 . 137 1/2
9.....	133 1/2 . 134	137 . . 137 1/2	134 . . 135	134 . . 136	136 . . 138 1/2	S.	138 1/2 . 138 1/2	140 . . 140 1/2	142 1/2 . 144 1/2	143 . . 144 1/2	138 1/2 . 139 1/2	137 . . 137 1/2
10.....	132 . . 133 1/2	S.	S.	134 . . 138	136 . . 137 1/2	136 1/2 . 137 1/2	138 . . 138 1/2	140 . . 140 1/2	143 . . 144 1/2	143 . . 144	S.	136 1/2 . 137 1/2
11.....	132 . . 134	136 1/2 . 136 1/2	134 . . 135 1/2	136 . . 137	135 1/2 . 136 1/2	137 1/2 . 137 1/2	138 . . 139 1/2	140 . . 140 1/2	143 . . 144 1/2	143 . . 144	138 1/2 . 139	135 1/2 . 136 1/2
12.....	133 . . 134	136 1/2 . 137 1/2	133 . . 134	136 . . 137	S.	137 1/2 . 137 1/2	138 . . 139 1/2	140 . . 140 1/2	143 . . 144 1/2	143 . . 144	S.	135 1/2 . 136 1/2
13.....	S.	136 1/2 . 137 1/2	133 . . 134 1/2	135 1/2 . 136	135 1/2 . 135 1/2	137 . . 137 1/2	139 . . 139 1/2	140 . . 140 1/2	144 . . 145 1/2	144 . . 144 1/2	139 . . 139 1/2	135 1/2 . 136 1/2
14.....	134 . . 134 1/2	136 1/2 . 137 1/2	134 . . 134	S.	135 . . 135 1/2	137 . . 137 1/2	S.	140 . . 140 1/2	145 . . 146 1/2	144 . . 144 1/2	139 1/2 . 140 1/2	133 1/2 . 134 1/2
15.....	134 . . 135	136 . . 136 1/2	134 . . 134	134 . . 135 1/2	136 . . 137 1/2	137 . . 137 1/2	139 . . 139 1/2	140 . . 140 1/2	144 . . 145 1/2	143 . . 144 1/2	139 1/2 . 140 1/2	133 1/2 . 134 1/2
16.....	135 . . 136 1/2	136 1/2 . 137	134 . . 134	134 . . 134	137 . . 137 1/2	137 . . 137 1/2	S.	140 . . 140 1/2	144 . . 144 1/2	143 . . 144 1/2	139 1/2 . 140 1/2	133 1/2 . 134 1/2
17.....	135 1/2 . 137	S.	S.	134 . . 134	137 . . 137 1/2	S.	139 . . 140 1/2	140 . . 140 1/2	144 . . 144 1/2	143 . . 144 1/2	139 1/2 . 140 1/2	138 1/2 . 139 1/2
18.....	136 . . 137 1/2	136 1/2 . 136 1/2	134 . . 134 1/2	135 . . 137 1/2	136 1/2 . 137 1/2	137 1/2 . 138	139 . . 139 1/2	S.	144 . . 145 1/2	143 . . 144 1/2	139 1/2 . 140 1/2	133 1/2 . 135
19.....	136 1/2 . 136 1/2	136 1/2 . 136 1/2	133 1/2 . 134	G. Friday	S.	137 1/2 . 138 1/2	139 . . 139 1/2	140 . . 140 1/2	144 . . 145 1/2	143 . . 144 1/2	139 1/2 . 140 1/2	133 1/2 . 134 1/2
20.....	S.	136 1/2 . 137 1/2	134 . . 134 1/2	137 1/2 . 139	136 1/2 . 137 1/2	137 1/2 . 137 1/2	139 . . 139 1/2	141 . . 14 1/2	144 . . 145 1/2	143 . . 144 1/2	139 1/2 . 139 1/2	132 1/2 . 134 1/2
21.....	136 1/2 . 136 1/2	137 1/2 . 138 1/2	134 . . 134 1/2	S.	137 . . 137 1/2	137 1/2 . 137 1/2	S.	140 . . 141	142 . . 143	143 . . 144	139 1/2 . 140 1/2	133 1/2 . 134 1/2
22.....	135 . . 136 1/2	Holiday.	134 . . 134	137 1/2 . 138 1/2	137 1/2 . 138 1/2	137 1/2 . 138 1/2	139 1/2 . 140	140 1/2 . 141	142 . . 143	143 . . 144	139 1/2 . 139 1/2	133 1/2 . 133 1/2
23.....	134 . . 135 1/2	138 1/2 . 138 1/2	134 . . 134 1/2	138 . . 138 1/2	138 . . 138 1/2	S.	139 1/2 . 140	140 . . 140 1/2	142 1/2 . 143 1/2	143 . . 143 1/2	139 1/2 . 139 1/2	133 1/2 . 133 1/2
24.....	134 . . 134 1/2	S.	S.	138 1/2 . 141 1/2	137 1/2 . 138 1/2	138 1/2 . 138 1/2	139 1/2 . 139 1/2	140 1/2 . 141	142 . . 143	141 . . 142	139 1/2 . 140 1/2	133 1/2 . 133 1/2
25.....	133 . . 136 1/2	137 1/2 . 138 1/2	133 1/2 . 134 1/2	139 1/2 . 141 1/2	137 . . 137 1/2	138 1/2 . 139 1/2	139 1/2 . 139 1/2	140 1/2 . 141	143 . . 144	141 . . 142	139 1/2 . 140 1/2	133 1/2 . 133 1/2
26.....	134 . . 135 1/2	138 . . 139 1/2	133 . . 134	138 . . 139 1/2	S.	138 . . 138 1/2	139 1/2 . 139 1/2	140 1/2 . 141 1/2	143 . . 143 1/2	141 . . 142	139 1/2 . 139 1/2	133 1/2 . 134 1/2
27.....	S.	139 1/2 . 140 1/2	134 . . 134 1/2	136 1/2 . 137 1/2	136 1/2 . 137 1/2	137 1/2 . 138 1/2	139 1/2 . 140 1/2	141 . . 141 1/2	143 1/2 . 143 1/2	141 . . 142	139 1/2 . 140 1/2	133 1/2 . 134 1/2
28.....	134 1/2 . 134 1/2	139 1/2 . 140 1/2	134 . . 134 1/2	S.	136 1/2 . 137 1/2	137 1/2 . 138 1/2	S.	141 1/2 . 142 1/2	143 . . 143 1/2	142 . . 142 1/2	139 1/2 . 139 1/2	133 1/2 . 134 1/2
29.....	134 . . 134 1/2	.....	134 . . 134 1/2	134 . . 136 1/2	137 . . 137 1/2	137 1/2 . 138 1/2	140 1/2 . 140 1/2	141 . . 142 1/2	143 . . 143 1/2	141 . . 142 1/2	139 1/2 . 139 1/2	133 1/2 . 134 1/2
30.....	134 . . 136 1/2	.....	134 . . 134 1/2	135 1/2 . 136 1/2	137 . . 137 1/2	S.	140 . . 140 1/2	141 . . 142 1/2	S.	143 . . 143 1/2	137 1/2 . 138 1/2	133 1/2 . 134 1/2
31.....	134 1/2 . 135 1/2	.....	S.	.....	136 1/2 . 137 1/2	.....	139 1/2 . 140 1/2	141 . . 141 1/2	.....	140 . . 140 1/2	.....	133 1/2 . 133 1/2
M'nthly Range.	132 1/2 . 137 1/2	135 1/2 . 140 1/2	133 1/2 . 140 1/2	132 1/2 . 141 1/2	135 . . 138 1/2	136 1/2 . 138 1/2	138 . . 140 1/2	139 1/2 . 142 1/2	141 . . 146 1/2	140 1/2 . 145 1/2	137 1/2 . 141 1/2	132 1/2 . 137 1/2

TRADE AND COMMERCE OF

STATEMENT SHOWING THE RANGE OF PRICES MONTHLY AND YEARLY.

	1862.	1863.	1864.	1865.	1866.	1867.		1862.	1863.	1864.	1865.	1866.	1867.
Jan....	101 1/2 . 103 1/2	153 . 160 1/2	151 1/2 . 159 1/2	197 1/2 . 234 1/2	136 1/2 . 144 1/2	132 1/2 . 137 1/2	Aug....	112 1/2 . 116 1/2	122 1/2 . 129 1/2	231 1/2 . 261 1/2	140 1/2 . 145 1/2	146 1/2 . 152 1/2	139 1/2 . 142 1/2
Feb....	102 . 104	152 1/2 . 172 1/2	157 1/2 . 161	196 1/2 . 216 1/2	145 . 149 1/2	136 . 140	Sept....	116 1/2 . 124	126 1/2 . 143	191 . 254 1/2	142 1/2 . 145	143 1/2 . 147	141 . 146 1/2
March.	101 . 102 1/2	139 . 171 1/2	159 . 169 1/2	148 . 201	124 . 136 1/2	133 . 140	Oct....	122 . 133 1/2	140 1/2 . 156 1/2	189 . 227 1/2	144 1/2 . 149	145 1/2 . 154 1/2	140 1/2 . 146 1/2
April .	101 1/2 . 102 1/2	145 1/2 . 157 1/2	166 1/2 . 184 1/2	143 1/2 . 154 1/2	125 . 129 1/2	132 . 141	Nov....	129 . 133 1/2	143 . 154	210 . 260	145 1/2 . 148 1/2	137 1/2 . 148 1/2	137 1/2 . 141 1/2
May....	102 . 104 1/2	143 . 154 1/2	168 . 190	128 1/2 . 145 1/2	125 1/2 . 141 1/2	135 . 138 1/2	Dec....	128 1/2 . 134	148 1/2 . 152 1/2	212 1/2 . 241	144 1/2 . 148 1/2	131 1/2 . 141 1/2	132 1/2 . 137 1/2
June..	103 . 109 1/2	140 . 148	193 . 250	135 . 147 1/2	137 1/2 . 167 1/2	136 . 138	Year.	101 1/2 . 134	122 1/2 . 172 1/2	151 1/2 . 285	128 1/2 . 234 1/2	124 1/2 . 167 1/2	132 1/2 . 146 1/2
July . .	108 1/2 . 120 1/2	123 . 145	222 . 285	138 1/2 . 146 1/2	147 . 155 1/2	138 . 140							

II.—THE PRODUCE TRADE.

The aggregates of the receipts and shipments of Flour and Grain are contained in the following summary statement. For other particulars respecting the movements of Produce at Montreal, the reader is referred to pages 17, 18, also to the Section of this Report, under the title of UNCLASSED RETURNS,—where tables will be found showing the places to which Flour and Grain were exported *via* the River St. Lawrence,—the quantities of Produce received weekly *via* the Lachine Canal,—also a monthly statement of receipts and shipments *via* Grand Trunk Railway, &c. :-

RECEIPTS.		SHIPMENTS.	
	Bushels.		Bushels.
Flour.....	738,518 brls.; equal to 3,692,590	Flour.....	569,021 brls.; equal to 2,845,105
Oat & Corn Meal, 49,835 "	498,350	Oat & Corn Meal, 63,478 "	634,780
Wheat.....	2,939,307	Wheat.....	1,576,528
Maize.....	891,605	Maize.....	681,708
Peas.....	1,812,653	Peas.....	1,645,128
Barley.....	413,600	Barley.....	901,037
Oats.....	401,498	Oats.....	1,425,950
Rye.....	146,973	Rye.....	22,189
Total in 1867.....	10,796,576	Total in 1867.....	9,732,425
Total in 1866.....	10,360,001	Total in 1866.....	10,220,150
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 1867.

	WHEAT. Bush.	FLOUR. Brls.		WHEAT. Bush.	FLOUR. Brls.
Ira Gould & Son.....	250,000	20,000	A. W. Ogilvie & Co...	190,000	2,000
Grant, Hall & Co.....	200,000	15,000	Parkyn & Brodie.....	30,000	2,000
J. McDougall.....	150,000	11,000	Janes & Oliver.....	....	12,000
Do.....	50,000	6,500	John Campbell.....	....	10,000
James Inglis.....	200,000	100,000	Isaac Bonner.....	....	4,000
Do.....	....	40,000	Glassford, Jones & Co.	....	2,000
William Wilson.....	....	15,000	W. Parkyn, Cote St. Paul	75,000	4,000
James Hervey.....	100,000	3,000	Wm. Wilson.....	....	20,000
E. Pennic.....	40,000	15,000	Other Stores.....	....	40,000
R. T. Routh.....	....	6,000	Canal Flour Sheds....	....	34,000
Jaques, Tracy & Co....	....	25,000	Floating Storage.....	100,000	....
McNaughton & Brown..	....	10,000	Cumming & Farish...	60,000	....
Thomas Routh.....	....	10,000			
T. M. Bryson.....	....	10,000	TOTALS.....	1,445,000	416,000

TRADE AND COMMERCE OF
FLOUR.

WEEK ENDING.	RECEIPTS OF FLOUR IN 1867.		SHIPMENTS OF FLOUR IN 1867.					
	Via G. T. Railway. Barrels.	Via Lachine Canal. Barrels.	Via Portland. Barrels.	Via St. Lawrence. Barrels.	Via Que- bec Ste'rs. Barrels.	Via M. & C. R'y. Barrels.	Via Coaticook. Barrels.	
January	2	1,700	....	505	....	....	1,553	6,103
	9	6,390	....	1,000	....	....	832	9,535
	16	7,562	....	500	....	....	681	5,700
	23	4,455	....	500	....	....	895	2,600
	30	8,287	....	....	....	....	1,110	4,089
February	6	6,538	....	....	....	....	1,189	5,622
	13	10,420	....	....	....	....	828	5,550
	20	10,906	....	....	....	....	954	6,500
	27	11,022	....	....	....	....	789	4,556
March	6	9,200	....	....	....	....	707	3,200
	13	8,400	....	....	....	....	802	5,625
	20	5,950	....	....	....	....	2,348	8,188
	27	7,978	....	....	....	....	1,595	6,903
April	3	6,302	....	....	....	....	1,183	2,650
	10	7,000	....	....	....	....	362	4,239
	17	7,930	....	....	....	....	1,235	2,200
	24	10,222	....	....	....	....	870	6,121
	31	8,666	....	....	906	....	750	3,429
May	8	6,299	21,115	....	13,162	984	987	3,824
	15	5,400	15,477	....	2,891	1,756	1,820	3,426
	22	5,600	9,255	....	4,713	1,116	343	1,900
	29	6,269	10,226	....	1,399	1,405	834	1,800
June	5	9,000	9,153	....	579	699	930	2,500
	12	7,000	7,423	....	3,205	290	749	4,050
	19	4,323	4,010	....	5,040	2,501	233	3,096
	26	6,182	4,932	....	10,169	2,231	560	3,204
July	3	2,800	1,788	....	1,952	3,650	813	500
	10	6,301	7,075	....	3,469	3,729	1,236	2,650
	17	6,908	9,939	....	1,442	3,573	2,140	2,100
	24	5,500	8,671	....	617	1,289	1,172	3,200
	31	4,850	9,530	....	3,049	6,331	949	2,600
August	7	5,957	11,392	....	2,171	1,011	1,200	1,710
	14	4,142	12,642	....	5,250	4,795	1,630	2,600
	21	3,531	8,638	....	6,830	1,994	2,140	2,000
	28	4,331	9,509	....	4,305	6,521	1,329	2,000
Sept.	4	2,050	6,346	....	3,674	5,338	890	1,300
	11	2,700	7,585	....	1,150	2,238	1,320	7,200
	18	4,138	9,135	....	8,375	3,146	665	2,240
	25	5,800	5,763	....	4,342	2,721	516	401
October	2	5,600	13,431	....	13,752	1,554	600	....
	9	9,541	11,462	....	4,093	1,804	740	200
	16	8,600	11,872	....	15,437	3,437	551	200
	23	13,400	15,447	....	6,764	782	660	....
	30	9,100	15,575	....	19,939	4,182	....	....
Novr.	6	14,200	16,004	....	14,519	1,451	302	....
	13	11,900	18,090	....	23,652	2,648	984	400
	20	7,400	11,842	....	7,142	1,831	1,860	200
	27	11,289	6,393	....	1,000	....	812	2,700
Decr.	4	10,425	3,216	....	2,876	....	2,169	1,550
	11	12,092	....	2,000	....	....	2,334	8,601
	18	4,700	....	2,500	....	....	1,890	6,500
	25	4,000	....	2,300	....	....	1,800	1,100
	31	7,975	....	2,500	....	....	1,865	....
TOTALS...		440,541	312,936	11,805	197,864	75,007	57,706	168,562

The receipts of Flour by Grand Trunk Railway (the figures for each week being approximates,) show an increase in 1867 of 128,436 brls., or 41 per cent., as compared with 1866; there being a decrease in 1866 as compared with 1865, of 28,481 brls., or 8½ per cent. The receipts by Lachine Canal in 1867, show a decrease of 79,191 brls., or 20½ per cent., as compared with 1866; there being a decrease in 1866 as compared with 1865, of 49,213 brls., or 11½ per cent. Adding some comparatively small quantities by other channels, the total receipts of Flour in 1867, were 738,518 brls.,—figures for former years being as follows:—

1866.....704,376 brls.	1864..... 858,795 brls.	1862.....1,174,602 brls.
1865.....782,216 "	1863.....1,193,286 "	1861.....1,095,339 "

There were 285,857 brls. of Flour manufactured in the City of Montreal during 1867; 260,151 brls. in 1866; 425,133 brls. in 1865; 335,827 brls. in 1864; and 294,141 in 1863.

Only 11,805 brls. of Flour were shipped from Montreal in Ocean steamers, *via* Portland, in 1867, against 28,066 brls. in 1866, and 26,913 brls. in 1865. The shipments in sea-going vessels *via* River St. Lawrence in 1867, show an increase of 57,848 brls., or 41½ per cent., as compared with 1866; 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 <i>via</i> Portland, Coaticook, and Montreal and Champlain R. R.	150,998 brls.
By Sea-going vessels.....	197,864 "
By Richelieu Co.'s Steamers, Market Boats, Canal, &c.....	220,159 "
Total.....	569,021 brls.
Total for 1866.....	575,198 "

*Statement of Flour Inspected in Montreal in 1867.**

Superior Extra.....	105 brls.	Middlings.....	5,144 brls.
Extra Superfine.....	8,555 "	Pollards.....	3,973 "
Fancy Superfine.....	7,656 "	Sour.....	8,718 "
Superfine.....	322,289 "	Rejected.....	18,677 "
Superfine No. 2.....	16,306 "	Rye.....	3,009 "
Fine.....	9,888 "		
		TOTALS.....	404,320 "

The figures for 1867 show an increase of 144,190 brls., or about 55½ per cent, in the quantity of Flour inspected, as compared with 1866,—the increase in 1866 over 1865, being a little over 5 per cent. The quantity of Flour inspected in 1867 was as 39·47 per cent. of the whole quantity received and manufactured,—the ratio in 1866 being 27 per cent. The table on following page gives a comparison on a different principle:—

* The attention of the Council of the Board of Trade and Committee of Management of the Corn Exchange Association having been drawn to the excessive penalties of the Inspection Act, for the non-marking and under-taring of Flour-barrels, as well as for short-weights,—it was thought that, until the law is amended, a small charge, to cover the cost of labor involved, might be adopted in lieu of the heavy penalties of the Act, with a better prospect of correcting the evils of under-taring and short-weights. The Inspector has governed himself accordingly, and this interim action is believed to have met the approval of the trade generally,—a marked improvement in the taring and weighing of Flour has been the result,—and the attention given to this important part of his duties, (he holding himself responsible for the due weight.) appears to be leading to an increasing inspection of the Flour received and manufactured in Montreal.

TRADE AND COMMERCE OF

YEAR.	Exported by Sea.	Inspected.	Difference.	Percentage 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	104½ "

Flour and Wheat in Store and in hands of Millers in Montreal.

		1867		1866	
		FLOUR. Brls.	WHEAT. Bush.	FLOUR. Brls.	WHEAT. Bush.
January	1	64,826	52,550	98,736	156,088
.....	15	70,019	41,065	82,289	205,883
February	1	72,823	34,713	71,600	168,761
.....	15	76,791	19,805	67,865	171,840
March.....	1	78,688	10,883	52,430	146,200
.....	15	72,911	6,551	47,130	108,000
April.....	1	75,582	2,200	34,584	102,700
.....	15	72,982	2,884	32,652	107,700
May.....	1	62,531	4,810	13,763	95,136
.....	15	57,531	25,040	31,438	65,500
June.....	1	51,775	42,979	45,127	52,650
.....	15	62,107	58,000	52,989	46,200
July.....	1	44,067	48,688	45,478	40,700
.....	15	36,671	93,341	41,116	33,700
August.....	1	28,063	85,942	44,508	47,950
.....	15	16,252	42,953	25,570	55,400
September	1	17,098	47,000	15,785	55,860
.....	15	10,224	26,216	6,895	700
October.....	1	24,982	97,697	4,548	21,700
.....	15	29,972	84,155	27,802	36,900
November.....	1	39,701	144,996	29,910	76,200
.....	15	52,330	179,704	36,745	36,400
December.....	1	51,767	230,136	50,340	14,365
.....	15	62,319	171,200	61,727	36,350

Prices of Superfine Flour from Canada Wheat.

As will be seen by examining the table on next page, prices of Canada Supers. were steady from the commencement of 1867 until about the middle of March. In April the lowest and highest prices were \$8.10 @ \$8.70; in May, \$8.55 @ \$9.45; the range thereafter, to the end of the year, being \$6.75 @ \$8.00, seldom going below \$7.00. The highest prices during the past nine years, were:—

1867....\$9.25 @ \$9.45	1864....\$4.50 @ \$4.60	1861....\$5.50
1866.... 8.00 .. 8.25	1863.... 4.52½ .. 4.57½	1860.... 5.70
1865.... 6.20 .. 6.75	1862.... 5.05 .. 5.10	1859.... 7.30

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

DATE OF QUOTATION.	1867		1866		1865		1864	
	Per Brl. of 196 lbs.		Per Brl. of 196 lbs.		Per Brl. of 196 lbs.		Per Brl. of 196 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January..... 4	7.10 @	7.20	5.40 @	5.75	4.20 @	4.30	4.20 @	4.25
..... 11	7.25 ..	7.35	5.40 ..	5.75	4.20 ..	4.27½	4.20 ..	4.30
..... 18	7.25 ..	7.35	5.40 ..	5.75	4.25 ..	4.30	4.22½ ..	4.27
..... 25	7.25 ..	7.40	5.40 ..	5.75	4.25 ..	4.30	4.25 ..	4.35
February..... 1	7.25 ..	7.40	5.40 ..	5.75	4.25 ..	4.30	4.35 ..	4.45
..... 8	7.25 ..	7.40	5.40 ..	5.75	4.25 ..	4.30	4.35 ..	4.40
..... 15	7.25 ..	7.35	5.40 ..	5.85	4.25 ..	4.30	4.25 ..	4.30
..... 22	7.25 ..	7.35	5.40 ..	5.85	4.25 ..	4.40	4.15 ..	4.25
March..... 1	7.25 ..	7.35	5.40 ..	5.85	4.40 ..	4.50	4.25 ..	4.30
..... 8	7.25 ..	7.40	5.55 ..	6.00	4.45 ..	4.60	4.12½ ..	4.20
..... 15	7.40 ..	7.50	5.60 ..	6.00	4.55 ..	4.70	4.12½ ..	4.20
..... 22	7.80 ..	8.25	5.60 ..	5.90	4.50 ..	4.65	4.12½ ..	4.17
..... 29	7.90 ..	8.20	5.60 ..	5.90	4.55 ..	4.65	4.12½ ..	4.17
April..... 5	8.10 ..	8.30	5.65 ..	5.80	4.65 ..	4.80	4.10 ..	4.15
..... 12	8.40 ..	8.70	5.75 ..	6.10	4.90 ..	5.05	4.05 ..	4.10
..... 19	8.35 ..	8.65	6.25 ..	6.50	4.87½ ..	5.05	4.10 ..	4.15
..... 26	8.35 ..	8.55	6.80 ..	7.10	4.80 ..	5.00	4.10 ..	4.15
May..... 3	8.55 ..	8.75	6.70 ..	7.00	4.75 ..	4.90	4.00 ..	4.10
..... 10	9.20 ..	9.25	7.00 ..	7.30	4.85 ..	4.95	4.00 ..	4.10
..... 17	9.25 ..	9.45	6.50 ..	6.75	5.10 ..	5.20	3.90 ..	4.00
..... 24	9.25 ..	9.45	6.50 ..	6.75	5.30 ..	5.50	4.00 ..	4.05
..... 31	8.90 ..	9.20	6.50 ..	6.65	5.20 ..	5.40	3.85 ..	4.00
June..... 7	7.75 ..	8.10	6.50 ..	6.65	5.20 ..	5.30	3.75 ..	3.85
..... 14	7.50 ..	7.80	6.50 ..	6.65	5.00 ..	5.25	3.77½ ..	3.85
..... 21	6.75 ..	7.25	6.70 ..	6.80	5.00 ..	5.25	3.85 ..	3.95
..... 28	7.40 ..	7.75	6.75 ..	7.00	4.95 ..	5.25	3.85 ..	3.90
July..... 5	7.40 ..	7.75	6.65 ..	6.85	4.80 ..	5.00	3.85 ..	3.90
..... 12	7.30 ..	7.60	6.50 ..	6.75	4.80 ..	5.20	4.00 ..	4.05
..... 19	7.10 ..	7.50	6.35 ..	6.60	4.65 ..	5.10	4.20 ..	4.30
..... 26	7.25 ..	7.60	6.00 ..	6.35	4.65 ..	5.00	4.40 ..	4.50
August..... 2	7.25 ..	7.60	5.70 ..	6.00	4.65 ..	5.00	4.50 ..	4.60
..... 9	7.40 ..	7.75	5.55 ..	6.00	4.65 ..	5.00	4.50 ..	4.60
..... 16	7.50 ..	8.00	6.50 ..	7.00	5.65 ..	5.00	4.45 ..	4.55
..... 23	7.45 ..	8.00	6.00 ..	6.50	5.10 ..	5.25	4.15 ..	4.25
..... 30	7.00 ..	7.50	6.30 ..	6.80	5.40 ..	5.50	4.15 ..	4.25
September..... 6	7.00 ..	7.50	6.80 ..	7.10	5.40 ..	5.50	4.15 ..	4.25
..... 13	7.20 ..	7.25	7.25 ..	7.75	5.50 ..	5.60	4.15 ..	4.30
..... 20	7.25 ..	7.30	7.50 ..	7.80	5.50 ..	5.75	4.15 ..	4.30
..... 27	7.10 ..	0.00	8.00 ..	8.25	5.90 ..	6.25	4.20 ..	4.40
October..... 4	7.25 ..	7.30	7.70 ..	7.85	6.00 ..	6.50	4.20 ..	4.40
..... 11	7.20 ..	7.30	6.90 ..	7.00	6.20 ..	6.75	4.20 ..	4.35
..... 18	7.60 ..	7.70	6.90 ..	7.10	6.20 ..	6.50	4.15 ..	4.25
..... 25	7.15 ..	7.20	7.25 ..	7.50	6.20 ..	6.35	4.00 ..	4.15
November..... 1	7.25 ..	7.30	7.20 ..	7.35	6.15 ..	6.30	4.05 ..	4.15
..... 8	7.00 ..	7.10	7.30 ..	7.50	6.15 ..	6.30	4.10 ..	4.20
..... 15	7.00 ..	7.05	7.00 ..	7.20	6.15 ..	6.30	4.20 ..	4.30
..... 22	6.90 ..	7.00	7.10 ..	7.25	6.10 ..	6.25	4.25 ..	4.30
..... 29	6.85 ..	6.95	7.10 ..	7.20	5.75 ..	6.10	4.22½ ..	4.30
December..... 6	6.75 ..	6.85	7.00 ..	7.10	5.50 ..	5.85	4.12½ ..	4.20
..... 13	6.90 ..	7.00	6.70 ..	6.85	5.10 ..	5.50	4.12½ ..	4.20
..... 20	7.00 ..	7.10	6.90 ..	6.95	5.20 ..	5.50	4.15 ..	4.20
..... 27	7.15 ..	7.25	6.90 ..	7.00	5.20 ..	5.50	4.20 ..	4.30

