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REPORT
ON THE
TRADE AND COMMERCE
OF
MONTREAL FOR 1866;
INCLUDING
SEVERAL PRELIMINARY REPORTS
ON THE
MOVEMENTS OF BREADSTUFFS IN EUROPE AND AMERICA; TRADE RELATIONS
OF BRITISH NORTH AMERICA; TRADE WITH THE WEST INDIES,
BRAZIL, &c.; IMMIGRATION TO BRITISH NORTH AMERICA;
INQUIRIES RELATING TO COAL AND OTHER FUELS,
&c., &c.

[FOURTH PUBLICATION.]

By WM. J. PATTERSON,
SECRETARY BOARD OF TRADE, AND CORN EXCHANGE ASSOCIATION.

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1867.

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PREFACE.

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,

It is matter of regret that this publication is several weeks later than was intended. This is to be attributed partly to the necessity for procuring corrected returns of receipts and shipments of Produce during the past year by railway ;—the *totals* now given are official and differ materially from those published elsewhere. The greatest delay, however, was incident to procuring statements respecting the trade of the Maritime Provinces for the year 1866. Had all the information been supplied sooner, a fuller comparative statement of intercolonial commerce for last year would have been given. But at best, it would not have been quite satisfactory, owing to diversity of method in recording trade statistics,—a serious defect which will doubtlessly be remedied under Confederation.

Difference of plan, however, is not the most perplexing inconvenience that has been encountered. The same care is not manifest in collating for publication the imports and exports of the different Provinces ;—at any rate, the same fact is sometimes diversely represented in the figures published by different officials. Take one of some examples that might be adduced :—The “ Trade Returns,” of Nova Scotia, for year ending, 30th September, 1866, show that the exports to Canada during the twelve months amounted in value to \$574,762, being an increase of 31 per cent. over 1865 ; while, according to the “ Trade and Navigation Returns ” of Canada, for year ending 30th June, 1866, the imports from Nova Scotia amounted only to the value of \$379,817. It can hardly be imagined that the discrepancy in these values is attributable to the different periods embraced in the several

fiscal years. Another considerable discrepancy appears in the Canadian official returns of imports from each of the Maritime Provinces in the fiscal year 1866, there being a difference of \$106,755 between their value and that of the imports from "British North America" as set down in the same document. A good deal of inconvenience has also arisen from the fact that, while returns of the Maritime Provinces specify whence importations, or the country to which exportations, were made,—the Canadian printed returns give exports to "British North America" *en bloc*.

Further:—The "Trade and Navigation Returns," as published officially, do not show the whole quantity and value of dutiable goods imported into this Province,—record only being made of the articles entered for consumption. Conclusions respecting the entire import trade of Canada, drawn from such statements, must to a considerable extent be fallacious, as may be seen by examining the figures in the following table, which show the quantities and values of certain articles entered for consumption at the Port of Montreal during the fiscal year ending 30th June, 1866, as compared with the actual importations:—

	Entered at Montreal for Consumption.		Actual Importations at Montreal.	
	Quantity.	Value.	Quantity.	Value.
Tea	4,724,483	\$1,565,043	7,062,058	\$2,468,685
Coffee, green	612,444	89,061	981,322	135,147
Sugar, refined	82,923	5,144	790,606	46,585
" raw	22,616,697	1,046,478	35,706,867	1,620,139
Molasses	1,684,808	381,650	1,795,103	397,073
Brandy	119,720	134,877	175,117	190,161
Rum	37,964	14,578	47,238	18,431
Whiskey	30,191	19,835	34,567	22,669
		\$3,256,666		\$4,898,890

The value of the quantities entered for consumption was $33\frac{1}{2}$ per cent. less than the value of the quantities really imported; while the actual quantities of Tea, Refined Sugar, and Brandy imported at Montreal during the period referred to, were greater than the quantities of those articles entered for consumption throughout the Province, according to the official returns.

If a respectful suggestion might be ventured here, it would be that, instead of the (to some extent) unmethodical plan which has been followed in Canada, a Statistical Bureau should be organised after the model of the Statistical Department of the British Board of Trade; and that, as in Great Britain, a monthly official

return of details of the import and export trade should be published,—such an arrangement having been recently adopted by the Government of the United States. It will be remembered that the meeting of the “Intercolonial Board of Trade,” proposed to be held in this city in June, 1866, was, at the last moment, postponed in consequence of the invasion-excitement. It hardly admits of doubt that an organization such as was contemplated by the gentlemen who suggested it, might be serviceable in promoting commerce among Provinces, between which tariff-barriers are now, probably, for ever removed. It has also been mooted that an “Industrial Exposition” for confederated Canada would contribute largely to that fraternal and commercial intercourse, which it is the interest of the people of the Provinces to cultivate.

Only those who are accustomed to statistical research can estimate the difficulties attendant on preparing such reports as are given here. It is hoped that the information now presented may be useful to those into whose hands it may come;—all that need be said on behalf of this **FOURTH ANNUAL REPORT** is that, whatever its imperfections, it is the result of much care and labor, and that the sole object had in view by the Compiler, now and formerly, was to be serviceable as far as possible, in his capacity of Secretary to two important Commercial Corporations.

It only remains to be gratefully acknowledged, that much valuable information was kindly supplied by gentlemen in various parts of the Maritime Provinces. It is hoped that they will pardon the omission of their names in this preface; to give them here might by many be deemed idle parade. They will all be held in very grateful remembrance, by

GENTLEMEN,

Your obedient servant,

WM. J. PATTERSON,

Secretary.

MONTREAL, *April 20th*, 1867.

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PRELIMINARY REPORTS.

MOVEMENTS OF BREADSTUFFS

IN

EUROPE AND AMERICA.

REFERENCE is made in the Financial Section to the advance in prices of Wheat in Great Britain in 1866, as compared with preceding years; and it appears that rates have not been so high since 1860, 1861, and 1862. The following comparative statement shows the estimated stocks of *foreign* Grain and Flour in some of the principal markets of the United Kingdom at the close of the past three years:—

	WHEAT.			BARLEY.			OATS.		
	1866	1865	1864	1866	1865	1864	1866	1865	1864
London	225,065	336,413	389,534	13,651	17,761	32,498	190,562	290,052	264,059
Liverpool	109,073	339,538	618,026	36,314	10,077	8,150	41,264	17,260	26,546
Gloucester	49,060	38,900	37,040	18,500	23,360	28,530	21,050	8,220	32,770
Hull	57,000	120,000	105,000	35,000	9,000	20,000	18,000	5,000	12,000
Newcastle	19,462	23,105	32,160	2,322	.....	3,356	14,433	.....	450
Glasgow	136,937	254,098	305,864	13,267	6,254	10,956	20,917	8,864	13,387
Leith	75,000	220,000	190,000	27,000	5,000	13,000	10,000	1,500	9,500
Dublin	62,769	60,000	47,000	.....	.....	.....	.....	.....	.....
Belfast	34,089	28,070	62,201	.....	.....	.....	.....	.....	.....
Waterford	19,000	14,500	21,000	.....	.....	.....	.....	.....	.....
Total	787,467	1,434,624	1,807,825	146,054	71,452	116,490	316,226	330,896	364,712

	PEAS.			MAIZE.			SACK FLOUR.		BARREL FLOUR.	
	1866	1865	1864	1866	1865	1864	1866	1865	1866	1865
London	4,388	5,250	6,607	18,560	5,240	21,074	91,607	11,862	37,573	17,128
Liverpool	10,403	14,315	4,332	13,591	61,680	169,766	108,937	217,091	8,642	15,098
Gloucester . . . . .	.....	.....	.....	5,130	3,490	18,540	.....	.....	.....	.....
Hull	2,000	6,000	1,500	700	.....	.....	.....	.....	.....	.....
Newcastle	824	50	676	.....	.....	.....	4,056	2,370	.....	.....
Glasgow	5,276	4,125	8,371	38,682	18,956	30,245	22,635	20,184	3,170	8,334
Leith	1,000	4,000	6,500	2,000	.....	2,500	20,000	15,000	.....	.....
Dublin . . . . .	.....	.....	.....	8,690	15,000	12,000	19,130	.....	.....	.....
Belfast . . . . .	.....	.....	.....	22,472	16,832	22,943	17,376	30,840	.....	.....
Waterford . . . . .	.....	.....	.....	73,000	28,600	24,000	.....	.....	.....	.....
Total	23,891	33,740	27,986	182,825	149,806	301,068	283,741	297,347	49,390	40,560

[In addition to the figures in these tables, it may be stated that the estimated quantity of foreign Wheat in store at Cork on 31st December last was about 30,000 qrs., or 25 per cent. less than at same date in 1865. Estimated quantity of Maize at Cork, 35,000 qrs., being a decrease of 35 per cent.]

PRELIMINARY REPORTS.

The following is a comparative statement of the quantities of *all kinds* of Wheat and Flour in store at the leading ports of the United Kingdom, on 31st December, of 1865 and 1866:—

	1865	1866	Differences in 1866
Wheat.....qrs.	1,684,387	1,071,903	dec. 612,484, or 36½ per ct.
Other Grains.....“	645,690	738,694	inc. 93,000, or 14½ “
Flour.....sacks.	40,602	60,363	“ 19,761, or 48½ “
Do.....brls.	346,991	522,287	“ 175,296, or 50½ “

It has been computed, on an average of five years,—1862 to 1866 inclusive,—that the deliveries of British Wheat, added to the importations of foreign, showed the large annual amount of 183,924,480 bushels. Taking, then, the magnitude of the Corn trade of the United Kingdom into account, the stocks in store at the principal marts, on 31st December, 1866, were small,—the decrease in Wheat as compared with 1865, being 4,899,872 bushels. It has been estimated that the Wheat crop of Great Britain in 1866 was, on an average, 2 per cent. deficient in weight and quality, the yield per acre being 12 per cent. less;—that is 12,000,000 bushels to 16,000,000 bushels less than was anticipated, these amounts showing the highest and lowest estimates. If the deficiency in yield is taken as 12,000,000 bushels,—and the deficiency of imports and increasing consumption be represented by 12,000,000 bushels, then, 24,000,000 bushels of wheat more than usual would be needed to carry the country forward until the crop of 1867 is available. An estimate was also made in last Autumn, according to which it was supposed that over 50,000,000 bushels of wheat would have to be imported before the end 1867. In connection with these hypotheses it has been reported that the stocks on hand on 31st December last at ports on the Black Sea and the Baltic, and in Russia, Prussia, &c., were lower than they had been for many years before. It may readily be supposed, therefore, that the question of supply must exert considerable influence upon the price of Breadstuffs until the result of the harvest of 1867 is known beyond peradventure.

Quantities of Foreign Wheat and Flour entered for home consumption in Great Britain in 1866.

FROM WHENCE.	WHEAT. Bushels.	FLOUR. Barrels.
Russia.....	16,854,013	.....
Prussia.....	8,244,438	.....
Denmark.....	947,724	.....
Schleswig, Holstein, and Lanenburg.....	351,921	.....
Mecklenburg.....	1,371,373	.....
Hanse Towns.....	1,654,960	198,037
France.....	6,527,605	2,094,254
Turkey, and Wallachia and Moldavia.....	988,846	.....
Egypt.....	62,651	.....
United States.....	1,194,390	161,522
British North America.....	16,406	23,498
Other Countries.....	5,294,587	380,341
Totals.....	43,508,913	2,857,652

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The quantities of Coarse Grains imported for home consumption in the United Kingdom in 1866, were as follows:—

Maize	28,859,830 bushels.	Peas	2,269,420 bushels.
Barley	19,816,174 " "	Oats	31,301,158 " "

Foreign Breadstuffs entered for Consumption in Great Britain, in 1865.

WHENCE IMPORTED.	WHEAT. Bush.	FLOUR & MEAL. Brls.	BARLEY. Bush.	OATS. Bush.	RYE. Bush.	PEAS. Bush.	MAIZE. Bush.
Russia.....	15,232,450	.....	2,011,508	6,871,827	.....	100,916	2,887,954
Sweden.....	.....	.....	407,736	10,817,289	.....	.....	.....
Norway.....	.....	.....	.....	426,433	.....	.....	.....
Denmark.....	1,207,040	21,259	3,617,815	3,750,383	.....	59,890	.....
Schleswig, Holstein and Lan- enberg.....	476,409	.....	.....	.....	.....	.....	.....
Prussia.....	10,129,483	38,146	1,797,527	229,926	124,294	638,197	.....
Hanover.....	.....	.....	.....	1,132,611	.....	.....	.....
Oldenburg and Kniphausen ..	.....	.....	.....	197,606	.....	.....	.....
Bremen.....	.....	.....	.....	99,536	.....	.....	.....
Mecklenberg and Schwerin ..	1,212,906	.....	.....	.....	.....	.....	.....
Hamburg.....	890,899	141,059	932,960	177,478	.....	45,123	.....
Holland.....	.....	.....	72,237	2,540,419	.....	.....	.....
Belgium.....	.....	.....	.....	.....	.....	.....	.....
France.....	4,230,746	1,747,807	3,694,768	249,165	43,534	.....	143,986
Spain.....	230,274	.....	.....	.....	.....	.....	.....
Austrian Territories.....	1,086,538	15,358	.....	.....	.....	.....	70,234
Turkey Proper.....	722,514	.....	4,870,612	.....	159,478	.....	6,356,908
Wallachia and Moldavia.....	351,014	.....	592,263	.....	80,590	.....	1,089,900
Syria and Palestine.....	.....	.....	.....	.....	.....	.....	.....
Algeria.....	.....	.....	249,725	.....	.....	.....	.....
Malta.....	.....	.....	66,834	.....	.....	.....	.....
Morocco.....	.....	.....	.....	.....	.....	.....	.....
United States.....	2,209,553	154,681	.....	.....	.....	.....	83,162
Chili.....	270,407	11,429	.....	.....	.....	56,174	3,543,046
British North America.....	572,628	104,008	.....	566,030	.....	526,574	604,354
Other Parts.....	542,448	18,884	26,817	142,205	4,316	39,558	342
TOTALS for 1865.....	39,365,369	2,253,531	18,340,802	27,200,908	412,212	1,466,432	14,279,886
“ for 1864.....	43,528,270	2,601,578	11,566,621	19,631,925	954,158	2,096,899	12,726,732

According to the foregoing figures, the importations of 1866 exceeded those of 1865, by the following quantities:—

	Excess in 1866.		Excess in 1866.
Wheat, bu.,.....	4,143,544	Barley, bu.,.....	1,475,372
Flour, brls.,.....	604,121	Peas, bu.,.....	802,988
Maize, bu.,.....	14,579,944	Oats, bu.,.....	4,100,250

It has been estimated that the Wheat-crop of the United States in 1866, yielded 153,000,000 bushels; but an official statement published by the Agricultural Department at Washington, places the yield at 180,000,000 bushels. The crop of Wheat in 1859 was 173,000,000 bushels; and according to the ratio of increase from 1850 to 1860, the yield of 1866 should in ordinary circumstances have been 242,000,000 bushels. The supply in 1859 was equal to 5½ bushels to each individual of the population; in 1866 it was 5 bushels.

More recent statements, based upon information collected throughout the States of Wisconsin, Iowa, and Minnesota, indicate deficiency in the Wheat-crop; and the feeling prevails that prices will rule high for several months yet. As regards the surplus crop of California, it is alleged that sufficiently large quantities cannot come from thence in time to change the present aspect of the case.

PRELIMINARY REPORTS.

The yield of Maize in the United States in 1866, was 880,000,000 bushels.
The stocks of Flour, Wheat, and Maize in store on 31st December, 1866, at places mentioned in following table were:—

WHERE.	FLOUR. Brls.	WHEAT. Bush.	MAIZE. Bush.
New York City	660,000	2,678,514	4,715,908
Oswego .....	.....	660,000	95,000
Buffalo .....	.....	321,982	319,471
Toledo	7,767	150,991	47,407
Chicago	78,777	697,554	388,386
Milwaukee	15,590	351,395	12,940
Montreal	64,826	52,550	41,100

A number of statements are subjoined which show the movements of Flour and Grain in 1866 as compared with previous years.

MONTREAL.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour and Meal, brls., ...	858,795	784,831	730,288	Dec. 17 $\frac{1}{2}$ ct.
Wheat, bu.,.....	4,194,217	2,648,674	773,208	Dec. 70 4-5 "
Maize, bu.,.....	158,564	934,431	2,122,873	Inc. 127 1-5 "
Peas, bu.,.....	357,207	436,751	1,036,315	Inc. 137 $\frac{1}{2}$ "
Barley, bu.,.....	371,055	317,688	336,951	Inc. 6 1-16 "
Oats, bu.,.....	232,797	234,666	2,162,305	Inc. 821 $\frac{1}{2}$ "
Rye, bu.,.....	45,663	32,152	147,349	Inc. 358 $\frac{1}{2}$ "

The whole shipments compare thus:—

	1864	1865	1866	Differences between 1865 and 1866.
Flour and Meal, brls., ...	770,218	641,319	611,599	Dec. 4 $\frac{3}{4}$ cent.
Wheat, bu.,.....	2,406,531	787,938	83,278	Dec. 89 $\frac{1}{2}$ "
Maize, bu.,.....	21,947	734,849	1,870,223	Inc. 154 $\frac{1}{2}$ "
Peas, bu.,.....	499,629	681,910	1,098,088	Inc. 61 1-16 "
Barley, bu.,.....	854,770	1,010,392	350,340	Dec. 66 $\frac{3}{4}$ "
Oats, bu.,.....	3,437,810	3,251,566	3,059,717	Dec. 6 "
Rye, bu.,.....	.....	30,402	73,667	Inc. 142 5-16 "

PRELIMINARY REPORTS.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	468,868	442,927	406,608	Dec. 8 3-16 $\frac{1}{2}$ ct.
Wheat, bu.,.....	3,769,639	2,201,645	571,447	Dec. 74 $\frac{1}{2}$ "
Maize, bu.,.....	158,162	934,071	2,117,208	Inc. 126 $\frac{1}{2}$ "
Peas, bu.,.....	345,247	402,776	889,979	Inc. 120 $\frac{1}{2}$ "
Barley, bu.,.....	174,730	304,384	260,983	Dec. 14 $\frac{1}{2}$ "
Oats, bu.,.....	170,356	146,555	722,332	Inc. 392 $\frac{1}{2}$ "
Rye, bu.,.....	44,667	31,399	132,529	Inc. 322 "

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	345,410	183,036	174,020	Dec. 4 $\frac{1}{2}$ $\frac{1}{2}$ cent.
Wheat, bu.,.....	2,329,637	581,064	3,663	.....
Maize, bu.,.....	259	654,606	1,812,100	Inc. 176 15-16 "
Peas, bu.,.....	441,789	572,642	1,091,825	Inc. 90 $\frac{1}{2}$ "
Oats, bu.,.....	.....	196,558	2,897,303	Inc. 1,374 "

T O R O N T O .

Receipts at Toronto during past two years were :—

	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	61,197	125,089	Inc. 104 $\frac{1}{2}$ $\frac{1}{2}$ cent.
Wheat, (Spring,) bu.,.....	238,000	493,197	Inc. 107 $\frac{1}{2}$ "
Do. (Fall,) bu.,.....	587,688	584,272	Dec. 3-5 "
Peas, bu.,.....	66,143	290,250	Inc. 338 $\frac{1}{2}$ "
Maize, bu.,.....	357,143	126,959	Dec. 181 $\frac{1}{2}$ "
Oats, bu.,.....	23,867	122,674	Inc. 414 "
Rye, bu.,.....	42,507	19,945	Dec. 50 $\frac{1}{2}$ "

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 :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	3,967,717	3,650,490	2,730,735	Dec. 25 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	13,453,135	9,162,680	5,911,511	Dec. 35 $\frac{1}{2}$ "
Maize, bu.,.....	7,164,895	15,505,905	22,696,186	Inc, 46 $\frac{1}{2}$ "
Peas, bu.,.....	231,562	None.	414,543	.....
Barley, bu.,.....	2,544,891	2,992,785	4,861,993	Inc. 62 $\frac{1}{2}$ "
Oats, bu.,.....	12,952,238	9,710,625	8,699,339	Dec. 10 $\frac{1}{2}$ "
Rye, bu.,.....	491,915	888,135	1,304,799	Inc. 46 $\frac{1}{2}$ "

PRELIMINARY REPORTS.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	1,921,433	1,402,144	914,695	Dec. 93 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	12,193,433	2,527,626	522,607	Dec. 79 $\frac{3}{4}$ "
Maize, bu.,.....	846,831	4,549,010	11,147,781	Inc. 145 "
Peas, bu.,.....	186,154	88,899	282,992	Inc. 218 $\frac{1}{2}$ "
Barley, bu.,.....	150	None.	1,329,842	.....
Oats, bu.,.....	42,135	94,567	222,129	Inc. 134 $\frac{1}{2}$ "
Rye, bu.,.....	588	198,348	268,503	Inc. 36 $\frac{3}{4}$ "

The shipments of Breadstuffs from the Port of New-York to destinations in Europe, during the past three years, were :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	672,535	148,396	88,906	Dec. 40 $\frac{1}{2}$ ct.
Wheat, bu.,.....	11,954,048	2,533,504	489,336	Dec. 80 $\frac{1}{4}$ "
Maize, bu.,.....	470,328	4,207,080	10,437,064	Inc. 148 "
Rye, bu.,.....	None.	160,000	241,784	Inc. 51 "

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 :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	117,959	12,397	6,871	Dec. 44 $\frac{3}{4}$ $\frac{1}{2}$ cent.
Wheat, bu.,.....	464,760	.....	14,240	.....
Maize, bu.,.....	35,296	353,544	1,403,616	Inc. 297 "

ALBANY.

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 :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	1,474,582	1,271,129	590,704	Dec. 53 $\frac{3}{4}$ $\frac{1}{2}$ cent.
Wheat, bu.,.....	19,932,067	14,433,566	7,584,166	Dec. 47 $\frac{1}{2}$ "
Maize, bu.,.....	11,086,536	20,689,500	26,516,535	Inc. 28 1-6 "
Peas and Beans, bu.,.....	550,000	401,533	523,282	Inc. 20 $\frac{1}{4}$ "
Barley, bu.,.....	3,232,292	5,336,416	7,129,167	Inc. 33 $\frac{3}{4}$ "
Oats, bu.,.....	15,122,937	11,973,939	11,220,582	Dec. 6 $\frac{3}{4}$ "
Rye, bu.,.....	670,178	1,220,714	1,749,539	Inc. 43 $\frac{1}{4}$ "

OSWEGO.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	51,650	32,350	8,309	Dec. 74 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	5,675,773	6,275,919	5,517,329	Dec. 12 $\frac{1}{2}$ "
Maize, bu.,.....	1,279,137	2,480,006	3,492,207	Inc. 40 $\frac{1}{2}$ "
Peas, bu.,.....	221,751	151,401	393,899	Inc. 160 $\frac{1}{2}$ "
Barley, bu.,.....	1,768,303	3,107,281	4,304,803	Inc. 38 $\frac{1}{2}$ "
Oats, bu.,.....	791,920	385,736	356,538	Dec. 7 $\frac{1}{2}$ "
Rye, bu.,.....	101,943	425,869	572,394	Inc. 34 $\frac{1}{2}$ "

The following figures show how much of these receipts at Oswego were from Canada :—

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

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	263,672	277,814	156,791	Dec. 47 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	3,129,648	2,678,667	2,190,335	Dec. 18 $\frac{1}{2}$ "
Maize, bu.,.....	914,639	1,928,315	2,871,747	Inc. 48 $\frac{1}{2}$ "
Peas, bu.,.....	222,761	151,208	378,711	Inc. 15 $\frac{1}{2}$ "
Barley, bu.,.....	1,807,800	2,848,766	4,184,632	Inc. 46 $\frac{1}{2}$ "
Oats, bu.,.....	777,968	322,968	316,716	Dec. 1 $\frac{1}{2}$ "
Rye, bu.,.....	98,384	404,740	560,648	Inc. 38 $\frac{1}{2}$ "

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

	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	253,865	476,582	Inc. 87 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	60,346	171,816	Inc. 184 $\frac{1}{2}$ "
Maize, bu.,.....	31,135	119,476	Inc. 283 $\frac{1}{2}$ "
Peas, bu.,.....	3,927	9,237	Inc. 5 $\frac{1}{2}$ "
Barley, bu.,.....	28,363	19,827	Dec. 30 $\frac{1}{2}$ "
Oats, bu.,.....	8,783	2,683	Dec. 30 $\frac{1}{2}$ "
Rye, bu.,.....	None.	None.	.....