The figures indicating *weekly* receipts of Wheat by Grand Trunk Railway in the preceding table are approximates; the total for the year 1867 shows an increase of 296,261 bushels, or 146½ per cent., as compared with 1866,—there having been a decrease in 1866 as contrasted with 1865, of 245,268 bushels, or 54½ per cent. The increase in receipts by Lachine Canal in 1867 over 1866, was 1,869,826 bushels, or 327 per cent.,—there having been a decrease in 1866 of 1,630,198 bushels, or 74 per cent., as compared with 1865,—and a large decrease in the latter year as compared with 1864. The shipments of the past three years were as follows:—

	1865	1866	1867
	Bushels.	Bushels.	Bushels.
By G. T. Railway, (including ocean-steamers).	83,369	76,464	107,173
By River St. Lawrence.....	581,064	3,663	1,446,637
By Richelieu Co.'s Steamers.....	4,845	2,668	872
Via Port of St. John's.....	61,355	483	.....
By Lachine Canal.....	52,305	.....	21,846
Total.....	782,938	83,278	1,576,528

For Prices and Quantities of Wheat imported into Great Britain,—see tables on pp. 9, 12, 13.
 For Prices of Canada Spring Wheat in Montreal and Toronto,—and of Canada Fall Wheat at Oswego,—see tables and remarks on pp. 43, 44, and 45. See also comparative table on next page.

Prices of No. 1 Milwaukee Spring Wheat in Montreal, during Four Years.

DATE OF QUOTATION.	1867		1866		1865		1864	
	Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
May..... 3	.... @ ....		1.35 @ 1.40		1.00 @ 1.05	 @	
..... 10	....		....		1.00 .. 1.02½		0.87½ .. 0.89	
..... 17	....		....		1.07½ .. 1.10		0.90 .. 0.91	
..... 24	....		....		1.12½ .. 1.15		0.87½ .. 0.89	
..... 31	....		....		1.07½ .. 1.10		0.86 .. 0.87	
June..... 7	....		....		1.01 .. 1.03		0.86 .. 0.87½	
..... 14	....		....		0.97½ .. 1.00		0.90 .. 0.91	
..... 21	....		....		0.98 .. 1.00		0.91½ .. 0.92½	
..... 28	....		....		0.97½ .. 0.98		0.92 .. 0.93	
July..... 5	....		....		0.94 .. 0.95		0.94 .. 0.95	
..... 12	....		....		0.95 .. 0.97		0.95 .. 0.96	
..... 19	....		....		0.95 .. 0.96		0.96 .. 0.97	
..... 26	....		....		0.96 .. 0.98		0.95 .. 0.97	
August..... 2	....		....		0.94 .. 0.96		0.95 .. 0.97	
..... 9	....		....		0.96 .. 0.97		0.95 .. 0.96	
..... 16	....		....		0.96 .. 0.98		0.91 .. 0.93	
..... 23	....		....		1.05 .. 1.07½		0.89 .. 0.91	
..... 30	....		....		1.07½ .. 1.10		0.87½ .. 0.89	
September..... 6	....		....		1.10 .. 1.12½		0.89 .. 0.90	
..... 13	1.50 ..	....	....		1.15 ..	....	0.90 .. 0.92	
..... 20	1.55 .. 1.57½	....	1.52½ ..	....	1.15 .. 1.16	....	0.90 .. 0.92	
..... 27	1.54 .. 1.53	....	1.52½ ..	....	1.15 .. 1.16	....	0.90 .. 0.92	
October..... 4	1.57½ .. 1.60	....	1.52½ ..	....	1.20 .. 1.25	....	0.90 .. 0.92	
..... 11	1.59 .. 1.61	....	1.48 .. 1.50	....	1.20 .. 1.27½	....	0.90 .. 0.91	
..... 18	1.62½ .. 1.65	....	1.40 .. 1.45	....	1.20 .. 1.26	....	0.90 .. 0.91	
..... 25	1.58 .. 1.60	....	1.47½ ..	....	1.18 .. 1.24	....	0.89 .. 0.90	
November..... 1	1.58 .. 1.60	....	1.47½ .. 1.50	....	1.18 .. 1.25	....	0.89 .. 0.90	
..... 8	1.52½ .. 1.55	....	1.47½ .. 1.50	....	1.22½ .. 1.30	....	0.90 .. 0.91	
..... 15	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.	1867		1866		1865		1864	
	Per Bu. of 60 lbs.		Per Bu. of 60 lbs.		Per Bu. of 60 lbs.		Per Bu. of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January..... 4	1.47½	@ 1.50	1.16	@ 1.20	0.96	@	0.92½	@ 0.93
..... 11	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. ....	0.92½	.. 0.93
..... 18	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. ....	0.92½	.. 0.94
..... 25	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95
February..... 1	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.94	.. 0.96
..... 8	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.94	.. 0.96
..... 15	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95
..... 22	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95
March..... 1	1.47½	.. 1.52½	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95
..... 8	1.50	.. 1.60	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95
..... 15	1.60	.. 1.65	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95
..... 22	1.70	.. 1.75	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95
..... 29	1.70	.. 1.75	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95
April..... 5	1.75	.. 1.80	1.18	.. 1.20	1.00	.. ....	0.93	.. 0.95
..... 12	1.75	.. 2.00	1.20	.. 1.25	1.00	.. ....	0.92	.. 0.93
..... 19	1.75	.. 2.00	1.25	.. 1.30	1.00	.. ....	0.92	.. 0.93
..... 26	1.75	.. 1.90	1.35	.. 1.37½	1.00	.. ....	0.90	.. 0.95
May..... 3	.....	.....	1.35	.. 1.37½	1.00	.. ....	0.88	.. 0.90
..... 10	.....	.....	1.45	.. 1.50	1.00	.. 1.05	0.87½	.. 0.89
..... 17	.....	.....	1.45	.. 1.50	1.12½	.. ....	0.90	.. 0.91
..... 24	.....	.....	1.45	.. 1.50	1.15	.. 1.20	0.89	.. 0.90
..... 31	1.95	.. 2.00	1.45	.. 1.50	1.20	.. 1.25	0.87	.. 0.88
June..... 7	.....	.....	1.45	.. 1.50	1.20	.. 1.25	0.85	.. 0.87
..... 14	.....	.....	1.45	.. 1.50	1.15	.. 1.20	0.87	.. 0.89
..... 21	1.50	.. 1.60	1.45	.. 1.50	1.15	.. 1.20	0.87	.. 0.90
..... 28	1.50	.. 1.60	1.45	.. 1.50	1.15	.. 1.20	0.88	.. 0.90
July..... 5	1.55	.. 1.60	1.47½	.. 1.52½	1.05	.. ....	0.91	.. 0.93
..... 12	1.55	.. 0.00	1.47½	.. 1.52½	1.00	.. 1.05	0.91	.. 0.93
..... 19	1.50	.. 1.55	1.40	.. 1.45	1.00	.. 1.05	0.96	.. 0.97½
..... 26	1.50	.. 1.55	1.40	.. 1.45	1.00	.. 1.05	0.96	.. 0.97½
August..... 2	1.50	.. 1.55	1.20	.. ....	1.00	.. 1.05	0.96	.. 0.98
..... 9	1.55	.. 1.60	1.20	.. ....	1.00	.. ....	0.96	.. 0.97
..... 16	1.50	.. 1.55	1.25	.. 1.30	1.00	.. 1.05	0.92½	.. 0.95
..... 23	1.50	.. 1.55	1.30	.. 1.40	1.10	.. 1.15	0.92½	.. 0.95
..... 30	.....	.....	1.30	.. ....	1.10	.. 1.15	0.90	.. 0.92½
September..... 6	.....	.....	1.30	.. ....	1.15	.. 1.17½	0.90	.. 0.92½
..... 13	.....	.....	.....	.....	1.15	.. 1.17½	0.90	.. 0.91½
..... 20	.....	.....	1.50	.. 1.55	1.15	.. 1.20	0.90	.. 0.91½
..... 27	.....	.....	1.50	.. 1.55	1.20	.. 1.25	0.90	.. 0.91½
October..... 4	.....	.....	1.50	.. 1.55	1.25	.. 1.30	0.90	.. 0.91½
..... 11	1.55	.. 1.61	1.40	.. 1.50	1.22½	.. 1.27½	0.89	.. 0.91
..... 18	1.62½	.. 1.67½	1.40	.. 1.50	1.22½	.. 1.27½	0.88	.. 0.90
..... 25	1.58	.. 1.60	1.50	.. ....	1.22½	.. 1.27½	0.88	.. 0.90
November..... 1	1.55	.. 1.57½	1.50	.. 1.55	1.22½	.. 1.27½	0.88	.. 0.90
..... 8	1.52	.. 1.54	1.50	.. 1.55	1.22½	.. 1.27½	0.89	.. 0.91
..... 15	1.52	.. 1.55	1.50	.. 1.55	1.22½	.. 1.27½	0.90	.. 0.92
..... 22	1.52½	.. 1.53½	1.55	.. 1.60	1.22½	.. 1.27½	0.92	.. 0.94
..... 29	1.52½	.. 1.53½	1.50	.. 1.55	.....	.....	0.92	.. 0.94
December..... 6	1.50	.. 1.52	1.50	.. 1.55	.....	.....	0.92	.. 0.94
..... 13	1.50	.. 1.53	1.47½	.. 1.50	.....	.....	0.92	.. 0.94
..... 20	1.60	.. 0.00	1.47½	.. 1.50	1.16	.. 1.20	0.95	.. 0.00
..... 27	1.62	.. 1.65	1.47½	.. 1.50	1.16	.. 1.20	0.96	.. 0.00

Weekly Prices of Spring Wheat in Chicago for Two Years.

WEEK ENDING.	1867				1866			
	No. 1.		No. 2.		No. 1.		No. 2.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January 5	.... @	2.19	2.95 @	2.00	1.23½ @	1.24	0.86¼ @	0.88
..... 12	2.15 ..	2.21	1.92 ..	1.94	1.22½ ..	1.24	0.85 ..	0.90
..... 19	2.03 ..	2.04	1.89 ..	1.90	1.22 ..	1.23½	0.84 ..	0.92½
..... 26	2.13½ ..	2.20	1.87 ..	2.00	1.22½ ..	1.22½	....	0.92
February 2	.... ..	....	1.84 ..	1.87½	1.20¼ ..	1.20½	0.82 ..	0.85
..... 9	2.19 ..	2.22	1.87½ ..	2.00	1.17 ..	1.20	0.79 ..	0.80
..... 16	.... ..	2.20	1.84½ ..	1.86	1.17¾ ..	1.18½	0.80 ..	0.81½
..... 23	2.20 ..	2.25	1.86½ ..	1.88	1.19 ..	1.20½	0.78½ ..	0.79½
March 2	2.20 ..	2.22½	1.87½ ..	1.90	1.24¾ ..	1.27½	....	0.93
..... 9	2.25 ..	2.26	1.92 ..	2.07	1.23¾ ..	1.24½	....	0.88
..... 16	.... ..	2.38	2.05 ..	2.08	1.24¾ ..	1.28	0.88 ..	1.00
..... 23	2.40 ..	2.41	2.14½ ..	2.15	1.22¾ ..	1.23¾	....	....
..... 30	2.55 ..	2.57	2.15 ..	2.16½	1.24 ..	1.28	0.86½ ..	0.87
April 6	.... ..	....	2.40 ..	2.44	1.27¾ ..	1.30	0.86 ..	0.87
..... 13	.... ..	....	2.35 ..	2.38	1.25 ..	1.30	....	0.88
..... 20	.... ..	2.75	2.40 ..	2.45	1.41½ ..	1.44½	0.96 ..	1.05
..... 27	.... ..	....	2.62 ..	2.65	1.50½ ..	1.62	1.04 ..	1.05
May 4	.... ..	....	2.74 ..	2.77	1.56 ..	1.70	1.08 ..	1.27
..... 11	.... ..	2.85	.... ..	2.70	1.60 ..	1.80	1.10 ..	1.38
..... 18	.... ..	....	2.72 ..	2.85	1.54 ..	1.70	1.00½ ..	1.17
..... 25	.... ..	....	2.49 ..	2.60	1.63 ..	1.85	1.12 ..	1.30
June 1	2.30 ..	2.35	2.17 ..	2.23	1.60 ..	1.80	1.07 ..	1.29
..... 8	2.27 ..	2.20	1.96 ..	2.00	1.67 ..	1.79	1.00 ..	1.29
..... 15	2.00 ..	2.03	1.72 ..	1.78	1.70 ..	1.92	1.06 ..	1.38
..... 22	2.03 ..	2.05	1.76 ..	1.81	1.69 ..	1.95	1.90 ..	1.32
..... 29	.... ..	2.00	1.75 ..	1.84	1.73 ..	1.96	1.06 ..	1.32
July 6	.... ..	2.10	1.75 ..	1.80	1.91 ..	1.95	....	1.25
..... 13	.... ..	....	2.10 ..	2.11	1.60 ..	1.70	1.00 ..	1.08
..... 20	.... ..	....	1.98 ..	2.05	1.38 ..	1.62	0.93 ..	0.98
..... 27	.... ..	....	1.75 ..	1.79	1.49 ..	1.52	0.87½ ..	0.90
August 3	.... ..	*	1.83 ..	1.85	1.40 ..	1.74	0.90 ..	0.92
..... 10	1.85 ..	1.86	1.80 ..	1.83	1.52 ..	1.78	....	0.95
..... 17	1.88 ..	1.90	1.76 ..	1.79	1.65 ..	1.95	1.85 ..	1.88
..... 24	1.71 ..	1.77	1.60 ..	1.65	1.85 ..	1.91	1.65 ..	1.75
..... 31	1.79 ..	1.80	1.64 ..	1.65	1.77 ..	1.80	1.58 ..	1.61
September 7	1.81 ..	1.82½	1.72 ..	1.75	1.95 ..	2.00	1.62½ ..	1.80
..... 14	1.83½ ..	1.86	1.72 ..	1.76	1.90 ..	2.07	1.68 ..	1.91
..... 21	1.93 ..	1.96	1.86 ..	1.89	2.10 ..	2.12	1.84 ..	2.00
..... 28	1.86½ ..	1.88	1.81½ ..	1.82½	2.00 ..	2.11	1.75 ..	1.97
October 5	2.00 ..	2.03	1.94½ ..	1.98	2.08 ..	2.11	1.70 ..	1.93
..... 12	1.98 ..	2.00	1.94 ..	1.96	2.12½ ..	2.13½	1.68 ..	1.89
..... 19	1.88 ..	1.89	1.83½ ..	1.84½	2.16 ..	2.20	1.87½ ..	1.94
..... 26	1.91 ..	1.95	1.87 ..	1.90	2.20 ..	2.22½	1.92½ ..	2.02
November 2	1.86 ..	1.86½	1.79½ ..	1.82	2.19 ..	2.21½	1.97 ..	2.03
..... 9	1.82½ ..	1.85	1.73½ ..	1.74	2.00 ..	2.06	1.78 ..	1.87
..... 16	1.84 ..	1.85	1.72½ ..	1.74	2.01 ..	2.09	1.75 ..	1.90
..... 23	1.80 ..	1.81	1.71 ..	1.74	2.09 ..	2.16	1.85 ..	1.95
..... 30	1.81 ..	1.82½	1.70½ ..	1.71½	2.05 ..	2.11	1.80 ..	1.92
December 7	1.86½ ..	1.88	1.77 ..	1.80	2.01 ..	2.03	1.76 ..	1.83
..... 14	1.89 ..	1.90	1.82 ..	1.85	2.09 ..	2.12	1.87 ..	1.90
..... 21	1.90 ..	1.92	1.83 ..	1.84	2.05 ..	2.08	1.82½ ..	1.84
..... 28	1.93 ..	1.96	1.87½ ..	1.88½	2.10 ..	2.11	1.85 ..	1.93

Weekly Prices of Spring Wheat in Milwaukee for two years.

DATE.	1867				1866			
	No. 1.		No. 2.		No. 1.		No. 2.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January	5	@ 2.20	2.04	@ 2.04½	1.26	@ 1.28	1.16	@
.....	12	.. 2.18	2.01	.. 2.02	1.22½	.. 1.24	1.12
.....	19	2.12 .. 2.15	.. .. 1.98	1.23½	.. 1.24½	1.10	.. .....
.....	26	.. .. 2.12	.. .. 1.96	1.24½	.. 1.25	1.12	.. .....
February	2	.. .. 2.10	.. .. 1.95	1.21	.. 1.22	1.10	.. .....
.....	9	2.08 .. 2.09	.. .. 1.95	1.17	.. 1.18½	1.05	.. .....
.....	16	.. .. 2.08	.. .. 1.94	1.18	.. 1.18½	.. ..	.. .....
.....	23 2.14	1.99	.. 2.00	1.18½	.. 1.19	1.06½
March	2	2.17 .. 2.20	2.00	.. 2.00½	1.24½	.. 1.28½	1.14	.. 1.16
.....	9 2.25	2.08	.. 2.09	1.26½	.. 1.28
.....	16	.. .. 2.35	.. .. 2.19½	1.26½	.. 1.26½	.. ..	.. .....
.....	23 2.40	2.23	.. 2.24	1.23	.. 1.24	1.11½
.....	30	.. .. 2.45	.. .. 2.26	1.24½	.. 1.25½	1.11	.. .....
April	6 2.75	2.48½	.. 2.49	1.28	.. 1.29	1.14
.....	13	2.70 .. 2.75	2.44½	.. 2.45	1.28½	.. 1.29½	1.15½	.. 1.18
.....	20	.. .. 2.75	.. .. 2.46	1.47	.. 1.48½	1.33	.. 1.36
.....	27	2.80 .. 2.83	2.71	.. 2.72	1.60	.. 1.65	1.48	.. 1.50
May	4	.. .. 2.92	.. .. 2.81	1.65½	.. 1.67	1.50½	.. 1.51
.....	11 2.95	2.81	.. 2.81½	1.84	.. 1.91
.....	18	2.91 .. 2.95	.. .. 2.83½	1.63	.. 1.64	.. ..	.. .....
.....	25	.. .. 2.75	.. .. 2.64	1.80½	.. 1.82	1.62	.. 1.63½
June	1	.. .. 2.40	.. .. 2.33	1.77½	.. 1.78½	1.65	.. ..
.....	8	.. .. 2.28	.. .. 2.15	1.76	.. 1.77	1.61	.. 1.62
.....	15 2.16	2.00	.. 2.01	1.90	.. 1.93	1.74	.. 1.76
.....	22	.. .. 2.13	.. .. 1.97	1.93	.. 2.00	.. ..	.. .....
.....	29	.. .. 2.15	.. .. 1.94	2.03	.. 2.05	.. ..	.. .....
July	6 2.25	2.02	.. 2.03	2.01	.. 2.05
.....	13	.. .. 2.35	.. .. 2.25	1.84	.. 1.96	1.69	.. ..
.....	20	.. .. 2.30	.. .. 2.09	1.63	.. 1.66	1.46	.. ..
.....	27	.. .. 2.20	.. .. 1.89	1.71	.. 1.76½	1.52	.. 1.56
August	3 2.15	2.00	.. 2.03	1.60	.. 1.61½	1.43
.....	10	.. .. 2.05	.. .. 1.96	1.70	.. 1.83	1.49	.. ..
.....	17	.. .. 1.87	.. .. 1.82	.. ..	.. ..	.. ..	.. ..
.....	24	1.70 .. 1.72	1.60	.. 1.62½	2.05	1.65
.....	31	.. .. 1.74	.. .. 1.63	2.10	.. 2.25	1.56	.. ..
September	7	1.79 .. 1.80	1.74	.. 1.75	1.90	.. 1.95	1.68	.. 1.71
.....	14	1.81 .. 1.81½	.. .. 1.75½	1.90	.. 2.03	1.70	.. 1.78
.....	21	1.89 .. 1.89½	.. .. 1.85	2.05	.. 2.07	1.84	.. 1.88
.....	28	.. .. 1.88	.. .. 1.82	1.95	.. 2.00	1.76	.. 1.83
October	5	.. .. 1.99½	.. .. 1.95	2.06½	.. 2.08	1.77	.. 1.79½
.....	12	.. .. 1.96½	.. .. 1.91½	2.10	.. 2.12	1.69	.. 1.70
.....	19	1.86 .. 1.86½	.. .. 1.82	2.09	.. 2.12	1.81	.. 1.82
.....	26	.. .. 1.95	.. ..	2.10	.. 2.12	1.90½	.. 1.91½
November	2	.. .. 1.82½	.. .. 1.82½	2.14	.. 2.16	1.99	.. 2.04
.....	9	1.83 .. 1.83½	1.74	.. 1.75	2.07	.. 2.10	1.91	.. 1.93½
.....	16	.. .. 1.82½	.. .. 1.72½	2.08	.. 2.10	1.89	.. 1.92
.....	23	1.81 .. 1.81½	.. .. 1.70	2.02	.. ..	1.77½	.. 1.80
.....	30	.. .. 1.81	.. .. 1.70½	.. ..	.. ..	1.77	.. 1.80
December	7	.. .. 1.90	.. .. 1.80	2.06	.. ..	1.80	.. 1.81½
.....	14	1.88 .. 1.88½	1.78	.. 1.79	2.05	.. 2.07	1.84	.. 1.87
.....	21	.. .. 1.88	.. .. 1.78½	2.13	.. 2.15	1.92½	.. 1.95
.....	28	1.90½ .. 1.91	1.81	.. 1.82	.. ..	1.96	.. 2.00

MAIZE.