PRELIMINARY REPORTS.

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 :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	2,028,530	1,788,393	1,313,543	Dec. 26 $\frac{3}{8}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	17,677,549	12,437,888	10,479,694	Dec. 15 $\frac{1}{2}$ "
Maize, bu.,.....	10,478,681	19,840,901	27,894,798	Inc. 40 $\frac{3}{8}$ "
Peas, bu.,.....	93,824	877,676	165,240	Dec. 81 $\frac{1}{2}$ "
Barley, bu.,.....	465,057	820,563	1,606,384	Inc. 95 $\frac{3}{8}$ "
Oats, bu.,.....	11,682,637	8,494,799	10,227,472	Inc. 20 $\frac{1}{2}$ "
Rye, bu.,.....	633,727	61,396	1,245,485	Inc. 1,928 $\frac{3}{8}$ "

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	126,820	142,018	52,325	Dec. 63 $\frac{1}{2}$ $\frac{1}{2}$ ct.
Wheat, bu.,.....	16,138,386	10,202,154	7,772,217	Dec. 23 $\frac{1}{2}$ "
Maize, bu.,.....	9,757,022	18,474,331	25,548,596	Inc. 38 5-16 "
Peas, bu.,.....	51,066	41,571	140,852	Inc. 238 $\frac{7}{8}$ "
Barley, bu.,.....	97,748	291,361	1,301,715	Inc. 346 $\frac{3}{8}$ "
Oats, bu.,.....	11,178,564	7,900,451	8,922,433	Inc. 12 $\frac{7}{8}$ "
Rye, bu.,.....	517,131	629,758	972,647	Inc. 54 $\frac{1}{2}$ "

TOLEDO.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	1,052,479	1,028,103	736,207	Dec. 28 $\frac{3}{8}$ $\frac{1}{2}$ cent.
Wheat, bu.,.....	6,907,243	4,731,803	1,812,899	Dec. 61 $\frac{3}{8}$ "
Maize, bu.,.....	1,035,222	1,613,666	4,439,908	Inc. 175 $\frac{1}{2}$ "
Barley, bu.,.....	74,681	448,037	340,864	Dec. 24 "
Oats, bu.,.....	441,417	845,001	1,218,279	Inc. 44 1-6 "
Rye, bu.,.....	.....	78,228	102,850	Inc. 31 $\frac{1}{2}$ "

Shipments from Toledo, during the past three years, were :—

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	904,781	1,059,831	754,813	Dec. 28 $\frac{7}{8}$ $\frac{1}{2}$ cent.
Wheat, bu.,.....	6,302,265	4,630,806	1,794,894	Dec. 61 $\frac{1}{2}$ "
Maize, bu.,.....	964,678	1,590,369	4,413,066	Inc. 177 $\frac{1}{2}$ "
Oats, bu.,.....	255,275	727,031	1,239,989	Inc. 70 $\frac{3}{8}$ "
Rye.....	27,698	52,841	102,100	Inc. 93 1-5 "
Barley.....	.....	202,741	257,014	Inc. 26 $\frac{1}{2}$ "

CHICAGO.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	1,148,471	1,182,908	1,863,469	Inc. 57½ ¢ cent.
Wheat, bu.,.....	11,370,493	9,518,702	11,976,355	Inc. 25½ "
Maize, bu.,.....	13,623,087	24,576,541	33,095,342	Inc. 34½ "
Rye, bu.,.....	.....	1,153,323	1,738,628	Inc. 50½ "
Oats, bu.,.....	13,653,941	11,321,482	10,098,496	Dec. 10 4-5 "
Barley, bu.,.....	.....	1,504,137	1,515,537	Inc. 00½ "

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	1,153,486	1,287,545	1,803,634	Inc. 40 ¢ cent.
Wheat, bu.,.....	10,545,389	10,249,330	9,714,837	Dec. 5½ "
Corn, bu.,.....	.....	12,740,543	33,380,538	Inc. 162 "
Oats, bu.,.....	.....	16,470,929	9,254,104	Dec. 43½ "
Rye, bu.,.....	.....	898,536	1,456,222	Inc. 62 "
Barley, bu.,.....	.....	327,431	1,244,756	Inc. 280 "

MILWAUKEE.

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	295,225	389,771	488,094	Inc. 25 1-5 ¢ ct.
Wheat, bu.,.....	9,147,274	12,043,659	12,777,557	Inc. 6 1-11 "
Maize, bu.,.....	460,575	270,754	789,080	Inc. 191½ "
Rye, bu.,.....	88,541	134,360	383,030	Inc. 185 1-13 "
Oats, bu.,.....	1,055,844	657,492	1,817,230	Inc. 176½ "
Barley, bu.,.....	198,325	149,443	152,696	Inc. 2 1-6 "

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

	1864	1865	1866	Differences between 1865 and 1866.
Flour, brls.,.....	414,833	567,576	720,365	Inc. 26½ ¢ ct.
Wheat, bu.,.....	8,992,479	10,479,777	11,634,749	Inc. 11 1-36 "
Maize, bu.,.....	146,786	71,203	480,408	Inc. 567½ "
Rye, bu.,.....	18,210	51,444	255,329	Inc. 396½ "
Oats, bu.,.....	811,634	326,472	1,636,695	Inc. 401½ "
Barley, bu.,.....	23,479	29,597	18,988	Dec. 35 6-7 "

PRELIMINARY REPORTS.

SHIPMENTS FROM LAKE MICHIGAN.

	FLOUR.		WHEAT.	
	1865	1866	1865	1866
Chicago.....	Barrels. 1,287,545	Barrels. 1,803,634	Bushels. 10,249,330	Bushels. 9,714,837
Racine.....	23,626	17,310	934,696	841,759
Milwaukee.....	567,576	720,365	10,479,777	11,634,749
Sheboygan.....	23,597	10,455	232,855	9,000
Port Washington.....	9,130	8,519	186,126	144,301
Manitowoc.....	1,588	3,160	74,392	20,000
Green Bay.....	42,730	75,303	115,928	113,363
Total.....	1,955,792	2,638,746	22,273,104	22,478,009

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BRITISH AMERICAN TRADE
WITH
THE WEST INDIES, BRAZIL, &c.

THE Report of the Commissioners sent from British North America to "inquire into the trade of the West Indies, Mexico and Brazil," has enabled the mercantile community to form an opinion of the extent and value of the trade of the countries visited; and one result is the establishment of better postal facilities between the Colonies and the countries visited. It will be observed also, from statements made on subsequent pages, that direct trade between the Provinces and the British West India possessions is large in value.

SPANISH WEST INDIA TRADE.

The Commissioners show in their Report that the aggregate trade of the British West Indies amounts to \$60,000,000 per annum; but, as the population is scattered among many isolated Colonies, with different Governments, different tariffs, and different commercial customs and regulations, the Spanish Islands may rather be looked to,—being large consumers of the products of British North America, and offering a market for the entire present surplus of our principal staples. The average yearly imports into the Spanish West Indies are as follows:—

Wines and Oils	\$13,000,000
Meats	13,000,000
Grains	10,000,000
Fish	4,000,000
Flour	14,000,000
Other food	6,000,000
	\$60,000,000
Manufactures of Cotton	7,500,000
Linen	8,500,000
Wool	2,000,000
Silk	2,500,000
Furs	4,500,000
Wood	10,000,000
Furniture	1,500,000
Earthenware	1,500,000
Stoneware	1,500,000
Glassware	1,000,000
	\$40,500,000
Metals	17,000,000
Miscellaneous	26,000,000
	\$143,500,000

PRELIMINARY REPORTS.

The following are a few of the articles exported to the Spanish West Indies (Cuba and Porto Rico) from the United States during year ending June, 1864:—

ARTICLES.	DUTY IN CUBA.	DUTY IN PORTO RICO.	U. S. VALUE.
Flour	\$4.00 per brl.	\$4.00 per brl.	\$428,562
Butter	4.77 per 100 lbs.	2.78 per 100 lbs.	252,709
Cheese	2.98 " "	2.00 " "	109,187
Beef	3.23 per brl.	1.59 per brl.	51,563
Pork	4.30 " "	2.65 " "	414,944
Lard	4.30 per 100 lbs.	2.18 per 100 lbs.	2,206,964
Hams and Bacon	3.58½ " "	2.82 " "	453,333
Salmon	2.68 " "	.....	.....
Mackerel	1.34 per 200 lbs.	0.71 per brl.	} 197,840
Codfish	1.04 per 100 lbs.	0.56 per 100 lbs.	
Boards	5.96 per 1,000 ft.	2.65 per 1,000 ft.	} 735,337
Shingles	1.12 per 1,000	0.88 per 1,000	
Staves	7.44 " "	3.53½ " "	10,391
Shooks-hhd	0.30 each.	0.18 each.	718,955
" box	0.22½ " "	.....	1,432,134
Petroleum	0.14½ per gal.	0.17 per gal.	745,834
			366,677

The Commissioners give statistics relating to the French and Danish West Indies, as well as to San Domingo and Hayti. The statement concerning the trade of Brazil is also worthy of consideration; but only the following items of imports into that country from the United States in 1863-'64 can be noted here:—

	Quantity.	Duty.	U.S. Value.
Flour	407,974 brls.	10 per cent.	\$3,432,223
Lard	1,729,017 lbs.	30 "	249,213
Butter	8,091 lbs.	30 "	2,090
Beef	645 brls.	10 "	9,806
Pork	566 brls.	10 "	8,263
Codfish	1,654 qtls.	10 "	9,941
Staves	8,008 shooks.	30 "	13,062
Boots and Shoes	7,640 pkgs.	40 "	19,192
Ice .....	.....	10 "	19,157
India Rubber Goods .....	.....	— ? "	22,474

The most cursory observer, on looking at the foregoing general statement of the average annual value of articles imported into the Spanish West Indies, cannot fail to appreciate the large trade in Breadstuffs and Provisions that may be participated in by the merchants of British North America,—while they are also in a position to supply several of the manufactured imports. And it is specially noteworthy that all the articles enumerated above, as imported from the United States into Cuba and Porto Rico, are staples of the Provinces.

An impression prevails that Canadian Flour is not suitable for export to tropical countries; it is nevertheless true that Montreal Flour is not wholly unknown or unappreciated in the West India and Brazil market, although there is no satisfactory method by which it can be ascertained what proportion of the Flour exported to these countries from the United States, was really the product of Canada. Suffice it in the meantime, that Montreal millers can, and gladly would, manufacture special brands for use in the West Indies and South America; and certain millers in Upper Canada have declared their purpose to arrange without delay to produce Flour adapted for these markets.

TRADE WITH THE BRITISH WEST INDIES.

The figures in the following table, (except those in the last two columns,) are collated from the British Board of Trade returns, and show the quantities of Flour imported into the several British West India Islands during the year 1863, —besides indicating the proportions sent thither from the United States and from British possessions:—

NAMES OF ISLANDS.	Quantities of Flour Imported in 1863.	Proportions from United States.	Proportions from British Possessions.	Amount of Import Duty per Barrel.	Average Price per Barrel on Island in Sterling Money.	Average Price in Canada Currency.	Price in Montreal, Freight, Charges, Insurance and Duty Deducted.
	Barrels.	Barrels.	Barrels.	s. d.	£ s. d.	\$ c.	\$ c.
Antigua.....	19,986	13,761	5,799	5 0*	1 14 0	8.16	5.55
Bahamas.....	23,121	22,976	780	3 0	2 0 0	9.60	7.40
Barbadoes.....	97,980	93,189	3,182	3 6	1 10 0	7.20	5.00
British Guiana....	80,540	72,942	7,598	1 0	1 10 0	7.20	5.60
Dominica.....	5,529	1,113	4,084	4 2	1 15 5	8.50	6.07
Grenada.....	7,702	3,213	4,489	4 0	1 13 4	8.00	5.70
Jamaica.....	97,868	96,729	1,039	8 0	1 18 0	9.12	5.74
Montserrat.....	1,930	.....	1,930	4 0	2 0 0	9.60	7.16
Nevis.....	3,739	1,780	1,650	4 0	1 12 0	7.68	5.34
St. Christopher ...	15,521	13,844	1,961	4 2	{ 1 13 4	8.00	5.60
St. Lucia.....	7,266	5,207	2,059	2 0	{ to 2 5 10	11.00	8.45
St. Vincent.....	11,086	3,812	7,264	4 0	{ 1 10 0	7.20	5.35
Tobago.....	4,075	50	4,025	3 6	{ to 1 16 0	8.64	6.73
Trinidad.....	45,922	40,101	5,700	5 0	1 13 4	8.00	5.68
Turk's Island....	4,183	3,376	536	3 9	.....	.....	.....
Virgin Islands....	2,376	.....	2,376	3 0	1 10 0	7.20	4.64
					1 17 6	9.00	6.70
					1 13 0	7.92	5.82
	431,224	372,093	54,272				

* Besides the duty of 5s. per brl. levied in Antigua, there is an additional impost of 20 or 30 per cent. *ad valorem*.

Of the aggregate imports, it appears that 87 per cent. were from the United States, 12 $\frac{3}{4}$ per cent. from British possessions, and the remaining fraction from other quarters.

The quantities of Flour imported into the principal British West India Islands during a period of seven years, were:—

	1864	1863	1862	1861	1860	1859	1858
Barbadoes.....	Brls. 78,551	Brls. 97,380	Brls. 89,762	Brls. 67,567	Brls. 78,917	Brls. 66,546	Brls. 81,805
British Guiana.	87,531	80,540	86,566	76,757	66,037	81,701	.....
Jamaica.....	94,047	97,868	96,875	72,253	71,333	78,636	15,295
Trinidad.....	53,087	45,922	49,552	43,450	45,612	44,623	50,660
Totals....	313,216	321,710	322,755	260,027	261,899	271,506	147,760

PRELIMINARY REPORTS.

The quantities of particular articles imported into certain Islands during each of four years were as follows:—

		Cornmeal and Linseed- meal.	Butter.	Salted Meats.	Fish, Dried and Wet.	Lumber.	Leather. Sterling Valuc.
		Brls.	Lbs.	Lbs.	Cwts.	Feet.	£
Barbadoes	1864..	70,180	861,011	2,704,582	100,993	5,459,376	....
	1863..	64,748	762,044	3,552,559	79,687	4,804,321	....
	1862..	70,892	736,496	3,559,660	88,967	5,484,088	....
	1861..	47,527	859,566	3,495,983	105,797	7,547,648	....
British Guiana.	1864..	....	610,506	....	69,845	....	....
	1863..	....	589,916	....	66,852	....	....
	1862..	....	565,625	....	64,902	....	....
	1861..	....	600,462	....	81,386	....	....
Jamaica.....	1864..	17,827	526,512	....	177,288	....	....
	1863..	18,480	675,248	....	183,968	....	....
	1862..	27,461	758,240	....	196,862	....	....
	1861..	9,365	667,184	....	205,798	....	....
Trinidad.....	1864..	....	....	1,998,537	43,140	5,011,163	23,138
	1863..	....	....	2,096,249	38,060	2,734,485	23,498
	1862..	....	....	1,612,638	43,182	3,043,683	22,732
	1861..	....	....	1,639,816	42,643	4,605,241	23,193

Looking at the two preceding tables, it would appear that (if the quantities of Flour may be taken as a criterion,) three-fourths of the trade of the British West Indies might be participated in by establishing closer relations with Barbadoes, British Guiana, Jamaica, and Trinidad. But, might not some kind of Confederation of all the British West India Possessions be formed, and reciprocal trade entered upon between them and the Dominion of Canada,—the Islands adopting a uniform minimum tariff, under which importations could be made? In this way commerce would not be so impracticable, as the isolated position of the Islands, diversity of government, &c., might make it appear.

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TRADE RELATIONS

OF

BRITISH NORTH AMERICA.

SUFFICIENT time has not elapsed to admit of positive conclusions, respecting the effect of the abrogation of the Reciprocity Treaty upon the trade of the British North American Provinces; some facts, however, are ascertained concerning the intercolonial trade of 1866, and are noticed here as indicating changes in commercial relations. The immediate effect of the Treaty was to transfer to the merchants and traders of the United States, a large proportion of a growing direct trade which had existed between the Provinces. For instance, the value of the trade between Canada and the other Provinces in 1865 was less by over half-a-million dollars than the value of the trade of the year which immediately preceded the Treaty's coming into operation. The quantities of Flour exported from the United States to the Maritime Provinces during a period of fourteen years, were as follows:—

YEARS ENDING JUNE 30.	FLOUR.	YEARS ENDING JUNE 30.	FLOUR.
	Brls.		Brls.
1850.....	214,934	1858.....	491,802
1851.....	200,664	1859.....	549,088
1852.....	166,117	1860.....	578,133
1853.....	171,640	1861.....	569,356
1854.....	145,590	1862.....	605,826
1855.....	193,122	1863.....	732,384
1856.....	397,616	1864.....	749,736
1857.....	436,231		

These figures show that the decreasing trade of the Maritime Provinces with the United States in the staple article of Flour, expanded simultaneously with the commencement of the new order of things in 1855; and it is quite certain that a large proportion of the importations by the Provinces consisted of Canadian Flour, enhanced in price by commissions and profits derived from the trade by middlemen at Boston or New York City.

So strong was the feeling in the United States that the trade of the Maritime Provinces would be permanently controlled by the business-men of that country,

that, when agitation for the abrogation of the Treaty took place five or six years ago, (that is, *before* the war between the North and the South,) it was confidently asserted that Canadian trade would be irretrievably crippled, if not destroyed, when reciprocity ceased. Hence it was, perhaps, that when notice of its abrogation was given, and when overtures were made by the Government of Canada to that of the United States, the concessions offered were belittled and rejected. The Treaty, therefore, which for more than ten years had worked so well for United States interests by breaking down intercolonial trade, terminated on 17th March, 1866; and it is doubtful whether any subsequent arrangements can be made that will restore what the merchants of that country find they are losing. On the whole, the experience of 1866 for British North America is not what had been feared,—commerce is flowing in new channels, and men look forward hopefully.

Synoptical statements of the trade of the Provinces,—so far as the information could be procured in time,—are presented here; they embrace particulars of the extent and value of British American commerce, and indicate the trade of the Provinces with one another, as well as with the United States, Great Britain, and the British West Indies. The ratios of increase and decrease are noted, and a general enlargement of intercolonial trade is the evident result. The combinations of totals in the several exhibits will enable the reader easily to appreciate the magnitude of the commerce which has been so long and so extensively participated in by the United States, and of which a much larger proportion than heretofore will hereafter be done *directly* between the Provinces themselves.

TRADE OF CANADA.

Exportation of Lumber from Canada to the United States.

The following quantities of Plank and Boards were entered outward to the United States, *en route* G. T. R. and Lake Champlain, from the Ports mentioned during the past two years:—

	1866	1865
	Plank & Boards.	Plank & Boards.
Ottawa.....	7,717,100 feet.	6,320,200 feet.
St. Johns.....	141,462,585 "	142,324,738 "
Three Rivers.....	14,500,000 "	11,000,000 "
Quebec.....	1,784,986 "	202,500 "
	<hr/>	<hr/>
	165,464,671 "	159,847,438 "

Shipments to the United States from two ports in Upper Canada were:—

	1866	1865
	Plank & Boards.	Plank & Boards.
Kingston.....	13,622,223 feet.	16,567,000 feet.
Trenton.....	21,302,000 "	26,787,000 "
	<hr/>	<hr/>
	34,924,233 "	43,354,000 "

The total shipments of Plank and Boards from these six ports to the United States, compare thus:—

In 1865.....	203,201,438 feet.
In 1866.....	200,388,904 "
Decrease.....	2,812,534 feet, or about 1½ per cent.

Synoptical View of CANADIAN Trade in 1866 and preceding years.

(The fiscal year ends on 30th June.—The values with (*) prefixed are for six months.)

	1864	1865	1866	Differences last year.
IMPORTS.				
Total value of all imports.	\$49,753,469	\$44,620,469	\$53,802,310	Inc. 20½ per cent.
" duty collected.....	6,081,917	5,633,378	7,330,725	" 30½ "
From United States.....	22,555,519	19,589,055	20,424,692	" 4½ "
" Great Britain.....	23,884,696	21,035,871	28,994,530	" 37½ "
" British West Indies.	294,766	209,329	105,660	Dec. 49½ "
" Nova Scotia.....	*79,073	347,939	379,817	Inc. 8½ "
" New Brunswick....	*6,893	63,932	106,134	" 66 "
" Prince Ed. Island..	*1,867	9,944	8,786	Dec. 11½ "
" Newfoundland.....	*13,961	121,056	256,430	Inc. 112 "
" All B. N. America..	523,295	511,570	857,922	" 67½ "
EXPORTS.				
Total value of all exports	\$43,718,191	\$42,481,151	\$56,328,380	Inc. 32½ per cent.
To United States.....	*7,722,397	22,939,691	34,770,261	" 51½ "
" Great Britain.....	*4,728,280	14,726,008	12,981,641	Dec. 12 "
" British West Indies..	*14,016	41,313	63,993	Inc. 55 "
" All B. N. America....	*348,090	1,065,057	1,571,116	" 47½ "
VALUES OF ENTIRE TRADE.				
With United States.....	.....	\$42,528,746	\$55,194,953	Inc. 30 per cent.
" Great Britain.....	.....	35,761,879	41,976,171	" 17½ "
" British West Indies	.....	250,642	169,653	Dec. 32½ "
" All B. N. America..	.....	1,576,627	2,429,038	Inc. 54 "

From this, and the tables on pages 25, 26, 28, and 137, it will be seen that the aggregate trade of the Five Provinces with Great Britain had increased 13½ per cent in 1866 as contrasted with 1865,—the Inter-Provincial trade having increased 26 per cent.

The values of exports from Montreal to the United States, (*free* under the Reciprocity Treaty, but *taxed* after 17th March, 1866,) were:—In 1865, \$1,264,677; in 1866, \$989,890. The following statement shows the values of all exports from Montreal to the United States in 1865 and 1866:—

Entered outward at Port of Montreal.....	1866	1865
Do. do. Coaticook.....	\$1,589,314	\$1,845,206
	945,369	769,889

The values of all articles entered inward and outward from and to the United States at the port of St. Johns, C.E., during two years were as follows:—

	Year ending June 30, 1866.	Year ending June 30, 1865.
Imports,—Dutiable Articles.....	\$12,649	\$54,609
Free Goods.....	236,671	257,839
	<u>\$249,320</u>	<u>\$312,248</u>

PRELIMINARY REPORTS.