WEEK ENDING.	RECEIPTS OF MAIZE IN 1867.		SHIPMENTS OF MAIZE IN 1867.		
	Via G. T. Railway. Bushels.	Via Lachine Canal. Bushels.	Via River St. Lawrence. Bushels.	Via Quebec Steamers. Bushels.	Via Mont. & Cham. Railway. Bushels.
April 31	350	....	....	....	4,809
May 8	700	....	....	5	640
15	24,400	....	5	....
22	102,595	29,212	....	2,110
29	34,041	23,892	9	1,196
June 5	99,182	3,330	118	800
12	86,807	25,740	....	375
19	34,655	38,833	150	1,309
26	70,766	73,702	20	780
July 3	76,532	55,423	282	1,125
10	32,571	100,605	64	972
17	59,342	23	1,580
24	13,798	....	....	1,130
31	41,521	62,747	20	435
August 7	25,633	10,476	10	750
14	64,925	40,712	42	200
21	37,209	73,241	302	325
28	49,105	7,734	100	....
Sept. 4	37,434	598	375
11	1,230
18
25
October 2
9
16	10	50
23	15	....	....
30
Novr. 6	14,520	....	....	70
13	36,626	1,100	200	....
20	24	....
27	4,573	....	....	....
Decr. 4	41,096	....	....	....
TOTALS....	1,050	890,555	643,538	1,982	19,261

The receipts of Maize by Lachine Canal in 1867, show a decrease of 1,221,653 bushels, or 57½ per cent., as compared with 1866,—the figures for 1866 having shown an increase of 1,183,137 bushels, or 126½ per cent., over those of 1865. The shipments of the past two years were as follows :—

	1866 Bushels.	1867 Bushels.
In Sea-going vessels <i>via</i> River St. Lawrence.....	1,812,100	643,528
By Grand Trunk Railway, including quantities entered outward at St. John's and Coaticook	42,785	26,622
By other Channels	15,338	11,558
Totals	1,870,223	681,708

PEAS.

WEEK ENDING.	RECEIPTS OF PEAS IN 1867.		SHIPMENTS OF PEAS IN 1867.				
	Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via Portland. Bushels.	Via River St. Lawrence. Bushels.	Via Quebec Steamers. Bushels.	Via M. & Ch. Railway. Bushels.	
January	2	1,750	....	15,965	....	....
	9	4,200	....	1,715	....	1,500
	16	5,309	....	3,562	....	....
	23	1,731	....	4,260	....	....
	30	6,300	....	7,029	....	....
February	6	1,409	....	1,373	....	....
	13	3,516	....	1,214	....	2
	20	2,109	....	....	....	36
	27	1,533	....	....	....	....
March	6	704	....	16,402	....	2
	13	3,150	....	....	....	6
	20	1,933	....	....	....	158
	27	351	....	2,821	....	....
April	3	1,400	....	1,459	....	6
	10	3,850	....	9,553	....	2
	17	3,596	....	3,180	....	....
	24	1,700	....	3,081	....	....
	31	7,279	....	17,129	93	....
May	8	20,650	56,122	15,899	1,749	722	
	15	6,250	150,068	....	56,639	152
	22	13,300	126,014	....	129,138	220
	29	6,300	120,162	....	141,541	108
June	5	8,050	87,887	....	65,592	12
	12	4,900	77,501	....	127,030	56
	19	341	19,152	....	70,058	94
	26	1,400	31,172	....	90,898	114
July	3	1,400	17,240	....	56,762	52
	10	3,100	32,367	....	110,819	278
	17	1,910	5,088	....	22,993	317
	24	1,750	10,412	....	20,131	135
	31	1,400	12,836	....	9,810	166
August	7	1,130	5,089	....	4,567	48
	14	44	14,090	....	43,276	118
	21	88	814	....	6,468	40
	28	....	42	....	4,901	254
Sept.	4	....	112	....	....	282
	11	350	6,588	....	2,860	156
	18	1,400	22,206	....	10,272	656
	25	3,500	9,560	....	11,951	838
October	2	2,450	36,823	....	15,298	....
	9	4,900	29,676	....	26,157	352
	16	3,850	18,760	....	12,539	22
	23	18,050	49,343	....	66,513	210
	30	11,200	53,604	....	80,059	102
Novr.	6	16,100	7,519	....	117,849	79
	13	10,800	36,605	....	93,690	1,855
	20	11,200	23,826	....	109,972	774
	27	7,560	18,552	....	86,853	....
Decr.	4	3,850	33	....	40,437	....
	11	2,800	....	....	....	....
	18	700	....	4,213	....	....
	25	....	....	7,977	....	....
	31	700	....	....	....	....
TOTALS		223,043	1,079,263	116,832	1,636,916	8,212	2,845

The recorded receipts of Peas in 1867 show an increase of 265,991 bushels, or 25½ per cent., as compared with those of 1866,—the receipts of the latter year having exceeded those of 1865 by 599,694 bushels, or 137½ per cent.,—the increase in 1865 over 1864, being 79,544 bushels, or 22½ per cent. The shipments *via* River St. Lawrence in 1867, exceeded those of 1866 by 545,091 bushels, or 50 per cent.,—the increase in 1866 over 1865 was 519,183 bushels, or 90½ per cent.,—the increase in the latter year over 1864 having been 130,853 bushels, or 29½ per cent. The following is a summary statement:—

	1865 Bushels.	1866 Bushels.	1867 Bushels.
In sea-going vessels, <i>via</i> River St. Lawrence....	572,642	1,091,825	1,636,916
By Richelieu Co.'s steamers, barges, &c.....	66,226	3,063	8,212
In ocean-steamers, <i>via</i> Portlaud.....	23,830	43,645	116,832
<i>Via</i> Port of St. Johns.....	19,212	3,200	.....
Totals.....	681,910	1,141,733	1,761,960

For Quantities of Peas imported into Great Britain, Prices, &c., see pp. 12, 13.

For Prices of Peas in Toronto, see p. 44.

Prices of Peas in Montreal, during Six Years.

DATE OF QUOTATION.	1867		1866		1865		1864		1863		1862	
	Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.		Per Bushel of 60 lbs.	
	c.	c.	c.	c.	\$ c.	\$ c.	c.	c.	c.	c.	c.	c.
April...26	82	@ 84	77½	@ 80	0.90	@ 1.00	62	@ 65	..	@ ..	63½	@ 68½
May....3	82	.. 84	77½	.. 80	0.90	.. 1.00	64	.. 65	65	.. 68	63½	.. 68½
....10	82	.. 84	77½	.. 80	0.84	.. 0.86	64	.. 65	65	.. 68	63½	.. 68½
....17	83	.. 85	77½	.. 80	0.90	.. 0.92½	64	.. 65	65	.. 68	66½	.. 70
....24	83	.. 85	77½	.. 80	1.00	.. 0.00	64	.. 65	65	.. 68	67½	.. 70
....31	81	.. 83	77½	.. 80	0.93	.. 0.95	64	.. 65	64	.. 67	67½	.. 70
June...7	75	.. 78	77½	.. 80	0.90	.. 0.93	64	.. 65	64	.. 67	67½	.. 70
....14	74	.. 76	77½	.. 80	0.90	.. 0.93	64	.. 65	64	.. 67½	68½	.. 70
....21	75	.. 77	75	.. 77½	0.90	.. 0.93	65	.. 67	64	.. 67½	69½	.. 72½
....28	75	.. 77	75	.. 77½	0.90	.. 0.93	65	.. 66	64	.. 67	68½	.. 72½
July....5	77	.. 79	77½	.. 80	0.88	.. 0.90	65	.. 66	64	.. 67	70	.. 72½
....12	82	.. 84	77½	.. 80	0.88	.. 0.90	65	.. 66	64	.. 67	68½	.. ..
....19	84	.. 86	77½	.. 80	0.88	.. 0.90	65	.. 67½	63	.. 65	72½	.. 75
....26	84	.. 86	77½	.. 80	0.88	.. 0.90	67½	.. 70	63	.. 65	72½	.. 75
Aug....2	84	.. 86	75	.. 77½	0.88	.. 0.90	67½	.. 70	62	.. 64	68½	.. 72½
....9	85	.. 87	..	.. 75	0.86	.. 0.87	67½	.. 70	62	.. 64	68½	.. 72½
....16	85	.. 87	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½
....23	85	.. 87	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½
....30	85	.. 87	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½
Sept....6	80	.. 82	75	.. ..	0.77½	.. 0.82½	67½	.. 70	62	.. 64	68½	.. 72½
....13	82	.. 83	72½	.. ..	0.77½	.. 0.82½	67½	.. 70	62	.. 64	66	.. 70
....20	82	.. 83	72½	.. ..	0.77½	.. 0.82	70	.. 75	62	.. 65	66	.. 68½
....27	86	.. 87	72½	.. 75	0.77½	.. 0.82	70	.. 75	62	.. 64	65½	.. 68½
Oct....4	88	.. 89	80	.. 82½	0.77½	.. 0.80	70	.. 75	62	.. 64	63½	.. 66
....11	88	.. 90	82	.. 82½	0.80	.. 0.82	67½	.. 72½	64	.. 65	63½	.. 66
....18	91	.. 93	80	.. 82½	0.80	.. 0.82	65	.. 70	67	.. 69	61½	.. 66
....25	87	.. 89	80	.. 82½	0.80	.. 0.82	67½	.. 72½	67	.. 68	61	.. 66
Nov....1	87	.. 90	84	.. 86	0.82	.. 0.84	67½	.. 72½	64	.. 67	61	.. 66
....8	87	.. 91	84	.. 86	0.80	.. 0.83	67½	.. 72½	62	.. 64	60	.. 65½
....15	87	.. 90	84	.. 86	0.80	.. 0.81	65	.. 70	62	.. 64	60	.. 65½
....22	86	.. 88	82	.. 84	0.72½	.. 0.75	65	.. 70	62	.. 64	59	.. 63½
....29	86	.. 88	82	.. 84	0.72½	.. 0.75	65	.. 70	62	.. 64	59	.. 63½
Dec....6	82	.. 83	82	.. 84	0.70	.. 0.72½	65	.. 70	62	.. 64	..	.. ..
....13	82	.. 83	80	.. 82	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..
....20	82	.. 83	80	.. 82	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..
....27	82	.. 83	80	.. 81	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..

BARLEY.

WEEK ENDING.	RECEIPTS OF BARLEY IN 1867.		SHIPMENTS OF BARLEY IN 1867.					
	Via G. T. Railway. Bushels.	Via Lachine Canal. Bushels.	Via Portland. Bushels.	Via River St. Lawrence. Bushels.	Via Quebec Steamers. Bushels.	Via M. & Ch. Railway. Bushels.	Via Coaticook. Bushels.	Via St. Johns. Bushels.
January 2	1,050	....	455	....	....	396	9,256	....
9	450	....	4,262	....	....	602	32,061	....
16	1,520	....	....	....	....	3	18,499	....
23	....	....	3,468	....	....	....	21,527	....
30	894	....	3,333	....	....	....	20,870	....
February 6	1,050	....	2,114	....	....	11	40,122	....
13	1,200	....	....	....	....	....	19,868	....
20	2,000	....	4,268	....	....	550	23,247	....
27	700	....	3,368	....	....	3,590	8,876	....
March 6	800	....	834	....	....	....	21,009	....
13	400	....	....	....	....	1,650	18,000	....
20	400	....	....	....	....	....	20,772	....
27	1,400	....	14,447	....	....	50	25,465	....
April 3	750	....	1,026	....	....	19	27,350	....
10	....	....	7,369	....	....	....	34,042	....
17	40	....	....	....	....	....	6,517	....
24	....	....	918	....	....	....	3,766	....
May 1	....	....	118	....	....	572	1,310	....
8	....	....	....	....	....	335	....	....
15	2,240	4,830	....	....	....	233	....	....
22	1,015	3,758	....	3,596	....	340	....	....
29	....	986	....	....	....	200	....	26
June 5	400	1,998	....	....	....	86	....	1,051
12	....	3,484	....	....	....	623	....	2,025
19	400	4,214	....	....	....	....	....	12
26	500	75	....	13,479	....	....	....	1,156
July 3	....	....	....	12,543	....	100	....	1,138
10	....	142	....	....	....	400	....	4,866
17	2,200	594	....	3,179	....	100	....	....
24	1,900	....	....	16,927	....	80	....	....
31	322	138	....	....	....	....	....	....
August 7	....	420	....	344	....	22	....	2,000
14	309	....	....	....	....	72	....	200
21	....	98	....	....	....	....	....	....
28	....	....	....	940	....	....	....	600
Sept. 4	400	60	....	....	....	....	....	....
11	....	....	....	....	....	100	....	....
18	....	172	....	....	....	....	....	530
25	....	262	....	....	....	....	....	....
October 2	1,000	19,360	....	5,420	....	....	833	12,890
9	....	20,971	....	2,731	....	10	....	18,891
16	5,650	27,640	....	16,176	....	450	....	840
23	5,100	43,061	....	10,061	....	76	....	1,255
30	4,400	39,542	....	....	....	72	....	3,026
Novr. 6	1,200	10,987	....	6,458	....	50	....	6,901
13	900	82,310	....	18,050	....	24	....	4,291
20	800	368	....	10,154	....	....	....	4,716
27	1,230	64,316	....	....	....	....	....	4,461
Decr. 4	700	....	....	....	....	10,150	....	61,816
11	2,000	....	....	....	....	2,800	....	....
18	10,100	....	....	....	....	2,670	111,701	....
25	....	....	....	....	....	1,500	....	3,578
31	....	....	....	....	....	350	....	18,324
	....	....	....	....	....	700	....	....
TOTALS ..	83,534	329,786	45,980	120,058	3,945	25,041	526,087	246,705

The recorded receipts of Barley in 1867, show an increase of 93,643 bushels, or 29½ per cent. as compared with 1866, the increase in 1866 over 1865 being 19,771 bushels or 6 per cent. The shipments from Montreal via River St. Lawrence, show a decrease in 1867, while those to the United States via Grand Trunk Railway, show a very large increase. The following is a comparative summary of exports:—

	1865 Bushels.	1866 Bushels.	1867 Bushels.
By River St. Lawrence.....	.....	232,979	120,058
Via Port of St. Johns	774,504	82,610	246,705
" G. T. Railway (including Coaticook)....	152,648	86,159	526,087
" Other Channels.....	83,240	25,574	8,187
Totals.....	1,010,392	427,322	901,037

Prices of Barley in Great Britain.—Tables on pp. 9 and 13 show the prices of Barley in the United Kingdom during a series of years; and the table on page 12 shows the quantities imported during fourteen years.

Prices in Canada.—Besides the prices in the following table, the reader will find tables on pp. 43, 44, which show prices of Barley in Montreal and Toronto before and after the repeal of the Reciprocity Treaty:—

Prices of Barley in Montreal during Three Years.

WEEK ENDING.	1867		1866		1865		WEEK ENDING.	1867		1866		1865	
	Bushel of 48 lbs.		Bushel of 48 lbs.		Bushel of 48 lbs.			Bushel of 48 lbs.		Bushel of 48 lbs.		Bushel of 48 lbs.	
	cts.	cts.	cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.
Jany. 4	56 @	58	65 @	..	65 @	67½	July 5	65 ..	70	....	....	....	....
11	50 ..	56	65 ..	..	60 ..	..	12	65 ..	..	....	....	....	....
18	50 ..	56	65 ..	..	60 ..	65	19	65 ..	..	....	....	....	....
25	50 ..	56	65 ..	..	60 ..	65	26	60 ..	65	....	....	....	....
Febry. 1	53 ..	57	65 ..	..	65 ..	67	August 2	60 ..	65	..	..	....	....
8	53 ..	57	65 ..	..	65 ..	67	9	60 ..	65	....	....	60 @	62½
15	53 ..	57	65 ..	..	65 ..	67	16	60 ..	63	60 @	..	67 ..	68
22	55 ..	60	65 ..	..	68 ..	70	23	60 ..	65	55 ..	60	67 ..	68
March 1	55 ..	60	65 ..	..	70 ..	72½	30	60 ..	65	55 ..	60	67 ..	68
8	55 ..	60	65 ..	..	70 ..	72½	Sept. 6	65 ..	75	55 ..	60	65 ..	67
15	55 ..	60	65 ..	..	70 ..	72½	13	60 ..	70	55 ..	60	64 ..	66
22	55 ..	60	65 ..	..	70 ..	72½	20	65 ..	70	55 ..	60	67½ ..	70
29	55 ..	60	65 ..	..	70 ..	72½	27	65 ..	75	55 ..	65	72½ ..	75½
April 5	60 ..	65	57 ..	60	70 ..	72½	Oct. 4	70 ..	72½	60 ..	75	70 ..	72½
12	60 ..	65	57 ..	60	72½ ..	75	11	70 ..	75	60 ..	68	70 ..	72
19	60 ..	65	48 ..	54	72½ ..	75	18	70 ..	75	62½ ..	67	65 ..	..
26	60 ..	65	48 ..	54	60 ..	62½	25	70 ..	75	62½ ..	67	65 ..	..
May 3	....	....	48 ..	54	60 ..	65	Nov. 1	68 ..	72	62½ ..	67	65 ..	..
10	....	....	48 ..	54	65 ..	70	8	68 ..	72	62½ ..	68	65 ..	..
17	....	....	....	....	60 ..	..	15	68 ..	72	62½ ..	65	65 ..	..
24	....	....	....	....	....	..	22	68 ..	72	60 ..	62½	65 ..	..
31	....	....	....	....	....	..	29	68 ..	72	60 ..	62½	65 ..	..
June 7	....	....	....	....	....	..	Decr. 6	68 ..	72	58 ..	60	65 ..	..
14	....	....	....	....	....	..	13	75 ..	..	56 ..	58	65 ..	..
21	....	....	....	....	....	..	20	75 ..	..	56 ..	58	65 ..	..
28	....	....	....	....	....	..	27	80 ..	..	56 ..	58	65 ..	..

OATS.

WEEK ENDING.	RECEIPTS OF OATS IN 1867.		SHIPMENTS OF OATS IN 1867.				
	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.
January 2	600	....	6,106	....	....	....	....
..... 9	1,200	....	2,110	....	....	....	....
.....16	600	....	9,421	....	....	....	....
.....23	3,000	....	9,188	....	....	75	....
.....30	1,000	....	3,743	....	....	150	....
February 6	....	....	10,533	....	....	....	....
.....13	500	....	7,074	....	....	....	....
.....20	2,550	....	2,505	....	....	....	....
.....27	175	....	35,117	....	....	....	....
March 6	500	....	13,004	....	....	....	....
.....13	....	....	15,507	....	....	....	....
.....20	500	....	19,005	....	....	....	....
.....27	..	....	1,318	....	....	50	....
April 3	600	....	17,907	....	....	....	....
.....10	1,014	....	3,298	....	....	2,400	....
.....17	7,000	....	25,042	....	....	....	....
.....24	500	....	4,834	....	....	....	....
May 1	500	....	16,772	....	358	....	5,000
..... 8	....	586	10,351	....	358	....	5,000
.....15	1,000	49,796	....	17,166	200	....	23,517
.....22	1,500	42,643	....	8,705	....	....	30,275
.....29	....	31,850	....	12,592	....	....	8,743
June 5	500	25 333	....	22,500	300	23	16,530
.....12	....	238	....	....	552	....	23,391
.....19	500	9,410	....	2,047	....	80	18,335
.....26	....	6,210	....	....	31	....	23,092
July 3	1,420	866	....	6,641	....	....	....
.....10	500	1,136	....	22,709	....	....	5,909
.....17	....	1,174	....	41,995	....	136	35,088
.....24	2,000	926	....	41,163	....	375	9,099
.....31	1,300	1,256	....	24,087	....	....	19,818
August 7	600	1,652	....	14,161	....	....	12,390
.....14	1,460	1,634	....	17,771	....	375	....
.....21	946	1,140	....	11,888	100	....	....
.....28	....	626	....	136	....	....	6,919
September 4	600	226	....	14,297	....	....	....
.....11	....	140	....	....	....	....	....
.....18	....	702	....	....	....	80	....
.....25	....	1,126	....	....	....	....	....
October 2	....	578	....	....	....	75	2,435
..... 9	....	1,482	....	63	....	....	1,254
.....16	9,400	3,036	....	....	....	....	2,500
.....23	3,900	3,658	....	....	22	....	....
.....30	4,500	15,272	....	88,316	....	....	737
November 6	12,800	2,022	....	94,000	....	....	26,178
.....13	1,000	10,470	....	68,447	....	....	16,664
.....20	500	154	....	69,702	....	....	....
.....27	500	....	....	74,197	....	1,750	28,330
December 4	....	....	....	32,582	....	2,230	7,666
.....11	....	....	2,100	....	....	1,180	....
.....18	....	....	10,741	....	....	350	....
.....25	500	....	....	....	....	350	....
.....31	....	....	9,745	....	....	....	....
TOTALS.....	93,926	215,342	235,421	685,165	1,921	9,679	334,070

The recorded receipts of Oats at Montreal,—and the remark applies as well to Peas, Barley, and Rye,—afford a very inadequate idea of the extent of the business done. The figures for 1867 show a decrease of 619,098 bushels, or 66½ per cent., as compared with 1866,—there having been a large increase in the latter year as compared with 1865; the shipments in 1867 also show a large decrease, as will be seen by comparing the figures in the following statement:—

	1865 Bushels.	1866 Bushels.	1867 Bushels.
Via Port of St. Johns.....	2,223,322	122,653	334,070
By G. T. Railway, including Port of Coaticook	767,271	357,668	235,421
By Richelieu Co.'s steamers, barges, &c.....	64,415	5,912	171,294
In sea-going vessels by River St. Lawrence..	196,558	2,897,303	685,165
Totals.....	3,251,566	3,383,536	1,425,950

Grinding Rye and Maize in Bond,—see p. 88.

Prices of Oats in British Markets.—The fact that Canadian Oats have for a year or two past found a market in Great Britain, makes it important to note prices there; and rates during a series of years will be found in the tables on pp. 9 and 13; while the quantities imported into the United Kingdom during a period of fourteen years, will be found recorded in the table on p. 12.

Prices in Canada.—In addition to the prices noted in the following table, the reader is referred to tables on pp. 43 and 44, which show the prices of Oats in Montreal and Toronto markets:—

Prices of Oats in Montreal during Three Years.

WEEK ENDING.	1867		1866		1865		WEEK ENDING.	1867		1866		1865	
	Bushel of 32 lbs.		Bushel of 32 lbs.		Bushel of 32 lbs.			Bushel of 32 lbs.		Bushel of 32 lbs.		Bushel of 32 lbs.	
January 4	cts. 32 @ ..	cts. 30 @ 32	cts. 32 @ ..	cts. 32 @ ..	cts. 32 @ ..	cts. 32 @ ..	July 5	cts. 38 @ 40	cts. 37 @ 38½	cts. 32 @ ..	cts. 32 @ ..	cts. 32 @ ..	cts. 32 @ ..
11	32	30 . . 32	32 . . 34	32 . . 34	32 . . 34	32 . . 34	12	40 . . 41	37 . . 38	32	32	32	32
18	32	30 . . 32	32 . . 34	32 . . 34	32 . . 34	32 . . 34	19	43 . . 45	37 . . 40	32	32	32	32
25	32	30 . . 32	32 . . 34	32 . . 34	32 . . 34	32 . . 34	26	43 . . 45	37 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
Februy. 1	32 . . 33	32 . . 34	33 . . 35	33 . . 35	33 . . 35	33 . . 35	August 2	43 . . 45	35 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
8	32 . . 33	32 . . 34	33 . . 35	33 . . 35	33 . . 35	33 . . 35	9	45	35 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
15	32 . . 33	32 . . 34	33 . . 35	33 . . 35	33 . . 35	33 . . 35	16	40 . . 45	35 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
22	32 . . 33	32 . . 34	34 . . 36	34 . . 36	34 . . 36	34 . . 36	23	40 . . 45	35 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
March 1	32 . . 33	32 . . 34	35 . . 37	35 . . 37	35 . . 37	35 . . 37	30	38 . . 42	35 . . 40	35 . . 36	35 . . 36	35 . . 36	35 . . 36
8	32 . . 33	32 . . 34	35 . . 37	35 . . 37	35 . . 37	35 . . 37	Sept. 6	37 . . 40	35 . . 37½	35 . . 36	35 . . 36	35 . . 36	35 . . 36
15	31 . . 32	32 . . 34	35 . . 37	35 . . 37	35 . . 37	35 . . 37	13	35 . . 37½	35 . . 37½	33 . . 34	33 . . 34	33 . . 34	33 . . 34
22	31 . . 32	32 . . 34	35 . . 37	35 . . 37	35 . . 37	35 . . 37	20	35 . . 36	34 . . 35	31 . . 33	31 . . 33	31 . . 33	31 . . 33
29	32 . . 33	32 . . 34	37 . . 40½	37 . . 40½	37 . . 40½	37 . . 40½	27	37 . . 39	32 . . 34	33 . . 34	33 . . 34	33 . . 34	33 . . 34
April 5	32 . . 33	34 . . 35	40 . . 42	40 . . 42	40 . . 42	40 . . 42	October 4	37 . . 39	32 . . 34	33 . . 34	33 . . 34	33 . . 34	33 . . 34
12	35 . . 40	34 . . 35	40 . . 44	40 . . 44	40 . . 44	40 . . 44	11	38 . . 40	32 . . 35	33 . . 34	33 . . 34	33 . . 34	33 . . 34
19	38 . . 42	34 . . 35	40	40	40	40	18	40 . . 42	32 . . 35	33 . . 34	33 . . 34	33 . . 34	33 . . 34
26	38 . . 42	34 . . 35	38 . . 40	38 . . 40	38 . . 40	38 . . 40	25	40 . . 42	32 . . 35	32 . . 33	32 . . 33	32 . . 33	32 . . 33
May 3	40 . . 42	34 . . 35	34 . . 35	34 . . 35	34 . . 35	34 . . 35	Nov. 1	41 . . 42	34 . . 36	32 . . 33	32 . . 33	32 . . 33	32 . . 33
10	45 . . 47½	33 . . 35	.....	.....	.....	.....	8	38 . . 40	34 . . 36	32 . . 33	32 . . 33	32 . . 33	32 . . 33
17	43 . . 44	34 . . 35	28	28	28	28	15	38 . . 40	33 . . 35	32	32	32	32
24	41 . . 43	34 . . 35	28	28	28	28	22	38 . . 40	33 . . 34	30 . . 32	30 . . 32	30 . . 32	30 . . 32
31	41 . . 43	34 . . 36	28 . . 30	28 . . 30	28 . . 30	28 . . 30	29	38 . . 38½	32 . . 34	30 . . 32	30 . . 32	30 . . 32	30 . . 32
June 7	40 . . 42	34 . . 36	32	32	32	32	Dec. 6	38 . . 38½	32 . . 33	32	32	32	32
14	40 . . 42	34 . . 36	32	32	32	32	13	39 . . 40	32	32	32	32	32
21	40 . . 00	35 . . 36	32	32	32	32	20	40 . . 42	32	30 . . 33	30 . . 33	30 . . 33	30 . . 33
28	40 . . 00	36 . . 38	32	32	32	32	27	40 . . 42	32	30 . . 32	30 . . 32	30 . . 32	30 . . 32

RYE.