	Year ending June 30, 1866.	Year ending June 30, 1865.
Exports,—Produce of Canada.....	\$2,703,195	\$2,627,038
Not Produce of Canada.....	79,002	5,302
	\$2,782,197	\$2,632,340

The value of articles entered outward by rail from Montreal, (chiefly to the United States,) during the past two years, may be classified as follows :—

	1865	1866
Produce of the Mine.....	\$2,392	\$14,895
Produce of the Fisheries.....	11,917	9,329
Produce of the Forest	235,732	147,608
Produce of Animals	1,122,660	945,288
Produce of Agriculture.....	405,527	345,876
Produce of Manufactures	66,978	126,358
	\$1,845,206	\$1,589,314

Of which, Free under Reciprocity Treaty..\$1,264,677 \$989,890

Flour sent from Montreal, by G. T. Railway, to all parts.....brls.,	309,180	brls., 301,958
Do. do. by Champlain R.R. "	73,821	" 60,359

Flour exported from Canada to United States in last six months of years. " 325,553 " 110,597

Shipments of Flour and Grain from Canada to the port of Oswego, during the past three years were :—

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

The shipments of Flour and Grain from Toronto to Oswego, and other ports in the United States, during 1866, were :—

	To Oswego.	To all U.S. ports.
Flour, brls.,.....	3,869	40,841
Wheat, (Spring,) bu.,.....	105,869	219,481
Do. (Fall,) bu.....	381,508	504,067
Peas, bu.,.....	92,974	100,694
Oats, bu.,.....	82,380	84,816

In examining the tables on pages 25 to 29 inclusive, and on page 137, the reader is requested to bear in mind that, although the figures indicating the quantities of Flour taken by the Maritime Provinces from Canada are, with a single exception, official, they nevertheless do not fairly represent the state of the case,—a considerable portion of the Flour entered as from the United States (and actually so) being originally from this Province. If the increasing consumption of Canadian Flour is, therefore, to some extent, more apparent than real, it cannot be doubted that the figures in question show a growing direct trade between the Provinces, a further augmentation of which is immediately looked for.

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PRELIMINARY REPORTS.

TRADE OF NOVA SCOTIA.

Synoptical View of NOVA SCOTIA Trade in 1866 and preceding years.

(The fiscal year ends on 30th September.)

	1864	1865	1866	Differences last year.
IMPORTS.				
Total value of all imports.	\$12,604,642	\$14,381,662	\$14,381,008	Dec. \$654
“ duty collected.....	964,327	1,040,583	1,226,398	Inc. 17 $\frac{7}{8}$ per ct.
From United States.....	4,303,016	4,325,857	4,041,844	Dec. 6 $\frac{1}{2}$ “
“ Great Britain.....	5,407,843	6,315,988	5,893,596	“ 6 4-5 “
“ British West Indies	440,767	667,206	1,013,363	Inc. 51 $\frac{7}{8}$ “
“ Canada.....	403,956	508,935	726,164	“ 42 $\frac{3}{4}$ “
“ New Brunswick...	375,307	694,159	820,814	“ 18 $\frac{1}{4}$ “
“ Prince Ed. Island..	188,843	203,371	346,469	“ 70 $\frac{3}{4}$ “
“ Newfoundland....	220,640	186,308	175,372	Dec.* 1 $\frac{3}{8}$ “
Wheat Flour imported... brls.	368,654	355,358	373,984	Inc. 5 $\frac{1}{4}$ “
From United States.....	“ 316,623	“ 286,404	“ 291,865	“ 2 “
“ Canada.....	“ 40,744	“ 58,136	“ 69,044	“ 18 $\frac{1}{4}$ “
Other Flour and Meal....	“ 31,596	“ 26,943	“ 63,469	“ 135 $\frac{1}{2}$ “
From United States.....	“ 30,325	“ 25,967	“ 56,777	“ 118 $\frac{3}{4}$ “
“ Canada.....	“ 224	“ 97	“ 2,973	.....
EXPORTS.				
Total value of all exports.	\$7,172,826	\$8,830,693	\$8,043,095	Dec. 9 per ct.
To United States.....	2,446,770	3,619,797	3,228,550	“ 10 $\frac{3}{4}$ “
“ Great Britain.....	330,523	764,742	287,884	“ 62 $\frac{1}{4}$ “
“ British West Indies...	1,899,031	1,966,459	1,635,673	“ 16 $\frac{3}{4}$ “
“ Canada.....	330,587	438,191	574,762	Inc. 31 “
“ New Brunswick.....	643,699	477,944	665,482	“ 39 $\frac{1}{4}$ “
“ Prince Edward Island.	255,976	315,950	263,602	Dec. 16 $\frac{3}{4}$ “
“ Newfoundland.....	477,455	468,969	504,395	Inc. 7 $\frac{1}{4}$ “
Coal, total value exported.	\$806,314	\$1,253,650	\$1,073,625	Dec. 14 $\frac{3}{4}$ “
“ to United States....	.....	tons.450,294	tons.392,712	“ 12 $\frac{3}{4}$ “
“ to Canada.....	.....	“ 7,012	“ 16,300	Inc. 132 “
Fish, total value exported.	\$2,946,540	\$3,282,016	\$3,244,940	Dec. 1 1-16 “
“ to United States ...	1,100,493	1,362,799	1,445,313	Inc. 6 1-16 “
“ to Great Britain....	22,565	25,216	29,572	“ 17 $\frac{1}{4}$ “
“ Canada.....	53,786	50,357	54,829	“ 8 $\frac{1}{8}$ “
VALUES OF ENTIRE TRADE.				
With United States.....	.....	\$7,945,654	\$7,270,394	Dec. 8 $\frac{1}{2}$ per ct.
“ Great Britain.....	.....	7,080,730	6,181,480	“ 12 $\frac{3}{8}$ “
“ British West Indies.	.....	2,633,665	2,649,036	“ $\frac{3}{8}$ “
“ Canada.....	.....	947,126	1,300,926	Inc. 37 “
“ New Brunswick.....	.....	1,172,103	1,486,296	“ 27 “
“ Prince Edw'd Island.	.....	519,321	610,071	“ 17 $\frac{1}{4}$ “
“ Newfoundland.....	.....	655,277	679,767	“ 3 $\frac{3}{8}$ “
“ All B. N. America..	.....	3,293,827	4,077,060	“ 23 $\frac{1}{4}$ “

Full particulars of the Nova Scotia coal-trade, in its various branches, are given on pages 49 to 52. The values of the different kinds of Fish, &c., exported in 1865 were:—

Codfish.....	\$1,411,317.00	Shellfish.....	\$ 51,872.00
Scalefish.....	214,594.00	Smoked and Preserved...	12,386.00
Mackerel, Shad, & Halibut.	1,077,273.00	Fish Oil.....	194,505.00
Herring and Alewives....	452,337.00		
Salmon and Trout.....	62,177.00	Total.....	\$3,476,461.00

The progress of the traffic in Fish and Fish Oil will be seen in the following table,—

PRELIMINARY REPORTS.

showing the exports to various countries during thirteen years. After 1857, the fiscal year ended on 30th September.

Years.	Great Britain.	B. N. A. Colonies.	British West Indies.	United States.	Other Countries.	Total.
1853	\$15,260	\$324,935	\$717,686	\$589,831	\$292,415	\$1,940,127
1854	39,360	306,580	999,335	822,580	495,395	2,663,190
1855	11,730	197,725	936,625	1,308,455	550,465	3,005,000
1856	19,295	289,325	940,650	1,111,105	689,635	3,050,019
1857*	.....	.....	.....	.....	.....	.....
1858	39,225	123,105	843,080	1,054,800	803,950	2,864,160
1859	4,295	160,975	930,525	1,249,730	843,340	3,188,865
1860	13,847	196,498	1,065,175	1,152,401	666,578	3,094,499
1861	.....	.....	.....	.....	.....	2,390,122
1862	.....	.....	.....	.....	.....	2,335,608
1863	24,146	212,643	1,010,121	508,744	635,013	2,390,667
1864	29,000	188,374	1,033,131	1,137,595	657,342	3,045,442
1865	99,580	184,958	1,160,610	1,471,661	560,372	3,476,461
1866	* 29,747	170,018	1,100,733	1,429,848	647,288	3,378,766

* No returns for 1867.

TRADE OF NEW BRUNSWICK.

Synoptical View of New Brunswick Trade in 1866 and preceding years.

(The fiscal year ends on 31st December.)

IMPORTS.	1864	1865	1866	Differences in 1866.
Total value of all imports.	\$8,945,352	\$7,086,595		
“ duty collected.....	.....	.....
From United States.....	3,316,824	3,056,362		
“ Great Britain.....	3,598,125	2,284,449		
“ British West Indies.	18,777	116,940		
“ Canada.....	245,020	247,374		
“ Nova Scotia.....	1,360,342	1,071,463		
“ Prince Ed. Island..	112,728	115,570		
“ Newfoundland.....	11,872	4,117		
Wheat Flour imported..	brls. 256,996	brls. 234,804	brls. 228,000	Dec. 3 per ct.
From United States.....	“ 222,402	“ 205,373	“ 85,500	“ 58½ “
“ Canada.....	“ 33,899	“ 28,727	“ 142,500	Inc. 396 “
Other Flour and Meal &c.	“ 16,086	“ 14,259		
From United States.....	“ 13,826	“ 11,278		
“ Canada.....	“ 560	“ 828		
EXPORTS.				
Total value of all exports.	\$5,053,879	\$5,534,726	\$6,373,705	Inc. 15 1-6 “
To United States.....	1,266,148	1,737,208	1,855,944	“ 7 “
“ Great Britain.....	2,732,733	2,594,651	2,978,984	“ 14½ “
“ British West Indies...	101,382	38,682	53,075	“ 37¼ “
“ Canada.....	60,044	86,237	82,895	Dec. 4 “
“ Nova Scotia.....	556,924	569,351	662,218	Inc. 16½ “
“ Prince Edward Island.	85,261	99,548	225,534	“ 126½ “
“ Newfoundland.....	7,467	12,569	14,042	“ 11¾ “
VALUES OF ENTIRE TRADE.				
With United States.....	\$4,582,972	\$4,807,570		
“ Great Britain.....	6,330,858	4,879,100		
“ British West Indies.	120,159	155,622		
“ Canada.....	305,064	333,611		
“ Nova Scotia.....	1,917,266	1,640,814		
“ Prince Ed. Island..	197,989	215,118		
“ Newfoundland....	19,339	16,686		

PRELIMINARY REPORTS.

The quantities of Wheat Flour imported at St. John during the year 1866, were as follows:—

	Canada Flour.	U. S. Flour.
	Brls.	Brls.
From Portland	107,503	6,232
From New York, &c.....	3,854	49,336
	111,357	55,568

According to this view, the total quantity of Flour imported at St. John was 166,295 brls.,—another estimate made before the close of 1866 claiming 175,000 brls. The quantity from Portland does not quite come up to the quantity stated on page 30.

The changes in sources of supply of Flour for New Brunswick will appear from the following figures showing quantities imported during the past two years:—

	1865	1866	
Flour from United States, brls.,.....	205,373	85,500	Dec. 58½ per cent.
Do. Canada, brls.,.....	28,727	142,500	Inc. 396 “

The following table shows the export Lumber Trade of New Brunswick, for three years.

	1866	1865	1864
Boards, Plank, & Scantling over 9 ft. long, m. ft.	50,358	47,932	34,784
“ “ “ not over 9 ft. long, “	17,493	18,727	19,727
Clapboards	3,694	2,494	1,604
Deals over 9 feet long.....	253,458	247,604	246,487
“ not over 9 feet long.....	17,886	17,662	16,170
Laths	75,118	31,589	15,897
Shooks, Sugar Box.....	560,232	433,000	304,018
Pickets.....	6,253	7,246	7,449
Staves .....	.....	1,702	977
Shingles.....	127,952	94,332	44,587
Timber,—Birch	18,253	14,534	17,267
Spruce and Hackmatack.....	1,437	1,435	1,972
Pine	25,379	27,174	19,810

Synoptical Statement of Traffic between Canada and North-Shore Ports of New Brunswick (including Pictou, N. S.,) during 1866.

	Value of Imports.	Value of Exports.	
Dalhousie....	\$33,624	\$7,714	{ Imports:—Flour (\$20,447), Salted Meats, Tobacco, Boots, Shoes, Bread, &c. Exports:—Butter, Fresh Salmon, Pickled Fish, Salted and Fresh Meats, &c.
Campbelton..	\$11,531	\$2,471	[Imports and Exports not given.]
Bathurst	\$35,406	\$1,608	{ Imports:—Flour (\$26,180), Salted Meats, Corn Meal, Rye Flour, Tobacco, Leather, Boots, Shoes, &c. Exports:—Pickled Fish, Salted Meats, Fish Oil, Potatoes, Boards, Shingles, &c.
Caraquette ...	\$26,636	\$47,191	{ Imports:—Flour (\$12,273), Tobacco, Molasses, Tea, Salted Meats, Haberdashery, &c. Exports:—Codfish, Pickled Fish, Oysters, Fish Oil, Vegetables, &c.
Shippegan ...	\$12,096	\$10,935	{ Imports:—Flour (\$6,700), Haberdashery, Salted Meats, Salt, Tea, Tobacco, Boots, Shoes, &c. Exports:—Bark, Codfish, Pickled Fish, Fish Oil, &c.
Chatham.....	\$88,422	\$5,339	{ Imports:—Wheat Flour, 8,016 brls., Corn Meal and Rye Flour, 686 brls., Peas, Oats, Tobacco, Butter, Cheese, &c. Exports:—Pickled and Smoked Fish, Oysters, Deals and Boards, Lime, &c.
Newcastle ...	\$40,134	\$ —	{ Imports:—Flour, (\$33,000), Oat and Corn Meal, Butter, Cheese, Boots, Shoes, &c.

PRELIMINARY REPORTS.

Richibucto...	Value of Imports. \$19,474	Value of Exports. \$84	Imports:—Flour (\$14,329), Corn Meal, Rye Flour, Salted Meats, Leather, Tobacco, Pine Lumber, &c. Exports:—Lumber.
Shediac.....	\$32,720	\$10,024	
Pictou, N. S..	\$154,643	\$27,264	Imports:—Flour (18,237 barrels, value \$135,483), Grain, Cheese, Butter, Lard, Hardware, Manufactures of Leather, Woodware, Printing Paper, Linseed Oil, &c. Exports:—Coal (\$23,530), Herrings, &c.

TRADE OF NEWFOUNDLAND.

Synoptical View of NEWFOUNDLAND Trade, in 1866 and preceding years.

(The fiscal year ends on 31st December, 1866.)

IMPORTS.	1864	1865	1866	Differences in 1866.
Total value of all imports.	\$4,924,901	\$5,299,603	\$5,784,849	Inc. 9 1-6 per ct.
“ duty collected.....	479,653	425,800	588,402	“ 38 1-6 “
From United States.....	1,416,235	1,677,855	1,399,038	Dec. 16 $\frac{2}{3}$ “
“ Great Britain.....	2,101,421	1,958,925	2,447,722	Inc. 24 $\frac{1}{2}$ “
“ British West Indies.	348,670	134,791	397,039	“ 195 1-6 “
“ Canada	208,846	416,721	544,359	“ 30 $\frac{1}{2}$ “
“ Nova Scotia	470,118	435,650	427,648	Dec. 1 $\frac{1}{2}$ “
“ New Brunswick....	11,728	9,274	10,770	Inc. 16 $\frac{1}{2}$ “
“ Prince Ed. Island..	40,847	68,900	48,002	Dec. 30 $\frac{1}{2}$ “
Total Flour imported....	brls. 202,718	brls. 245,983	brls. 195,000	“ 20 $\frac{2}{3}$ “
From United States.....	“ 172,145	“ 192,962	“ 133,161	“ 31 “
“ Canada	“ 25,835	“ 47,952	“ 46,526	“ 3 “
Pork, from United States.	.....	“ 26,632	“ 17,584	“ 34 “
“ “ Canada.....	“ 1,293	“ 2,147	“ 2,612	Inc. 21 $\frac{1}{4}$ “
EXPORTS.				
Total value of all exports.	\$5,129,215	\$5,493,005	\$5,694,305	Inc. 3 $\frac{1}{2}$ per ct.
To United States.....	192,803	527,218	426,436	Dec. 19 $\frac{1}{4}$ “
“ Great Britain.....	1,306,722	1,625,738	1,523,241	“ 6 $\frac{1}{2}$ “
“ British West Indies...	570,254	284,115	485,857	Inc. 71 “
“ Canada	58,713	114,328	171,915	“ 50 $\frac{1}{2}$ “
“ Nova Scotia.....	100,251	61,413	82,770	“ 34 $\frac{1}{2}$ “
“ New Brunswick.....	4,980	5,479	50	.....
“ Prince Edward Island.	5,894	6,267	5,077	Dec. 19 “
Fish,—to United States..	136,566	199,717	135,865	“ 32 “
“ to Canada.....	3,780	19,389	12,803	“ 34 “
Fish Oil,—to U. States...	31,948	314,354	228,372	“ 27 $\frac{1}{2}$ “
“ to Canada	4,523	75,341	124,117	Inc. 78 “
VALUES OF ENTIRE TRADE.				
With United States.....	\$1,609,038	\$2,205,073	\$1,825,474	Dec. 17 $\frac{1}{2}$ per ct.
“ Great Britain.....	3,408,143	3,584,663	3,970,963	Inc. 10 $\frac{1}{2}$ “
“ British West Indies.	918,924	418,906	882,896	“ 110 $\frac{1}{2}$ “
“ Canada	267,559	531,049	716,274	“ 34 $\frac{1}{2}$ “
“ Nova Scotia.....	570,369	497,063	510,418	“ 2 $\frac{1}{2}$ “
“ New Brunswick....	16,708	14,753	10,820	Dec. 26 $\frac{2}{3}$ “
“ Prince Ed. Island..	46,741	75,167	53,079	“ 29 $\frac{1}{2}$ “
“ All B. N. America..	901,377	1,118,032	1,290,591	Inc. 15 $\frac{1}{2}$ “

According to official returns, the exports from Newfoundland to Canada during the past three years included the following:—

	1864	1865	1866
Dried Codfish, qtls.,.....	50	1,416	697
Herrings, brls.,.....	565	4,007	3,327
Cod Oil, gals.,.....	1,486	43,937	58,800
Seal Oil, gals.,.....	2,435	49,740	165,900

Receipts in Montreal from Newfoundland, in 1866, included (besides 25,000 brls. of Herrings from Labrador) the following:—

Codfish, qtls.,.....	500	Herrings, brls.,.....	38,000
Cod Oil, gals.,.....	88,752	Seal Oil, gals.,.....	128,070
Cod-liver Oil, gals.,....	3,639	Whale Oil, gals.,.....	13,972

Any discrepancy between the two foregoing statements is to be accounted for by the fact that about 200,000 qtls. of Codfish and 30,000 barrels of Herrings are shipped annually from Labrador,—and about 30,000 barrels of Herrings from Bay St. George and Bay of Islands,—where there are no officers of customs.

For the same reason, the quantity of Flour imported into Newfoundland is believed to be considerably greater than the official figures indicate;—it is stated that very nearly 40,000 barrels were shipped thither in 1866 from Montreal alone.

EXPLANATION.

The statements respecting the trade of Canada, Nova Scotia, and Newfoundland, are from official documents; those concerning New Brunswick are partly official. The Controller's returns for the last-mentioned Province not being completed, he could only furnish the exports for 1866; the particulars of the North Shore trade, &c., were kindly supplied by a member of the Government; while unofficial information was carefully gathered from other commercial sources. Promised returns from Prince Edward Island were only received on morning of 22nd April, as this was going through the press.—See Appendix.

It is believed that the foregoing statements are so clear and concise as to obviate the necessity for comment; it may be remarked here, however, that the aggregate quantities of Flour imported into Nova Scotia, New Brunswick, and Newfoundland, in 1866, amounted to 796,989 brls. from all parts. The following are the comparative figures for three years:—

	1864	1865	1866	
Flour imported by Three Provinces..brls.	828,368	836,145	796,984	Dec. 4½ ct.
Proportion from United States..... "	711,170	684,739	520,526	Dec. 24 "
" " Canada	100,478	134,815	258,070	Inc. 91½ "

ROUTE VIA PORTLAND TO MARITIME PROVINCES.

In the summer of 1866, the Grand Trunk Railway Co. made arrangements with a Company whose steamers ply between Portland and St. John, N. B., by which through-rates of freight for Flour and Grain were established between the

latter port and stations of the G. T. R. in Canada; and soon after, steamers in the same interest commenced plying between Portland and Halifax. The freight charges were:—

	Summer and Fall Rates.	Winter Rates.
Flour,—Montreal to St. John,.....	55c. per brl.	60c. per brl.
Do. Montreal to Halifax,	60c. " "	70c. " "

These charges do not include expenses at Portland, which by some are said to be 2½c. per brl. of Flour, more or less; the actual sums for every lot, or part of a lot, being \$1.75 for "bonding," and 75c. for "sealing."

The result of these arrangements was that during 1866, about 152,000 barrels of Flour were taken to the following ports:—

To St. John, N. B.,.....	Flour,	110,874 brls.
	Barley,	5 car-loads.
	Bran, &c.,	75 "
To St. Stephen, N. B.,.....	Flour,	3,725 brls.
To Halifax, N. S.,.....	Flour,	36,360 "
	Wheat,	8 car-loads.
	Barley,	5 "
To Amherst, N. S.,.....	Flour,	600 brls.
To Annapolis, N. S.,	Flour,	300 "

The enterprise thus inaugurated was eminently well-timed, but the steamboat service to Halifax was very badly rendered;—then, this new through-traffic was suddenly superadded to the ordinary business of the railroad, and the consequence was that while consignments of Flour occasionally reached their destination in 7 or 8 days after shipment, the average time was fully two weeks,—in many instances over three weeks elapsing from date of shipment. The steamboat-arrangements for the Spring-trade of 1867 appear to be far superior to those under which this freighting-service was commenced,—judging from the regularity which now characterises the service between Portland and Halifax.

Towards the close of last year arrangements were completed for through shipments from stations on the Great Western Railway, via New York and Boston, to the Maritime Provinces,—but no figures respecting this route have been received.

RIVER ST. LAWRENCE ROUTE.

The existing trade between Canada and the Maritime Provinces,—not to speak of the more intimate relations soon to be entered upon under the Imperial Act of Confederation,—demands greater facilities for transportation, shorter time for goods in transit, and lower rates of freight for staples. In Winter, the main dependence will be upon the Intercolonial Railway, when that work is completed; until that time winter-communication will have to be maintained via the Grand Trunk Railway and Portland, with such additional facilities as may be supplied by the Great Western. In Summer, however, the time and the rate can be shortened and cheapened, by a line or lines of steamers on the St. Lawrence River route. Steamers from ports on Lake Ontario are proposed,—also a line from Quebec,—

the object of both enterprises being to connect with St. John, N. B., via railway from Shediac; and with Halifax, via railway from Pictou,—calling at Summerside and Charlottetown, Prince Edward Island. The railway from Pictou to Halifax is expected to be ready for traffic early in summer of the present year.