The recorded receipts of Rye are of very little value, for,—as is also the case with coarse grains generally,—large quantities are brought to market in teams by farmers, which go into consumption without being noted in public registers. The high prices of Wheat Flour during the past two years has induced the manufacture of considerable quantities of Rye Flour. The receipts of Rye in 1867, of which any record was kept, amounted to 146,973 bushels; in the previous six years the figures were:—

1866.....	147,349 bush.	1864.....	45,663 bush.	1862.....	82,665 bush.
1865.....	32,152 "	1863.....	33,269 "	1861.....	24,710 "

The shipments of Rye during three years are shown in the following summary:—

	1865	1866	1867
	Bushels.	Bushels.	Bushels.
In sea-going vessels via River St. Lawrence.....	.....	73,370	16,830
Via Port of St. Johns.....	30,402	297	.....
" Other Channels.....	.....	.....	5,359
Totals.....	30,402	73,667	22,189

A table is given on p. 97, collated from official returns, which shows the quantities of Malt, Barley, Rye, &c., used in Distilling and Brewing in Montreal. By referring to the table on page 12, the reader will find a statement of the quantities of Rye imported into the United Kingdom during a period of fourteen years.

Prices of Rye in Montreal during Three Years.

WEEK ENDING.	1867		1866	1865	WEEK ENDING.	1867		1866	1865
	Bushel of 56 lbs.	Bushel of 56 lbs.	Bushel of 56 lbs.	Bushel of 56 lbs.		Bushel of 56 lbs.	Bushel of 56 lbs.	Bushel of 56 lbs.	
January 4	\$ 62½ @	\$ 65	cts.	cts. 65	July ... 5	\$ 85 @	\$ 90	cts.	cts.
...11	60 ..	65	....	66½	...12	....	....	....	55
...18	60 ..	65	....	66½	...19	....	....	....	....
...25	60 ..	65	....	68	...26	93½	....	....	....
February 1	66 ..	68	....	65	August . 2	....	....	....	60
... 8	66 ..	68	....	65	... 9	....	....	....	60
...15	70 ..	75	....	65	...16	....	....	....	60
...22	75 ..	77	....	66½	...23	....	....	....	60
March.. 1	75 ..	77	....	65	...30	....	....	....	55
... 8	75 ..	77	....	65	Sept'r .. 6	....	....	....	55
...15	75 ..	77	....	66½	...13	....	....	....	....
...22	80 ..	85	....	66½	...20	....	....	....	....
...29	80 ..	85	....	66½	...27	....	62½ @ 65	....	60
April... 5	....	....	....	....	October. 4	....	67½ ..	68	60
...12	....	....	....	....	...11	....	65 ..	66	60
...19	1.00 ..	0.00	....	....	...18	1.00 ..	0.00	60 ..	62½
...26	1.00 ..	0.00	....	....	...25	1.00 ..	0.00	62½ ..	65
May ... 3	1.00 ..	0.00	....	....	Nov'r .. 1	90 ..	1.00	64 ..	66
...10	1.00 ..	1.05	....	....	... 8	85 ..	95	65 ..	66
...17	1.00 ..	1.05	....	....	...15	....	....	65 ..	66
...24	1.00 ..	1.05	....	....	...22	....	....	65 ..	66
...31	1.05 ..	1.07½	....	....	...29	....	....	65 ..	66
June ... 7	....	....	....	....	Dec'r... 6	....	....	65 ..	66
...14	....	....	....	....	...13	....	....	62 ..	64
...21	....	....	....	....	...20	....	....	62½ ..	65
...28	....	....	....	....	...27	....	....	62½ ..	65

TRADE AND COMMERCE OF
OAT AND CORNMEAL.

WEEK ENDING.	RECEIPTS OF OAT AND CORNMEAL IN 1867.		SHIPMENTS OF OAT AND CORNMEAL IN 1867.			
	Via G. T. Railway. Barrels.	Via Lachine Canal. Barrels.	Via Portland. Barrels.	Via St. Lawrence. Barrels.	Via M. & C. Railway. Barrels.	Via Quebec Steamers. Barrels.
January	2-.....	.....	.....	.....	320	.....
	9 100	.....	200	.....	27	.....
	16 327	.....	320	.....	204	.....
	23 300	.....	.....	.....	100	.....
	30 30	.....	1,400	.....	100	.....
February	6 76	.....	500	.....	125	.....
	13 100	.....	500	.....	114	.....
	20 100	.....	1,500	.....	101	.....
	27 637	.....	.....	.....	212	.....
March	6 237	.....	200	.....	26	.....
	13 100	.....	1,000	.....	3	.....
	20 100	.....	500	.....	88	.....
	27 400	.....	900	.....	521	.....
April	3 .....	.....	1,000	.....	33	.....
	10 100	.....	.....	.....	73	.....
	17 .....	.....	900	.....	132	.....
	24 200	.....	139	.....	140	.....
May	1 100	.....	.....	90	108	.....
	8 300	550	.....	486	108	57
	15 1,489	7,696	.....	1,755	104	57
	22 1,401	5,787	.....	5,178	295	166
	29 850	5,970	.....	8,429	32	92
June	5 1,500	5,257	.....	3,081	11	125
	12 888	1,580	.....	5,488	155	38
	19 440	271	.....	3,147	128	245
	26 1,396	1,788	.....	6,755	140	209
July	3 700	706	.....	720	248	180
	10 100	396	.....	4,244	50	90
	17 2,290	314	.....	3,490	175	284
	24 595	603	.....	1,780	199	46
	31 600	199	.....	2,964	120	416
August	7 97	900	.....	1,478	227	145
	14 98	161	.....	1,719	121	232
	21 5	350	.....	2,609	114	97
	28 147	58	.....	30	84	145
Sept.	4 50	.....	.....	173	209	13
	11 120	.....	.....	133	120	.....
	18 100	8	.....	420	16	43
	25 .....	.....	.....	278	103	20
October	2 .....	.....	.....	683	45	.....
	9 50	128	.....	25	14	16
	16	127	.....	76	5	50
	23 100	13	.....	289	25	59
	30 200	.....	.....	375	.....	.....
Novr.	6 .....	.....	.....	919	43	36
	13 100	.....	.....	254	102	383
	20 .....	.....	.....	476	10	.....
	27 200	.....	.....	.....	307	.....
Decr.	4 25	200	287
	11	7
	18 100	7
	25 100	10
	30
TOTALS....	16,948	32,862	9,059	57,744	6,048	3,244

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The receipts and shipments of Oat and Cornmeal during the past four years compare thus:—

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

The market for Oatmeal was active throughout 1867, 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.

Rates at beginning of 1866 were \$4.75 @ \$5.10, declining during January to \$4.40 @ \$4.60;—these quotations were continued until the latter part of April when prices were \$4.50 @ \$4.85. In middle of June, the quotation was \$4.60 @ \$4.90, and at beginning of July, \$4.70 @ \$5.00;—at end of that month the range was \$4.80 @ \$5.25. During August, September, and first half of October, prices varied between \$4.70 @ \$5.05,—\$4.90 @ \$5.10 covering transactions until November; \$4.90 @ \$5.00 being the price at close of the year.

LOCAL CONSUMPTION.

FLOUR.

The recorded receipts of Flour by all channels were 738,518 brls.
 Quantity manufactured by Millers in the City..... 285,857 "

Total in 1867..... 1,024,375 "

Estimated consumption by city population..... 153,000 brls.

Recorded shipments 569,021 "
 722,021 "

Leaving for business consumption 302,354 "

GRAIN.

The quantity of Wheat estimated to have been used by City Millers in 1867, in producing 285,857 brls. of Flour, was 1,429,285 bush.

Estimated quantity of 1866 1,300,755 "

Increase..... 128,530 "

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.	Half-year to 31st Dec., 1867.	Year to 30th June, 1867.	1866	1865	1864
Malt bush.	82,349	203,178	84,985	182,193	180,253
Barley "	1,506	801
Rye "	1,415	9,226	14,319	45,952
Oats "	5,389	3,701	719	41,101
Maize "	3,647	53,282	38,901	78,712
Buckwheat "
Wheat "	1,062
Cribblings..... lbs.	86,994	56,336

THE SEED TRADE,—1866 AND 1867.

CLOVER SEED.

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 very fair. The price averaged 17c. for the season. Red and White Dutch scarce and high—the former, 25c.; the latter, 27c. @ 28c.

1866.—At the opening of the season the stock of Western Clover was light, and supplies had to be brought from the New York market. The quality of the imported lots was very ordinary, and they only commanded 9c. @ 10c. per lb., while Canadian seed in small lots brought 10½c. @ 11c. Rawdon Clover was more plentiful than in 1865; in general, the quality was fine; for about a month at the commencement of the season, the price ranged from 13c. @ 15c.; afterwards advancing to 16c. @ 17c. Very little Vermont Clover imported. Red and White Dutch plentiful,—price 20c. @ 22½c.

TIMOTHY SEED.

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.

1866.—Farmers were again somewhat unfortunate with their Timothy-crop; unfavorable weather occurred during the ripening and harvesting season, and the seed was considerably injured. Under the impression that a good portion of the crop had, after all, been saved, the early season's prices ruled at \$2.25 @ \$2.50 per bushel of 45 lbs.; but a very short time served to show that choice seed was scarce, and rates advanced to \$2.75 @ \$3.00,—choice lots bringing the outside price.

FLAX SEED.

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 and \$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.

1866.—The production of Flax-Seed is steadily increasing, and farmers find the crop a remunerative one. The yield of this year showed that a larger breadth had been sown in both sections of Canada,—the difference as compared with 1865 showing an increase in the ratio of from 10 to 15 per cent. The local consumption of Montreal this year was about the same as in the preceding one, say 80,000 to 85,000 bushels; the remainder of what was brought to the city was shipped to the United States, where there was brisk demand. Prices opened at \$1.90 @ \$1.95 per bushel of 56 lbs., and considerable quantities were taken at these rates; but as the season advanced, and as the foreign demand declined, the price fell to \$1.75 @ \$1.80, ranging at \$1.60 @ \$1.70 at the close of the year.

ASHES.

Receipts of Ashes at Inspection Stores for past Three Years.

MONTH.	1867			1866			1865		
	POTS.	PEARLS	TOTAL.	POTS.	PEARLS	TOTAL.	POTS.	PEARLS	TOTAL.
January	Brls. 1,033	Brls. 458	Brls. 1,491	Brls. 2,018	Brls. 481	Brls. 2,499	Brls. 2,559	Brls. 701	Brls. 3,260
February	1,153	431	1,584	1,399	495	1,894	1,879	205	2,084
March	1,172	279	1,451	1,746	385	2,131	1,842	209	2,051
April	798	172	970	1,393	190	1,583	1,357	223	1,580
May	2,655	492	3,147	3,522	365	3,887	4,415	1,149	5,564
June	1,649	510	2,159	2,493	439	2,932	3,455	835	4,290
July	1,755	792	2,547	2,401	806	3,207	3,684	1,237	4,921
August	1,146	1,315	2,461	1,743	878	2,621	2,792	1,521	4,313
September	1,254	899	2,153	1,288	775	2,063	1,984	1,131	3,115
October	1,589	801	2,390	1,747	853	2,600	2,253	1,046	3,299
November	1,098	762	1,860	1,561	488	2,049	2,368	958	3,326
December	756	496	1,252	652	520	1,172	2,322	743	3,065
TOTALS.....	16,058	7,407	23,465	21,963	6,675	28,638	30,910	9,958	40,868

According to these figures, the aggregate receipts in 1867 were less by 5,173 barrels or about 18 per cent., than in 1866; the decrease in 1866, as compared with 1865, was 12,230 barrels, or 30 per cent.

The inspection of Pots and Pearls in 1867 showed the following classification:—

	POT-ASH.				PEARL-ASH.				
	Firsts.	Seconds.	Thirds.	Unbrand-ables.	Firsts.	Seconds.	Thirds.	Unbrand-ables.	
January ..	750	185	84	14	January ..	294	163	1	0
February .	981	132	31	9	February..	345	80	6	0
March....	1,054	97	18	3	March....	202	77	0	0
April.....	682	79	18	19	April.....	104	67	1	0
May.....	2,463	166	24	2	May.....	354	121	17	0
June.....	1,549	88	10	2	June.....	420	85	3	2
July.....	1,495	206	50	4	July.....	631	161	0	0
August...	929	163	50	4	August...	927	381	7	0
September	895	256	91	12	September	686	210	3	0
October ..	1,042	389	116	42	October ..	675	126	0	0
November.	742	246	87	23	November	644	102	16	0
December.	520	163	49	24	December.	421	75	0	0

The following statement shows the result of the inspection of Potash during the past four years:—

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLE.	TOTALS.
1864.....	Brls. 22,851	Brls. 4,932	Brls. 2,679	Brls. 728	Brls. 31,240
1865.....	20,578	6,937	2,687	707	30,909
1866.....	16,704	3,799	1,201	259	21,963
1867.....	13,102	2,170	628	158	16,058
Totals	73,235	17,888	7,195	1,852	100,170
Averages..	18,309	4,472	1,799	463	25,042

TRADE AND COMMERCE OF

The per-centages of qualities of Potash, for the year, were:—

First Sort.....	81.59	Third Sort.....	3.91
Second Sort	13.51	Unbrandable	0.99

The results of the inspection of Pearl-ash during the past four years were as follows:—

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLE.	TOTALS.
1864.....	Brls. 7,593	Brls. 3,072	Brls. 101	Brls. 8	Brls. 10,774
1865.....	4,882	4,959	116	1	9,958
1866.....	3,623	2,997	51	4	6,675
1867.....	5,703	1,648	56	..	7,407
Totals....	21,801	12,676	324	13	34,814
Averages..	5,450	3,169	81	3	8,703

The per-centages of the qualities of Pearl-ash, for the year, were:—

First Sort.....	77.00	Third Sort.....	0.75
Second Sort.....	22.25	Unbrandable	0.00

Deliveries of Ashes from Inspection Stores for past Three Years.

MONTH.	1867			1866			1865		
	POTS.	PEARLS	TOTAL.	POTS.	PEARLS	TOTAL.	POTS.	PEARLS.	TOTAL.
January.....	Brls. 503	Brls. 368	Brls. 871	Brls. 1,387	Brls. 937	Brls. 2,324	Brls. 1,687	Brls. 263	Brls. 1,950
February.....	1,242	331	1,573	2,208	494	2,702	1,893	191	2,084
March.....	1,204	740	1,944	1,774	703	2,477	1,247	344	1,591
April.....	312	345	657	879	201	1,080	541	218	759
May.....	2,881	479	3,360	3,841	410	4,251	6,117	1,877	7,994
June.....	1,448	371	1,819	2,947	336	3,283	3,890	685	4,575
July.....	1,773	540	2,313	1,984	575	2,559	4,079	1,107	5,186
August.....	1,424	908	2,332	1,266	514	1,780	2,685	1,310	3,995
September.....	1,063	582	1,645	1,251	556	1,807	2,157	1,587	3,744
October.....	2,161	673	2,834	2,086	1,308	3,394	1,617	1,197	2,814
November.....	1,693	705	2,398	2,116	791	2,907	1,926	528	2,454
December.....	677	433	1,110	600	330	930	2,073	663	2,736
TOTALS.....	16,381	6,475	22,856	22,339	7,155	29,494	29,912	9,970	39,882

From this statement, it appears that the aggregate deliveries in 1867 were less by 6,638 barrels, or 22.51 per cent., than in 1866; the decrease in 1866, as compared with 1865, was 10,388 barrels, or 26.05 per cent. The shipments in 1867 may be thus summarized:—

By St. Lawrence River to Liverpool.....	Pots. 6,339	Pearls. 1,044
“ “ “ London.....	997	762
“ “ “ Glasgow.....	2,294	264
“ “ “ British American Ports.....	1	1
Via Portland to Liverpool.....	3,275	720
Totals.....	12,906	2,791

The shipments to the United States included lots for Boston, New York, Philadelphia, Pittsburg, &c.

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

DATE.	1867				1866			
	FIRST POTS. Per 100 lbs.		FIRST PEARLS. Per 100 lbs.		FIRST POTS. Per 100 lbs.		FIRST PEARLS. Per 100 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January..... 4	5.85	@ 5.90	7.30	@ 7.35	5.70	@ 5.75	7.00	@
.....11	5.80	.. 5.90	7.10	.. 7.20	5.85	.. 5.95	6.75	.. 6.80
.....18	6.00	.. 6.05	7.20	.. 7.25	5.85	.. 5.90	6.80	.. 7.00
.....25	6.17½	.. 6.32½	7.10	.. 7.15	5.80	.. ....	6.80	.. 7.00
February..... 1	6.00	.. 6.10	7.00	.. 7.10	5.35	.. ....	7.00	.. ..
..... 8	5.95	.. 6.10	6.90	.. 7.00	5.60	.. 5.65	7.75	.. 7.90
.....15	5.85	.. 5.90	6.95	.. 7.05	5.85	.. 5.90	7.80	.. 7.90
.....22	5.70	.. 5.75	6.90	.. 7.00	5.92½	.. 5.97½	7.80	.. 7.90
March..... 1	5.60	.. 5.67½	6.90	.. 7.00	5.60	.. 5.65	7.80	.. 7.85
..... 8	5.65	.. 5.67½	6.90	.. 7.00	5.40	.. 5.45	7.85	.. ....
.....15	5.60	.. 5.67½	6.95	.. 7.00	5.40	.. 5.45	7.80	.. 7.85
.....22	5.67½	.. 5.70	7.00	.. 7.10	5.65	.. 5.70	7.00	.. ....
.....28	5.85	.. 5.95	7.50	.. 8.00	5.65	.. 5.70	7.00	.. ....
April..... 5	5.80	.. 5.85	8.00	.. 8.25	5.50	.. 5.55	7.00	.. ....
.....12	5.80	.. 5.85	8.25	.. ....	5.82½	.. 5.87½	7.00	.. ....
.....19	5.95	.. 6.00	8.20	.. 8.25	5.90	.. 5.95	7.00	.. ....
.....26	5.85	.. 5.90	8.00	.. 8.25	5.95	.. 6.00	7.00	.. ....
May..... 3	5.90	.. 5.95	8.25	.. 8.30	5.75	.. 5.80	7.25	.. 7.50
.....10	5.75	.. 5.80	8.20	.. 8.25	5.82½	.. 5.87½	7.50	.. ....
.....17	5.75	.. 5.80	8.22½	.. 8.30	5.85	.. 5.90	7.70	.. 7.80
.....24	5.60	.. 5.65	8.05	.. 8.10	5.80	.. 5.90	7.80	.. ....
.....31	5.55	.. 5.60	8.00	.. 8.10	5.55	.. 5.65	7.90	.. 8.00
June..... 7	5.50	.. 5.60	7.90	.. 8.00	5.50	.. 5.55	8.10	.. 8.15
.....14	5.50	.. 5.62½	7.72½	.. 7.80	5.42½	.. 5.50	8.15	.. ....
.....21	5.52½	.. 5.65	7.45	.. 7.60	5.40	.. 5.45	8.00	.. ....
.....28	5.60	.. 5.70	7.10	.. 7.20	5.40	.. 5.50	8.00	.. ....
July..... 5	5.60	.. 5.65	7.25	.. 7.40	5.40	.. 5.50	8.10	.. 8.15
.....12	5.65	.. 5.70	7.50	.. ....	5.40	.. 5.47½	7.75	.. 7.80
.....19	5.55	.. 5.60	7.80	.. ....	5.40	.. 5.45	7.00	.. ....
.....26	5.55	.. 5.60	7.45	.. 7.55	5.40	.. 5.47½	6.60	.. 6.75
August..... 2	5.62½	.. 5.67½	7.20	.. 7.30	5.60	.. 5.65	6.75	.. 6.90
..... 9	5.60	.. 5.65	6.90	.. 7.00	5.70	.. 5.70½	7.00	.. 7.10
.....16	5.60	.. 5.70	6.85	.. 7.00	5.60	.. 5.70	6.75	.. 6.80
.....23	5.75	.. 5.95	6.90	.. ....	5.60	.. 5.65	6.85	.. 7.00
.....30	5.80	.. 5.85	6.80	.. 6.85	5.60	.. 6.65	6.75	.. 6.80
September..... 6	6.00	.. 6.07½	6.80	.. 6.82½	5.60	.. 5.65	6.70	.. 6.75
.....13	5.95	.. 6.07½	6.50	.. 6.60	6.00	.. 6.15	6.90	.. 7.00
.....20	6.00	.. ....	6.60	.. ....	6.10	.. 6.15	7.00	.. 7.15
.....27	5.90	.. 6.00	6.60	.. 6.70	6.70	.. 6.75	7.10	.. 7.15
October..... 4	5.95	.. 6.00	6.55	.. 6.60	6.30	.. 6.35	7.20	.. 7.25
.....11	5.90	.. 6.00	6.60	.. ....	6.90	.. 7.00	7.20	.. 7.25
.....18	5.85	.. 5.95	6.55	.. 6.60	6.85	.. 6.90	7.30	.. 7.40
.....25	5.60	.. 5.65	6.50	.. 6.55	6.35	.. ....	7.35	.. ....
November..... 1	5.60	.. ....	6.50	.. ....	6.40	.. 6.50	7.35	.. 7.50
..... 8	5.50	.. ....	6.35	.. ....	6.20	.. 6.25	7.40	.. 7.50
.....15	5.50	.. 5.55	6.15	.. 6.20	6.75	.. 6.85	7.50	.. ....
.....22	5.10	.. 5.15	6.00	.. ....	5.45	.. 5.50	8.00	.. ....
.....29	5.15	.. 5.17½	5.90	.. 5.95	5.50	.. 5.52½	7.45	.. 7.50
December..... 6	5.17½	.. 5.27½	5.90	.. 5.95	5.60	.. 5.65	7.40	.. 7.50
.....13	5.45	.. ....	5.90	.. 5.95	5.57½	.. 5.60	7.35	.. 7.40
.....20	5.50	.. ....	6.00	.. ....	5.70	.. 5.75	7.35	.. 7.40
.....27	5.45	.. 5.50	6.00	.. ....	5.90	.. 5.95	7.30	.. 7.35

Prices of Second Sorts of Pot Ashes in Montreal during the Year 1867.

DATE.	SECONDS.	DATE.	SECONDS.	DATE.	SECONDS.
January ... 4	\$ c. \$ c. 5.35 @ 5.40	May 3	\$ c. \$ c. 5.40 @ ..	Sept'r 6	\$ c. \$ c. 5.30
...11	4.70 .. ..	.....10	5.40 .. ..	.....13	5.35..5.40
...18	4.80 .. ..	.....17	5.25.. ..	.....20	5.30..5.40
...25	4.80 .. ..	.....24	5.00..5.10	.....27	5.40.. ..
February.. 8	4.80	June..... 7	5.00.. ..	October.. 4	5.30..5.35
..15	4.85 ..4.90	.....14	5.00..5.05	..11	5.35..5.45
..22	4.80 ..4.90	.....21	5.05.. ..	..18	5.40.. ..
March 1	4.75 ..4.80	.....28	5.00..5.05	..25	5.40.. ..
..... 8	4.90	July 5	5.00..5.05	Nov'r 1	5.25..5.30
.....15	4.75 ..4.80	.....12	5.10..5.25	... 8	5.00..5.15
.....22	4.75 ..4.80	.....19	5.00..5.10	.....15	5.00..5.05
.....29	4.85 .. ..	.....26	5.00..5.10	.....22	4.85.. ..
April 5	5.00 ..5.05	August... 2	5.05..5.15	.....29	4.85..4.90
.....12	5.30 .. 5.40	... 9	5.05..5.10	Dec'r 6	4.85.. ..
.....19	5.37½ .. ..	...16	5.05..5.10	.....20	4.85.. ..
.....26	5.35 ..5.40	...23	5.20.. ..	.....27	4.85..4. 95
		...30	5.20.. ..		

The stocks in store in Montreal compare as follows:—

	Pots.	Pearls.		Pots.	Pearls.
1st Jan., 1868....	1,711 brls.	1,460 brls.	1st Jan., 1866....	2,410 brls.	1,008 brls.
1st Jan., 1867....	2,034 "	528 "	1st Jan., 1865....	1,412 "	1,020 "

A comparison of the per centages of different sorts of Pot and Pearl Ash inspected during 1866 and 1867, shows a slight increase in First Pots last year, and a large increase in First Pearls,—the ratio of the latter in '66 being 54.27 per cent., and in 1867, 77.00 per cent. This result would indicate greater care on the part of manufacturers.

It will be seen from the table of receipts that there is a considerable diminution on the year. In 1866 the falling off was attributed in a great measure to the heavy rains that fell at the seasons when raw Ashes were mainly gathered; but the decline in 1867 must be attributed to some other cause,—and a prominent one is the rapid clearing of hardwood lands, both in Ontario and Quebec, especially in the regions adjacent to railway and water routes of communication.

The decline in shipments, and slackness of demand in 1867, turned prices more in buyers' favor than in 1866.

The following table affords a summary view of the condition of the Ashes market in Liverpool at close of the past five years:—

	1863.	1864.	1865.	1866.	1867.
Prices, per cwt, 31st Dec..... POT	s. d. 28 9	s. d. s. 29 6 @ 30	s. d. d. d. 41 0 @ 41 6	s. s. d. 31 @ 31 6	s. d. s. 31 9 @ 32
..... PEARL..	31 6	29 9	38 6 .. 39 0	40	34
Stocks on 31st December..... POT	2,250	1,225	1,227	1,101	1,020
..... PEARL..	316	1,060	50	29	280
Imports from 1st Jan. to 31st December..	21,297	18,781	11,931	11,824	11,582
Consumption and Export, per annum....	21,131	19,062	12,939	11,971	11,412

III—THE PROVISION TRADE.

PORK AND CUT-MEATS, BEEF, &c.

The receipts of Pork and Beef in Montreal in 1867, were 19,054 barrels;—viz., by Grand Trunk Railway, 4,581 brls.; by Lachine Canal, 13,715 brls.; by other channels, 758 brls.;—while the receipts in 1866 amounted to 13,723 brls. The shipments in 1867 were 20,372 brls.;—viz., by Grand Trunk Railway, 3,235 brls.; by River St. Lawrence, 11,599 brls.; by Canal, 2,310 brls.;—the shipments in 1866 having been 16,698 brls. The movements in 1867 may be thus concisely stated:—

Stock of Pork and Beef on hand at beginning of 1867.....	2,050 brls.
Receipts by all channels during the year.....	19,054 "
Total.....	21,104 "
Stock on hand 31st December, 1867.....	1,950 brls.
Reported shipments.....	20,372 "
	22,322 "

This surplus is accounted for by exports of Pork packed in Montreal..... 1,218 brls.

Comparative Prices of Pork in Montreal, during 1867 and 1866.

DATE OF QUOTATION.	1867						1866					
	MESS.		PRIME MESS.		PRIME.		MESS.		PRIME MESS.		PRIME.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January.....11	20.00 @	18.50	13.00 @	13.00	12.00	12.50	24.00 @	25.00	17.50 @	16.50	16.50	16.50
.....25	18.00	18.50	13.00	14.00	12.00	12.50	23.50	24.50	17.00	17.50	16.00	16.50
February...15	19.00	18.25	13.00	13.50	11.00	12.00	23.50	24.00	17.00	17.50	16.00	16.00
March.....1	18.25	18.50	13.00	13.00	11.00	12.00	23.50	24.00	17.50	18.00	16.50	17.00
.....15	18.50	18.75	13.50	13.50	11.75	12.00	23.00	23.50	17.50	18.00	16.00	17.00
.....29	19.50	20.00	14.00	14.00	12.00	12.50	23.00	24.00	18.00	18.00	17.12½	17.00
April.....12	19.50	20.00	15.00	15.50	13.50	14.00	23.00	24.00	18.50	18.50	17.50	17.50
.....26	19.50	20.00	15.00	15.50	13.50	14.00	23.00	23.50	19.00	20.00	18.00	18.50
May.....10	19.50	20.00	15.50	16.00	14.00	14.00	24.50	25.00	20.00	21.00	19.50	20.00
.....23	19.25	20.00	16.00	16.00	14.00	14.00	24.50	25.00	20.00	21.00	19.50	20.00
June.....14	19.00	19.00	15.50	16.00	14.00	14.25	24.00	24.50	20.50	21.00	20.00	20.50
.....28	18.75	19.00	15.50	16.00	15.00	15.25	24.00	24.50	20.50	21.00	19.50	20.00
July.....12	18.75	19.25	15.50	16.00	14.50	14.50	24.00	24.50	20.50	21.00	19.50	20.00
.....26	19.75	20.00	16.00	16.00	15.00	15.00	24.00	24.50	20.50	21.00	19.50	20.00
August.....16	20.00	20.50	16.00	16.00	15.00	15.25	24.50	25.00	20.50	21.00	19.50	20.00
.....30	20.25	20.50	16.00	16.00	15.00	15.25	24.75	25.00	20.50	21.00	19.50	20.00
September..13	20.50	21.50	16.50	16.50	15.75	16.00	24.75	25.00	20.50	21.00	19.50	20.00
.....27	20.37½	20.50	16.50	16.50	15.50	16.00	25.00	25.50	20.00	21.00	19.50	20.00
October.....11	20.25	20.50	16.50	16.50	15.50	16.00	27.00	27.50	24.00	24.00	21.00	21.00
.....25	18.25	19.00	15.00	15.00	15.50	16.00	27.50	27.50	22.00	22.00	22.00	22.00
November...15	18.50	18.75	16.00	16.00	13.50	13.50	27.50	27.50	22.50	23.00	21.00	21.50
.....29	18.50	18.75	13.00	13.00	11.50	11.50	23.00	24.00	19.00	19.00	18.00	18.00
December...13	18.50	18.75	12.50	12.50	11.00	11.50	21.00	22.00	16.00	16.00	14.00	14.00
.....27	18.50	18.75	22.50	22.50	11.00	11.50	20.00	21.00	13.00	14.00	12.00	13.00
							20.00	20.00	14.00	14.00	12.00	12.00

This department of the Provision trade was dull and languid throughout 1867,—the high prices ruling in the Western States having checked speculation and consumption. Canadian hogs were extensively used (in lean condition) in the districts where

they were raised, owing to the high prices obtained by farmers for their coarse grains, which rendered it more profitable to sell than to feed them out;—the packing and curing trade was far from being up to expectations. In the Fall, a great deal of Pork was converted into Bacon and Hams for the English market; and in view of an increasing trade in this way, arrangements have been made for the erection of an establishment in this city suitable for the purpose.

And here it may be fairly asked,—Why is it that Meats cured in Montreal are so much inferior to the choice products of Cincinnati and St. Louis? It is quite true that a great advance in the curing of these has taken place here, within the last few years; but there is room for much further improvement, before the mild flavor so apparent in those of the Western States, can be attained. There appears to be no medium between an article "salt-killed" and the careless treatment which engenders maggots and rust. To some extent this is no doubt owing to the fact that the meats put up here when fresh are frozen. This interferes with thorough curing, as it deteriorates the quality; but, with sufficient energy and enterprise, the receipt of *live* hogs, and the slaughter and cure of them under the same roof,—as is done in the Western States,—would remove the difficulty.

The quantities of Pork packed and inspected at the Inspection stores in Montreal, during the past four years were as follows:—

	1867	1866	1865	1864
Mess brls.	9,357	10,746	10,695	} 31,371
Thin Mess..... "	2,300	1,164	2,138	
Prime Mess..... "	989	788	792	
Prime..... "	4,257	2,229	561	
Cargo..... "	57	6	91	
Unbrandable..... "	2,357	2,101	2,935	
Totals.....	19,419	17,034	17,212	31,371

BEEF.—Cattle have been very scarce, and prices by far too high, to admit of much packing; and the advanced prices for the product in England afforded a ready outlet for any that was put up. Prime Mess in tierces ruled from \$25.00 @ \$30.00 during the season,—and in barrels at \$14.00 @ \$16.00.

As shown in statement above, the stock of Beef and Pork at close of 1867 was unusually small.

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

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

LARD.—This product has been in fair demand during the year; and in sympathy with Butter, closed with an advancing tendency. This condition of the market has been promoted by deficient supply both in the United States and in Canada,—owing to the light weight of hogs, which, last Fall, yielded on the average 11 lbs. per hog less than those packed in the winter of 1866-'67. The range of prices during 1867 was 9c. @ 10½c.

BUTTER.

The recorded receipts of Butter in Montreal during 1867, amounted to 83,593 kegs, or 6,687,440 lbs.; in 1866, to 92,516 kegs, or 7,401,280 lbs.; and in 1865, to 75,487 kegs, or 6,038,960 lbs. The shipments in 1867 amounted to 66,555 kegs, or 5,324,400 lbs.; in 1866, to 77,776 kegs, or 6,222,080 lbs.; and in 1865, to 70,668 kegs, or 5,653,440 lbs. The exportations of past two years may be thus summarized:—

	1866	1867
In sea-going vessels via River St. Lawrence....	61,911 kegs.	50,195 kegs.
In ocean-steamers via Portland.....	7,376 "	5,981 "
By Montreal and Champlain Railway.....	7,094 "	9,755 "
By other channels.....	1,395 "	624 "
Totals	77,776 "	66,555

The whole movement in Butter in 1867 may be thus concisely stated:—

Stock on hand 1st January, 1867.....	5,500 kegs.
Receipts by all channels	83,593 "
Total.....	89,093 "
Deduct stock on hand 1st January, 1868	10,000 kegs.
Deduct shipments during 1867.....	66,555 "
	76,555 "
Balance unaccounted for.....	12,538 "

Prices of Butter in Montreal in Fall of Four Years:—

DATE.	1867		1866		1865		1864	
	Medium to Good Dairy Per lb.	Medium to Good Dairy Per lb.	Medium Dairy Per lb.	Choice Dairy Per lb.	Medium Dairy Per lb.	Choice Dairy Per lb.		
September .. 14	c. 12 @ 15	c. 17½ @ ..	c. 20 @ 21	c. 21½ @ 22½	c. 19 @ 20	c. 20 @ 21		
.. 21	12 .. 16½	15½	20 .. 21	22 .. 23	19 .. 20	20 .. 21		
.. 28	12 .. 16½	16½	20 .. 21	22 .. 23	18 .. 19	19 .. 20		
October..... 5	13 .. 17	16½ .. 17½	21 .. 22	23 .. 24	19 .. 20	20 .. 21		
..... 12	14 .. 17½	18	21 .. 22	23 .. 24	19 .. 20	20 .. 21		
..... 19	14 .. 18	18	22 .. 23	24 .. 25	18 .. 19	20 .. 21		
..... 26	14 .. 18½	17 .. 18	23 .. 24	25 .. 26	18 .. 19	20 .. 21		
November .. 2	14 .. 18½	17½	24 .. 25	25 .. 27	18 .. 19	20 .. 21		
.. 9	14 .. 18	17½	24 .. 25	26 .. 28	18 .. 19	19½ .. 21		
.. 16	14 .. 18	16 .. 17½	24 .. 25	26 .. 28	18 .. 19	19 .. 20½		
.. 23	14 .. 18	13 .. 15½	22 .. 23	24 .. 25	18 .. 19	19 .. 20½		
.. 30	14 .. 18	14 .. 17	22 .. 23	24 .. 25	18 .. 19	19 .. 20		

See remarks on Butter-making and quantities exported from Canada, on pp. 48, 49. See also tables on pp. 12, 13, for quantities of Butter imported into Great Britain, and prices during a series of thirteen years.

CHEESE.

The recorded quantities of Cheese received in 1867 amounted to 61,292 boxes, against 30,908 boxes in 1866, 26,131 boxes in 1865, and 31,341 boxes in 1864. The shipments in past two years may be thus summarized:—

	1866	1867
In sea-going vessels via River St. Lawrence.....	23,254 boxes.	45,930 boxes.
Via Portland in Ocean Steamers to Liverpool....	1,331 "	6,828 "
By Richelieu steamers, &c.....	3,287 "	2,766 "
Totals	27,872 "	55,524 "

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

1867				1866				1865			
¢ lb.				¢ lb.				¢ lb.			
June	7	11 @ 12½	11½ @ 0	10 @ 0	August....	30	8 @ 9½	12 @ 0	9½ @ 10		
.....	14	11 12½	14 0	9½ 10	Sept	7	8 9½	10½ 10½	9½ 10		
.....	21	11 12	12 0	9½ 10	.....	14	8 9½	10½ 0	9½ 10	
.....	28	10 11	10 12	9½ 10	.....	21	8 9½	.....	9½ 10
July	5	10 11	12 12½	9½ 10	October ...	5	8 9½	12½ 0	10 10½		
.....	12	10 11	11½ 0	9½ 9½	...12	8 9½	11½ 0	10½ 11½			
.....	19	9 10	12½ 0	9½ 9½	...19	8½ 9½	13 0	10½ 11½			
.....	26	8½ 9½	13½ 0	9 9½	...26	8½ 9½	10 0	11 12			
August....	2	8½ 9½	12½ 0	9 9½	Nov.	2	9 9½	13 0	11 12		
....	9	8½ 9½	13 0	9 9½	.....	9	9 9½	12½ 0	12½ ..	
....	16	8½ 8½	13 0	9 9½	.....	16	9 10	13 0	12½ ..	
....	23	8½ 9½	11 12	9½ 9½	.....	23	9 9½	10½ 12½	12½ ..	

See remarks on Cheese-factories and values of Cheese manufactured and exported, on pp. 48, 49. See also tables on pp. 12, 13, for quantities of Cheese imported into Great Britain, and prices during a series of thirteen years.

IV.—THE GROCERY TRADE.

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.	1867		1866		1865	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Tea..... lbs.	5,718,931	\$ 1,927,119	4,520,145	\$ 1,602,714	6,454,458	\$ 2,212,920
Coffee, Green.... "	575,570	74,513	604,156	79,920	820,429	117,520
Do. Roasted... "	74	21	950	182	6	2
Chicory..... "	130,834	4,712	76,483	2,817	60,599	2,400
Cocoa & Chocolate. "	.....	3,169	.....	3,590	10,057	2,125
Spices, ground.... "	.....	.....	716	297	104,042	27,772
Do. unground. "	514,810	41,159	331,044	31,120	414,251	34,360
Fruits and Nuts... "	6,181,902	317,036	4,841,145	244,255	4,361,423	213,616
Pickles and Sauces....	.....	28,843	.....	25,024	.....	10,084
Prepared Oils.....gals.	265,744	197,473	216,739	167,419	95,434	77,191
Mustard..... lbs.	179,468	24,261	106,268	14,359	45,065	7,527
Soap..... "	157,664	12,954	.....	12,112	175,465	12,609
Candles..... "	68,083	12,129	.....	8,059	.....	6,223
Totals.....	.....	2,643,387	.....	2,191,868	.....	2,724,349

The total values of the articles here mentioned as entered for Duty, show an increase in 1867 of 20½ per cent., as compared with 1866; there was a decrease in 1866 of 19½ per cent., as compared with 1865,—there having been an increase in the latter year of 10½ per cent., as compared with 1864.

For tables and remarks relative to the importation of Groceries, &c., from the continent of Europe, see pp. 51—55.

TEA.—The quantity of Teas of all kinds entered for Duty during 1867 was more by 1,198,786 lbs. than in 1866, the ratio of increase being 26½ per cent; while the figures for 1866 show a decrease of 1,934,313 lbs. over 1865, the ratio being nearly 30 per cent. The recorded movement of Tea in 1867 may be thus summarized:—

On hand, 1st January, 1867.....	1,193,555 lbs.
Entered for Duty during the year.....	5,718,931 "
Total.....	6,912,486 lbs.
Deduct stock on 1st January, 1868.....	2,242,340 lbs.
" Exports in 1867.....	34,550 "
	2,276,890 "
Quantity taken for consumption in Canada in 1867.....	4,635,596 "
Taken for consumption in 1866.....	4,562,054 "
" " 1865.....	4,235,498 "

The range of prices in 1867 as compared with 1866, duty paid, was as follows :—

DESCRIPTION.	1867				1866			
	Spring Sales.		Fall Sales.		Spring Sales.		Fall Sales.	
	cts.	cts.	cts.	\$ cts.	cts.	\$ cts.	cts.	\$ cts.
Souchong per lb.	30 @	95	37½ @	48	30 @	95	30 @	95
Congou	30 ..	95	37½ ..	48	30 ..	95	30 ..	90
Hyson Twankay	35 ..	37	35 ..	42½	35 ..	40	30 ..	45
Young Hyson	30 ..	95	75 ..	95	45 ..	1.00	32 ..	1.05
Gunpowder	50 ..	95	40 ..	97	57 ..	1.00	50 ..	1.10
Imperial	45 ..	90	38 ..	79	60 ..	90	55 ..	95
Uncolored Japan	35 ..	65	45 ..	62	52 ..	70	50 ..	65

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

DESCRIPTION.	1868	1867	1866	1865
	1st January.	1st January.	1st January.	1st January.
	lbs.	lbs.	lbs.	lbs.
Hysons	68,000	79,450	37,350	52,350
Young Hysons	772,365	490,765	597,960	527,450
Gunpowder	131,040	71,695	86,970	203,710
Imperial	182,040	103,320	54,840	78,120
Hyson Skin	10,665	34,425	40,590	39,060
Twankay	28,200	48,900	127,150	60,900
Hyson Twankay	45,550	11,500	72,650	86,350
Uncolored Japan	696,080	175,000	203,800	511,080
Colored Japan	38,835	67,140	16,425	26,910
	1,972,775	1,082,195	1,237,735	1,585,930
Souchong and Congou	217,520	95,120	161,800	153,440
Oolong	39,095	13,615	55,728	36,365
Hyson and Orange Pekoe	12,950	2,625	4,095	.....
	269,565	111,360	221,615	189,805
TOTALS	2,242,340	1,193,555	1,459,350	1,775,735

The business done in Teas during the Spring months of 1867 was fair ; but the Fall trade was unsatisfactory, in consequence of over-supply. The quantities disposed of at auction, at about the rates quoted in the list of prices, were as follows :—

	Spring Sales.	Fall Sales.
Twankay and Hyson-Twankay	295 half chests.	1,100 half chests.
Imperial	2,171 "	838 "
Hyson	733 "	1,032 "
Gunpowder	978 "	1,317 "
Uncolored Japans	2,439 "	4,186 "
Souchong and Congou	687 "	707 "
Oolong .....	..... "	264 "
Young Hyson	4,059 "	5,402 "
Totals	11,362 "	14,846 "

SUGARS AND MOLASSES.

A comprehensive statement respecting the extent of the Sugar trade,—showing quantities of all kinds imported, the Tariff rates of Duty, the amount of revenue derived, &c., will be found on pp. 57—60; a number of particulars as to Prices, Refineries, and Sugar from Indian Corn, are also given there.

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

DESCRIPTION.	1868			1867			1866			1865		
	1st January.			1st January.			1st January.			1st January.		
	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.
SUGARS:—												
Cuba & Barbadoes	230	51	115	728	61	96	1,201	15	169	725	115	130
Porto Rico.....	89	21	20	567	....	....	306	....	....	225	....	....
TOTALS.....	319	72	135	1,295	61	96	1,507	15	169	950	115	130
	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.
MOLASSES:—												
Clayed.....	149	15	....	53	86	163	534	50	....	197	43	....
Muscovado.....	266	33	....	256	11	....	513	58	11	340	19	251
TOTALS.....	415	48		309	97	163	1,047	108	11	667	62	251

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

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

	1867				1866				1865			
	Porto Rico.		Cuba.		Porto Rico.		Cuba.		Porto Rico.		Cuba	
	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	
April	8½ @ 8½	7½ @ 8½	9¼ @ 10½	9 @ 9½	8½ @ 9	8½ @ 8½	8½ @ 8½	8½ @ 9	8½ @ 9	8½ @ 8½	8½ @ 8½	
May.....	8½ .. 8½	7½ .. 7½	9¼ .. 10½	9 .. 9½	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 8½	8½ .. 9	
June.....	8 .. 8½	7½ .. 7½	9¼ .. 9½	9 .. 9½	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 9	8½ .. 8½	8½ .. 9	
July.....	8½ .. 8½	7½ .. 8	8½ .. 9	8 .. 8½	8 .. 8½	8 .. 8½	8 .. 8½	8 .. 8½	8 .. 8½	8 .. 8½	8 .. 8½	
August	8½ .. 8½	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	
September	8½ .. 8½	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	
October.....	8½ .. 8½	8 .. 8½	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	
November.....	8½ .. 8½	8 .. 8½	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	
December.....	8½ .. 8½	8 .. 8½	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	7½ .. 8	

The quantity of Raw Sugar in bond on 1st January, 1868, was 9,338,274 lbs.; on same date in 1867, 8,493,864 lbs.; and of 1866, 5,799,471 lbs.

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

	1867			1866			1865		
	Yellow Crushed No. 3.		Dry Crushed.	Yellow Crushed No. 3.		Dry Crushed.	Yellow Crushed No. 3.		Dry Crushed.
April.....	cts. $7\frac{7}{8}$ @	cts. $8\frac{1}{2}$	cts. 11	cts. $9\frac{1}{2}$ @	cts. 10	cts. $12\frac{1}{2}$	cts. 9	cts. 11	
May.....	$7\frac{7}{8}$..	$8\frac{1}{2}$	11	$9\frac{1}{2}$..	$9\frac{3}{4}$	$12\frac{1}{2}$	$9\frac{1}{4}$	11	
June.....	$7\frac{7}{8}$..	$8\frac{1}{2}$	11	$9\frac{1}{2}$..	$9\frac{3}{4}$	$12\frac{1}{2}$	$9\frac{3}{8}$	$11\frac{1}{4}$	
July.....	$8\frac{1}{2}$..	$8\frac{7}{8}$	$11\frac{1}{2}$	$8\frac{1}{2}$..	9	12	$9\frac{5}{8}$	$11\frac{1}{2}$	
August....	$8\frac{1}{2}$..	9	$11\frac{5}{8}$	$8\frac{1}{2}$..	$8\frac{3}{4}$	$11\frac{1}{4}$	$9\frac{3}{8}$	$11\frac{1}{2}$	
September.	8 ..	9	11	$8\frac{1}{2}$..	$8\frac{3}{4}$	11	$10\frac{1}{4}$	$11\frac{1}{2}$	
October....	8 ..	9	11	$8\frac{1}{2}$..	$8\frac{3}{4}$	11	$10\frac{1}{4}$	$12\frac{1}{2}$	
November..	8 ..	$9\frac{1}{8}$	$11\frac{1}{4}$	$7\frac{7}{8}$..	$8\frac{1}{2}$	$10\frac{1}{4}$	$10\frac{3}{4}$	13	
December..	8 ..	$9\frac{1}{8}$	$11\frac{1}{4}$	$7\frac{7}{8}$..	$8\frac{1}{2}$	$10\frac{1}{4}$	$10\frac{1}{4}$	13	

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

	1867				1866			
	Muscovado.		Clayed.		Muscovado.		Clayed.	
	Per gall.		Per gall.		Per gall.		Per gall.	
April.....	cts. 38 @	cts. 42	cts. 35 @	cts. 37	cts. 40 @	cts. $42\frac{1}{2}$	cts. 31 @	cts. 32
May.....	38 ..	42	35 ..	37	$37\frac{1}{2}$..	40	30 ..	32
June.....	40 ..	42	34 ..	36	38 ..	40	$31\frac{1}{2}$..	33
July.....	$37\frac{1}{2}$..	40	35 ..	37	40 ..	$42\frac{1}{2}$	$32\frac{1}{2}$..	35
August....	38 ..	42	35 ..	36	40 ..	$42\frac{1}{2}$	$32\frac{1}{2}$..	35
September.	40 ..	45	36 ..	38	40 ..	$42\frac{1}{2}$	$31\frac{1}{2}$..	33
October....	40 ..	43	34 ..	37	39 ..	41	$30\frac{1}{2}$..	32
November..	$37\frac{1}{2}$..	40	34 ..	36	40 ..	$42\frac{1}{2}$	$31\frac{1}{2}$..	32
December..	38 ..	$40\frac{1}{2}$	33 ..	35	$37\frac{1}{2}$..	40	$31\frac{1}{2}$..	$32\frac{1}{2}$

TOBACCO.