Relative to the Flour trade of Halifax, it should be borne in mind, that there are two seasons of the year when supplies on the spot are most wanted to meet the requirements of an extensive coasting trade,—namely, the Spring months, April and May, and the Fall months, September, October and November.

It has already been shown that the total value of this North-Shore traffic in 1866, was \$385,409. The exports from Canada to supply it amounted to \$300,043, of which 92 per cent. was Flour; and the imports by Canada were \$85,366. It is estimated that the quantity of Flour, required by the four North-shore counties of New Brunswick in 1867 will be 30,000 to 40,000 barrels. A very considerable business used to be done between the above-named ports and Boston,—which has been steadily decreasing during the past four or five years, the trade going to Canada. Particulars to this effect have been received from different points.

The sailing distances for the service of the North-Shore ports, including those on Bay Chaleur and Miramichi River, are pretty nearly as follows:—

Montreal to Quebec.....	180 miles.	Richibucto to Shediac.....	40 miles.
Quebec to Dalhousie.....	500 "	Shediac to Pictou.....	100 "
Dalhousie to Campbelton.....	15 "	<i>Service for Prince Edward Island:</i>	
Campbelton to Bathurst.....	65 "	Shediac to Summerside.....	45 miles.
Bathurst to Chatham.....	130 "	Do. Charlottetown....	75 "
Chatham to Newcastle.....	5 "	Charlottetown to Pictou.....	40 "
Newcastle to Richibucto.....	80 "		

The "Lady Head" made the round trip regularly once a fortnight,—and, with a capacity of only 800 barrels, she was never able to do the work required. The freight charges were:—Down-rate for barrel-freight, 60c. from Quebec to Shediac, and 50c. to nearer points; up-rates from Shediac to Dalhousie, 50c.,—and between Miramichi and Dalhousie, 40c.

The rate of Flour-freight from Montreal to St. John via the St. Lawrence route can be put at 45c. @ 50c. per barrel,—say 30c. @ 35c. per steamer to Shediac, and 15c. by rail from Shediac to St. John. The rate to Halifax would be somewhat more than to St. John, but less than the rate via Portland; while the time, to both places, could be made certain within a week.

It has been alleged again and again that many years must elapse before the trade would be sufficiently developed to make the steamers profitable. A similar assertion was made, apparently with better grounds for it, when the steamer "Commerce," (capacity 1,600 brls.) commenced running in 1864 between Boston and Charlottetown, P. E. I.; the line now consists of two superior vessels (capacity 4,000 and 5,000 barrels,) each having also passenger accommodation for 110 to 140 persons. Only the first season's business was unsatisfactory, subsequent ones paying sufficiently to encourage the Company to continue the enterprise in the face of the U. S. hostile tariff. It is believed that steamers on the St. Lawrence route

will *pay* from the commencement, if properly managed; and it is a mistake to suppose that the only connection Canada can have with the Maritime Provinces, is to sell Flour to their merchants. For example:—New Brunswick has under the *regimé* of the Reciprocity Treaty, imported the following articles from the United States, which can be much more profitably purchased in Canada, viz., Flour, Cured Meats, Tobacco, Petroleum, Leather, (sole, belt, and heavy,) Shoes, Hemp, Flax, &c.; Black Walnut sells in St. John at \$150 per m. feet; Butternut of sound quality brings \$70 per m. feet. This does not nearly exhaust the list.

St. John shippers to the West Indies and South America have hitherto sent little else than sugar-box shooks and sawn lumber, occasionally glutting the market,—while assorted cargoes were supplied by U. S. shippers. Canada can furnish such articles as are needed,—Butter, cheese, beef, pork, lard, hams, corn-starch, hard-bread, oats, peas, petroleum, (should be in iron casks,) candles, soap, shoes, leather, matches, brooms, trunks, pails, blacking, nails, agricultural implements, &c., &c. Among the articles forming return cargoes, fish and coal would be prominent; while the free-stone and granite quarries of New Brunswick and Nova Scotia would contribute to beautify Canadian cities, as the ornamental and durable building stone now does the palatial portions of New York and other cities. Specimens sent to Montreal, will satisfy those interested, that beautiful building stone can be procured in abundance, and cheap, without going out of the Provinces.

SHORTENING THE ROUTE TO ST. JOHN AND HALIFAX.

During the past year the discussion of an interesting question has been revived, which has a most important bearing upon the trade of the Provinces,—the proposal to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence, by means of a ship canal.* Haliburton, in his history of Nova Scotia, Vol. II., gives the details of a survey made at the instance of Sir Howard Douglas, Lieut.-Governor of New Brunswick, by Mr. Francis Hall in 1825,—whose report of surveys were in favor of a canal from Cumberland Basin on the Bay of Fundy to Bay Verte as practicable, the distance between the navigable waters being only about $11\frac{1}{4}$ miles. One estimate was for a canal only $4\frac{1}{2}$ feet deep, to cost £45,152 10s. 4d. or \$180,610; and another was for a canal 8 feet deep, the estimate being £67,728 14s. 10d. or \$270,915 including locks, &c. At a later date, Thomas Telford, Esq., the celebrated Engineer, revised Mr. Hall's surveys and estimates, remarking upon them thus:—"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 steamboats 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

* Since these remarks were penned, it has been reported that the Legislature of Nova Scotia has incorporated a Company for the purpose of carrying out the project here referred to. It is to be hoped that this is not true; the Canal should be made and controlled by the General Government.

"Upper Lakes to a boundless extent." Mr. Telford suggested an increase in the size of locks, making them 150 feet by 40 feet; and estimating the expense to be £155,898 5s. 5d. or \$623,593. In 1843, Capt. Crawley made another survey, (Canada contributing toward the expense); and there is said to have been a still later survey, respecting which definite information is not at hand.

It has been objected that there would be difficulty in finding a channel to which the access from the Gulf side would be deep enough for vessels of any considerable size; it has also been stated that the distance from deep water to deep water is fifteen miles. Alexander Munro, Esq., author of a "History of Nova Scotia," 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."

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 a short route to Halifax 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 Canal" is necessary and national in all its aspects,—as well as practicable, and, according to Telford's increased estimates, by no means costly. But suppose the canal-locks to be built so as to exceed the largest on the St. Lawrence canals, that is, 250 by 55 feet,—and that, to allow for increased cost of labor, &c., Mr. Telford's estimate be doubled, (say \$1,250,000, or even if quadrupled, say 2,500,000,) would not that sum, small as compared with the results, be well expended? And is it not proper *now* to call attention to a work almost if not quite as national in its character as the Intercolonial Railway?

HOW TO PERFECT THE BRITISH AMERICAN CANAL SYSTEM.

The enlargement of the Welland Canal is admitted to be a commercial necessity. Its original cost was \$6,493,245. The expense of increasing it to a lock-

capacity of 200 feet by 55 ft., with 10½ ft. depth of water throughout, would probably not be far short of that sum. The whole project might perhaps be put concisely thus:—

Enlargement of Welland Canal.....	\$6,493,245
Deepening the St. Lawrence Canals to 10½ feet, including "Cut-off" to connect Lake Ontario with the Bay of Quinte.....	1,078,600
Bay Verte Canal,—say.....	1,500,000
	<u>\$9,071,845</u>

The improvements indicated here would provide the requisite facilities for much more intimate trade relations than at present exist between the Provinces themselves; while the commercial wants of territory expected by and by to be brought under the government of the Confederated Provinces would also be properly provided for.

NOTE.—The extent to which the Preliminary Reports have unintentionally expanded, compels the omission of a Section upon the Agricultural and Mineral Resources of British North America. As regards Agriculture, a newspaper writer recently gave the following illustration:—

"Here is a history of hundreds of farmers in Canada:—I came here seven years ago; bought 200 acres of bush; commenced chopping; tilled as much as I could; had not a shilling to begin with; neighbors were kind; built a log hut; soon cleared out the bush; after four years could raise 400 bushels of wheat, besides other grain; can get this year a dollar and a half for my wheat; have paid up all my debts; this year will make me clear; have now a large stock of cattle; two span of horses, and several colts; think of building an elegant brick house; am very glad I came to the country; it was discouraging at first; now I have a rich reward."

Respecting Coal Mining the reader is referred to a subsequent paper. The only notice that can be given of Gold Mines, is the following tabular statement respecting those of Nova Scotia,—containing some valuable particulars for the year ended 30th September, 1866:—

DISTRICTS.	Average number of men employed.	Crushing Mills in operation.	Moved by Steam Power.		Moved by Water Power.		Quartz, Sand, and Gravel Crushed.	Yield of Gold per ton.			Gold from Alluvial Mines.	Total yield of Gold.			Maximum yield per ton.	Average yield per man for 12 Months at \$18.50 per oz.		
			Oz.	Dwt.	Gr.	Oz.		Dwt.	Gr.	Oz.		Dwt.	Gr.					
Stormont.....	34½	3	2	1	1,956	7	10	18	..	..	..	1,055	7	13	3	..	\$565.91
Isaacs Harbour. }	35	4	3	1	2,192	8	11	4	..	..	..	1,224	13	1	87	..	647.27
Wire Harbour.....	69	4	4	..	2,684	1	22	..	..	..	..	5,157	14	17	16	6	1,382.86
Sherbrooke.....	28	4	1	3	956	2	8	19	11	17	4	420	..	3	4	18	277.50	
Tangier.....	26½	1	1	..	563	5	1	6	..	..	..	707	1	1	3	12	488.95
Montagu.....	332	7	6	1	17,286	..	12	1	..	..	..	10,486	..	21	3	7	584.31
Waverley.....	36	7	5	2	964	2	16	2	..	..	..	776	12	4	6	3	399.06
Oldham.....	94	7	5	2	4,181	7	19	23	..	..	..	4,176	3	17	9	18	821.90
Renfrew.....	12½	1	..	1	179	10	17	15	24	17	11	158	11	8	12	..	234.65	
Other and unpro- claimed.....	667½	38	27	11	30,963	2	0	15	14	36	14	15	24,162	4	13	87	..	\$669.41

It would have been gratifying, also, to be able to notice several valuable free-stone and granite quarries, particularising the Caledonia free-stone quarries at Dorchester, in Westmoreland County, and the red-free-stone quarry at Mary's Point in Albert County, New Brunswick; also, the Wallace free-stone quarry at Wallace, on the Straits of Northumberland, and others on the Pugwash River, Nova Scotia; the products of which are largely exported to the United States,

IMMIGRATION

TO

BRITISH NORTH AMERICA.

It is simply repeating a truism to say that a country is prosperous in the proper sense of the word, only in proportion to the development of its natural resources,—in proportion to the labor employed in expanding its mining, agricultural, manufacturing, and other wealth-producing capabilities. This principle seems to have been early recognised by the Government of the United States; acting upon it, immigration was stimulated especially towards the Western States, the vast prairies being pourtrayed as so many agricultural Paradises, while Texas was designated “the garden of the world;” and the machinery of the consular system was made use of to give direction to the tide of humanity,—with what effect can be ascertained by examining the emigration statistics of Europe.

It is matter of record that the number of emigrants from Great Britain to all other countries during a period of 45 years,—from 1815 to 1859,—was 4,917,598. The ratio of increase appears to have been very great, as will be seen by the following figures referring to a period of 15 years, the authority being the British Board of Trade returns :—

Number of Emigrants from the United Kingdom to various destinations.

YEARS.	To the North American Colonies.	To the United States.	To the Australian Colonies and New Zealand.	To Other Places.	Total.
1851.....	42,605	267,357	21,532	4,472	335,966
1852.....	32,873	244,261	87,881	3,749	368,764
1853.....	34,522	230,885	61,401	3,129	329,937
1854.....	43,761	193,065	83,237	3,366	323,429
1855.....	17,966	103,414	52,309	3,118	176,807
1856.....	16,378	111,837	44,584	3,755	176,554
1857.....	21,001	126,905	61,248	3,721	212,875
1858.....	9,704	59,716	39,295	5,257	113,972
1859.....	6,689	70,303	31,013	12,427	120,432
1860.....	9,786	87,500	24,302	6,881	128,469
1861.....	12,707	49,764	23,738	5,561	91,770
1862.....	15,522	58,706	41,843	5,143	121,214
1863.....	18,083	146,813	53,054	5,808	223,758
1864.....	12,721	147,042	40,942	8,195	208,900
1865.....	17,211	147,258	37,283	8,049	209,801
TOTALS....	311,529	2,044,826	703,662	82,631	3,142,648

According to this table the emigrants from Great Britain in fifteen years numbered 3,142,648,—of whom 65 per cent., or 2,044,826, went to the United States, while only 10 per cent., or 311,529 came to the British North American Provinces. The immigration returns for Canada show that the numbers of persons coming into the Province by way of the River St. Lawrence, during the past two years, were as follows:—

	1865	1866
English	5,070	3,380
Irish	6,836	3,422
Scotch	2,112	2,074
German and Prussian	2,096	4,013
Norwegians, Swedes, and Danes	4,382	14,968
Belgians .....	....	118
Other countries	859	673
	21,355	28,648

While these figures show an apparent increase in 1866, they indicate a large decrease in the number of persons coming from Great Britain.

The trades and callings of the steerage male adults arriving in the Province during the past two years are thus classed:—

	1865	1866
Farmers	2,339	4,896
Laborers	4,036	3,888
Mechanics, Tradesmen, &c.	3,148	2,801
Professional men and others	438	128
Clerks, Traders, &c.	474	297
	10,435	12,010

But the number of immigrants was much smaller than at first sight appears to be the case, when those *en route* to the Western States are taken into account. In 1865, the immigration consisted of 1,560 cabin passengers,—19,795 coming in the steerage. Of the steerage passengers, 9,895 adults were merely *in transitu*, while only 3,469 adults remained in the Province, leaving 6,431 (probably children and minors) unaccounted for.

Of the 27,084 steerage passengers reported as having arrived in Canada via the River St. Lawrence during 1866, only 4,500 remained and settled in the Province. It appears, however, from returns furnished by Collectors of Customs at Inland Ports, that 7,314 persons arrived in the Province via the United States; which shows the increase of population by immigration in 1866, to have been 11,814. The immigrants via the United States were classed by nationalities as follows:—

Americans	3,296	Scotch	413
English	1,682	Foreigners	455
Irish	768	Canadians returning	700

There is a very important element in the question of immigration which must be noticed here. It has been estimated that the average amount of money in the hands of each emigrant from Great Britain who lands in the United States, is equal to \$76 in gold,—hence, the amount added to the cash capital of the latter

country during the 15 years referred to in the foregoing table was \$155,406,776, —or the sum of \$11,191,608 during the year 1865! That this is not an over-estimate is confirmed by the fact that a calculation based upon returns obtained from among the poorest class of immigrants, makes the average amount \$68 per capita; while, from returns made to the Governments of Prussia and Bavaria, extending over a period of seven years, the average sum carried away from these countries by each emigrant appears to have been \$180.

But, more important still:—The records show that 50 per cent. of the emigrants from Europe to the United States were between the ages of 15 and 30 years,—only 10 per cent. being above 40 years, and about 8 per cent. under 5 years. Government officials have calculated that immigration has added \$400,000,000 to the cash capital of the neighboring Republic; but, it has been asked, who can estimate the immensely greater values represented by the physical, intellectual, and moral powers of those sons of toil who have so materially increased the population of that country?

Now, why is it that, notwithstanding the immense and varied resources of the British North American Provinces, the tide of emigration from Great Britain has flowed towards the United States, warm, deep, and broad, like the Gulf-stream, —carrying in its bosom the intelligence, enterprise, industry, and wealth, with which to build up a country where those possessed of such riches are treated as "aliens?" The Provinces have inexhaustible fisheries, which would afford profitable occupation for ages to come to all the fishermen of North Britain. The immense forests of timber, at present employ 50,000 lumberers, seamen, and others, and will afford occupation for hundreds of thousands more. Agriculturalists can find abundant scope for their skill and industry;—while the mineral wealth of the Provinces can hardly be exaggerated, especially as regards iron, copper, lead, coal, silver, gold, &c. The abundance of water-power also affords great inducements to manufacturers. Then, as to climate, though the winters are long, the healthfulness of the country is undoubted. These facts are only beginning to be known. Under the *regimé* of Confederation, it is hoped they will be much better appreciated than heretofore and attract capital and enterprise;—the industrial classes would be sure to follow.

The machinery of the Immigration Department in Canada may be efficient; but the benefits accruing to the Province are hardly yet commensurate with the expense of it. The aggregate amount paid in Agency-salaries in 1864 was \$14,549, besides expense of Agencies in Great Britain; the sums would not, perhaps, be smaller in each of the two following years,—during which respectively the adult immigrants who settled in Canada were 3,469 and 4,500,—a total of 7,969 persons, at a probable expense to the Government of nearly \$30,000.

The preferences of emigrants from Europe to the United States are neither to be accounted for by political sympathy, nor climatic repulsion; they are to be attributed to the inducements held out to all who desire to better their condition in life. Apart altogether from the *ex parte* statements of agents, the

intelligent artisans in Europe find the real inducement to emigrate in the following facts:—

One of the earliest movements made by the Government of the United States after the war of independence was to procure from the States of New York, Virginia, Massachusetts, Connecticut, Georgia, &c., the cession of certain lands, (embracing a tract of more than 1,000 miles square,) which were thereafter designated the North-Western Territory; and for the purpose of promoting its settlement, Congress provided for the sale of homesteads to actual settlers,—generally consisting of a quarter section, or 160 acres, at the minimum rate of \$1.25 per acre. It was also enacted that, in disposing of the public lands, the sixteenth section in every township should be set apart for the advancement of education,—this portion came to be known as the “school lands.” When Nebraska Territory was organised, the Act provided that the sixteenth and thirty-sixth sections of each township should be “school lands,”—and in subsequent territories this principle is believed to have been adopted. Subsequently, Congress made liberal grants of public lands to aid in making wagon-roads and railways,—one most notable example being the Illinois Central Railway. In 1862, provision was made for giving portions of the public domain to build up or endow agricultural and mechanical colleges; and in 1862 and 1864 the crowning act was to grant homesteads [quarter-sections] to actual settlers,—the only charge being the nominal sum of \$10, to cover expense of survey, &c. Under such legislation as is here referred to, the free disposal of the public lands by the Federal Government until 30th September, 1865, has been as follows:—

For works of internal improvement and schools.....	130,875,000	acres.
“ Wagon and rail roads..... (estimated)...	125,300,000	“
“ Military services (reaching back to the Revolution).....	68,000,000	“
“ Agricultural and Mechanical Colleges.....	9,330,000	“
Swamp Lands conceded to the various States.....	45,319,000	“
	<hr/>	
	378,824,000	acres.

The quantity of public lands disposed of by the United States Government during fifteen months,—from 1st July, 1864, to 30th September, 1865,—amounted to 5,394,329 acres, the revenue being \$1,038,400.78. The following statement shows the objects for which the lands were given:—

Location of Soldiers' bounty-land-warrants.....	413,661	acres.
Swamp lands conceded to States.....	893,492	“
For Railways.....	653,406	“
For Homesteads under the Acts of '62 and '64.....	1,520,229	“
To Agricultural and Mechanical Colleges.....	1,284,009	“
Sold for cash.....	629,532	“
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	5,394,329	acres.

In addition to such tempting inducements as the land-system of the United States holds out, the rates of wages paid to various classes of operatives are persistently paraded in rose-colour; and it would not be easy for an artisan or a laboring man to withstand the allurements of promised comfort and independence for himself

and family. An illustration may, therefore, be given here that will help to dispel the illusion of so-called high-wages. In the January No. for 1867, of a monthly report, issued by the Hon. Isaac Newton, Commissioner of the Agricultural Bureau, at Washington, that gentleman states that the wages of agricultural (white) labor in the United States have increased 50 per cent. since 1861; and he gives a table to show the monthly rates of wages for such service throughout the Union,—from which it appears that the average rate (with board) paid to agricultural laborers is \$15.50 U. S. currency. The average rate of wages paid to that class of persons in certain States were:—In Illinois, \$18.72 (with board) per month; Indiana, \$18.72; Ohio, \$18.96; Michigan, \$20.48; Wisconsin, \$19.87; Minnesota,

ADDENDA.

Page 39, line 26 from top, for "minimum" read "maximum." Read also in that connection, as follows:—

"With some few exceptions, Public Lands are sold in Upper Canada for cash at 70 cents an acre, or on time at one dollar an acre; and in Lower Canada at from 20 cents to 60 cents an acre, one-fifth to be paid at the time of sale, and the remaining four-fifths in four equal annual instalments, with interest at 6 per cent. on the unpaid purchase-money. The price in *The Quinte Gold Mining Division* is two dollars an acre, cash."

The exceptions referred to above may include what are designated the "Colonisation Roads,"—the Government having opened several great lines of road on which free grants of 100 acres are given to actual settlers.

Page 39, lines 6 to 2 from bottom,—the comparison of Customs duties levied in Canada and the United States would be more accurately and strikingly stated thus:—

"Total imports into Canada during fiscal year ending June 30, 1866, value \$47,610,477,—duty collected, \$7,330,725, or 15.40 per cent.; total imports during six months ending December 31, 1866, value \$29,873,799,—duty collected, \$3,910,207, or 13.09 per cent. The contrast, therefore, stands thus:—Customs duties levied in the United States during the full year, 41 per cent.—against 15.40 per cent. in Canada; levied in United States in half-year, 44 per cent.—against 13.09 in Canada. Difference in favor of Canada on the year, 25.60 per cent.; on the half-year, 30.91 per cent.—the ratio of taxation being on the increase in the United States, and on the decrease in Canada."

"of customs duties received about 87½ million dollars. The customs duties were "thus 44 per cent. of the total imports." The total imports of dutiable goods into Canada during the year ending June 30, 1866, amounted to \$33,275,276,—the customs duty amounting to \$7,330,725, or 22 per cent. The dutiable imports during six months ending December 31, 1866, amounted to \$19,196,468; the amount of duty collected was \$3,910,207, or 20½ per cent.

The following table,—taken, with the exception of the lines for British North

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One of the earliest movements made by the Government of the United States after the war of independence was to procure from the States of New York, Virginia, Massachusetts, Connecticut, Georgia, &c., the cession of certain lands, (embracing a tract of more than 1,000 miles square,) which were thereafter designated the North-Western Territory; and for the purpose of promoting its settlement, Congress provided for the sale of homesteads to actual settlers,—generally consisting of a quarter section, or 160 acres, at the minimum rate of \$1.25 per acre. It was also enacted that, in disposing of the public lands, the sixteenth

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Reports published by the Canadian Bureau of Agriculture and Statistics contain statements respecting the wages paid for agricultural labor throughout the Province. The Government Immigration Agent at Ottawa states that the rates of wages (with board) paid for skilled farm labor in his section of country is \$10 to \$12 per month; the Agent at Kingston says, \$12 to \$15 per month; the Agent at Toronto says, \$15 to \$20 per month; and the Agent at Hamilton says, \$12 to \$14 per month. The average of these rates is \$12.25 to \$15.25 (with board) per month in Canadian currency; or, reckoning gold at 40 prem., the average is equal to \$17.15 to \$21.35 in U. S. currency,—the mean rate in Canada being \$19.35 (with board) per month, or 18c. U. S. currency less than in the United States.