The following table shows largely increased importations in 1867 :—

DESCRIPTION.	1867		1866		1865		1864	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Tobacco, unmanufactured	lbs. 3,322,760	\$ 252,889	lbs. 2,527,399	\$ 162,942	lbs. 1,224,532	\$ 122,644	lbs. 2,881,344	\$ 339,459
Tobacco, manufactured..	447,459	62,320	289,135	38,445	33,316	9,909	66,486	7,991
Cigars.....M.	18,125,915	113,867	9,127,143	53,549	239,975	22,014	6,263,264	47,043
Snuff.....	2,382	605	4,066	797	2,259	700	3,082	721
TOTALS.....	.....	429,681	.....	255,733	.....	155,267	.....	395,214

The shipments of manufactured Tobacco from Montreal in 1867, amounted to 171,508 lbs., valued at \$22,761, against 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 revenue returns show not only a larger importation than in preceding years but a larger product from the city manufactories,—the business done in unmanufactured in 1867, showing also a great excess over former years.

SALT.

The quantities and values of Salt received at the Port of Quebec, during the past seven 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			

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

	1867		1866	
	Bushels.	Value.	Bushels.	Value.
From Liverpool	836,295	\$141,374	895,617	\$137,621
“ Spain	1,350	270	16,800	1,480
“ Newfoundland .....	.....	.....	125	750
“ France	25,350	2,557	31,800	4,472
Total	862,995	\$144,201	944,342	\$144,323

The quantity landed in Montreal from River Craft during 1867, was 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 1867, were 493 brls.; in 1866, 1,547 brls.; in 1865, 671 brls. The values of direct importations were:—In 1867, \$144,201; in 1866, \$13,672; in 1865, \$4,782; in 1864, \$4,356.

Shipments westward via Lachine Canal, in 1867, were 10,535 tons, or 379,980 bushels; in 1866, 11,961 tons, or 430,596 bushels; in 1865, 18,120 tons, or 652,320 bushels. Shipped in barges, in 1867, 1,500 minots, or 500 sacks; in 1866, 23,300 minots, or 7,766 sacks; in 1865, 16,450 minots, or 5,463 sacks. The quantities shipped by Grand Trunk Railway, in 1867, were 14,489 barrels; in 1866, 25,828 barrels; in 1865, 24,169 barrels.

There was some speculative movement in the market early in 1867, but prices, on the whole; continued uniform until Fall,—when, as stocks became much lessened, prices moved upward, and closed at higher points than had been attained at any time during the past three years.

MONTH.	1867		1866	
	Stoved.	Coarse.	Stoved.	Coarse.
April	Per minot. 82c. @ 85c.	Per bag. 85c. @ 87½c.	Per minot. 110c. @ 112½c.	Per bag. 72½c. @ 75 c.
May	82 .. 85	85 .. 87½	115 .. 120	72½ .. 80
June	82 .. 83	75 .. 77½	100 .. 105	75 .. 80
July	82 .. 85	72½ .. 75	95 .. 97½	67½ .. 72½
August	85 .. 87	72 .. 73	85 .. 87½	65 .. 70
September	83 .. 85	71 .. 73	82½ .. 85	64 .. 67½
October	95 .. 97	74 .. 77	92½ .. 95	70 .. 72½
November	110 .. 120	100 .. 102	87½ .. 90	87½ .. 90
December	150 .. 160	145 .. 150	87½ .. 92	80 .. 85

FISH AND FISH OIL.

The Custom-house returns for the Port of Montreal show that the value of all kinds of Fresh and Salt Fish entered inwards in 1867, was \$220,660; in 1866, \$206,277; and in 1865, \$207,347.

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

A statement of the actual quantities of Fish and Fish Oils imported at Montreal, is given on page 55,—and a table is given on page 56, containing a summary of the inter-Colonial trade in these articles.

The strictly wholesale trade takes place in the Fall. The following are comparative prices for the seasons mentioned:—

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

	1867		1866		1865	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Dry Codfish.....per quintal	3.87	@ 4.50	5.00	@ 5.25	5.50	@ 6.50
Pickled Codfish.....per barrel	3.50	.. 3.75	5.00	.. 0.00	5.50	.. 6.50
Split Herrings, Labrador.	3.50	.. 4.75	4.25	.. 4.50	6.25	.. 6.50
Split Herrings, Common.	1.50	.. 2.75	2.00	.. 3.00	5.00	.. 6.00
Round Herrings.....	2.00	.. 3.00	1.50	.. 2.50	3.25	.. 4.00
Salmon.....	14.00	..15.75	18.00	..20.00	18.00	..21.00
Cod Oil.....per gallon	0.47½	.. 0.57½	0.70	.. 0.75	0 85	.. 0.90
Seal Oil.....	0.62	.. 0.67½	0.75	.. 0.80	.....	.....

DOMESTIC AND FOREIGN LIQUORS.

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

DESCRIPTION.	Year to 30th June,	Half Year to 31st	1866	1865
	1867	December,	Wine Gallons.	Wine Gallons.
	Wine Gallons.	1867,		
		Wine Gallons.		
Spirits at proof..	24,796	.....	237,444	212,578
Ale.....	} 2,420,841 }	} 1,036,552 }	} 1,651,153 }	} 1,860,370 }
Beer.....				
Porter.....				
Lager Beer.....				

It will be observed that the quantity of Proof-spirits distilled is much decreased,—while there is a large increase in the quantity of fermented 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.	1867		1866		1865	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		\$		\$		\$
Whiskey....gals.	32,462	25,103	33,178	22,714	23,710	15,661
Gin.....gals.	261,388	108,461	111,963	30,887	107,887	24,802
Rum.....gals.	44,949	19,679	74,917	26,013	25,389	10,271
Brandy.....gals.	166,685	168,336	203,955	212,917	72,912	83,955
Wines, wood.gals.	297,091	244,367	490,771	303,232	291,312	183,603
“ bottles.doz.	14,599	73,574	24,844	79,190	12,618	38,006
Ale, Beer & Porter, in wood...gals.	1,488	535	1,957	728	2,748	690
Do., bottles..doz.	80,894	27,378	19,369	27,900	26,586	29,577
TOTALS.....	.....	667,433	.....	703,581	.....	386,565

The quantities of these liquors in Customs-warehouse on 31st December, 1867, were much less than those at corresponding date in 1866.

Tables and remarks relative to the importation of Wines and Liquors from the continent of Europe, will be found on pp. 51—55.

V.—MISCELLANEOUS DEPARTMENTS.

DRY GOODS.

The following are the values of goods, entered for Duty during the past four years, as collated from the Custom-House returns :

DESCRIPTION.	1867 Value.	1866 Value.	1865 Value.	1864 Value.
	\$	\$	\$	\$
Cottons, Yarn and Warp.....	3,688,196	4,098,100	2,613,994	3,243,621
Linens.....	679,845	731,411	363,240	565,046
Woollens.....	4,365,495	5,427,556	2,955,462	4,423,807
Carpets and Hearth Rugs....	171,284	216,648	93,565	137,242
Hats, Caps and Bonnets.....	315,844	261,749	164,977	267,482
Hosiery.....	188,576	239,975	136,731	196,995
Shawls.....	22,694	29,318	16,384	62,221
Silks, Satins and Velvets....	587,710	651,014	460,532	484,877
Parasols and Umbrellas.....	53,919	45,776	39,112	39,162
Clothing or Wearing Apparel.	21,331	19,037	26,796	36,796
Small Wares, Thread Lace, &c.	923,953	810,069	478,858	543,447
TOTALS.....	11,018,847	12,530,653	7,359,651	9,940,696

It appears from this table that the aggregate importations of 1867 were less than those of 1866, by \$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 23 per cent. The following table gives the amount of increase or decrease in value of each of the items for 1867 as compared with 1866:—

Cottons, Yarn and Warp.....	\$ 409,904 decrease.	10 per cent.
Linens.....	51,556 "	7 "
Woollens.....	1,062,061 "	19½ "
Carpets and Hearth Rugs.....	45,364 "	21 "
Hats, Caps, and Bonnets.....	54,095 increase.	20¾ "
Hosiery.....	51,399 decrease.	21½ "
Shawls.....	6,624 "	22½ "
Silks, Satins and Velvets.....	63,304 "	9½ "
Parasols and Umbrellas.....	8,143 increase.	17½ "
Clothing or Wearing Apparel.....	2,294 "	12 "
Small Wares, Thread, Lace, &c.....	113,884 "	14 "

It will be seen by the foregoing analysis, that there were large decreases in quantities of staple goods imported during 1867; but as against this, the heavy stocks of all kinds carried over from 1866, must be taken into account. The Spring-trade opened with fair promise, but it soon transpired that country-merchants had more goods on hand than usual,—and the Spring and Summer business closed with comparatively little reduction in Importers' stocks. The bountiful harvest gave hope for an active Fall-trade; but the suspension of the Commercial Bank in October, and the panic which followed that calamity, (referred to on page 71,) paralyzed commerce, and

the year closed very gloomily, with perhaps as large stocks as at the opening. A feature of the Fall business of 1867, consisted of several extensive trade-sales in Montreal and in Hamilton.

COTTONS.—A very considerable decline in prices of Cotton-goods took place during the year,—stocks large.

WOOLLENS.—The business in this department was unsatisfactory, and a heavy unprofitable stock has been brought over to 1868. As remarked in previous Annual Reports, Canadian Tweeds are steadily displacing imported goods of that class.

LINENS.—Business dull throughout the year,—with downward tendency in prices.

CANADIAN TEXTILE MANUFACTURES.—A statement respecting the number of Woollen and Cotton Mills, quantities produced, &c., is given on pages 61 and 62.

LEATHER, AND ITS MANUFACTURES.

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

DESCRIPTION.	1867	1866	1865	1864
	Value.	Value.	Value.	Value.
Leather	\$ 289,918	\$ 286,705	\$ 151,029	\$ 222,873
“ Manufactures	165,672	205,262	74,305	81,998
Dressed Skins .....	....	....	1,389	9,074
Boots and Shoes	39,706	15,533	14,626	40,491
Saddlery	7,540	2,354	2,050	3,666
TOTALS.....	502,836	509,854	243,399	358,102

The value of Leather imported in 1867 was slightly in excess as compared with 1866; Manufactures show a decrease in 1867 of nearly 20 per cent.; while values of Boots, Shoes, and Saddlery show an increase.

Business in Leather was more active in the Spring months than in the Fall. As in 1866, so in 1867, a good deal of Waxed Upper was imported into Canada; Hides were not so scarce last year, and Tanners have been able to keep the market well supplied, the range of price in 1867 being 23c. @ 25c. The extreme closeness of the money-market during the latter three or four months was felt in this department of industry as well as in others.

The quantities of Sole Leather inspected during four years were as follows :—

	1867	1866	1865	1864
Sides of No. 1	137,531	105,346	99,389	126,569
Sides of No. 2	33,663	36,236	29,793	34,450
Sides of No. 3	2,114	3,696	1,247	2,352
TOTALS.....	173,308	145,278	130,429	163,472

IRON.

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

DESCRIPTION.	1867 Value.	1866 Value.	1865 Value.
	\$	\$	\$
Canada Plates and Tinned Plates..	399,835	124,826	119,355
Galvanized and Sheet Iron.....	73,146	47,167	32,476
Wire, Nail and Spike Rod.....	57,475	56,309	41,669
Bar, Rod, or Hoop.....	906,731	330,360	323,565
Hoop or Tire Iron for Locomotive Wheels	24,023	14,782	36,625
Boiler Plate.....	24,498	44,164	31,632
Railroad Bars, &c.....	91,993	7,357	21,148
Rolled Plate.....	5,095	68	3,608
Steel, wrought or cast.....	305,586	109,809	76,995
TOTALS.....	1,888,352	734,842	687,073

The values of importations noted in this table show an increase in 1867 of \$1,153,540, or nearly 157 per cent., as compared with 1866; the increase in the latter year over 1865, was \$47,770, or 7 per cent.,—there having been a decrease in 1865 as compared with 1864, or \$432,070, or 38½ per cent. Shipments westward by Lachine Canal were as follows:—

	1867	1866	1865
Pig Iron..... tons	34,434	26,800	22,368
Railroad Iron..... "	3,450	14,348	3,125
Nails..... "	3,382	3,625	2,676
Miscellaneous Iron..... "	562	968	645

Reference was made in the Report for 1866, to the diminished importations of Pig Iron. The very light stock at close of that year caused firmness in Spring of 1867; but large importations after the opening of navigation, brought a great decline in prices, and, in the absence of active demand, heavy stocks were carried to the present year. This remark applies almost literally to every article in the above list.

The reader is referred to pp. 64, 65, for some statements relative to the Iron Mines and Iron Works of the Dominion.

HARDWARE.

It will be observed that the importations of articles mentioned in the subjoined list of Hardware do not show such increases as are noted in most of the articles classed under the head of "Iron,"—there has consequently been a steadier market. The extension of home manufactures is doing much to supply the demand for many articles, which were until a comparatively recent date, all imported. Much is being accomplished in Montreal and vicinity, to supply the home demand for Agricultural Implements Augers, Auger Bits, Axes, Castings, Carriage Springs, Cross-Cut, Circular and Mill-Saws, Cut-Nails, Edge Tools, Forgings, Forks, Hoes, Scythes, Shovels, Spades, Picks, Hammers, Horse-Nails, Spikes, Shot, Sleigh-bells, &c., &c. And a reference to pp. 64, 65, will show that the iron-mining resources of the Dominion are equal to any demand

that may arise for the finest kinds of iron to be used in the production in the various articles,

The following table shows the Values of Imports during the past Four Years:—

DESCRIPTION.	1867	1866	1865	1864
	Value.	Value.	Value.	Value.
	\$	\$	\$	\$
Polished Cutlery.....	} 1,161,957	} 1,058,415	40,409	92,066
Britannia-Metal Ware, &c.....			571	2,174
Spades, Shovels, Axes, &c.....			24,905	43,447
Spikes, Nails, Tacks, &c.....			37,248	100,014
Stoves and other Iron Castings..			40,956	51,438
Other articles.....			354,675	520,396
TOTALS.....	1,161,957	1,058,415	498,764	809,535

The values for 1867 show an increase of \$103,542, or 9½ per cent., over 1866; the increase in the latter year over 1865 was \$559,651, or 112½ per cent.;—there having been a decrease in 1865 as compared with 1864 of \$310,771, or 38½ per cent.

PAINTS, OILS, DRUGS, &c.

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

ARTICLES.	1867		1866		1865	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Gallons.	\$	Gallons.	\$	Gallons.	\$
Paints.....	.....	117,797	.....	97,889	.....	74,500
Oils.....	265,744	197,473	216,739	167,419	94,434	77,191
Red and White Leads (dry).	.....	68,666	.....	15,083	.....	23,988
Spirits of Turpentine.....	72,750	33,649	31,433	23,291	17,037	15,615
TOTALS.....	.....	417,585	.....	303,682	.....	191,294

The increased value of these articles imported in 1867, was \$113,903, or 37½ per cent., as compared with 1866; the increase in 1866 over 1865, was \$112,388, or 58½ per cent.;—there having been a decrease in the latter year as compared with 1864, of \$105,645, or 35½ per cent. The following table shows the quantities manufactured in Montreal:—

	1867	1866	1865
Linseed Oil.....gals.	127,000	125,000	130,000
Oil Cake.....tons.	1,150	1,100	1,200
Glazier's Putty....."	325	330	320
White and Colored Paints....."	170	135	130
Cut Dye Woods.....brls.	1,400	2,000	1,000
Calcined Plaster of Paris....."	4,800	4,000	2,800
Land Plaster....."	3,250	3,500	3,200
Pure Ground Spices.....tons.	15	16	12
Drugs in Powder....."	24	23	25

The manufacture of Paints is increasing yearly, and is beginning to affect importa-

tions. The domestic articles are considerably cheaper than those brought from England ; and dealers find it more convenient to buy from the manufacturer here as required, than to import six months' stock every Spring and Fall. There are three Paint factories in operation in Montreal, and the quality of the Paints produced are believed to be equal to any imported.

CHINA, GLASS-WARE, &c.

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

DESCRIPTION.	1867 Value.	1866 Value.	1865 Value.	1864 Value.
Chinaware	\$	\$	\$	\$
Earthenware.....	} 211,604	} 183,300	2,855	5,637
Glassware			80,692	174,376
TOTALS	147,690	126,579	69,245	106,536
	359,294	309,879	152,792	286,549

The importations in this department in 1867 show 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 102½ per cent., as compared with 1865 ; but a decrease of \$133,757, or 46½ per cent., in 1865, as contrasted with 1864,—the importations of the latter year showing an increase of \$73,416, or 34½ per cent., as compared with 1863.

MANUFACTURE OF GLASS.—See pages 60 and 61.

PETROLEUM.

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

1865		1866		1867	
	cts. cts.		cts. cts.		cts. cts.
January to March	.35 @ 40	January to May	.35 @ 30	January to May	.25 @ 20
April	37½ .. 40	June to August	.32 .. 35	June to August	.21½ .. 16
May to Septemb'r	.35 .. 40	August to Dec'r	.32 .. 28	August to Dec'r	.18 .. 15
Sept'r to Nov'r	.. 40 .. 52½				
Nov'r to Dec'r	.. 55 .. 60				

The statement of the condition of the Petroleum market during 1867 is a very brief one :—Immense over-supply, imperfect deodorising, impossibility of procuring sufficient freight, and the market collapsed. An additional difficulty arose about insurance, after the burning of the Oil-stores,—round lots, uninsured, going after that event at the lowest rate quoted. The receipts in Montreal by Railway and Canal in 1867 amounted to 26,449 brls. ; shipments by rail and river 6,636 brls.

The quantity of "Portland Kerosene" entered for duty (10c. per gallon,) at Montreal Custom-house in 1867, was 36,004 gallons ; in 1866, 51,877 gallons ; in 1865, 43,842 gallons.

CHEMICALS.

The following are the values of articles imported during the past three years, according to the Montreal Custom-house returns:—

	1867	1866	1865
Acids (except Vinegar).....	\$19,648	\$18,515	\$12,651
Alum.....	6,236	5,846	4,279
Bleaching Powder.....	19,589	27,466	10,453
Soda Ash.....	103,217	117,122	58,115
Caustic Soda.....			
Sal Ammoniac.....			
Sal Soda.....			
Saltpetre.....	18,404	21,825	14,455
Totals.....	\$167,094	\$190,774	\$99,953

The increase in values during 1867, was \$23,680, or 12½ per cent., as compared with 1866; the increase in 1866 was \$90,821, or 90⅞ per cent. as compared with 1865,—the latter year as compared with 1864 showing an increase of \$5,894, or 6¼ per cent. It is believed that the quantities recorded do not nearly represent the actual importations. Some idea of the quantities of Chemicals used in Canada may be formed, by referring to statements made respecting Paper-making and the manufacture of Glass, on pp. 61, 62.

The local demand for heavy Chemicals, such as Soda-Ash, Bleaching Powder, Alum, and Caustic Soda, is increasing yearly with the growth of the various manufactures, in which these articles are required. A considerable business was done in 1867, both for home consumption and for export to the Western States. Prices fluctuated very much, and were lower at the close of 1867, than they had been for over two years.

Sulphuric Acid of a superior quality is manufactured at Brockville and London, Ontario; and the price at which it is furnished being lower than that at which importers can supply it, the demand at least for Scotch Acid will probably cease.

PAPER, &c.

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

	1867	1866	1865
Paper.....	\$108,931	\$67,470	\$36,083
Paper Hangings.....	47,721	55,438	22,093
Playing Cards.....	2,703	3,758	3,384
Stationery.....	193,466	157,614	92,644
Rags	32,389	39,943	11,621
Totals.....	\$385,210	\$324,223	\$165,825

The total value in 1867 showed an increase of \$60,987, or 19 per cent., as compared with 1866; the increase in 1866 over 1865 was \$158,398, or 95¼ per cent.,—the latter year showing a decrease of \$64,315, or 28 per cent., as contrasted with 1864.

PAPER-MAKING.—See page 62.

FUEL.

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

	1867	1866	1865	1864
Entered at Wharfinger's Office.....cords	73,891	73,260	80,144	70,523
Entered at Canal Office..... " "	67,668	72,967	78,238	21,567
Totals	141,559	146,227	158,382	92,090
Less passed from Canal to Harbor	7,000	7,500	29,339	8,087
Actual receipts	134,559	138,727	129,043	84,003

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

	1867	1866	1865	1864
May .....chaldrons.	12	502	1,293	969
June	2,668	1,891	4,990	1,483
July	2,319	762	2,344	1,751
August	1,090	2,031	875	599
September	837	1,757	2,537	2,077
October	4,374	5,615	3,987	4,015
November	2,296	4,596	3,760	3,242
December	2,636	1,300	590	6,880
Totals	16,232	18,454	20,386	21,016

The values of Coal and Coke imported at Montreal, as recorded at the Custom-house, were:—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; in 1864, 32,945 tons, valued at \$166,572.

The quantities of Coal received at the port of Quebec in 1867, amounted to 127,312 tons, valued at \$432,475; in 1866, 132,965 tons, valued at \$478,554.

VI.—WATER-POWER AND MANUFACTURES.

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*.

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, sub-letting 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.

DEVELOPMENT OF WATER-POWER.

Point St. Charles Dock Scheme.—Extensive as is the water-power on the Lachine Canal, it appears small, when contrasted with the immense development of power which formed a leading feature in the Point St. Charles-Dock scheme. The proposed canal in that project was to be 300 feet wide on bottom, and 14 feet deep. The water was 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 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 scheme 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 figure,) 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.

*St. Louis Hydraulic Company.**—The project of this Company greatly surpasses the Dock Scheme, referred to in the preceding paragraph,—leaves it indeed, so far as magnitude is concerned, completely in the shade. The proposal is to dam the unnavigable channel of the Lachine Rapids between Isle-aux-Heron and the north shore, 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 would form a basin 5,000 feet long, and averaging 2,500 feet wide, with head-races to supply abundant power for hydraulic lots on Isle-aux-Heron, as well as on the north shore. Some idea of the value of the immense power proposed to be brought into operation by this Company, 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 all the estimated power of the Lachine Rapids could be utilized, 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:—

$$14,425 \text{ h. p.} : \$30,000,000 :: 4,500,000 \text{ h. p.} : \$9,358,752,165 ;$$

$$\text{or, } 14,425 \text{ h. p.} : \$30,000,000 :: 1,500,000 \text{ h. p.} : \$3,119,584,055.$$

Besides the power brought into operation at the dam, a head of water could be furnished 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 either the City Corporation or the Company would be able to furnish power so cheaply as to induce the application of water-power in a thousand ways at present unthought of. But, independently of manufacturing appliances, this vast head of water would accomplish many other important and valuable purposes. For example—

1st.—The rapidly growing City of Montreal could be permanently supplied, in all seasons, with abundance of water, for all domestic and sanitary purposes.

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, besides 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 Hydraulic Co.'s main land-ward head-race terminating in the present Lachine Canal near the Wellington Street Bridge. While,—

5th.—The Point St. Charles Dock scheme might, in connection with the St. Louis Co.'s project, afterwards form a very important link in the general scheme of improvements.

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 by carrying out the great design; and the cost would be but trifling in comparison with the benefits to be derived.

* The plans of the works of the St. Louis Hydraulic Company, and those of the Point St. Charles Dock Scheme, were drawn by Charles Legge, Esq., C. E., of Montreal.

VII.—UNCLASSED INFORMATION.

IMPORTS AT MONTREAL.