Further:—If the Governments of the Provinces have not held out the inducements of free homesteads to actual settlers, the lands either agricultural or mineral that can be purchased (in Canada the minimum rate being \$2 per acre,) are so situated that produce raised is, on the whole, within comparatively easy reach of a market. Then again, if wages are not nominally so high, in Canada for instance as in the United States, it is a much cheaper country to live in, and there is a better prospect for the future. Take the following as an illustration:—

The Director of the Bureau of Statistics at Washington, in a report published in January last, says:—“During the fiscal year ending June 30, 1866, the declared value of the total imports (into the United States) was \$437,640,354, and the amount of customs duties received, \$179,046,651. The customs duties were thus 41 per cent. of the total imports. During the half year ending December 31, 1866, the declared value of the total imports was \$197,965,845, and the amount of customs duties received about 87½ million dollars. The customs duties were thus 44 per cent. of the total imports.” The total imports of dutiable goods into Canada during the year ending June 30, 1866, amounted to \$33,275,276,—the customs duty amounting to \$7,330,725, or 22 per cent. The dutiable imports during six months ending December 31, 1866, amounted to \$19,196,468; the amount of duty collected was \$3,910,207, or 20½ per cent.

The following table,—taken, with the exception of the lines for British North

America, from Commissioner Wells' recent report,—gives a very striking view of comparative taxation in different countries:—

	Taxation, per capita.	National debt, per capita.
United States	\$11.46 gold.	\$74.28
Great Britain.....	10.92 "	125.00
France.....	7.97 "	53.00
Belgium.....	5.59 "	26.00
Prussia.....	5.43 "	12.00
Austria.....	5.27 "	45.00
Canada.....	3.86 "	21.69
Newfoundland.....	3.49 "	6.90
New Brunswick.....	3.24 "	20.91
Nova Scotia.....	3.10 "	13.91
Prince Edward Island.....	2.00 "	2.79
Holland.....	0.67 "	121.00

Let it be borne in mind that reference is only made here to the debt of the *Federal Government*,—that a large addition to the taxation borne by the people, (not taken into account at all in the preceding statement,) would have to be made, varying in amount according to the *State* made choice of for a home by the European emigrant,—and it will be seen in a moment that the difference of 18c. U. S. currency per month in favor of the rate of wages of agricultural laborers in the United States, is as nothing when the immensely greater taxation there is compared with that of Canada. As an example of the *Municipal* taxation in some cities of the United States the following is cited from an article in "Hunt's Merchants' Magazine" for March:—

Philadelphia.....	\$4.99 per \$100 on real estate.
New York City.....	3.00 " real and personal.
Brooklyn.....	3.41 " " "
Rochester.....	5.62 " " "
Utica.....	5.61 " " "
Albany.....	3.76 " " "
Syracuse.....	3.72 " " "

Under Confederation, opportunity will be afforded for the inauguration of a new system for peopling the country—imitating in its details as far as may be desirable the policy of the United States. The flow of immigration can be directed to the Red River and Hudson's Bay country, when these regions are brought under the ægis of the new government; the Ottawa Country, and the back townships in Canada West, can sustain a large influx of population; the country north of Montreal, the Eastern Townships, the St. Maurice and the Saguenay regions, may yet be made to induce multitudes of settlers;—while the Maritime Provinces, by their mineral and other resources, added to their peculiarly favorable position, will certainly receive large increases to their population. Thus would the great wave of civilisation flow through British North America, surging onward, and onward, until kindred hearts on the shores of the Pacific found themselves indissolubly connected with those on the shores of the Atlantic and Gulf of St. Lawrence,—forming a grand link in a commercial chain, uniting Europe with China and Japan.

From what has preceded there can be little or no difficulty in determining what kind of settlers are required, and most likely to prosper in British North America. Let the enterprising capitalist and manufacturer come; let patient persevering farmers come; let the industrious miner come; let the skilful mechanic and artizan come;—and all their energies will conspire to build up a great and prosperous country. The experience of late years in the United States is that new regions cannot be rapidly and efficiently settled, by individuals or single families plunging, so to speak, into the dense forest, and, axe in hand, hewing out their future destiny. Organised emigration has been successfully tried; friends and neighbours, by fifties and hundreds, have banded themselves together, for mutual help,—taking with them schoolmasters and ministers of the gospel,—and towns and villages have thus sprung up in a day, the people carrying civilisation with them.

In closing these suggestive remarks on a most important subject, it need only be further added, that if proper arrangements were made to give reliable information in Great Britain as to what the resources of British America are, and how capital might be safely (not speculatively) invested,—to explain the wealth of its resources, the productiveness of its soil, and the character of its climate,—there would come hither from the Mother-Country multitudes of immigrants (not in transitu but as *settlers*.) during the next ten years; and the money they would bring with them would amount to a sum sufficient to build the Inter-Colonial Railway, and continue it onward to Westminster in British Columbia.

SUPPLY OF COAL AND OTHER FUELS

IN

EUROPE AND AMERICA.

AN important question has commanded attention on both sides of the Atlantic,—but chiefly in Great Britain,—as to the yield of the coal-fields at present known, and whether it will long suffice for the growing demand? It has been asserted that at no very distant day the coal-mines of the United Kingdom will fail to supply fuel enough for the constantly increasing requirements of local consumers and exporters; and the allegation is met by another, coming from Mr. Hussey Vivian, to the effect that, at the present rate of consumption, the collieries of the British Islands will yet last for a period of 500 years. Another theory is that at the present rate of production,—say 100,000,000 tons per annum,—exhaustion will follow in 300 years; and still another estimate places the limit at 212 years. As the fuel-question is one of considerable interest, it has been thought worth while to collect some information bearing upon it, and present it here in a concise form,—with the premise that this is not the place to discuss differences in statements, nor to try to reconcile discrepancies.

COAL-FIELDS OF THE WORLD.

The following table (abridged from Daddow & Bannan's volume, entitled, "Coal, Iron, and Oil,") affords a very comprehensive view of the extent of the coal-fields in Europe and America. Exceedingly little indeed is known of the other coal-formations of the world; it is quite probable, however, that vast coal-regions exist in Brazil, Africa, Hindostan, and China:—

COUNTRIES.	Total Area of Territory in the Country.	Area of the Coal formation.	Total profitable working area.	Estimated contents per acre of each country.	Number of workable acres in Coal area.	Coal produced in each country in 1865.	Estimated total available supply in each country.
	Sq. miles.	Sq. miles.	Sq. m's	Tons.	Acres.	Tons.	Tons.
Russia in Europe.....	2,095,000	.....	100	.....	.....	.....	.....
Spain	177,781	4,000	200	.....	.....	.....	.....
Belgium	11,313	520	510	90,000	326,400	10,000,000	30,000,000,000
Austria	257,830	2,000	800	90,000	512,000	5,000,000	46,080,000,000
France	203,736	2,000	1,000	90,000	640,000	10,000,000	57,690,000,000
Great Britain.....	121,000	12,000	6,195	45,000	3,200,000	90,000,000	144,000,000,000
British North America....	100,000	18,000	2,200	30,000	1,408,000	500,000	42,240,000,000
Australia	3,120,000	100,000	15,000	30,000	9,600,000	250,000	288,000,000,000
Pennsylvania, (Anthracite)	46,000	500	470	90,000	300,800	10,000,000	27,072,000,000
Do. (Bituminous)	46,000	15,000	13,000	45,000	8,320,000	15,000,000	294,400,000,000
Illinois.....	55,405	40,000	30,000	30,000	19,200,000	1,000,000	576,000,000,000
Other regions in U. States.	3,000,000	500,000	200,000	30,000	128,000,000	22,000,000	3,748,000,000,000

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Ireland ...

The subjoined statement shows the workable areas of the coal-fields in various countries, with the quantities produced in 1864:—

	Square miles.	Tons produced.
British Islands.....	6,195	86,000,000
United States.....	200,000	22,000,000
Prussia and Saxony.....	1,000	12,000,000
France.....	1,000	10,000,000
Belgium.....	510	10,000,000
Austria and Bohemia.....	1,000	2,500,000
Spain.....	200	400,000
British North America.....	2,200	500,000
		143,400,000

The area of all Europe is about 3,758,000 square miles, the coal-producing area being less than 10,000 square miles. The entire area of the United States is about 3,000,000 square miles, the productive coal area being over 200,000 square miles. Great Britain has an area of only 121,000 square miles, yet its productive coal area is 6,195 square miles, or nearly double that of all the rest of Europe. Europe has about one square mile of coal area to every 375 miles of territory; the United Kingdom has one to every 20 square miles; the United States one to every 15 square miles; and British North America one to every 46 square miles.

COAL-FIELDS OF GREAT BRITAIN.

The extent of the British coal-fields has been stated thus:—

	Sq. miles.		Sq. miles.
Great Northern Coal-field, in Northumberland and Durham.....	750	Warwickshire.....	105
Great Central Coal-field, Yorkshire	900	Forest of Dean.....	30
Cumberland, West.....	100	Somerset and Gloucester.....	50
Lancashire, Cheshire.....	500	Derbyshire.....	250
North Wales.....	160	South Wales.....	1,250
Shropshire.....	100	Scotland.....	1,500
Staffordshire.....	250	Ireland.....	250
			6,195

The subjoined statement is condensed from Dr. Ure's estimate of the workable area of the principal coal-fields in the United Kingdom:—

PRINCIPAL COAL-FIELDS.	No. of Workable Seams.	Thickest Seam in feet.	Estimated Workable Area.
Northumberland and Durham.....	18	7	Acres. 500,000
Cumberland, Westmoreland & West Riding of Yorkshire	7	9	99,500
Lancashire, Flintshire, and North Staffordshire.....	75	10	550,000
Yorkshire, Nottinghamshire, and Derbyshire.....	12	10	651,500
Shropshire and Worcestershire.....	17	..	79,954
South Staffordshire.....	11	40	65,000
Warwickshire and Leicestershire.....	9	21	80,000
Somersetshire and Gloucestershire.....	50	7	167,500
South Wales.....	30	9	600,000
Scotland.....	84	30	1,045,000
Ireland.....	9	6	1,850,000
			5,688,454

Edward Hull, Esq., of the British Geological Survey, made the following statement of the condition of the principal coal-fields of the United Kingdom :—

COAL GROUP.	Area.	Coal Contents.	Produce in 1861.	Number of Collieries, 1861.
	Square miles.	Millions of tons.	Tons.	
Scotch	1,920	25,300	11,081,000	424
Newcastle	1,845	24,000	34,635,884	848
Lancashire, Staffordshire, &c..	535	7,594	25,643,000	1,158
South Wales.....	1,094	26,560	13,201,796	516
Cumberland	25	90	1,255,644	28
Totals.....	5,419	83,544	85,817,324	2,974

W. Stanley Jevons, Esq., in his work on "The Coal Question," has tabulated estimates respecting the duration of the Northumberland and Durham coal-field :—

AUTHOR OF ESTIMATE.	Date of Estimate.	Supposed area of Coal Measures unworked.	Estimated amount of Coal.	Assumed Annual consumption of Coal.	Duration of Supply.
		Square miles.	Millions of tons.	Tons.	Years.
MacNab	1792	300	....	....	360
Bailey	1801	....	....	1,866,200	200
Thomson	1814	....	5,575	3,700,000	1,000
Bakewell .....	....	....	....	....	350
Hugh Taylor....	1830	732	6,046	3,500,000	1,727
Buckland	1830	....	....	....	400
Greenwell.....	1846	....	....	10,000,000	331
T. Y. Hall.....	1854	750	5,122	14,000,000	365
E. Hull.....	1864	685	7,226	16,001,125	450

Sir William Armstrong remarked in 1863 upon these calculations as follows :—

"The estimates are certainly discordant; but the discrepancies arise, not from any important disagreement as to the available quantity of coal, but from the enormous difference in the rate of consumption at the various dates when the estimates were made, and also from the different views which have been entertained as to the probable increase of consumption in future years. The quantity of coal yearly worked from British mines has been almost trebled during the last twenty years, and has probably increased tenfold since the commencement of the present century; but as this increase has taken place pending the introduction of steam navigation and railway transit, and under exceptional conditions of manufacturing development, it would be too much to assume that it will continue to advance with equal rapidity. * * * * *

"The statistics collected by Mr. Hunt, of the Mining Record Office, show that, at the end of 1861, the quantity of coal raised in the United Kingdom had reached the enormous total of eighty-six millions of tons, and that the average annual increase in the eight preceding years amounted to 2½ millions of tons.

"Let us inquire, then, what will be the duration of our coal-fields, if this more moderate rate of increase be maintained. By combining the known thickness of the various workable seams of coal, and computing the area of the surface under which they lie, it is easy to arrive at an estimate of the total quantity comprised in our coal-bearing strata. Assuming 4,000 feet as the greatest depth at which it will ever be possible to carry on mining operations, and rejecting all seams of less than two feet in thickness, the entire quantity of available coal existing in Great Britain has been calculated to

amount to 80,000 millions of tons,—which, at the present rate of consumption, would be exhausted in 930 years; but with a continued yearly increase of $2\frac{3}{4}$ millions of tons would only last 212 years."

It is certain that the annual yield of coal by the 3,268 mines in Great Britain, is now considerably more than 100,000,000 tons annually. The British Board of Trade returns show that the local and export trade of the Kingdom were as follows:—

	Local consumption.	Exported.
In 1854.....	60,352,146 tons.	4,309,255 tons.
1865.....	85,461,038 "	9,170,477 "
1866..... (estimated).	89,082,215 "	9,916,244 "

It appears from these figures that in eleven years the consumption of coal in Great Britain had increased $41\frac{1}{2}$ per cent.; while the quantity exported during the same period showed an increase of $112\frac{3}{4}$ per cent. From these ratios of increase it has been inferred that the yield of the British coal-mines in the year 1900 will amount to 300,000,000 tons;—and in the year 1950 to the vast quantity of 2,000,000,000 tons.

The quantities and values of "Coals, Cinders, and Culm," exported from Great Britain to various countries during the years 1864, 1865, and 1866, are shown in the following table:—

EXPORTED TO	1864		1865		1866	
	Tons.	Value.	Tons.	Value.	Tons.	Value.
		£		£		£
Russia	472,844	206,260	488,178	224,791	575,154	281,939
Sweden.....	245,894	103,418	261,982	116,879	274,295	133,855
Denmark	593,282	242,942	545,333	242,731	696,781	327,229
Prussia	355,722	131,361	597,771	227,392	476,529	203,855
Hanse Towns.....	576,590	239,529	604,760	260,626	611,315	291,266
Holland	241,332	104,329	237,602	108,669	243,806	118,559
France	1,447,494	623,139	1,589,707	722,148	1,904,091	892,981
Spain and Canaries...	546,029	287,242	473,301	258,510	527,181	303,947
Italy—Sardinia.....	345,418	155,683	292,485	131,479	318,358	167,944
United States.....	202,763	129,470	197,401	118,430	134,107	83,901
Brazil	186,992	108,436	222,985	131,766	245,321	149,720
British India.....	364,038	201,611	342,283	195,667	436,292	251,172
Other Countries.....	3,226,510	1,632,353	3,316,689	1,688,089	3,473,014	1,877,641
	8,809,908	4,165,773	9,170,477	4,427,177	9,916,244	5,084,009

France appears to be Great Britain's best customer for coal,—and to be increasing her importations every year. Among the "other countries" referred to in the table, exportations in 1865 were:—To Cuba, 229,569 tons; to St. Thomas, 65,974 tons; to British North America, 171,876 tons; to British West India Islands, including British Guiana, 130,317 tons.

The following table shows the values of the quantities of coal produced in the

United Kingdom in various years within the past quarter of a century ;—calculated at 5s. Sterling per ton at the pit's-mouth :—

	Tons.	Value.		Tons.	Value.
1845.....	31,500,000	£ 7,875,000	1860.....	80,042,698	£20,010,674
1850.....	50,000,000	12,500,000	1861.....	83,635,214	20,908,803
1854.....	64,661,401	16,165,350	1862.....	81,638,338	20,409,584
1855.....	61,453,079	16,113,257	1863.....	86,292,215	21,573,053
1856.....	66,645,450	16,663,862	1864.....	90,000,000	22,500,000
1857.....	65,394,707	16,348,676	1865.....	94,631,515	23,657,879
1858.....	65,008,649	16,252,162	1866.....	98,998,469	24,749,617
1859.....	71,979,765	17,994,941			

The number of persons employed in coal-mining in Great Britain in 1865 is said to have been 300,000 ; and if the ratio of increase observed in past years shall continue, it is calculated that the under-ground working-population in the year 1950 will be about twice the present population of British North America !

While it is admitted that there may come a time when the yield of coal from the existing collieries will not be equal to the estimated prodigious demand of future years,—the fact should not be overlooked, that the indications of geologists respecting the localities where profitable coal workings may be expected, are not always to be implicitly relied upon. This is shown by recent discoveries in Shropshire, (England,)—a new coal district having been opened up to mining enterprise, in a region where it was asserted no such deposit could be expected. Such is also alleged to have been, at least in one instance, the experience of explorers in Nova Scotia. There may be hope in another direction. It is asserted that the present methods of consuming coal for manufacturing and household purposes, cause an average loss of 60 per cent. of caloric. If such be the case, it can scarcely be doubted that an anticipated scarcity will stimulate the ingenuity of inventors ; and that mere smoke-consuming appliances may be so improved as to prevent the loss of so very great a percentage of the heat generated at so much cost ;—for, if the estimate of the quantity of coal consumed in Great Britain in 1865 be correct, then it would appear that the heat arising from the consumption of over 51,000,000 tons of coal,—*i. e.*, 60 per cent. of the 85,461,038 tons consumed in that year,—was wasted by escaping into the atmosphere.

COAL IN THE UNITED STATES.

In attempting to convey an intelligible idea of the extent of the coal-fields of the United States, a recent writer on the subject puts the case in this way :—
 “The relative amplitude of the coal seams of our own and other countries may be made more appreciable by taking the amount of workable coal in Belgium as our unit ; then that of the Britannic isles becomes rather more than 5 ; then that of all Europe, 8 $\frac{3}{4}$; and that of North America, 111.”

The coal-fields of the United States are spread over the country as follows:—

	Sq. miles.		Sq. miles.
Massachusetts and Rhode Island		Iowa—Bituminous	24,000
—Bituminous	300	Missouri, do.	21,000
Pennsylvania—Anthracite	470	Nebraska, do.	4,000
Pennsylvania—Bituminous	12,656	Kansas, do.	12,000
Maryland, do.	550	Arkansas, do.	12,000
West Virginia, do.	15,000	Indian Territory—Bituminous	10,000
East Virginia, do.	225	Texas, do.	3,000
North Carolina, do.	45	Oregon, do.	500
Tennessee, do.	3,700	Oregon—Anthracite	100
Georgia, do.	170	Washington Territory—Bituminous, (estimated)	750
Alabama, do.	4,300	West of Rocky Mountains—Bituminous, (estimated)	5,000
Kentucky, do.	13,700		
Ohio, do.	7,100		
Indiana, do.	6,700		
Illinois, do.	30,000		
Michigan, do.	13,000		
			200,266

These coal-regions contain an immense supply of fuel. The anthracite district, as compared with the bituminous areas, is insignificant,—yet the workable deposit of the former is calculated to be 18,000,000,000 tons; which would yield 15,000,000 tons per annum for 1,200 years. The greatest bituminous coal-seam known in the United States is the one in Western Pennsylvania, in the midst of which Pittsburg is situated;—according to estimate it covers 8,600,000 acres, the upper seam of the area containing 53,516,000,000 tons. The actual yield of anthracite in 1865 was 11,532,732 tons; of bituminous, 11,324,207 tons;—total in that year, 22,856,939 tons.

The progress of the coal trade of the United States is shown by the following statement of the quantities marketed during 46 years:—

	Tons.	Increase.
1820 to 1830	359,190	....
1830 to 1840	6,261,197	.... 164 per cent.
1840 to 1850	19,373,429	.... 21 "
1850 to 1860	56,954,869	.... 19½ "
1860 to close of 1865	52,172,869	.... 8½ "
	135,121,489	

PRICE OF COAL IN THE UNITED STATES.

The Hon. David A. Wells, Special Commissioner of U. S. Revenue, remarks, that the cost of its coal is one of the most important economic questions in any country. Upon it depends the cost of warming, cooking, and illumination; while in a commercial and manufacturing country it regulates the cost of steam and of iron. It is of no practical importance how great is the number of square miles of coal-fields contained in any region, unless labor and capital can obtain a fair return for the work of developing them; besides which, in order for mining to be profitable, the coal must be within reach of a market.

Mr. Wells goes on to state that the price of coal in Newcastle (England) is

now about \$2 (gold) per ton free on board ; and that the present price of bituminous coal in Pittsburg, Pa., is \$2 (gold.) New England depends mainly upon the adjacent coal-fields in the British N. A. Provinces,—and New York gets part of her supply from the same region, the rest from Great Britain, Pennsylvania, and Maryland. During 1866, coal from the British Provinces averaged \$8.50 per ton in Boston ; the same coal averaging \$9.50 in New York, and Western Pennsylvania coal about \$10 per ton. The difference between the cost of coal at the mine and at the U. S. sea-board is thus accounted for :—

“As regards Boston, (taking the average of the present season,) we find that Cape Breton and Pictou coals have cost at the mines an average of \$2 (in gold) per ton ; to this add for duty, (also payable in gold,) \$1.25, and we have a cost of \$3.25 (gold,) which, at 50 per cent. premium, is equal to \$4.88 per ton ; add further to this amount \$3.62 for commission, freight, and insurance, and we have the price (\$8.50) as before stated. In New York, taking the same Provincial coals at the same cost for coal and duty, we have for freight, insurance, and commission, a currency-margin of \$4.62. With the Pennsylvania coals costing \$10 per ton, we have \$2 as the original cost of the coal, with \$8 for carriage and expenses. With Newcastle coals selling for \$10.50, we have the original cost of the coal \$2 (gold,) and the duty \$1.25 (gold), leaving a balance of \$5.62 for freight and other charges.”

The Commissioner further says :—

“By a recent report of the Trustees of the Philadelphia Gas-works it appears that, upon a purchase of coal amounting to upwards of \$1,000,000, more than \$600,000 of the amount was paid in tolls to the Pennsylvania Railroad Co. ; while during the past year, the Pennsylvania Westmoreland mines situated west of the Alleghanies, have paid for the transportation of their coals to the City of New York, not far from \$8 per ton.”

COAL MINES OF BRITISH NORTH AMERICA.

The area of the coal-fields of British North America has been variously estimated at from 5,000 to 10,000 square miles. Prof. H. Y. Hind, cites the following details :—

1st. *Central Coal-field of Nova Scotia and New Brunswick.*—Area, 6,800 square miles ; maximum thickness, 14,570 feet ; number of seams of coal, 76 ; aggregate thickness of coal, 45 feet. The principal known coal beds are at the Joggins in Nova Scotia,— $3\frac{1}{2}$ and $1\frac{1}{2}$ feet thick. The Grand Lake seam in New Brunswick is 22 inches thick.

2nd. *Colchester and Hauts Coal-field, N. S.*—Area, 200 square miles ; coal seams, under 18 inches.

3rd. *Pictou Coal-field, N. S.*—Area, 350 square miles ; thickness of main coal seams, $37\frac{1}{2}$ to 38 feet and $22\frac{1}{2}$ feet, separated by 157 feet of strata. [A pillar of coal 36 feet high was sent from this region to the International Exhibition at London, in 1862, and one somewhat larger to the Paris Exposition this year.]

4th. *Coal-fields of Richmond and Cape Breton.*—Area, 350 square miles ; productive measures cover 250 square miles ; thickness 10,000 feet ; contains

numerous seams of workable coal, the main seam is 6 feet 9 inches thick. Valuable coal seams occur also at Lingan and Bridgeport, one of which is 9 feet in thickness.