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Wine in wood.....galls.	297,091	\$ 244,267	490,771	\$ 303,232
do bottles.....doz.	14,599½	73,574	24,844½	78,190
Whiskey.....galls.	32,462	25,163	33,178	22,714
Oil—Coal and Kerosene.....galls.	36,004	14,272	51,877	21,699
Naphtha.....“	5,651	1,541	4,159	1,897
Benzole.....“	6,380	940	10,408	1,479
Refined Petroleum.....“	14,388	3,868	29,216	11,607
Crude Petroleum.....“	3,264	1,413	8,588	2,055
Cordials.....“	6,736	6,048	2,342	2,580
Perfumed Spirits, used as Perfumery only.....“	755½	2,888	59½	854
Brandy.....“	166,685	168,336	203,955	212,917
Gin.....“	261,388	108,461	111,963	30,887
Rum.....“	44,949	19,679	74,917	26,013
Spirits and Strong Waters.....“	118,563	38,071	1,543	472
Acetic Acid and Vinegar.....“	127,092	22,157	50,980	9,469
Ale, in wood.....doz. }	1,488	535	1,957	{ 728
do bottles.....galls. }	.....	.....	24,586	{
do do.....doz.	80,894	27,378	19,369	27,900
Sugar, refined or equal thereto.....lbs.	568,581	36,068	262,606	18,006
Do raw.....“	32,700,848	1,457,660	36,210,446	1,547,667
Cane Juice.....“	6,748,138	143,887	616,481	13,779
Molasses.....“	5,349,725	98,287	14,630,853	279,643
Tea.....“	5,718,931	1,927,119	4,520,145	1,602,714
Coffee, green.....“	575,570	74,513	604,156	79,920
Do ground.....“	74	21	950	182
Confectionery.....“	85,405	15,104	82,630	12,795
Chicory, raw or green.....“	11,886	284	55,646	2,068
Do roasted or ground.....“	118,948	4,428	20,837	749
Common Soap.....“	501,034	16,230	742,843	28,212
Starch.....“	53,354	4,439	21,656	1,795
Tobacco, manufactured.....“	447,450	62,320	289,135	38,445
Snuff.....“	2,382	605	4,066	797
Cigars.....M	18,125,915	113,867	912,743	53,549
Butter.....lbs.	24,682	1,974	100	21
Cheese.....“	53,153	8,972	216,602	24,757
Lard and Tallow.....“	494,755	38,867	244,404	22,007
Fish, salted or smoked.....“	228,045	12,132	150,933	7,221
Flour.....brls.	21,508	118,551	2,035½	13,538
Indian Corn.....bush.	398,963	326,253	43,714	24,378
Meats, fresh, salted or smoked.....lbs.	1,527,782	124,187	430,749	51,474
Tinctures.....“	326	307	.....	.....
Cinnamon, Mace and Nutmegs.....“	107,350	30,041	67,832	20,609
Essences and Perfumery.....“	.....	21,492	.....	23,342
Spices, ground.....lbs.	674	187	716	297
Packages.....“	.....	310,883	.....	111,081
Patent Medicines.....“	.....	30,680	.....	25,012
Bagatelle Boards, &c.....“	.....	11,615	.....	4,521
Blacking.....“	.....	2,393	.....	3,454
Book, Map and News Printing Paper.....“	.....	792	.....	2,236
Brooms and Brushes.....“	.....	12,231	.....	7,328
Cabinet Ware and Furniture.....“	.....	9,784	.....	3,809
Candles.....lbs.	68,083	12,129	.....	8,059
Carpets and Hearth Rugs.....“	.....	171,284	.....	216,648
Carriages.....“	.....	1,606	.....	6,252
Coach and Harness Furniture.....“	.....	8,433	.....	10,818
Chandeliers, Girandoles, Gas Fittings.....“	.....	9,005	.....	3,630
China Ware, Crockery and Earthenware.....“	.....	211,604	.....	183,300
Cider.....galls.	.....	48	160	24
Clocks.....“	.....	15,758	.....	13,556
Clothing made by hand, &c.....“	.....	21,331	.....	19,037
Cocoa and Chocolate.....lbs.	.....	3,169	.....	3,530
Cordage.....“	.....	24,658	.....	25,181
Corks.....“	.....	34,744	.....	9,309
Cottons, Cotton Yarn and Warp.....“	.....	3,688,196	.....	4,098,100

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Dried Fruits.....lbs.	6,181,902	\$ 317,034	4,841,145	\$ 244,245
Drugs		129,912		140,689
Engravings		6,457		8,336
Fancy Goods.....		292,835		206,048
Foreign Newspapers.....		396		560
Fireworks		5,068		1,039
Flat Wire, for Crinoline, uncovered.....		4,678		15,671
Ginger Wine, Orange, &c.....		14,087		4,909
Gunpowder		2,293		10,690
Firearms		12,323		7,972
Glass, plate.....		30,240		77,984
do window.....		98,775		38,295
do ware.....		147,696		126,579
Hats, Caps and Bonnets.....		315,844		261,749
Hat Plush.....		1,665		
Hay.....				
Hops.....lbs.			18,603	5,679
Hosiery		188,576		239,975
Inks		4,202		8,013
Hardware		1,161,957		1,058,415
Jewellery		155,902		161,342
Lumber		384		
Leather.....		289,918		286,705
Do Sheep, Goat and Chamois Skins, dressed..		13,169		6,750
Linens		679,845		731,411
Locomotive Engines and Railroad Cars.....		9,774		16,955
Maccaroni and Vermicelli.....lbs.	63,868	5,379	40,387	2,529
Maps, Charts and Atlases.....		572		674
Manufactures of Marble.....		6,390		3,968
India Rubber.....		33,537		21,810
Cashmere.....				
Fur.....		86,568		90,626
Hair, and Mohair.....		12,174		13,923
Papier Mache.....				
Grass, Osier, Palm Leaf, &c.....		986		700
Bone, Shell, Horn, Ivory.....		1,931		93
Gold and Silver, or Electroplate, &c.....		65,421		70,365
Brass or Copper.....		5,970		6,212
Leather.....		165,672		205,262
Boots and Shoes.....		39,706		15,533
Harness and Saddle.....		7,540		2,354
Wood.....		34,234		25,502
Mowing, Reaping and Threshing Machines.....		1,269		978
Musical Instruments.....		59,313		33,462
Mustard.....lbs.	179,468	24,261	106,268	14,759
Machinery.....		39,415		43,562
Ochres, ground or calcined.....		27		42,886
Oil Cloths.....		29,002		42,886
Oils.....galls.	265,744	197,473	216,739	167,419
Opium.....		6,618		3,317
Paints and Colours.....		117,797		97,889
Paper.....		108,931		67,470
Paper-Hangings.....		47,721		55,438
Parasols and Umbrellas.....		53,919		45,766
Playing Cards.....		2,703		3,768
Plaster of Paris, ground and calcined.....		756		1,375
Pickles and Sauces.....		28,843		25,024
Preserved Meats, Fish and Vegetables.....		43,892		41,824
Printed Bills.....		7,450		3,725
Sails, ready made.....		165		
Shawls.....		22,694		29,318
Silks, Satins, Velvets.....		587,710		651,014
Soap, not elsewhere specified.....		12,954		12,112
Spices unground.....lbs.	157,664	41,159	331,044	31,120
Spirits of Turpentine.....galls.	514,810	72,750		23,291
Stationery.....		193,466		157,614
Steam Engines, other than Locomotives.....		677		
Small Wares.....		923,953		810,069
Tobacco Pipes.....		17,305		13,256
Toys.....		8,885		4,828
Varnish.....		6,773		6,319

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Woollens.....		\$		\$
Anchors, 6 cwt. and under.....		4,365,495		5,427,556
Brass in Bars, Rods or Sheet.....				747
Brass or Copper Wire and Wire Cloth.....				4,445
Copper in Bars, Rods, Bolts or Sheet.....				5,622
Copper, Brass or Iron Tubes, and when drawn.....				10,728
Cotton Candle Wick.....				55,464
Iron—Canada Plates and Tinned Plates.....				5,237
Do. Galvanized and Sheet.....				124,826
Do. Wire.....				47,167
Do. Bar, Rod or Hoop.....				56,309
Do. Hoop or Tire for Locomotive Wheels.....				330,360
Do. Boiler Plate.....				14,782
Do. R. R. Bars, Wrought Iron Chains, &c.....				44,164
Do. Rolled Plate.....				7,357
Lead in Sheet.....				68
Litharge.....				5,035
Locomotive and Engine Frames, Cranks, &c.....				1,437
Medicinal Roots.....				3,546
Phosphorus.....				3,230
Red and White Lead—dry.....				1,049
Silk Prints for Hats, Boots and Shoes.....				15,083
Sole and Upper Leather.....		263,091		26,167
Steamboat and Mill Shafts.....				13,281
Steel—wrought or cast.....				3,289
Straw, Tuscan, &c.....				109,809
Tin—granulated or bar.....				813
Zinc.....				997
Unenumerated Articles.....		223,331		15,235
				194,421
FREE GOODS.				
Acids.....		19,648		18,515
Anchors.....		3,136		2,777
Alum.....		6,236		5,846
Anatomical Preparations.....		10		10
Animals under old Tarif.....				1,493
Animals from B. N. A. Provinces.....				
Antimony.....		1,013		2,660
Antiquities, Collections of.....				
Apparel, Wearing, of British subjects domiciled in Canada, dying abroad.....				
Argol.....		220		
Articles for the Public uses of the Provinces.....		360		
“ imported by, and for the use of Gov.-Gen.....		95,853		2,180
“ for the use of Foreign Consuls.....		275		839
“ for the use of Foreign Consuls.....		50		10
Ashes—Pot, Pearl and Soda..... lbs.		50	193	6,291
Bark, Berries, Nuts, Vegetables, &c.....		74,057		68,591
Barilla or Kelp.....				
Bark, Tanners'.....				8
Belting Duck and Hose Duck.....		15,525		8,248
Bleaching Powders.....		19,589		27,466
Bolting Cloths.....		1,551		2,059
Borax.....		7,183		6,166
Bookbinders' Tools and Implements.....		2,638		399
Books Printed, Periodicals and Pamphlets.....		189,473		185,354
Boot Felt.....		19,748		3,914
Brass in Bars, Rods or Sheets.....		3,381		1,876
Brass or Copper Wire and Wire Cloth of Brass, &c.....		15,150		1,366
Bristles.....		14,342		15,524
Brass and Tin Clasps, Slides and Spangles for Hoop Skirts.....		6,984		2,173
Broom Corn.....		7,667		28,788
Busts, Casts and Statues.....		3,118		2,569
Burrstones and Grindstones.....		14,107		9,861
Butter, under old Tarif.....				726
Butter, from B. N. A. Provinces..... lbs.			3,702	
Biscuit and Bread, from Gt. Britain and B. N. A. P.....		755		
Cocoa Paste.....		311		288
Cabinets of Coins.....				
Cables—Iron Chain.....		12,293		10,500

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Cables—Hemp and Grass.....		\$		\$
Caouthouc or India Rubber.....		63,011		63,261
Cheese, under old Tariff.....				74,830
Chinaware and Glassware for Officers' Mess.....		75	482,609	311
Cigars for.....		246		520
Silver or Plated Ware for " ".....		950		300
Spirits, Wines and Malt Liquors " ".....		18,726		8,717
Table Linen for.....				150
Billiard Tables and Bagatelle Boards for Rgt'l. corps.....				
Coal and Coke..... tons.	45,507	174,204	49,710	205,779
Church Bells.....		3,352		20
Clothing and Arms for Indian Nations.....				
" Military.....		12,873		27,092
Commissariat and Ordnance Stores.....		1,305		146
Communion Plate.....		549		24
Copper in Bars, Rods, Bolts or Sheets.....		19,140		12,029
" Brass or Iron Tubes or Piping, when drawn.....		51,842		20,687
Corkwood or Bark of the Corkwood Tree.....		74		
Cotton and Flax Waste.....		6,502		7,967
" Wool.....		42,312		48,642
" Candle Wick.....		8,367		7,789
" Netting and Woollen Netting for India Rubber.....				
Shoes.....		8,427		8,679
Cream of Tartar in Crystal.....		10,315		16,857
Diamonds and Precious Stones not set.....		2,330		1,034
Donations of Clothing, &c.....				
Drain Tiles for Agricultural purposes.....				
Drawings as Works of Art.....		10,841		9,242
Earths, Clays, Sand and Ochres.....		6,438		4,693
Eggs..... doz.		2		
Emery, Emery Glass and Sand Paper.....		7,658		6,976
Essential Oils of all kinds.....		33,039		11,001
Farming Utensils and Implements.....		1,000		40
Felt Hat Bodies and Hat Felts.....		12,844		5,543
Fibrilla Mexican Fibre or Tampico.....		3,838		876
Flat Wire for Crinoline.....		12,436		8,514
Flax, Hemp and Tow, undressed.....		130,746		126,585
Firewood.....				
Fire Brick and Clay.....		6,719		9,932
Fish—Fresh.....		19,011		24,957
" under old Tariff.....				62,638
" Salted or Smoked, from B. N. A. P.....		189,517		118,782
" Oil, under old Tariff..... galls.			171,335	127,211
" Oil, from B. N. A. P.....	306,942	183,821	100,047	72,895
" Products of, from B. N. A. P.....				
Fishing Nets, Seines, Hooks, Lines and Twines.....		17,284		25,351
Fruit—Green, under old Tariff.....				33,915
" from B. N. A. P.....				
" Dried, from U. S., under old Tariff.....				3,860
" from B. N. A. P.....				20
Furs and Skins, Pelts or Tails, undressed.....		145,208		135,247
Flour, under old Tariff..... bbls.			11,416	66,168
Grains—Barley and Rye..... bush.			78	47
" Beans and Pease.....			42	73
" Indian Corn.....			225,767	125,125
Meals of the above Grains..... bbls.			769	2,386
Gems and Medals.....		445		702
Gold and Silver Leaf for Platers' use.....		4,312		1,096
Grease and Scraps.....		26,681		11,665
Gravels.....		1,536		342
Gypsum from B. N. A. P.....		3,278		725
" under old Tariff.....				2,978
Human Hair, Angola, Goat, Thibet, Horse, &c.....		1,285		539
Hay.....		66		
Hops..... lbs.		52,439	45,278	17,415
Hides, Horns.....		221,507		157,843
Indigo.....		21,208		17,858
Iron—Canada Plates and Tinned Plates.....		399,835		199,618
Galvanized and Sheets.....		73,146		32,511
Wire Nail and Spike Rod.....		57,475		45,986
Bar, Rod or Hoop.....		906,731		455,307

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Timber and Lumber of Mahogany, Rosewood, &c..	\$ 18	.....	\$ 878
Tin, Granulated or Bar.....	11,866	.....	4,432
Tin, Zinc or Spelter in Blocks or Pigs.....	17,596	.....	8,653
Trees, Plants and Shrubs, Bulbs and Roots.....	1,861	.....	2,558
Turpentine other than Spirits of Turpentine.....	6,349	.....	177
Tobacco unmanufactured.....lbs.	3,322,760	252,889	2,527,399	162,942
Zinc or Spelter in sheets.....	24,858	.....	39,736
Varnish, Bright and Black for Ship Builders.....	1,090	.....	65
Vegetables.....	6,423	.....	1,916
Veneering of Wood or Ivory.....	1,624	.....	1,852
Weaving or Seam Silk, &c.....	7,455	.....	4,329
Wheat.....bush.	85,354	129,707	49,381	66,847
Whiting or Whitening.....	7,121	.....	1,308
Wood of all kind, unmanufactured.....	9,391	.....	1,577
Wool.....lbs.	22,710	.....	20,449
Fire Arms.....	355	.....	209,709
Zinc White.....	7,362	.....	738
Scales.....	71
Portrait of late Mr. Garneau.....	187
Gauging Instruments.....	48
Copyright.....	685	.....	481
Washing Machines.....	435	.....	215
Upper Leather, from B. N. A. P.....	8,622	.....	.....
Indian Curiosities,.....	142	.....	.....
Nails, manufactured ".....	857	.....	.....
Skates.....	516	.....	.....
Coin and Bullion.....	316,301	.....	75,618

PRODUCE, &c., RECEIVED and SHIPPED at the PORT OF MONTREAL, carried in RIVER CRAFT to and from Quebec, Three Rivers, &c., during Navigation of 1867.

RECEIPTS.		SHIPMENTS.	
Grain.....bushels,	92,230	Grain.....bushels,	169,373
Flour.....barrels,	1,935	Flour.....barrels,	49,101
Potash.....barrels,	31	Ashes, leached.....tons,	705
Hay.....bundles,	197,250	Bran.....tons,	31
Bottles.....gross,	706	Pork.....barrels,	110
Paints.....lbs,	7,000	Soda ash.....tons,	22
Fish (not specified) .brls., hhd. & cwts,	7,024	Brooms.....dozen,	174
Staves.....mills,	20,000	Fruit.....barrels,	1,444
Salt.....minots,	151,718	Groceries.....lbs,	246,100
Coal.....chaldrons,	16,232	Glass.....feet,	6,000
Firewood.....cords,	73,891	Salt.....minots,	1,500
Oil.....gals,	31,000	Liquors.....gals,	65,000
Timber.....feet,	77,900	Molasses.....gals,	67,666
Lumber.....feet,	19,146,000	Coal.....chaldrons,	483
Laths.....	5,866,000	Oils.....gals,	19,250
Shingles.....	622,000	Pitch.....barrels,	20
Bricks.....	2,084,000	Lumber.....feet,	651,500
Potatoes.....minots,	12,374	Rags.....lbs,	440,000
Iron.....tons,	997	Bricks.....	31,000
Pipe clay.....tons,	434	Tobacco.....lbs,	307,900
Sand.....tons,	2,439	Iron.....tons,	553
Butter.....lbs,	79,000	Powder.....lbs,	8,000
Lard.....lbs,	2,900	Biscuits.....lbs,	6,000
Liquors.....gals,	6,000	Lard.....lbs,	33,000
Peat.....tons,	166	Nails.....tons,	41
Pork.....barrels,	550	Soap.....lbs,	31,500
Rags.....lbs,	14,500		

EXPORTS AT MONTREAL.

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
THE MINE.				
Copper Ore..... tons	1,662	\$ 52,567	1,114	\$ 47,157
Plumbago..... "	20	1,034	.....	.....
Pig Iron..... "	184	3,979	136	2,068
Stone..... "	.....	3 6	.....	.....
Oil..... galls.	26,960	2,589	995	750
THE FISHERIES.				
Fish :—				
Salted..... brls.	1,135	3,958	1,831	9,329
Fresh..... "	.....	1,977	.....	.....
Fish Oil..... galls.	294	302	.....	.....
THE FOREST.				
Ashes :—				
Pot..... brls.	11,737	394,347	15,369	530,348
Pearl..... "	2,647	85,989	2,299	69,619
Standard Staves..... mille.	59	15,348	.....	.....
Other..... "	156	10,486	.....	.....
Deals..... stand. hund.	240	3,524	.....	.....
Plank..... m. feet.	3,783	45,059	.....	.....
Lath and Lathwood..... cords.	35	148	.....	97,087
Firewood..... "	112	560	.....	.....
Shingles..... mille.	260	277	.....	.....
Railroad Ties..... pieces.	38,686	4,118	.....	.....
Oars..... pairs.	218	218	.....	.....
Other Wood..... "	.....	32,317	.....	.....
ANIMALS AND THEIR PRODUCE :				
Animals :—				
Horses..... No.	2,500	194,368	4,296	387,467
Horned Cattle..... "	1,222	33,941	.....	77,052
Swine..... "	110	406	746	6,780
Sheep..... "	1,920	3,875	906	1,913
Poultry..... "	.....	11,440	.....	32,685
Produce of Animals :—				
Bacon and Hams..... cwt.	18,344	204,154	6,204	66,063
Beef..... "	11,971	116,820	4,663	43,307
Beeswax..... lbs.	17,821	3,562	9,721	2,676
Butter..... "	5,294,900	761,883	6,418,835	1,130,497
Cheese..... "	3,317,675	366,213	1,351,048	171,953
Eggs..... doz.	299,313	37,294	556,270	75,269
Furs..... "	.....	285,162	.....	197,293
Hides..... cwt.	924	4,647	.....	.....
Horns and Hoofs..... "	50	238	.....	.....
Lard..... brls.	1,071	25,326	47,145	7,033
Pork..... cwt.	15,296	112,999	8,888	85,748
Sheep's Pelts..... No.	820	430	.....	10,840
Tallow..... lbs.	270	30	.....	140
Wool..... "	120,172	34,446	250,474	93,154
AGRICULTURAL PRODUCTS.				
Balsam..... "	.....	5,703	.....	1,277
Barley and Rye..... bush.	194,991	148,190	347,955	230,985
Beans..... "	2,677	3,988	2,712	3,317
Bran..... cwt.	69,812	17,580	2,851	3,231
Flax..... "	2,622	13,435	884	5,750
Flax Seeds..... bush.	1,108	1,663	4,513	7,886
Flour..... brls.	184,249	1,369,204	153,471	1,067,555
Fruit, green..... "	15,321	46,058	2,922	10,050
Hay..... tons.	3,494	30,150	344	1,924
Hops..... lbs.	20,461	5,968	21,963	5,907
Maple Sugar..... "	880	88	1,198	124
Meal..... brls.	61,646	357,782	33,880	169,731
Oats..... bush.	1,165,398	462,878	3,159,385	1,213,219
Other Seeds..... "	21,394	44,139	14,430	32,459
Peas..... "	1,614,291	1,432,440	1,082,797	932,275
Tobacco..... lbs.	10,695	1,547	4,273	216
Vegetables..... "	.....	302	.....	490
Wheat..... bush.	416,862	657,973	25,165	28,919

EXPORTS AT MONTREAL—Continued.

ARTICLES.	1867		1866	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
MANUFACTURES.				
Books .....	.....	\$ 4,640	.....	\$ 5,001
Biscuit	490 cwt.	2,484	336	1,795
Candles	2,375 lbs.	236	.....	853
Carriages	8 No.	1,230	.....	5,583
Cottons .....	.....	2,506	.....	3,653
Furs .....	.....	2,037	.....	5,485
Glass .....	.....	1,996	.....	24,184
Hardware .....	.....	25,723	.....	9,479
India Rubber .....	.....	619	.....	136,085
Leather .....	.....	77,261	.....	17,710
Machinery .....	.....	17,210	.....	1,990
Musical Instruments .....	.....	510	.....	41,001
Oil Cake .....	.....	30,340	.....	10,487
Rags .....	.....	8,571	.....	661
Soap	3,810 lbs.	242	14,518	2,227
Starch	15,324	1,395	24,458	4,181
Straw .....	.....	1,554	.....	14,444
Sugar Boxes	98,957 No.	15,077	48,598	45,294
Tobacco	160,813 lbs.	21,214	248,690	18,950
Wood .....	.....	11,218	.....	10,392
Woollens .....	.....	19,463	.....	.....
Liquors:—				
Ale, Beer, and Cider	8,707 galls.	2,828	1,307	416
Whiskey	1,675 galls.	1,724	69	415
Other Spirits	2,457 galls.	5,036	4,387	7,472
Vinegar	20,800	5,370	.....	.....
OTHER ARTICLES.				
Castorum .....	.....	4,287	.....	.....
Extract Bark .....	.....	57,165	.....	.....
Hats and Caps .....	.....	1,413	.....	.....
Medicine .....	.....	4,640	.....	26,068
Marble Manufactures .....	.....	1,720	.....	.....
Oil .....	.....	5,095	.....	.....
Ropes .....	.....	1,332	.....	.....
Varnish .....	.....	3,907	.....	.....
Other Articles .....	.....	7,308	.....	.....

ARTICLES.	1867	
	QUANTITY.	VALUE.
Butter	5,045 lbs.	\$ 1,009
Bacon and Hams	550 cwt.	5,568
Cheese	85,000 lbs.	8,489
Cotton, raw .....	.....	14,325
Cartridges .....	.....	3,212
Dry Goods, not specified .....	.....	20,410
Flour	1,857 brls.	12,222
Effects .....	.....	26,191
Fancy Goods .....	.....	3,699
Firearms .....	.....	7,000
Hardware .....	.....	9,693
Indian Corn	741,509 bus	512,799
Oil .....	.....	3,885
Oil Cake .....	.....	3,229
Pork .....	.....	12,764
Tobacco, manufactured .....	.....	10,533
Do. Leaf .....	.....	991
Tea .....	.....	13,817
Wines .....	.....	5,176
Wheat	1,084,647 bus.	1,681,393
Other Articles .....	.....	46,736

S E L P P R

RECAPITULATION OF IMPORTS AND EXPORTS.

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

CLASS OF GOODS.	1867	1866	1865	1864
	\$	\$	\$	\$
Paying specific duties.....	21,796,566	22,413,582	46,515	39,796
Paying specific and <i>ad val.</i> duties			4,344,268	3,713,277
Paying 30 per cent. " "			103,408	135,626
Paying 25 " " "			40,136	80,953
Paying 20 " " "			9,719,203	13,504,008
Paying 15 " " "			270	647
Paying 10 " " "		1,076,369	1,595,857	
Free Goods, Coin and Bullion..	316,301	75,618	913,541	1,448,013
Other Free Goods.....	6,265,250	6,304,121	3,599,738	5,133,561
TOTALS.....	28,378,117	28,793,321	19,843,448	25,651,738

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

ARTICLES.	To Great Britain.	To British N'rth America.	To United States.	To other Countries.
Produce of the Mines.....	40,566	2,201	17,628	80
Do Fisheries.....			5,042	1,195
Do Forest.....	435,512	5,619	122,925	28,335
Animals and their Products....	1,585,026	131,163	476,465	4,580
Agricultural Products.....	3,296,674	837,759	425,665	28,990
Manufactures.....	67,704	94,330	74,746	23,704
Other Articles.....	63,527	12,805	10,535	.....
TOTALS.....	5,489,009	1,083,877	1,133,006	86,884

CANAL TRAFFIC.

The Lachine Canal was opened for traffic on 1st May, 1867, and closed on 4th December.

The number of trips made upwards and downwards by vessels in the Inland Trade, during the seasons of 1867 and 1866, were:—

	1867	1866
Canadian Steamers—Trips upward.....	1,353	1,371
Trips downward.....	1,349	1,354
	2,702	2,725
Canadian Sailing Craft—Trips upward.....	4,413	4,059
Trips downward.....	4,172	3,741
	8,585	7,800
American Vessels—Trips upward.....	12	87
Trips downward.....	45	125
	57	212
TOTAL TRIPS.....	11,344	10,737
Number of Passengers carried from Montreal...	13,433	10,613
Number of Passengers carried to Montreal.....	27,628	20,524
TOTAL PASSENGERS.....	41,061	31,137

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 eleven years :—

YEARS.	NUMBER OF STEAMSHIPS.	AGGREGATE		AGGREGATE FREIGHT CARRIED.		NUMBER OF PASSENGERS CARRIED.				AVERAGE TIME OF TRIPS.				
		TONNAGE.	Eastward.		Westward.		Eastward.		Westward.		Eastward.		Westward.	
			Tons.	Tons.	Tons.	Tons.	Cabin.	Steerage.	Cabin.	Steerage.	D.	H.	D.	H.
1856	4	6,536	....	....	991	911	1,254	1,777	11	15	12	28
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	....	....	1,904	2,453	1,882	2,941	10	11	11	13
1860	6	11,904	....	....	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		

RAILWAY TRAFFIC.

MONTHLY IMPORTS AT MONTREAL, IN 1867, 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.
January ..	Brls. 39,067	Bush. 42,951	Bush. 2,871	Bush. 6,616	Bush. 10,207	Brls. 409	Lbs. 4,112,444	Brls. 1,144	Tons. 16,319
February..	41,970	28,826	6,730	7,444	13,415	379	839,840	893	14,129
March	34,413	37,436	3,276	8,347	4,053	192	16,820	2,298	14,418
April	62,050	99,942	6,259	4,503	3,890	250	13,410	2,050	14,583
May	28,102	99,203	2,318	8,084	5,729	1,464	415	3,217	14,246
June	26,247	34,283	1,976	730	2,151	401	....	2,245	9,144
July	28,565	34,300	1,482	6,041	5,545	29	....	3,036	11,139
August ..	17,527	12,413	1,007	3,281	4,687	253	....	150	7,900
September	21,600	52,250	....	2,125	825	18	....	1,560	10,859
October ..	66,100	172,086	....	17,086	26,864	62	19,140	3,750	20,455
November	47,500	81,060	437	5,898	15,834	393	170,528	2,627	15,758
December.	27,400	26,375	114	13,379	926	731	1,563,987	1,384	13,138
TOTALS.	440,541	721,065	26,470	83,534	93,926	4,581	6,736,584	24,324	162,088

MONTHLY EXPORTS FROM MONTREAL, IN 1867, 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.
January ..	Brls. 22,060	Bush. 23,982	Bush. 1,886	Bush. 1,581	Bush. 33,118	Brls. 676	Lbs. 340,180	Brls. 677	Tons. 9,230
February..	9,293	17,895	856	609	14,667	324	201,010	403	10,343
March	10,822	8,739	1,837	17,256	7,847	447	146,920	489	12,491
April	10,890	6,740	2,198	17,743	7,059	431	155,929	500	11,417
May	12,234	2,715	4,488	708	2,804	229	....	257	9,125
June	9,122	1,169	4,581	756	1,521	129	....	1,537	10,479
July	10,699	353	4,090	29	1,430	125	....	127	9,550
August ...	14,217	138	1,663	2,108	937	115	....	149	8,998
September	12,747	354	....	598	....	44	....	164	11,127
October ...	15,583	2	5	2,381	....	27	....	400	15,858
November	7,128	....	18	3,403	1,875	26	480	687	15,777
December.	16,203	25,800	5,000	9,875	7,781	662	107,740	933	12,459
TOTALS.	150,998	87,887	26,622	57,047	79,039	3,235	952,250	6,323	136,854

COMPARATIVE QUANTITIES OF PRODUCE SHIPPED BY ST. LAWRENCE RIVER MONTHLY,—1867, 6, 5, 4.

COMPARATIVE QUANTITIES OF PRODUCE SHIPPED BY ST. LAWRENCE RIVER MONTHLY,—1867, 6, 5, 4.

	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	1867	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866	.....	30	2,958	.....	.....	8,456	410	40	6	.....	12	24
	1865	30	.....	1,170	.....	15	8,349	150	55	.....	.....	324	15
	1864	20	.....	862	.....	.....	6,103	25	27	.....	.....	45	.....
May	1867	50	53,104	329,160	38,463	3,596	23,071	14,895	1,043	2,696	144	2,349	8
	1866	.....	42,877	118,083	323,959	.....	16,770	5,037	869	3,675	61	171	389
	1865	19,607	.....	22,526	.....	.....	15,638	121	10	4,671	1,395	1,253	52
	1864	132,478	.....	43,348	.....	.....	45,183	40	.....	6,051	.....	269	.....
June	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
	1864	533,372	30	114,818	.....	.....	78,785	.....	.....	3,132	.....	299	.....
July	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	300	.....	35,186	7	10	2,228	730	3,510	4,435
	1864	531,111	.....	75,404	1,200	.....	47,980	10	.....	3,781	.....	1,405	.....
August	1867	20,989	132,163	59,212	43,956	1,284	18,556	4,239	1,597	904	550	14,127	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	7,412	4,508
	1864	441,062	9	16,506	.....	.....	40,413	81	1	4,896	.....	3,510	.....
September	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
	1864	334,300	220	5,474	.....	60	47,151	84	10	2,174	.....	10,773	.....
October	1867	535,154	15	185,268	88,379	28,968	46,233	340	425	850	73	7,779	10,586
	1866	.....	354,775	94,408	45,409	115,316	38,626	1,508	802	2,092	773	21,243	6,781
	1865	.....	208,818	171,771	13,345	60	16,639	400	755	435	183	3,547	448
	1864	287,364	.....	96,944	.....	.....	44,741	.....	50	4,942	.....	23,476	.....
November	1867	611,356	1,100	448,801	338,928	34,662	16,830	49,189	1,169	680	1,139	15,105	20,376
	1866	163	197,280	332,526	215,286	116,300	61,769	14,124	1,467	302	1,104	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
	1864	69,790	.....	88,883	586	315	.....	35,054	286	.....	2,780	11,017	.....
Total	1867	1,446,637	643,528	1,636,916	685,165	120,058	16,830	197,864	51,371	6,373	9,599	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	61,911	23,254
	1865	581,064	654,606	572,642	196,558	2,440	.....	179,693	1,781	1,562	16,673	49,428	14,122
	1864	2,329,492	259	441,789	1,786	375	.....	345,410	526	82	Both sorts.	27,765	22,609

THE CITY OF MONTREAL.

PRODUCE SHIPPED FROM PORTLAND IN STEAMSHIPS, 1867.

	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...	.....	104,642	212,835	45,980	5,088	2,505	9,059	2,491	577	4,313	434
From close of Navigation to 30th Dec., 1867	12,985	12,190	22,586	.....	.....	9,800	....	784	143	1,668	6,394
Total	12,08	116,832	235,421	45,980	5,088	11,805	9,509	3,275	720	5,981	6,828

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, 1867.

	Wheat, bush.	Corn, bush.	Peas, bush.	Oats, bush.	Flour, brls.	Oat and Corn Meal, brls.	Ashes, brls.	Butter, kegs.
Lower Ports	14,627	6,171	10,029	9,303	131,460	9,876	2	4,914
Liverpool	448,140	160,143	452,631	246,923	7,826	25,516	7,383	36,862
Glasgow	477,531	313,756	391,709	42,838	41,402	22,002	2,558	5,701
London	236,957	47,198	536,554	251,990	14,733	220	1,759	2,698
Bristol and Gloucester	43,633	23,866	74,823	12,592	1,000	130	25	.....
Penarth Roads	179,742	.....	94,573	40,467	140	.....	.....	.....
Southampton .....	.....	.....	10,921	.....	.....	.....	.....	.....
Foreign Ports .....	.....	.....	30	8,052	130	.....	.....	20
Cork, f. o.	30,001	89,667	65,646	69,000	.....	.....	.....	.....
Dundee	16,006	.....	.....	.....	1,173	.....	.....	.....
West Indies .....	.....	2,727	.....	4,000	.....	.....	.....	.....
Total for 1867	1,446,637	643,528	1,636,916	685,165	197,864	57,744	11,727	50,195
Total for 1866	3,663	1,812,100	1,091,825	2,897,303	140,016	34,004	14,403	61,911
	Inc. 1,442,974	Dec. 1,168,572	Inc. 545,091	Dec. 2,212,138	Inc. 57,848	Inc. 23,740	Dec. 2,676	Dec. 11,71

Comparative statement of the Opening and Closing of Navigation, Arrivals and Departures, Tonnage, &c., of Sea-going Vessels during the past Seven 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	15,306	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	430	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	369	144,584	504	209,224	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	172	21,980	173	19,044	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	199,053	59—Octr. 24

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

	1862	1863	1864	1865	1866	1867
Steamers	53	54	51	63	70	106
Ships	124	78	47	33	51	55
Barques	161	149	96	56	119	81
Brigs	79	72	21	13	27	18
Brigantines....	48	36	38	35	69	64
Schooners	106	113	131	158	180	140
Sloops .....	...	2	...	...	...	...
Totals ...	571	504	384	358	516	464

Comparative statement showing the number and tonnage of River Craft, including Steamers, Barges, Batteaux, &c., in Port during the past Six 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

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

1862.. 10,572,500 feet.	1865.. 9,861,500 feet.
1863.. 13,013,500 "	1866.. 15,427,500 "
1864.. 42,000,000 "	1867.. 19,146,000 "

VIII.—SHIPPING INTERESTS.

Comparative View of the RATES of INLAND FREIGHT during the Seasons of Navigation in 1866 and 1867:—

DATE.	RATES DOWNWARD, 1866.						RATES DOWNWARD, 1867.					
	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lk. Michigan to Kingston. GRAIN.	Kingston to Montreal. GRAIN.	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lk. Michigan to Kingston. GRAIN.	Kingston to Montreal. GRAIN.
	FLOUR.	GRAIN.	FLOUR.	GRAIN.			FLOUR.	GRAIN.	FLOUR.	GRAIN.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May... 1	25	7	37½	9	8	5	25	7	40	10	....	5
....15	25	7	37½	9	9	5	20	7	40	10	....	5
June... 1	20	7	37½	10	11	5	20	6½	40	8	....	4
....15	20	7	37½	10	12	5	20	6½	30	8	....	4
July... 1	20	7	40	10	12	5	20	6½	30	8	....	4
....15	20	6½	25	9	10	5	20	6½	30	8	....	4
August. 1	20	6	25	10	8	5	20	6	40	8	....	4
....15	20	6	25	8	7	5	20	6	40	8	....	4
Sept'ber. 1	20	6	25	8	8	5	20	6	40	10	....	4
....15	20	7	40	8	8½	5	20	6	40	10	....	4
October 1	20	7	40	10	9	5	20	7	45	10	....	4
....15	20	9	40	12½	10	5	20	8	45	10	....	4
Nov'ber 1	25	10	40	13½	..	5	25	8	45	12½	....	4
....15	35	12½	40	14	..	5	25	8	45	12½	....	4

Rates Westward in past Three Years.

ARTICLES.	Montreal to Lake Ontario Ports.			Montreal to Lake Erie Ports.		
	1865	1866	1867	1865	1866	1867
	cts.	cts.	cts.	cts.	cts.	cts.
Salt..... per bag.	17½	20	19	30	25	30
Iron..... per 100 lbs.	10	12	11½	25	25	25
Nails..... ditto	10	12	11½	25	25	25
Glass..... ditto	12½	15	13½	25	25	25
Earthenware..... ditto	10	12	11½	25	25	25
Leather and Dry Goods..... ditto	15	17½	14	25	30	25
Paints..... ditto	12½	12	11½	25	25	25
Sugar..... ditto	12½	10	11½	25	25	25
Tin..... ditto	12½	10	11½	25	20	25

An advance of 25 per cent. of up freight rates took place during the months of Oct. & Nov.

No Oct Sep Au Ju J A N I

TABLE OF OCEAN FREIGHT—1867.

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. s. d. s. d.	480lbs. s. d.	400lbs. s. d.		320lbs. s. d.	s. d.	s. d.	s. d.	s. d.	Pots.	Pearls.
Apl. 26	Liverpool	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
May 3	Liverpool	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
10	Liverpool	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
17	Liverpool	5 6@5 9	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	.....	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
23	Liverpool	5 0@5 6	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	5 0@5 6	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
31	Liverpool	5 9	.....	.....	.....	2 3	.....	.....	.....	.....	.....
	Glasgow	4 9@5 0	6 6	5 6	5 0	2 3	.....	2 9	.....	30 0	40 0
June 7	Liverpool	4 9@5 0	.....	.....	.....	2 3	.....	.....	.....	.....	.....
	Glasgow	5 9	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Liverpool	4 6	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
	Glasgow	4 3@4 6	.....	.....	.....	2 3	.....	.....	.....	.....	.....
21	Liverpool	5 9	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	4 6	6 6	5 6	5 0	.....	2 9	.....	.....	30 0	40 0
28	Liverpool	4 6	6 6	5 6	5 0	2 3 @ 2 6	.....	3 3 @ 3 6	.....	40 0	47 6
	Glasgow	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 5	Liverpool	4 6@5 0	6 6	5 6	5 0	2 3 @ 2 6	.....	3 3 @ 3 6	.....	40 0	47 6
	Glasgow	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Liverpool	4 6@5 0	6 6	5 6	5 0	2 3 @ 2 6	.....	3 3 @ 3 6	.....	40 0	47 6
	Glasgow	4 3@5 0	.....	.....	.....	3 0	.....	.....	.....	.....	.....
19	Liverpool	6 6@7 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	4 6@4 9	6 6	5 6	5 0	.....	3 3 @ 3 6	.....	.....	30 0	37 6
26	Liverpool	4 3	.....	.....	.....	3 0	.....	.....	.....	.....	.....
	Glasgow	5 0@5 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug. 2	Liverpool	5 0	5 0	.....	.....	.....	.....	3 3	.....	30 0	37 6
	Glasgow	3 6@3 9	5 6	.....	.....	.....	.....	.....	.....	.....	.....
9	Liverpool	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	4 9@5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Liverpool	5 0@5 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	4 6	5 0	.....	.....	.....	.....	.....	.....	.....	.....
23	Liverpool	.....	5 0@5 6	.....	.....	3 0	.....	3 0	.....	30 0	37 6
	Glasgow	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Liverpool	4 9	5 0@5 3	.....	.....	2 3	.....	2 9	.....	.....	.....
	Glasgow	.....	5 9@6 0	.....	.....	.....	.....	3 3	.....	30 0	37 6
Sept. 6	Liverpool	.....	6 0	.....	.....	.....	.....	3 3	.....	.....	.....
	Glasgow	.....	6 0@6 6	.....	.....	.....	.....	3 3	.....	30 0	37 6
13	Liverpool	.....	6 0	.....	.....	.....	.....	3 3	.....	.....	.....
	Glasgow	.....	6 0@6 6	.....	.....	.....	.....	3 3	.....	30 0	37 6
20	Liverpool	.....	6 6	.....	.....	.....	.....	3 3	.....	.....	.....
	Glasgow	.....	6 0@6 6	.....	.....	.....	.....	3 3	.....	30 0	37 6
27	Liverpool	6 0	6 6	.....	.....	.....	.....	3 3	.....	.....	.....
	Glasgow	.....	6 0@6 6	.....	.....	.....	.....	3 3	.....	30 0	37 6
Oct. 4	Liverpool	6 6	.....	.....	.....	3 3	.....	.....	.....	.....	.....
	Glasgow	7 0	7 0@7 6	.....	.....	3 0 @ 3 3	.....	.....	.....	40 0	50 0
11	Liverpool	7 0@7 6	8 6	.....	.....	.....	.....	.....	.....	45 0	52 6
	Glasgow	7 0@7 6	.....	.....	.....	3 0 @ 3 3	.....	.....	.....	.....	.....
18	Liverpool	7 0@8 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	8 0@8 9	10 0@11 0	.....	.....	.....	.....	4 0	.....	45 0	52 6
25	Liverpool	8 0@8 9	.....	.....	.....	3 0 @ 3 6	.....	.....	.....	.....	.....
	Glasgow	7 9@8 0	.....	.....	.....	3 3 @ 3 6	.....	4 0	.....	45 0	52 6
Nov. 1	Liverpool	7 9@8 0	11 3	.....	.....	3 0 @ 3 3	.....	5 0	.....	50 0	60 0
	Glasgow	8 0	11 3	.....	.....	3 0 @ 3 6	.....	.....	.....	.....	.....
8	Liverpool	9 6@9 9	12 0@13 0	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow	9 0@10 0	.....	.....	.....	3 9 @ 4 0	.....	5 0	.....	55 0	70 0
15	Liverpool	9 0@10 0	.....	.....	.....	3 9 @ 4 0	.....	.....	.....	.....	.....
	Glasgow	.....	12 0	.....	.....	.....	.....	.....	.....	55 0	70 0

TRADE AND COMMERCE OF

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1867.

PORTS.	ARRIVALS.		DEPARTURES.	
	No.	Tons.	No.	Tons.
Antwerp	7	3,287	....	.....
Ardrossan	4	2,570	....	.....
Buones Ayres .....	....	.....	1	299
Buffalo	1	149	....	.....
Boston	5	1,463	....	.....
Bristol .....	....	.....	6	2,472
Bordeaux	3	1,283	1	97
Barbadoes	2	600	....	.....
Canal	25	4,804	33	5,979
Charente	5	1,563	....	.....
Canso	3	191	....	.....
Cardiff	1	986	....	.....
Cadiz	1	234	....	.....
Cleveland	1	316	....	.....
Dundee .....	....	.....	1	409
Dublin	1	597	....	.....
Demerara .....	....	.....	1	119
Exmouth .....	....	.....	1	306
Fall River, Mass	1	184	....	.....
Falmouth	1	265	....	.....
Glasgow	43	34,603	44	35,130
Grand Maran	1	46	1	46
Glocester .....	....	.....	3	1,105
Grangemouth	1	356	....	.....
Greenock	1	299	1	673
Hamilton	2	1,125	1	336
Havana .....	....	.....	1	119
Hyres	1	637	....	.....
Lower Ports	181	28,490	158	22,778
Liverpool	63	72,489	52	63,946
London	22	15,431	35	23,575
Leith	1	378	....	.....
Lanorair and Sea .....	....	.....	1	231
Marseilles	5	2,141	....	.....
Matanzas	2	936	1	511
Michigan .....	....	.....	1	212
Malaga	6	1,328	....	.....
Melbourne .....	....	.....	1	892
Madeira .....	....	.....	1	110
Montevideo .....	....	.....	2	621
Newcastle	1	611	....	.....
Newport	1	318	....	.....
New York	6	1,751	1	149
Oporto	1	155	1	216
Oswego .....	....	.....	1	115
Port Hood	7	970	1	58
Patras	1	154	....	.....
Philadelphia	2	450	....	.....
Penarth Roads, <i>f. o.</i> .....	....	.....	13	5,516
Quebec	18	10,034	38	16,667
Queenstown <i>f. o.</i> .....	....	.....	15	4,144
Repentigny .....	....	.....	9	1,368
Rotterdam	2	448	....	.....
Shields	6	3,525	....	.....
Sunderland	1	362	....	.....
Shanghai	1	307	....	.....

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1866.

PORTS.	ARRIVALS.		DEPARTURES.	
	No.	Tons.	No.	Tons.
Southampton.....	.....	.....	3	881
Sorel.....	.....	.....	2	370
St. Francis and Sea.....	.....	.....	2	660
St. Catherines.....	1	336	.....	.....
Saguenay and Sea.....	.....	.....	1	599
St. Jean and Sea.....	.....	.....	1	81
Swansea.....	1	214	.....	.....
Toronto.....	1	337	2	672
Three Rivers and Sea.....	.....	.....	8	4,925
Trinidad.....	1	110	.....	.....
Winter Quarters.....	23	2,220	19	2,696
Total.....	464	199,053	464	199,053

CANAL TRAFFIC.

Principal Articles Shipped Westward by Lachine Canal in 1867 and 1866.

ARTICLES.	1867	1866
Wheat..... Bushels.	21,846	10,758
Barley..... "	4,242	11,970
Corn..... "	9,576	2,952
Flour..... Barrels.	21,051	17,911
Oatmeal..... "	2,490	100
Ashes..... "	702	1,242
Pork..... "	2,310	4,480
Lard..... "	28	7
Butter..... Kegs.	88	22
Coals..... Tons.	19,922	30,012
Pig Iron..... "	34,434	26,800
Railroad Iron..... "	3,450	14,348
Salt..... "	10,555	11,961
Fish..... "	2,050	2,818
Nails..... "	3,382	3,625
Rags..... "	874	911
Miscellaneous Iron..... "	562	968
Window Glass..... "	901	1,054
Coffee..... "	30	33
Dye Stuffs and Copperas..... "	69	169
Hemp..... "	2	77
Molasses..... "	1,062	1,610
Paints..... "	259	293
Pitch, Rosin and Tar..... "	288	242
Soda Ash..... "	914	768
Steel..... "	355	504
Earthen and Glassware..... "	3,083	2,190
Sugar..... "	7,606	7,050
Tin..... "	963	888
Whiskey and Highwines..... "	852	836
Oil..... "	870	1,106

WEEKLY ARRIVALS OF PRODUCE BY LACHINE CANAL IN 1867.

WEEK ENDING	WHEAT. Bushels.	CORN, Bushels.	PEAS. Bushels.	OATS. Bushels.	BARLY. Bushels.	RYE. Bushels.	FLOUR. Barrels.	O&C M'L. Barrels.	ASHES Brls.	BUTTER. Kegs.	CHEESE Boxes.	PORK. Barrels.	LARD. Brls.	BEEF Brls.	TALLOW Brls.
May 8	9,927	.....	56,122	586	.....	.....	21,115	550	434	21	.....	322	20	.....	.....
..... 15	17,495	24,400	150,068	49,796	4,830	25,763	15,477	7,396	490	262	.....	1,772	70	569	.....
..... 22	12,088	102,595	126,014	42,643	3,758	612	9,255	5,787	277	497	50	505	98	120	295
..... 29	28,002	34,041	120,162	31,850	986	15,707	10,226	5,970	213	63	.....	480	17	170	25
June 5	25,607	99,182	87,887	25,333	1,998	20,000	9,153	5,257	300	342	125	227	5	486	44
..... 12	12,429	86,807	77,501	238	3,484	40,689	7,423	1,580	171	165	367	103	3	200	.....
..... 19	12,452	34,655	19,152	9,410	4,214	.....	4,010	271	187	327	357	290	.....	15	128
..... 26	35,612	70,766	31,172	6,210	75	310	4,932	1,788	242	543	72	587	.....	221	6
July 3	7,927	76,532	17,240	866	.....	260	1,788	706	141	186	209	.....	2	22	.....
..... 10	34,173	32,571	32,367	1,136	142	.....	7,075	396	223	161	103	142	.....	.....	.....
..... 17	10,829	.....	5,088	1,174	596	.....	9,939	314	193	173	468	350	.....	210	33
..... 24	.....	13,798	10,412	926	.....	.....	8,671	603	124	308	1,385	359	.....	100	.....
..... 31	12,100	41,521	12,836	1,256	138	550	9,530	199	144	162	671	.....	.....	102	.....
August 7	21,117	25,633	5,089	1,652	420	1,418	11,392	900	168	366	2	134	.....	.....	27
..... 14	7,335	64,925	14,090	1,634	.....	8	12,642	161	307	386	604	88	.....	.....	.....
..... 21	49,991	37,209	814	1,140	98	.....	8,638	350	150	117	994	611	6	97	25
..... 28	61,827	49,105	42	626	.....	.....	9,509	58	134	196	186	699	.....	.....	33
Sept'ber ... 4	24,525	.....	112	226	60	.....	6,346	.....	151	506	564	.....	.....	.....	.....
..... 11	48,679	.....	6,588	140	.....	.....	7,585	.....	159	658	.....	321	.....	118	12
..... 18	157,763	.....	22,206	702	172	20	9,135	8	208	1,089	966	1,149	.....	.....	25
..... 25	178,434	.....	9,560	1,126	262	30	5,763	.....	143	1,365	821	200	.....	.....	.....
October ... 2	68,006	.....	36,823	578	19,360	.....	13,431	.....	237	1,031	915	571	.....	.....	31
..... 9	115,046	.....	29,676	1,482	20,971	32	11,462	128	275	1,681	1,408	42	23	207	.....
..... 16	164,206	.....	18,760	3,036	27,640	.....	11,872	127	102	819	3,188	308	.....	100	17
..... 23	320,356	.....	49,343	3,658	43,061	.....	15,447	13	170	1,138	4,308	184	146	100	25
..... 30	347,514	.....	53,604	15,272	39,542	10,022	15,575	.....	200	1,076	793	74	138	.....	.....
Nov'ber ... 6	248,141	14,520	7,519	2,022	10,987	.....	16,004	.....	207	923	1,758	563	.....	21	42
..... 13	217,547	36,626	36,605	10,470	82,310	5,800	18,090	.....	207	923	1,758	563	.....	7	44
..... 20	112,920	.....	23,826	154	368	.....	11,842	.....	344	1,359	528	307	7	44	64
..... 27	29,866	4,573	18,552	.....	64,316	332	6,393	.....	97	701	2,215	171	.....	140	.....
Dec'ber 4	49,359	41,096	33	.....	.....	.....	3,216	.....	21	340	1,581	.....	8	.....	.....
TOTALS ...	2,441,272	890,555	1,079,263	215,342	329,786	121,553	312,936	32,862	6,233	16,983	24,638	10,673	543	3,042	862