5th. *Newfoundland Coal-field*.—Two small coal-fields exist on the Island; the thickest bed is about 3 feet.

Another authority has tabulated the workable areas in the Maritime Provinces thus:—

	Sq. miles.
New Brunswick	1,000
Nova Scotia—Cape Breton	200
Pictou	350
Cumberland	250
Newfoundland	250
Prince Edward Island	150

COAL IN NOVA SCOTIA.

The most productive districts in the Maritime Provinces are those of Pictou and Sydney in Nova Scotia. The "main coal" in the Pictou district is 36 feet thick,—at one point 38 feet. The coal seams of Sydney are of smaller dimensions.

The tables on pages 42 and 43 contain estimates of aggregate product of the coal-fields in British North America,—while the extent of the coal-areas in the several Provinces is given above. But there are great discrepancies between statements;—for, it has been "roughly estimated" by one gentleman of mining experience in Nova Scotia that the future available supply of coal in that Province will not exceed 400,000,000 tons. While another gentleman, addressing the writer of this report, says:—"I have with considerable care calculated the available quantity of coal in the Cape Breton field, and feel certain that it cannot exceed 300,000,000 tons in beds of workable thickness,—that is not less than 2' 10" or 3' 0" thick. The coal-deposits in Nova Scotia proper, *that may be profitably worked*, are also very limited,—and the product can hardly exceed 300,000,000 tons. Hence their great value, taken in connection with their accessibility, and lying principally on the direct line of commerce."

The following statement by Professor Leslie is submitted here, as the view of one of the highest authorities:—"The Albion Mines' beds are very extraordinary deposits; they form an exception to all the phenomena of coal in all the British Provincial coal regions. Nothing like them has been discovered in the Provinces. The thickest beds of Cape Breton, East Coast, are never over 12 feet, and usually under 9 feet: but here we have one bed (the main seam) 38 feet 6 inches thick, of which 24 feet are good coal, and the rest partings of black shale and iron stone; and another bed (the deep seam) 24 feet thick, one half of which is good coal, the other half being poor coal and black shale in intermediate layers. The enormous quantity of coal here preserved can only be estimated properly by those who have been used to the vast operations on the grey ash part

"of the anthracite region, where the regular 30 feet vein yields at least twenty millions of tons to the square mile, after all deductions have been made."

The opinion of Principal Dawson is also valuable. He has said:—"A cubic foot of the Pictou coal weighs above 82 lbs., rather less than 28 feet being equal to a ton of coal; hence a square mile of this seam (the main seam) would yield in round numbers 23,000,000 tons." Allowing 12 feet of good coal for the Deep Seam, and 6 feet for the MacGregor Seam, they and the Main Seam together contain 42 feet of good coal, a square mile of which would yield the enormous amount of 40,250,000 tons.

There are now 30 coal mines in operation in Nova Scotia and Cape Breton,—which, according to returns from the Department of Mines, produced the following quantities in the respective years ending 30th September:—

	1866		1865	
	Tons Round.	Tons Slack.	Tons Round.	Tons Slack.
Sold for home consumption.....	87,640	11,986	51,262	8,276
Exported to other B. N. A. Provinces.	95,077	11,583	44,558	8,003
Exported to other countries.....	378,711	16,304	509,775	30,980
	561,428	39,873	605,595	47,259

The Chief Commissioner of Mines for the Province (P. S. Hamilton, Esq.,) has furnished the following figures, showing the quantities of coal raised and shipped in Nova Scotia from 1855 to 1866, both years inclusive:—

Years.	Tons.	Cwts.	Years.	Tons.	Cwts.
1855.....	216,338	3	1862.....	393,631	5
1856.....	239,934	7	1863.....	429,351	..
1857.....	267,808	17	1864.....	406,699	..
1858.....	289,618	..	1865.....	605,595	..
1859.....	267,496	..	1866.....	561,428	5
1860.....	304,129	..			
1861.....	334,545	15		4,308,574	12

The mines to which the figures in the foregoing tables refer are situated as follows:—

Chiegnecto Company, Cumberland County.	Caledonia, Glace Bay..... Cape Breton.
Joggins..... do.	Clyde..... do.
Lawrence..... do.	Collins..... do.
Maccan..... do.	Glace Bay..... do.
St. George Company.	Gowrie..... do.
Victoria..... do.	International..... do.
Acadia..... Pictou County.	Lingan..... do.
Albion..... do.	Matheson Little Bras d'Or... do.
Bear Creek..... do.	Mira Bay..... do.
McDonald and McKay.... do.	Roach and McInnis..... do.
N. Scotia Coal Company.. do.	Sidney..... do.
International..... do.	Port Hood..... Inverness County,
Acadia..... Cape Breton.	Richmond..... Richmond do.
Block House..... do.	Sea Coal..... do.
Caledonia Cow Bay..... do.	New Campbleton..... Victoria. do.

In the years 1864, 1865, and 1866, Nova Scotia imported as follows:—

	1864	1865		1866	
	Chaldrons.	Chaldrons.	Tons.	Chaldrons.	Tons.
From Great Britain.....	3,100	....	5,819	1,206	481
“ Canada.....	....	....	803	....	....
“ New Brunswick.....	832	338	173	906	....
“ British West Indies....	80	....	1,142	....	....
“ United States.....	343	172	1,052	2,527	....
	<u>4,355</u>	<u>510</u>	<u>8,989</u>	<u>4,639</u>	<u>481</u>

The exports in same years were as follows:—

	1864	1865	1866
	Chaldrons.	Tons.	Tons.
To Great Britain .....	.....	.....	575
“ Canada	3,875	7,012	16,300
“ New Brunswick.....	5,208	6,079	16,733
“ Newfoundland	13,846	28,706	36,132
“ Prince Edward Island.....	6,846	14,022	14,678
“ British West Indies.....	2,188	2,218	2,028
“ United States.....	244,175	450,294	392,712
“ Spanish West Indies, &c..	2,600	4,589	3,385
“ St. Pierre.....	258	1,985	2,206
	<u>278,996</u>	<u>515,905</u>	<u>484,749</u>

Cost of Working the Mines.—The Chief Commissioner in his Report for twelve months ending 30th September, 1866, shows the amounts expended in coal-mining operations by the various Companies during the fiscal year to have been:—

<i>Mines in Nova Scotia proper.</i>			
Victoria	\$575	New Campbelltown.....	\$15,574
Macan	3,800	Sydney Mines.....	28,358
Chiegnecto	19,762	Lingan	13,020
St. George.....	8,208	International	5,621
Albion	38,675	Caledonia.....	58,483
Acadia	62,925	Little Glace Bay.....	28,242
Nova Scotia.....	4,275	Clyde	1,332
Bear Creek.....	601	Block House.....	11,954
German	4,054	Gowrie	31,021
Montreal and Pictou.....	2,215	Mira Bay.....	1,200
Miscellaneous Workings.....	4,680	South Head.....	4,878
		Richmond	8,810
		Sea Coal Bay.....	208
			<u>\$377,951</u>

Mines in Cape Breton.
Port Hood..... 19,480

The Commissioner makes the following remarks relative to the abrogation of the Reciprocity Treaty:—

“Although there has been a falling off in the total quantity of Coal produced from our mines, the large number of applications made for Licenses during the year evinces the interest which still prevails relative to this department of our mining resources. Within the year, 376 applications have been made for Licenses to Search, embracing about 1880 square miles. Of this area, 84 applications, covering about 420 square miles, have been for ground never previously applied for. Again, the number of Licenses to Work taken out during the year comprises 73 square miles, a larger extent than has

ever been applied for within any previous year. This last fact indicates an increased degree of confidence in the Nova Scotian Coal deposits from those who have been most engaged in exploring them.

"As to the decrease in our Coal product for the past year, the cause of that must be patent to every one. The abrogation of the so-called Reciprocity Treaty with the United States, and the imposition, in the latter country, of a somewhat heavy duty on Coal, has, of course, had its damaging effect upon our Coal trade, as the United States was our largest consumer. Still, the effect has not been so great as might reasonably have been expected; and the aspect of affairs at the close of the first fiscal year after the abrogation of the Treaty, is the very reverse of discouraging. On reference to tables in the Appendix, dropping fractions, it will be seen that the total sale of Coal during the year amounted to 601,302 tons, or 51,552 tons less than those of the last previous year. Yet the shipments to the United States show a decrease of 145,744 tons.* This falling off, it may reasonably be presumed, is not due wholly to the abrogation of the Treaty. The great demand for Coal during the late war, and the depressing effects of that war upon productive industry in the United States, gave a great stimulus to our Coal trade, and one which did not cease with the close of the war. Again, when the abrogation of the Treaty was imminent, a further stimulus was afforded to that trade, efforts being made to force as much Coal as possible into the United States market before a duty should be imposed upon it.

"When we look to the other side of the account—to the direction in which our Coal trade has increased—the prospect is very cheering. The proprietors of Collieries, having a check put upon their trade with the United States, have been looking about them for new markets. The home consumption has increased, as might have been expected in the natural course of things—the increase amounting to about fifty per cent. within the year. What is more important, the exports of Coal to the neighbouring North American Colonies has increased by 54,099 tons. These figures, however, do not sufficiently explain the matter. The annual export of Coal to the neighbouring Colonies has more than doubled within the past year; and present indications warrant the belief in a rapid and continued increase in this trade. In the prospect of negotiations for a revival of the Reciprocity Treaty, these facts are worthy of note. Should existing commercial relations with "other countries" remain as they are, I see no reason to doubt that, by the close of the in-coming year, the sales of Nova Scotian Coal will have attained as great an amount as they would, at the same period, had the Reciprocity Treaty continued in operation."

COAL IN NEW BRUNSWICK.

It is to be regretted that so little is known respecting the Coal-fields of this Province. The subjoined figures indicate a considerable importation for home consumption,—the exports consisting chiefly of the peculiar products of New Brunswick. The Albert mine produces a highly bituminous coal, (*Albertite*, as it has been designated,) the opinion being entertained that it is a mere *deposit of asphalté*; it is now profitably worked. Professor Bailey is of opinion that the bituminous shales are mis-named,—that they are neither "shale" nor "schist," but a true "cannel coal;" unlike the Scotch cannel coal, however, to which they are supposed to be analogous, they leave a very large residuum.

* This result is shown by the Commissioner's own figures given on page 50; but the official returns, published by the Financial Secretary, an abstract of which is given on page 51, shows the decrease to be only 57,582 tons.

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The following are the imports of coal into New Brunswick during 1864 and 1865:—

	1864	1865
	Tons.	Tons.
From United Kingdom.....	16,997	17,207
“ Canada.....	21	20
“ Nova Scotia.....	10,813	8,428
“ Bermuda.....	267	223
“ United States.....	3,164	5,235
“ Prince Edward Island.....	....	53
	<hr/> 31,262	<hr/> 31,166

The aggregate coal and shale exported in 1864 was 18,011 tons,—16,609 tons going to the United States. In 1865, 1,232 tons of bituminous coal were exported; 17,464 tons of Albert coal, and 1,242 tons of shale;—the Albertite and Shale being nearly all for the United States.

COAL IN NEWFOUNDLAND.

Available information throws no light upon the coal mines of this island. The imports in 1865 amounted to 35,509 tons,—viz., 25,494 tons from Nova Scotia, and 9,899 tons from the United Kingdom. In the same year there were 663 tons exported,—including 151 tons to the British West Indies, 366 tons to the French West Indies, and 146 tons to Brazil.

PEAT FUEL.

During the past year or two the preparation of Peat-fuel by various mechanical processes, has been prosecuted both in Europe and America. A Peat-bog is henceforth to be deemed a mine of wealth; and already there are numerous Companies in the United States more or less busy in arranging for, or already producing the prepared fuel. So far has the business been carried in the neighboring Republic, that Peat Literature is an established fact,—consisting not of pamphlets merely, but including a weekly newspaper solely devoted to expounding and expanding the theory of the new calorific agent.

It will be seen from the following computation how productive a peat-bog may be:—A cubic foot of crude Peat taken from a well-drained bog weighs from 50 to 55 lbs.; condensing and drying reduces it to about one-fourth of that weight. An acre is estimated to yield wet or dry-condensed Peat as follows:—

2 feet deep, 1,000 to 1,200 tons of wet;—	250 to 300 tons of dry.
3 feet deep, 3,300 to 3,600 tons of wet;—	825 to 900 tons of dry.
6 feet deep, 6,600 to 7,200 tons of wet;—	1,650 to 1,800 tons of dry.
10 feet deep, 11,000 to 12,000 tons of wet;—	2,750 to 3,000 tons of dry.
20 feet deep, 22,000 to 24,000 tons of wet;—	5,500 to 6,000 tons of dry.

In this estimate, 40 cubic feet of wet peat are allowed to a ton,—while a ton of *dry* fuel requires for its production 160 cubic feet.

It is claimed for Peat-fuel that the purposes to which it can be economically

applied are as varied as those of wood or coal. For domestic purposes it is superior to either; except that it needs to be replenished oftener than coal, and less frequently than wood. It burns in open grates like cannel coal; and its advantage as a locomotive fuel is that it burns with great freedom, gives intense heat, and throws off no cinders.

In a work, entitled the "Industrial Resources of Ireland," published by Sir Robert Kane, in 1844, that gentleman showed that the precious Baltic iron, for which at that time £15 to £35 Sterling per ton was readily paid, could be equalled by Irish iron, smelted by Irish turf, for £6 6s. per ton. It has been found by French engineers that the comparative cost of working pig-iron with different fuels is as follows:—

	£	s.	d.
1 ton, with wood-charcoal, was.....	4	11	0
1 ton, with coal-coke.....	2	16	0
1 ton, with raw coal.....	2	15	4
1 ton, with purified peat-charcoal.....	2	4	10
1 ton, with crude-peat, (condensed).....	1	10	0

Peat-fuel is used at the Harwich Iron Works, (England,) and it is said to be probably the best at present made in any considerable quantity, being condensed by machinery, and dried or charred in a kiln. Fuel so prepared was tested against coal at these works, and the results of experiments during two days were these:— "Coal got up steam to 10 lbs. pressure in two hours twenty-five minutes, and to 25 lbs. pressure in three hours;—Peat-fuel got up steam to 10 lbs. in one hour ten minutes, and to 25 lbs. in one hour thirty-two minutes. Twenty-one cwt. of coal maintained steam at 30 lbs. pressure, for $9\frac{3}{4}$ hours; while $11\frac{1}{2}$ cwt. of peat-fuel maintained steam at the same pressure for 8 hours."

Many successful experiments have been made in the United States, which must be passed over with this mere allusion. The machinery in use in that country for its production is of two kinds,—one designated the *wet*-working, and the other *dry*-working; mills on the former principle cannot be worked in the Northern States or Canada during the winter months, while the latter might be kept in operation throughout the year. Canada has a deep interest in the Peat question; for, while geologists are unanimous that common fossil coal is not to be found in the Province, there are extensive beds of Peat, from which supplies may be drawn to supplement the wood-fuel which is being so rapidly consumed. Practical men have not been inattentive to the movements going on elsewhere. Perhaps less enthusiastic and enterprising, they are fully as patient and persevering as their more demonstrative neighbors. After a year or two of patient, careful experiment, James Hodges, Esq., of Montreal, has perfected machinery for the manufacture of Peat-fuel, which is different in principle and operation from the peat-mills of the United States,—or rather combining the *wet* and the *dry* methods. Mr. Hodges has had his fuel tested, and the results were most satisfactory. He says:—

"Chemical analysis shews that Peat, weight for weight, contains only three-fifths of the heating properties of coal, and it is therefore the opinion of many that it is little

more than half as valuable for raising steam. Now this is all very well in the closet, but as practice shews that even with the best constructed furnace, thirteen per cent. only of the heat-giving properties of coal are utilized, there is still a pretty good margin for Peat, and a possibility that by being able to economize a greater per centage of the heat-giving properties it contains, to make it do double the work of coal."

A ton of Peat-fuel occupies a space of about 70 cubic feet. A cord of wood weighs 4,000 lbs., and occupies a space of 128 cubic feet. An experiment was made at the Montreal Puddling and Rolling Mills, the result of which was stated by the Manager as follows:—

"The peat fuel was tested in an ordinary puddling coal furnace, and no alteration or adaptation was made, although this might have been done, and a large saving of fuel effected.

"The pig iron used was Dalmellington brand A, a strong iron soft and very tough.

"The quantity of peat fuel consumed was nearly double the weight of coal used on ordinary occasions.

"In my opinion, and with the present furnaces, by mixing peat with Pictou coal, we could produce iron equal to the best charcoal iron, and at no more expense than the present cost of our iron, the quality of which is equal to the best refined English iron.

"With the furnaces as at present constructed we could not use peat alone. The combustion of the gas given out not being sufficiently perfect to produce the heat required for puddling to advantage, resulting in waste of fuel, and additional labour to the men.

"If we could get the extra price for the quality of iron turned out, there would be no doubt about the result; but, I fear this could not be obtained, as almost any description of iron seems to suit this market, so long as it can be sold cheap.

"I send you samples of the iron made at the trial, which I consider equal in quality to best charcoal iron, and superior almost to any description of iron imported."

A number of experiments made with locomotives on the Grand Trunk Railway have demonstrated the superiority and economy of the new Peat-fuel over wood; and the proprietor of the Caledonia Iron Works, in this city, states that for giving toughness to the metal used for car-wheels, and for uniformity of chill, the Peat-fuel is unsurpassed.

The following is a statement of work performed by Engine No. 158, burning peat fuel with a mixed train of 18 cars, from Montreal to Prescott Junction, 112 miles. Prescott Junction being 260 feet higher than Montreal:—

The train consisted of.....	16 freight cars
	1 passenger car
	1 van.
	—
Total.....	18 cars.
Weight of freight.....	320,000 lbs.
Do. of cars.....	345,000 "
	—
Total weight of train, cars and freight.....	665,000 lbs.
Distance run.....	112 miles.
Lost time made up in running between Vaudreuil and Matilda,	
75 miles.....	110 minutes.
Total weight of peat fuel consumed, 3½ tons.....	7,450 lbs.
Value of fuel at \$3½ per ton.....	\$11.65
Fuel consumed per mile run.....	66½lbs.
Cost of fuel.....	10 cents.
Number of car miles run.....	2,016 miles.
Fuel consumed per car mile run.....	369 lbs.

Cost of drawing a car containing over 10 tons of freight, a distance of one mile, a little over half a cent.

The engine was in the same condition as when used for burning wood, with the exception of the blast nozzles, which were enlarged from $2\frac{3}{8}$ inches to $2\frac{1}{2}$ inches diameter, or 34 per cent.

PETROLEUM AS FUEL.

Experiments have been going on in Great Britain to test the applicability of Petroleum as fuel, in conjunction with super-heated steam,—the trials so far having been made on stationary and locomotive boilers. Some experiments were recently made in Canada, and will no doubt be repeated, when certain chemical experiments with the crude oil are completed. The success which has attended the attempts on both sides of the Atlantic, seems to warrant those who have been engaged in the investigations in claiming that the use of Petroleum as fuel for locomotives may yet result in great saving to Railway Companies; while the effect of its introduction into war and merchant steamships may be of such a nature as to admit of the vessel continuing three times longer under steam than if coal were used.

The obstacle to the "*Great Eastern's*" making a voyage to Australia or India, as was at first purposed, was the necessity involved of carrying 10,000 tons of coal; with Petroleum for fuel that ship might carry thrice more than if coal were used. It is possible, therefore, that the great steamship may yet go to India or to Australia, and realize the idea of her projector. The Cunard steamship "*Persia*" is 3,500 tons burthen,—1,400 tons being occupied by coal for the transatlantic voyage; such being the case, it requires little reflection to comprehend of how much value the successful use of petroleum fuel would be in ocean navigation. The direct and indirect saving would be immense. The introduction of Peat and Petroleum to supply the want of coal, and to reduce, if not to entirely stop, the consumption of wood, would be an incalculable boon to Canada; while it would bring into requisition the vast and increasing quantities of Petroleum, for which there is at present no adequate outlet. The quantity of Canadian Crude Petroleum likely to be available in 1867 has been estimated as follows:—

Stocks on 31st December, 1866.....	43,000	brls.
Yield at Petrolia, (omitting small wells).....	275,000	"
" at Bothwell and Oil Springs.....	10,000	"
	<hr/>	
	328,000	brls.
Estimated home consumption.....	143,474	"
	<hr/>	
Surplus.....	184,526	brls.

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REPORT

ON THE

TRADE AND COMMERCE

OF
MONTREAL, IN 1866.

I.—FINANCIAL AFFAIRS.

CONDITION OF THE CANADIAN BANKS AT CLOSE OF 1866.

The Financial Department of this Annual Report is, as has been customary in preceding years, commenced with a tabular statement,—collated from the official returns published by the Provincial Auditor,—showing the position of the Banks in Canada, on 31st December, 1866. The capital of the shareholders, and casual capital derived from deposits and circulation, are given; besides 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 1866 at rate of	Price of Stocks close of the year.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
Montreal	6,000,000.00		10,921,095.64		11,668,778.56		6,292,304.11		10 ¹ / ₂ cent.	121 @ 122½
Quebec	1,467,750.00		1,829,099.02		1,826,677.31		708,126.00		7 "	no sales.
Commercial	4,000,000.00		7,134,567.00		4,616,519.00		1,175,845.00		6 "	75 @ 76
City	1,200,000.00		1,984,111.67		1,164,901.78		420,592.30		8 "	99 @ 100
Gore	809,280.00		1,624,660.16		1,550,783.68		559,859.97		7½ "	no sales.
Brit. N. America.	4,866,666.00		5,274,165.00		3,961,799.00		1,816,742.00		6 "	100 @ 101
Du Peuple	1,599,765.00		1,983,317.17		594,044.10		332,846.89		8 "	101 @ 104
Niagara District.	279,025.30		541,707.72		483,196.64		164,606.61		.....	no sales.
Molsons	1,000,000.00		1,532,528.09		827,649.82		345,474.72		8 "	109 @ 110
Toronto	800,000.00		2,608,185.16		2,670,909.23		532,459.74		8 "	109½ @ 111
Ontario	1,909,640.00		3,552,824.87		2,732,780.08		986,361.44		8 "	99 @ 100
East'n Townships	345,922.00		426,030.22		182,830.31		86,617.39		6 "	98½ @ 100
Nationale	1,000,000.00		1,138,622.09		621,767.57		375,860.59		8 "	no sales.
Jacques Cartier..	917,515.00		1,444,073.64		676,362.38		175,113.82		8 "	103 @ 104
Merchants	862,033.00		1,209,885.16		720,306.29		340,284.46		8 "	109 @ 109½
Royal Canadian.	590,381.74		1,358,647.16		1,682,038.40		649,551.70		.....	.....
Union of L. C....	615,646.56		711,375.02		502,899.69		281,896.23		.....	.....
Mechanics	169,724.00		9,826.13		108,302.22		28,838.43		.....	.....
TOTALS...1866	\$28,433,348.60		\$45,284,750.92		\$36,563,446.06		\$15,273,371.40			
" 1865	\$30,744,167.27		\$46,552,430.78		\$42,055,652.11		\$15,388,251.74			
DECREASE	\$2,310,818.67		\$1,267,679.86		\$5,492,206.05		\$114,780.34			

A comparison of the totals in this table show considerable decreases in paid-up capital, loans, circulation and deposits, at the close of 1866,—which are accounted for by the removal of the International and the Bank of Upper Canada from the list, and thus causing a considerable diminution in the items specified. The names of two new Banks are given,—the Union Bank of Lower Canada, and the Mechanics' Bank.

The subjoined statement indicates the monthly variations of Circulation, Deposits, &c., during 1866.

MONTH.	CAPITAL.		DISCOUNTS.		CIRCULATION.		DEPOSITS.		SPECIE.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
January	28,882,326.94		43,155,474.88		11,749,442.75		29,226,689.40		6,935,139.11	
February	28,936,237.44		44,425,696.35		12,305,363.00		29,128,112.47		5,823,052.30	
March	29,238,960.57		44,183,473.67		12,498,737.50		29,249,990.34		6,152,430.18	
April	29,382,575.57		43,837,426.15		11,957,226.00		28,775,697.83		6,157,245.96	
May	29,548,112.98		44,030,408.73		11,259,309.00		29,421,427.93		7,382,455.94	
June	29,634,766.96		44,542,634.32		10,920,035.00		28,750,191.54		6,130,510.15	
July	29,988,121.84		45,647,253.83		10,558,523.50		27,917,935.20		5,773,885.14	
August	29,864,942.84		45,832,977.42		10,102,233.00		26,842,732.65		5,479,544.66	
September	30,096,802.84		46,012,647.27		10,658,791.00		25,913,853.06		5,429,710.97	
October	28,238,633.84		44,448,383.31		10,954,837.50		24,339,454.35		5,998,201.22	
November	28,373,036.84		43,699,673.48		10,851,103.00		25,650,226.76		8,005,105.19	
December	28,433,348.60		42,887,955.17		9,867,486.50		26,635,959.56		8,505,052.39	

The next tables show the range in the price of stock of the various Banks, during each month of the year:—

MONTH.	Bank of Montreal.	Bank of U. Canada	Quebec Bank.	Comm'r'l Bank.	City Bank.	Bank of B. N. A.	Banque du Peuple.	Molson's Bank.
January .	112 @ 115	31 @ 32	99 @ 100	73 @ 74	100 @ 101½	99 @ 100	104 @ 106	115 @ 116½
February	114½ .. 115½	31 .. 32	99½ .. 101	73½ .. 75	101 .. 102	99 .. 100	105½ .. 106	116 .. 117
March ..	111½ .. 115	31 .. 33	99 .. 101½	74 .. 75	99½ .. 101	99 .. 100	99½ .. 100½	116 .. 117
April	112 .. 116	21 .. 32	100 .. 102	74 .. 78	99 .. 102½	99 .. 100	101 .. 102½	111 .. 112½
May	116 .. 118½	21 .. 25	100 .. 102	79 .. 87	102½ .. 104	no sales.	103 .. 104½	111 .. 112
June	112½ .. 114	22 .. 23	99 .. 100	83 .. 86½	99 .. 100	no sales.	104 .. 105	111 .. 112½
July	113 .. 115	18 .. 20	99 .. 100	76 .. 77	99 .. 100	99 .. 100	104 .. 106	112 .. 113½
August ..	115 .. 116	15 .. 18	no sales.	76½ .. 78	98½ .. 99	99 .. 100	105½ .. 107	112 .. 114
Septem'r.	115 .. 116½	5 .. 12	no sales.	75 .. 77	97½ .. 99	00 .. 100	100½ .. 101½	111½ .. 112
October ..	117 .. 125	0 .. 6	97 .. 99	72 .. 74½	99 .. 101	00 .. 100	99½ .. 101	108½ .. 109
Novemb'r	125 .. 127	0 .. 0	98 .. 99	72½ .. 75	101½ .. 103	00 .. 100	99 .. 100	108 .. 109
Decemb'r	121 .. 122½	0 .. 0	no sales.	75 .. 76	99 .. 100	100 .. 101	101 .. 104	109 .. 110

MONTH.	Bank of Toronto.	Ontario Bank.	Banque Jacques Cartier.	Merchants' Bank.	Eastern Townsh's Bank.	Gore Bank.	Banque Nationale.
January	105 nomin'l	100½ @ 102	105 @ 106½	104 @ 106	no sales.		
February	no sales.	101 .. 102	106 .. 107	105½ .. 107	no sales.		
March	104 @ 105	100 .. 101½	106½ .. 107½	106½ .. 107½	no sales.		
April	no sales.	101 .. 103	107 .. 107½	107 .. 107½	94 @ 95		
May	107 .. 108½	104 .. 105½	108 .. 109	107 .. 109	no sales.		
June	107½ .. 109	100 .. 101½	105 .. 106	109 .. 110½	00 .. 94		
July	104 .. 105	100 .. 101	105 .. 106	103½ .. 105	no sales.		
August	no sales.	100½ .. 101½	105½ .. 106	105½ .. 106	93 .. 94		
September	105 .. 106	99½ .. 101	105½ .. 107	105½ .. 106½	94 .. 95		
October	105 .. 106½	100 .. 101½	105 .. 106	105½ .. 106½	no sales.		
November	107 .. 109½	101½ .. 103	105½ .. 107	107 .. 109	98 .. 99		
December	109½ .. 111	99 .. 100	103 .. 104	109 .. 109½	98½ .. 100		

STERLING EXCHANGE.

The rate for Sterling Exchange was subject to great variations during the year 1866. Bankers' 60-day drafts on London opened with some firmness, the rate being 9¼ @ 9½ prem. for cash, but declined before the end of January; best Private paper ranged at about ½ prem., and Produce-bills at about 1 @ 1½ prem., below the cash rate at Bank throughout the year. It should be stated, however, that Bankers charge about 1 prem., and sometimes more, over the cash rate when accommodation or credit is given to the buyer.

The supply of cotton and other exportable articles in the United States was larger than had been anticipated; while the comparative prices of U. S. bonds in Europe and America rendered them a better medium of remittance than Sterling-bills at current

rates; and these circumstances caused a steady decline in the value of drafts on Great Britain. The result was, that during the month of April the premium on Sterling-bills fell to $7\frac{1}{2}$ @ $7\frac{1}{4}$ prem.,—recovering during May, June, and July, and touching $9\frac{3}{4}$ prem.,—but again becoming depressed in August, September, and October, with sales as low as 6 @ $6\frac{1}{2}$ prem. Towards the end of the latter month, an advance took place, and thenceforward to the close of the year high rates prevailed,—touching 10 prem. (See table of rates throughout the year, on page 61.)

It has been deemed advisable to give tables containing the quoted rates of Gold in New York for every day in the year 1866. They will be found on pages 62 to 64.

BANKING AND CURRENCY.

One of the remarkable occurrences of the year 1866, was the closing of the doors of a Bank of Issue,—the Bank of Upper Canada,—furnishing the first instance of the failure of a chartered Bank in this Province, and which happened on 18th September. That untoward event, long foreseen, did not embarrass merchants; nor did other Banks suffer by “runs” upon them, in consequence of the failure. But few were affected by the disastrous *finale* of this old, and once universally respected institution, except the unfortunate shareholders, and those who happened to be in possession of its notes. “It is now thought the bill-holders may ultimately be paid in full.

An ineffectual endeavor was made shortly after last session of Parliament to meet the financial wants of Canada, by floating Provincial Debentures. Failing in this, the Government, (by virtue of an Act of Parliament,) issued “Legal Tender Notes,” through the Bank of Montreal,—thereby superseding the issue of the notes of that institution, the Bank being of course remunerated for its loss of circulation. There are still diverse opinions as to the policy of interfering with a system that has hitherto worked so well. It is hoped that the financial facilities hitherto enjoyed by business men will suffer no diminution under the new *regime*. The amount of Legal Tender Notes authorized to be issued is \$8,000,000,—about \$3,000,000 had been issued up to January last, while only about \$2,000,000 were in actual circulation.

Silver coin of depreciated value still forms the largest portion of the circulating medium in Canada, and in many ways it presses severely upon classes of the community who are least able to bear it; but profitable exchange operations appear to have silenced remonstrants. It is the manifest duty of the mercantile and manufacturing interests, to endeavor to procure an amelioration, if not the abolition, of the gigantic evil; and it is matter of astonishment that in Lower Canada the heavy discount upon depreciated silver coin is so tamely submitted to,—while in cities in Upper Canada an uncurrent silver dollar is only negotiable at something like its true value,—viz., 96c.

According to a provision of the Currency-Act, passed by the Provincial Parliament last Fall, Banks in Canada are permitted to charge any rate of discount upon notes or bills that may be agreed upon by borrower and lender,—the sole drawback being, that, in suing upon a note, only 7 per cent. can be recovered. Formerly any higher rate charged than 7 per cent., vitiated the lender's claim for principal and interest; and the new law is therefore a step in the right direction. Money is as much an article of trade as Wheat, Flour, Ashes, Pork, Lumber, &c., and the sooner it is freed from unnatural restrictions the better;—for they have been easily evaded by Bankers giving the proceeds of bills discounted in shape of Exchange on London or New York City at greatly enhanced rates, the borrower re-selling at a lower figure, and thus having in *reality* (though not *technically* in the eye of the law,) to pay much more than market value for the money he has borrowed.

THE MONEY MARKET.

The year 1866 will be memorable for the sudden financial panic which commenced in London, on the 10th May,—the old and eminent firm of Overend, Gurney & Co. closing their doors on the afternoon of that day, the utmost consternation and distrust following in their wake,—other well-known discount-houses giving way under the fearful pressure, while many Banks were only able to keep their doors open by the assistance of the Bank of England. The table on page 65 shows how extraordinary were the rates of discount at the time of the unprecedentedly sharp panic; the following quotations may be repeated here :—

On May 2,	the discount rate was raised	to	7 per cent.	
" " 8,	" " raised	to	8 "	
" " 11,	" " raised	to	9 "	
" " 12,	" " raised	to	10 "	and continuing for 13 weeks.
" Aug. 16,	" " reduced	to	8 "	
" " 22,	" " reduced	to	7 "	
" " 30,	" " reduced	to	6 "	
" Sept. 6,	" " reduced	to	5 "	

The effects of the crash were lightly felt in Canada, and only in consequence of the Banks deeming it necessary, as a precautionary measure, to keep larger reserves than would have been required under ordinary circumstances; with the exception, therefore, of about two months, the money-market in this Province was easy during 1866. There were several failures, it is true, but they were of no moment,—being mainly the result of rash speculations, the caution exercised by the Banks rendering it impossible to negotiate or renew accommodation paper for the purpose of prolonging the existence of some insolvent concerns.

Notwithstanding the abrogation of the Reciprocity Treaty in March, 1866, intended to show the people of British North America how very dependent they were upon their neighbors in the United States, and peradventure to pave the way for "closer affinity;—notwithstanding the serious inconvenience experienced throughout this Province in connection with the Fenian invasion, and the detriment arising from unexpected changes in the customs-tariff;—it may be said of the business of the year that it indicated steady progress, affording to all classes a fair return for labor and business engagements. Such is the retrospect. The prospect encourages the anticipation in 1867 of a profitable year,—with more foreign markets open to our products, an ample supply of Banking and private capital at command, and an energetic and hard-working commercial community to direct trade into legitimate channels.

PRICES OF WHEAT IN GREAT BRITAIN.

Referring to the table on page 65, the reader may be reminded of the regular downward movement in prices of Wheat in the United Kingdom, from 1861 to 1865. The published averages showed that on 1st January, of the latter year, the price of British Wheat was 37s. 10d. per quarter; on 1st January, 1866, 46s. 8d. per quarter, being an advance on the year of 8s. 10d.; and on 1st January, 1867, 59s. 5d. per quarter, shewing a rise during the year of 12s. 9d., or an advance of 21s. 7d. in two years. A very considerable rise was also noted in the price of foreign wheat during 1865 and 1866,—there having been a very large decrease last year in the quantity imported from the United States. It is hardly expected that prices will be kept in check this year; for it has been stated on pretty good authority that the quantities held in the interior of Germany, in Austria, Russia, and on the shores of the Baltic, as well as in Denmark and Holstein, are smaller than usual.

Sterling Exchange in Montreal and New York City during 1866.—Rate of Interest, &c.

DATE OF QUOTATIONS.	MONTREAL.		NEW YORK.	
	Sixty Days' BANK STERLING.	Bank Discount on NEW YORK DRAFTS.	Sixty Days' BANK STERLING.	Interest ON First Class ENDORS'D BILLS. for 2 Months.
January 5	109 $\frac{3}{4}$ @ 109 $\frac{7}{8}$	29 $\frac{1}{4}$ @ 30 $\frac{1}{4}$	109 @ 109 $\frac{1}{4}$	$\frac{7}{8}$ cent.
..... 12	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	27 $\frac{1}{4}$.. 28	108 $\frac{3}{4}$.. 109	7 .. 8
..... 19	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	27 $\frac{1}{4}$.. 27 $\frac{3}{4}$	108 $\frac{1}{2}$.. 108 $\frac{7}{8}$	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
..... 26	108 $\frac{7}{8}$.. 109 $\frac{1}{8}$	28 $\frac{1}{4}$.. 28 $\frac{1}{2}$	108 $\frac{1}{2}$.. 108 $\frac{1}{2}$	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
February 2	108 $\frac{3}{4}$.. 109	28 $\frac{1}{4}$.. 28 $\frac{3}{4}$	107 $\frac{3}{4}$.. 108 $\frac{1}{4}$	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
..... 9	108 $\frac{1}{2}$.. 108 $\frac{3}{4}$	28 $\frac{1}{4}$.. 29	107 $\frac{1}{4}$.. 107 $\frac{3}{4}$	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
..... 16	108 .. 108 $\frac{1}{2}$	27 $\frac{1}{4}$.. 27 $\frac{1}{2}$	107 $\frac{3}{4}$.. 108	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
..... 23	108 $\frac{1}{4}$.. 108 $\frac{1}{2}$	26 $\frac{1}{4}$.. 27	108 $\frac{1}{2}$.. 108 $\frac{3}{4}$	7 .. 7 $\frac{1}{2}$
March 2	108 $\frac{1}{4}$.. 108 $\frac{1}{2}$	26 $\frac{1}{4}$.. 26 $\frac{3}{4}$	108 $\frac{1}{2}$.. 108 $\frac{3}{4}$	7 .. 8
..... 9	108 $\frac{1}{4}$	23 $\frac{1}{4}$.. 24	108 $\frac{3}{8}$.. 108 $\frac{3}{4}$	7 .. 8
..... 16	108 $\frac{1}{2}$	23 $\frac{1}{4}$.. 23 $\frac{1}{2}$	107 $\frac{3}{4}$.. 108 $\frac{1}{2}$	7 .. 7 $\frac{1}{2}$
..... 23	108 .. 108 $\frac{1}{4}$	21 .. 22 $\frac{1}{4}$	107 $\frac{1}{4}$.. 107 $\frac{5}{8}$	7 .. 7 $\frac{1}{2}$
..... 30	107 $\frac{3}{4}$ .. ..	.. ..	.. ..	6 $\frac{1}{2}$.. 7 $\frac{1}{2}$
April 6	107 $\frac{1}{4}$.. 107 $\frac{1}{2}$	21 $\frac{1}{4}$.. 22 $\frac{1}{4}$	106 $\frac{1}{4}$.. 106 $\frac{1}{2}$	6 .. 7
..... 13	107 $\frac{1}{8}$.. 107 $\frac{3}{8}$	21 .. 21 $\frac{1}{4}$	107 $\frac{3}{8}$	6 .. 6 $\frac{1}{2}$
..... 20	107 $\frac{3}{8}$.. 107 $\frac{3}{8}$	21 .. 21 $\frac{1}{2}$	107 $\frac{3}{8}$.. 107 $\frac{5}{8}$	7 .. 7 $\frac{1}{2}$
..... 27	107 $\frac{1}{2}$.. 108	22 $\frac{1}{4}$.. 22 $\frac{3}{4}$	108 .. 108 $\frac{3}{8}$	7 .. 7 $\frac{1}{2}$
May 4	108 $\frac{1}{2}$.. 109	21 $\frac{1}{4}$.. 21 $\frac{3}{4}$	109 $\frac{1}{4}$.. 109 $\frac{3}{8}$	5 $\frac{1}{2}$.. 6
..... 11	108 $\frac{3}{4}$.. 109	22 $\frac{1}{2}$.. 22 $\frac{3}{4}$	109 $\frac{1}{2}$.. 109 $\frac{3}{8}$	5 .. 6
..... 18	109 .. 109 $\frac{3}{8}$	22 $\frac{3}{4}$.. 23 $\frac{1}{4}$	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	5 .. 6
..... 25	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	28 $\frac{1}{4}$.. 29 $\frac{1}{4}$	109 .. 109 $\frac{3}{8}$	6 $\frac{1}{2}$.. 7
June 1	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	28 $\frac{3}{4}$.. 29	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	5 $\frac{1}{2}$.. 6
..... 8	109 $\frac{1}{4}$.. 109 $\frac{3}{8}$	27 $\frac{3}{4}$.. 29 $\frac{1}{2}$	109 $\frac{7}{8}$.. 110	5 .. 5 $\frac{1}{2}$
..... 15	109 $\frac{1}{2}$.. 109 $\frac{3}{4}$	32 $\frac{1}{4}$.. 33 $\frac{1}{4}$	109 $\frac{1}{2}$.. 109 $\frac{3}{8}$	5 .. 5 $\frac{1}{2}$
..... 22	108 .. 108 $\frac{1}{4}$	32 $\frac{1}{2}$.. 33	108 .. 108 $\frac{1}{4}$	5 .. 5 $\frac{1}{2}$
..... 29	108 .. 108 $\frac{1}{4}$	34 $\frac{1}{4}$.. 35 $\frac{1}{2}$	108 $\frac{1}{2}$.. 109	5 .. 5 $\frac{1}{2}$
July 6	108 $\frac{1}{4}$.. 108 $\frac{1}{2}$	35 .. 35 $\frac{1}{4}$	108 $\frac{1}{2}$.. 108 $\frac{3}{4}$	5
..... 13	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	34 $\frac{1}{4}$.. 34 $\frac{3}{4}$	109 $\frac{1}{2}$.. 109 $\frac{3}{4}$	5 $\frac{1}{2}$
..... 20	108 $\frac{3}{4}$.. 109	33 $\frac{1}{4}$.. 33 $\frac{3}{4}$	108 $\frac{7}{8}$.. 109 $\frac{1}{4}$	5 .. 5 $\frac{1}{2}$
..... 27	108 $\frac{3}{4}$.. 108 $\frac{7}{8}$	33 $\frac{1}{4}$.. 33 $\frac{1}{2}$	108 $\frac{1}{2}$.. 108 $\frac{7}{8}$	5 .. 5 $\frac{1}{2}$
August 3	108 $\frac{1}{2}$.. 108 $\frac{3}{4}$	32 $\frac{1}{4}$.. 32 $\frac{1}{2}$	107 $\frac{3}{4}$.. 108	5 $\frac{1}{2}$
..... 10	108 $\frac{3}{8}$.. 108 $\frac{3}{4}$	32 $\frac{1}{2}$.. 32 $\frac{3}{4}$	107 $\frac{1}{4}$.. 108	5 $\frac{1}{2}$
..... 17	107 $\frac{1}{2}$.. 107 $\frac{3}{4}$	33 $\frac{1}{2}$.. 34	107 .. 107 $\frac{3}{4}$	5 $\frac{1}{2}$
..... 24	107 .. 107 $\frac{1}{2}$	32 $\frac{1}{2}$.. 33 $\frac{1}{2}$	106 $\frac{1}{4}$.. 107 $\frac{1}{4}$	5 $\frac{1}{2}$
..... 31	106 $\frac{3}{4}$.. 107	32 $\frac{1}{2}$	105 $\frac{1}{2}$.. 106	5 $\frac{1}{2}$
September 7	106 .. 106 $\frac{1}{2}$	31 $\frac{1}{4}$.. 31 $\frac{3}{4}$	106 .. 106 $\frac{1}{4}$	5
..... 14	107 $\frac{1}{4}$.. 107 $\frac{1}{2}$	31 .. 31 $\frac{1}{4}$	107 .. 107 $\frac{1}{4}$	5
..... 21	106 $\frac{1}{2}$.. 107	30 $\frac{1}{4}$.. 30 $\frac{3}{4}$	107 .. 107 $\frac{1}{4}$	5
..... 28	107 .. 107 $\frac{3}{4}$	31 .. 31 $\frac{1}{4}$	108 .. 108 $\frac{3}{8}$	5
October 5	108 .. 108 $\frac{1}{2}$	32 $\frac{1}{2}$.. 33	107 $\frac{1}{2}$.. 108	5
..... 12	108 $\frac{1}{4}$.. 108 $\frac{1}{2}$	33 $\frac{1}{2}$.. 34 $\frac{1}{2}$	106 $\frac{3}{4}$.. 107 $\frac{1}{4}$	4 $\frac{1}{2}$
..... 19	107 $\frac{3}{8}$.. 107 $\frac{1}{2}$	32 .. 33	108 $\frac{1}{4}$.. 108 $\frac{3}{8}$	5
..... 26	108 .. 108 $\frac{1}{4}$	32 .. 32 $\frac{1}{2}$	109 $\frac{1}{8}$.. 109 $\frac{3}{8}$	5
November 2	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	32 .. 32 $\frac{1}{4}$	109 $\frac{1}{2}$.. 109 $\frac{3}{8}$	3 $\frac{1}{2}$
..... 9	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	31 $\frac{1}{2}$.. 31 $\frac{3}{4}$	109 .. 109 $\frac{3}{8}$	3 $\frac{1}{2}$.. 5
..... 16	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	29 $\frac{1}{4}$.. 30 $\frac{1}{4}$	109 .. 109 $\frac{3}{8}$	6
..... 23	109 $\frac{1}{4}$	27 $\frac{3}{4}$.. 28 $\frac{1}{4}$	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	7
..... 30	109 $\frac{1}{2}$	28 $\frac{3}{4}$.. 29 $\frac{3}{4}$	109 $\frac{1}{4}$.. 109 $\frac{3}{8}$	6
December 7	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	27 $\frac{3}{4}$.. 28	109 .. 109 $\frac{3}{8}$	6
..... 14	109 $\frac{3}{8}$.. 109 $\frac{3}{8}$	27 $\frac{1}{4}$.. 27 $\frac{1}{2}$	109 $\frac{1}{4}$.. 109 $\frac{3}{8}$	6 $\frac{1}{2}$
..... 21	109 $\frac{3}{4}$.. 110	25 .. 26	108 $\frac{3}{4}$.. 109	6 $\frac{1}{2}$
..... 28	109 $\frac{1}{4}$.. 109 $\frac{1}{2}$	24 $\frac{1}{4}$.. 25	109 .. 109 $\frac{1}{4}$	7

TRADE AND COMMERCE OF

Course of Gold, in New York, for the year 1866.

DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.	DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.
January ... 1	144	144	144	144	March ... 1	136	136	136	136
... 2	144	144	144	144	... 2	135	136	135	135
... 3	144	144	143	143	... 3	134	134	133	133
... 4	143	143	142	143	... 4	132	134	132	132
... 5	142	143	142	143	... 5	132	133	132	133
... 6	142	143	141	141	... 6	133	133	133	133
... 7	141	141	139	139	... 7	132	132	131	132
... 8	138	139	136	138	... 8	131	132	130	130
... 9	139	139	138	139	... 9	130	131	129	131
... 10	139	139	138	138	... 10	129	130	130	130
... 11	138	139	138	138	... 11	130	131	130	131
... 12	138	139	138	138	... 12	129	130	129	130
... 13	139	139	139	139	... 13	130	131	130	131
... 14	139	139	139	139	... 14	131	131	130	131
... 15	139	139	139	139	... 15	131	131	130	131
... 16	139	140	139	139	... 16	131	131	130	131
... 17	139	140	139	139	... 17	130	130	129	130
... 18	139	140	138	138	... 18	128	129	127	128
... 19	138	138	137	138	... 19	128	128	127	128
... 20	138	139	138	138	... 20	128	128	128	128
... 21	139	139	138	138	... 21	128	128	127	128
... 22	138	139	138	139	... 22	128	128	126	126
... 23	139	139	139	139	... 23	128	128	124	125
... 24	139	139	139	139	... 24	126	126	125	125
... 25	139	139	139	139	... 25	125	126	125	126
... 26	139	139	139	139	... 26	126	128	126	128
... 27	139	139	139	139	... 27	127	128	127	128
... 28	139	140	139	140	... 28	128	128	127	127
... 29	141	141	140	140	... 29	127	128	127	127
... 30	141	141	139	139	... 30	127	128	127	127
... 31	140	141	139	139	... 31	127	128	127	127
AVERAGE ..	144	144	136	139	AVERAGE ..	136	136	124	127
February .. 1	140	140	139	140	April 1	128	128	127	127
.. 2	140	140	140	140	... 2	127	128	127	128
.. 3	140	140	139	139	... 3	128	128	127	127
.. 4	139	140	139	139	... 4	127	127	127	127
.. 5	139	140	139	139	... 5	128	128	127	127
.. 6	139	139	139	139	... 6	127	128	127	127
.. 7	139	139	139	139	... 7	127	127	127	127
.. 8	139	140	139	140	... 8	127	127	127	127
.. 9	140	140	139	139	... 9	127	127	125	126
.. 10	139	139	138	138	... 10	126	126	125	125
.. 11	138	139	138	139	... 11	126	127	126	126
.. 12	138	138	138	138	... 12	127	127	127	127
.. 13	138	138	137	137	... 13	127	127	126	126
.. 14	138	138	137	137	... 14	126	126	125	126
.. 15	137	137	137	137	... 15	125	126	125	125
.. 16	137	137	137	137	... 16	125	126	125	126
.. 17	137	137	137	137	... 17	125	126	125	126
.. 18	136	137	136	137	... 18	126	127	126	127
.. 19	136	137	136	137	... 19	127	127	126	127
.. 20	136	137	136	137	... 20	126	127	126	126
.. 21	136	137	136	137	... 21	126	127	126	126
.. 22	137	137	136	136	... 22	126	126	126	126
.. 23	137	137	136	136	... 23	126	126	126	126
.. 24	135	136	135	136	... 24	126	126	126	126
.. 25	136	137	136	137	... 25	126	127	126	127
.. 26	136	137	136	137	... 26	127	128	127	127
.. 27	136	137	136	137	... 27	128	129	128	128
.. 28	136	137	136	136	... 28	129	129	128	128
.. 29	136	137	136	136	... 29	127	127	125	125
.. 30	136	137	136	136	... 30	127	127	125	125
AVERAGE ..	140	140	135	138	AVERAGE ..	128	129	125	125

Course of Gold, in New York, for the year 1866.

DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.	DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.
May					July				
1	125	127	125	126	1	154	155	153	154
2	126	128	126	127	2	153	153	152	153
3	128	128	127	127	3	152	153	152	153
4	127	127	127	127	4	154	154	153	154
5	127	127	127	127	5	154	154	153	153
6	127	128	127	128	6	153	153	151	152
7	127	128	127	128	7	149	149	148	149
8	128	129	128	129	8	149	150	149	150
9	129	129	128	128	9	149	151	149	151
10	128	129	128	129	10	153	153	152	152
11	129	129	129	129	11	152	152	152	152
12	129	129	128	128	12	152	152	152	152
13	130	130	130	130	13	148	149	148	148
14	130	130	129	129	14	149	151	149	150
15	130	130	130	130	15	149	150	149	149
16	130	130	129	129	16	150	150	150	150
17	130	130	130	130	17	150	150	149	150
18	129	130	129	130	18	150	150	149	149
19	130	130	130	130	19	150	150	148	150
20	130	132	130	132	20	149	149	148	148
21	130	134	130	133	21	151	151	150	150
22	133	138	133	136	22	150	150	150	150
23	133	139	137	139	23	150	150	149	150
24	139	141	139	139	24	149	150	149	149
25	141	141	139	139	25	149	150	149	150
26	139	139	138	138	26	150	150	150	150
27	137	137	137	137	27	150	150	150	150
28	137	138	137	137	28	147	147	147	147
29	137	138	138	138	29	148	148	148	148
30	138	138	138	138	30	147	147	147	147
31	138	140	139	140	31	148	149	148	149
AVERAGE..	125	141	125	140	AVERAGE..	154	155	147	149
June					August ..				
1	140	141	140	141	1	149	149	148	148
2	141	141	140	141	2	148	149	147	148
3	140	143	140	143	3	148	148	147	147
4	140	143	140	143	4	148	148	147	147
5	143	146	143	146	5	147	148	147	147
6	144	145	143	144	6	147	148	147	147
7	145	145	142	142	7	147	148	147	147
8	140	141	138	139	8	148	149	148	148
9	139	139	139	139	9	148	148	148	148
10	137	139	137	139	10	148	148	148	148
11	143	143	141	143	11	148	149	148	148
12	143	146	142	145	12	149	149	149	149
13	143	146	142	145	13	149	150	149	150
14	145	147	145	147	14	150	152	150	151
15	148	149	147	147	15	150	152	150	151
16	154	160	154	159	16	151	152	151	152
17	167	167	156	156	17	151	151	150	151
18	154	154	149	152	18	151	151	149	149
19	153	153	152	152	19	148	148	148	148
20	151	151	148	149	20	147	148	147	147
21	149	149	148	149	21	147	149	147	147
22	149	149	148	149	22	147	149	147	147
23	151	153	151	152	23	150	151	149	150
24	153	155	152	155	24	150	150	148	148
25	153	155	152	155	25	147	148	147	147
26	154	157	154	155	26	146	148	146	148
27	155	155	154	155	27	148	149	148	148
28	154	154	151	152	28	148	148	148	148
29	153	155	153	154	29	148	148	147	147
30	154	154	153	153	30	148	148	147	147
AVERAGE..	140	167	137	153	AVERAGE..	149	152	146	147

Course of Gold, in New York, for the year 1866.

DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.	DATE.	OPENING.	HIGHEST.	LOWEST.	CLOSING.
September 1	147½	147½	145½	145½	November 1	146½	147½	146½	146½
.. 2	147½	147½	145½	145½	.. 2	147	147	146½	147
.. 3	145	145½	144½	145	.. 3	147½	148	147½	148
.. 4	145	146	145	146	.. 4	148	148	147	148
.. 5	146	147	146	146	.. 5	148½	148½	147½	148
.. 6	146	146½	145½	145½	.. 6	148	148	147	147
.. 7	145	146	145	146	.. 7	148	148	146½	146
.. 8	146	147	146	146	.. 8	146½	146½	146	146
.. 9	146	146	145	146	.. 9	146	146	145	146
.. 10	146	146	145	146	.. 10	146	146	144½	144
.. 11	146	146	145	145	.. 11	144	144	143	144
.. 12	146	146	145	145	.. 12	144	145	144	144
.. 13	146	146	145	145	.. 13	144	145	144	144
.. 14	145	145	144	145	.. 14	144	145	144	144
.. 15	144	144	144	144	.. 15	144	144	143	143
.. 16	144	145	144	145	.. 16	143	143	142	143
.. 17	144	145	144	145	.. 17	142	142	141	141
.. 18	144	145	144	145	.. 18	141	141	140	141
.. 19	145	145	145	145	.. 19	141	141	141	141
.. 20	145	145	144	144	.. 20	141	141	141	141
.. 21	143	144	143	143	.. 21	141	141	139	139
.. 22	143	143	143	143	.. 22	138	138	137	138
.. 23	143	144	143	144	.. 23	138	139	138	138
.. 24	143	144	143	144	.. 24	138	139	138	138
.. 25	144	144	144	144	.. 25	138	138	138	138
.. 26	144	145	144	145	.. 26	138	140	138	140
.. 27	145	145	144	145	.. 27	141	143	140	142
.. 28	144	145	144	145	.. 28	142	142	141	141
.. 29	145	146	145	146	.. 29	140	141	140	141
.. 30	145	146	145	146	.. 30	140	141	140	141
AVERAGE ..	147½	147½	143½	146½	AVERAGE ..	146½	148½	138½	141½
October 1	146	146	145	146	December 1	141½	141	140	141
.. 2	147	148	147	148	.. 2	141	141	140	140
.. 3	148	148	147	147	.. 3	141	141	140	140
.. 4	148	148	148	148	.. 4	140	141	140	140
.. 5	148	149	148	149	.. 5	140	140	138	139
.. 6	149	149	148	149	.. 6	139	139	138	138
.. 7	149	149	148	149	.. 7	138	138	138	138
.. 8	149	149	148	149	.. 8	138	138	137	137
.. 9	149	149	148	149	.. 9	138	138	137	137
.. 10	149	151	149	150	.. 10	137	137	137	137
.. 11	151	153	151	152	.. 11	136	137	136	137
.. 12	150	153	150	153	.. 12	138	138	137	137
.. 13	153	154	152	153	.. 13	137	137	137	137
.. 14	153	154	152	153	.. 14	138	138	137	137
.. 15	153	153	140	150	.. 15	137	137	137	137
.. 16	149	150	147	148	.. 16	137	137	137	137
.. 17	148	148	147	148	.. 17	137	138	137	138
.. 18	148	148	148	148	.. 18	138	138	137	137
.. 19	148	149	147	147	.. 19	137	137	136	136
.. 20	147	147	146	146	.. 20	136	136	134	134
.. 21	147	147	146	146	.. 21	134	134	133	133
.. 22	146	146	145	146	.. 22	133	133	132	133
.. 23	145	147	145	147	.. 23	132	133	132	133
.. 24	147	148	147	147	.. 24	133	133	133	133
.. 25	146	148	146	148	.. 25	133	133	133	133
.. 26	148	148	147	147	.. 26	133	133	131	131
.. 27	146	146	145	146	.. 27	131	132	131	132
.. 28	146	146	145	146	.. 28	132	133	132	133
.. 29	145	145	146	146	.. 29	133	134	133	134
.. 30	146	146	146	146	.. 30	133	134	133	134
.. 31	146	146	146	146	.. 31	134	134	133	133
AVERAGE ..	146	154	145	146	AVERAGE ..	141	141	131	133

WHEAT AVERAGES IN GREAT BRITAIN, CONSOLS, &c.
Weekly Sterling Prices of Wheat, Consols, and Rate of Discount, during past Two Years.

WEEK ENDING.	1866			1865		
	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..... 6	s. d. 46 3	87 .. .	8	s. d.	89 $\frac{5}{8}$ @ 89 $\frac{3}{8}$	8
.....13	46 1	87 @ 87 $\frac{1}{2}$	8	38 7	89 $\frac{3}{8}$.. 89 $\frac{7}{8}$	5 $\frac{1}{2}$
.....20	45 7	87 .. 87 $\frac{1}{2}$	8	38 10	89 $\frac{3}{8}$.. 89 $\frac{3}{8}$	5 $\frac{1}{2}$
.....27	45 6	86 $\frac{3}{4}$.. 86 $\frac{3}{4}$	8	38 6	89 $\frac{3}{8}$.. 89 $\frac{3}{8}$	5
February.... 3	45 10	86 $\frac{3}{4}$.. 86 $\frac{3}{4}$	8	38 4	89 $\frac{3}{8}$.. .	5
.....10	45 5	86 $\frac{1}{2}$.. 86 $\frac{3}{8}$	8	38 4	89 .. 89 $\frac{1}{2}$	5
.....17	45 9	87 $\frac{1}{2}$.. 87 $\frac{3}{8}$	8	38 4	89 $\frac{1}{2}$.. 89 $\frac{1}{4}$	5
.....24	45 5	87 $\frac{1}{2}$.. 87 $\frac{3}{8}$	7	38 2	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	5
March..... 3	45 7	86 $\frac{3}{4}$.. 87	7	38 6	89 .. 89 $\frac{1}{2}$	4 $\frac{1}{2}$
.....10	45 4	86 $\frac{3}{4}$.. 86 $\frac{7}{8}$	7	38 4	88 $\frac{3}{4}$.. 88 $\frac{3}{4}$	4 $\frac{1}{2}$
.....17	45 6	87 $\frac{1}{2}$.. 87 $\frac{1}{2}$	6	88 3	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$
.....24	45 3	86 $\frac{3}{4}$.. 86 $\frac{7}{8}$	6	38 4	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$
.....31	44 11	86 $\frac{1}{2}$.. 86 $\frac{3}{8}$	6	38 11	89 $\frac{7}{8}$.. 90	4
April..... 7	44 9	86 $\frac{3}{8}$.. 86 $\frac{1}{2}$	6	39 8	90 $\frac{1}{2}$.. 90 $\frac{5}{8}$	4
.....14	44 5	86 $\frac{3}{8}$.. 86 $\frac{1}{2}$	6	40 1	91 .. 91 $\frac{1}{2}$	4
.....21	44 9	87 $\frac{1}{2}$.. 87 $\frac{1}{2}$	6	39 7	90 $\frac{1}{2}$.. 90 $\frac{3}{4}$	4
.....28	45 5	86 $\frac{7}{8}$.. .	6	39 5	90 $\frac{3}{8}$.. 90 $\frac{7}{8}$	4
May..... 5	45 9	86 $\frac{3}{4}$.. 86 $\frac{3}{4}$	7	39 10	90 $\frac{1}{2}$.. 90 $\frac{5}{8}$	4 $\frac{1}{2}$
.....12	45 9	85 .. 85 $\frac{1}{2}$	9	40 11	90 $\frac{1}{2}$.. 90 $\frac{3}{4}$	4 $\frac{1}{2}$
.....19	46 1	87 $\frac{1}{2}$.. 87 $\frac{3}{8}$	10	41 8	90 $\frac{1}{2}$.. 90 $\frac{1}{2}$	4 $\frac{1}{2}$
.....26	47 4	86 $\frac{1}{2}$.. 86 $\frac{3}{4}$	10	41 9	91 .. 91 $\frac{1}{2}$	4
June..... 2	47 5	87 $\frac{1}{2}$.. 87 $\frac{3}{8}$	10	41 11	89 $\frac{7}{8}$.. 90	3 $\frac{1}{2}$
.....9	47 1	86 .. 86 $\frac{1}{2}$	10	41 5	90 $\frac{1}{2}$.. 90 $\frac{3}{4}$	3 $\frac{1}{2}$
.....16	47 4	86 $\frac{1}{2}$.. 86 $\frac{3}{4}$	10	41 1	90 $\frac{3}{8}$.. 90 $\frac{1}{2}$	3
.....23	48 5	85 $\frac{7}{8}$.. 86	10	41 3	89 $\frac{7}{8}$.. 90	3
.....30	51 0	86 $\frac{1}{2}$.. 86 $\frac{3}{4}$	10	41 6	.. .. .	3
July..... 7	54 6	87 $\frac{3}{4}$.. 87 $\frac{1}{2}$	10	42 5	90 $\frac{1}{2}$.. 90 $\frac{1}{2}$	3
.....14	55 10	87 $\frac{1}{2}$.. 87 $\frac{3}{8}$	10	43 1	90 .. 90 $\frac{1}{2}$	3
.....21	54 0	88 $\frac{1}{2}$.. 88 $\frac{3}{8}$	10	43 0	90 .. 90 $\frac{1}{2}$	3
.....28	52 6	88 $\frac{1}{2}$.. 88 $\frac{1}{2}$	10	42 10	90 $\frac{1}{2}$.. .	3 $\frac{1}{2}$
August..... 4	51 1	87 $\frac{3}{4}$.. 87 $\frac{3}{4}$	10	42 6	89 $\frac{7}{8}$.. 90	3 $\frac{1}{2}$
.....11	50 2	87 $\frac{3}{4}$.. 87 $\frac{3}{4}$	10	42 0	.. .. .	3 $\frac{1}{2}$
.....18	50 2	88 .. 88 $\frac{3}{4}$	8	43 1	89 $\frac{5}{8}$.. 89 $\frac{3}{4}$	3 $\frac{1}{2}$
.....25	50 10	88 $\frac{5}{8}$.. 88 $\frac{3}{4}$	7	45 4	89 $\frac{3}{8}$.. 89 $\frac{3}{4}$	3 $\frac{1}{2}$
September.. 1	49 7	88 $\frac{3}{4}$.. 88 $\frac{1}{2}$	6	46 7	89 $\frac{7}{8}$.. 90	3 $\frac{1}{2}$
..... 8	47 3	89 $\frac{1}{2}$.. 89 $\frac{3}{8}$	5	46 0	.. .. .	3 $\frac{1}{2}$
.....15	47 0	89 $\frac{1}{2}$.. 89 $\frac{3}{8}$	5	44 7	89 $\frac{3}{4}$.. 89 $\frac{7}{8}$	3 $\frac{1}{2}$
.....22	49 8	89 .. 89 $\frac{1}{2}$	5	42 0	.. .. .	3 $\frac{1}{2}$
.....29	51 5	89 $\frac{1}{2}$.. 89 $\frac{3}{8}$	4 $\frac{1}{2}$	40 10	89 $\frac{3}{4}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$
October..... 6	52 2	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$	41 1	89 $\frac{5}{8}$.. 89 $\frac{3}{4}$	6
.....13	52 7	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$	41 11	88 $\frac{7}{8}$.. 89	7
.....20	52 2	89 $\frac{3}{8}$.. 89 $\frac{1}{2}$	4 $\frac{1}{2}$	42 0	89 .. 89 $\frac{1}{2}$	7
.....27	52 6	89 $\frac{1}{2}$.. 89 $\frac{3}{8}$	4 $\frac{1}{2}$	42 4	.. .. .	7
November.. 3	54 9	89 $\frac{1}{2}$.. 89 $\frac{3}{8}$	4 $\frac{1}{2}$	43 4	88 $\frac{3}{4}$.. 88 $\frac{7}{8}$	7
.....10	57 2	89 $\frac{3}{8}$.. 89 $\frac{1}{2}$	4	45 3	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	7
.....17	56 7	90 $\frac{1}{2}$.. 90 $\frac{1}{2}$	4	46 11	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	7
.....24	57 6	89 $\frac{7}{8}$.. 90	4	46 10	89 $\frac{3}{4}$.. 89 $\frac{7}{8}$	6 $\frac{1}{2}$
December... 1	60 0	89 $\frac{3}{4}$.. .	4	46 6	89 $\frac{1}{2}$.. 89 $\frac{1}{2}$	6 $\frac{1}{2}$
..... 8	61 7	88 $\frac{1}{2}$.. 88 $\frac{3}{8}$	4	46 5	87 $\frac{1}{2}$.. 87 $\frac{1}{2}$	6 $\frac{1}{2}$
.....15	60 3	88 $\frac{3}{8}$.. 88 $\frac{3}{8}$	4	46 8	87 $\frac{1}{2}$.. 87 $\frac{1}{2}$	6 $\frac{1}{2}$
.....22	59 5	89 $\frac{1}{4}$.. 89 $\frac{7}{8}$	3 $\frac{1}{2}$	46 8	87 $\frac{3}{8}$.. 87 $\frac{1}{2}$	6 $\frac{1}{2}$
.....29	60 0	90 .. .	3 $\frac{1}{2}$	44 11	87 .. 87 $\frac{1}{2}$	7

II.—THE PRODUCE TRADE.

The aggregates of the receipts and shipments of Flour and Grain are contained in the following summary statement. For additional particulars respecting the movements of Produce at Montreal, the reader is referred 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:—

RECEIPTS.		SHIPMENTS.	
	Bushels.		Bushels.
Flour.....	704,376 brls.; equal to 3,521,880	Flour.....	575,198 brls.; equal to 2,875,996
Oat & Corn Meal, 25,912 “	“ 259,120	Oat & Corn Meal, 36,401 “	“ 364,401
Wheat	773,208	Wheat	83,278
Maize	2,122,873	Maize	1,870,223
Peas	1,036,315	Peas	1,141,733
Barley	336,951	Barley	427,322
Oats.....	2,162,305	Oats.....	3,383,536
Rye	147,349	Rye	73,667
Total in 1866.....	10,360,001	Total in 1866	10,220,150
“ 1865.....	8,541,582	“ 1865	9,725,742
“ 1864.....	9,675,058	“ 1864	11,129,544
“ 1863.....	13,770,544	“ 1863	13,050,516

STORAGE CAPACITY IN MONTREAL, IN 1866.

	WHEAT. Bush.	FLOUR. Brls.		WHEAT. Bush.	FLOUR. Brls.
Ira Gould & Son.....	250,000	20,000	John Campbell.....	....	10,000
Grant, Hall & Co.....	200,000	15,000	Isaac Bonner.....	....	4,000
J. McDougall.....	150,000	21,000	Glassford, Jones & Co..	....	2,000
James Inglis.....	150,000	120,000	W. Parkyn, Cote St. Paul	105,000	6,000
Middleton & Co.....	20,000	20,000	Janes, Oliver & Co....	....	28,000
James Harvey.....	80,000	3,000	Cuvillier's Stores.....	....	42,000
J. F. McQuaig.....	40,000	20,000	Other Stores.....	....	40,000
R. T. Routh.....	....	6,000	Canal Sheds.....	....	34,000
Jaques, Tracy & Co....	....	25,000	Floating Storage.....	100,000	....
McNaughton & Brown.	....	10,000	Cumming and Farish..	60,000	....
James Routh.....	....	10,000			
T. M. Bryson.....	....	17,000	TOTALS.....	1,155,000	453,000

FLOUR.

WEEK ENDING.	RECEIPTS OF FLOUR IN 1866.		SHIPMENTS OF FLOUR IN 1866.					
	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	3	2,180	....	....	....	821	5,375
	10	3,895	....	1,802	....	1,082	4,182
	17	4,975	....	....	....	1,507	2,308
	24	4,767	....	1,475	....	2,270	5,703
	31	4,297	....	....	....	1,763	1,511
February	7	6,322	....	....	....	1,390	5,022
	14	6,820	....	....	....	1,273	6,056
	21	3,580	....	5,006	....	1,643	4,905
	28	3,082	....	3,680	....	1,847	4,725
March	7	2,141	....	1,100	....	1,768	3,207
	14	2,830	....	....	....	1,060	4,121
	21	2,278	....	1,000	....	1,385	1,000
	28	5,159	....	1,100	....	1,569	5,900
April	4	12,101	....	1,500	....	828	2,500
	11	6,901	....	600	....	784	....
	18	10,027	....	....	....	743	....
	25	7,107	....	400	....	520	....
May	2	16,018	....	2,370	....	743	3,065
	9	10,990	16,235	....	6,086	....	450
	16	11,410	26,836	....	4,878	1,689	2,010
	23	8,400	18,643	....	5,796	832	1,053
	30	4,339	15,996	....	2,589	835	1,011
June	6	2,620	6,072	....	3,507	422	684
	13	3,876	13,213	....	4,285	686	579
	20	4,700	11,413	....	3,362	990	787
	27	7,402	10,272	....	3,592	1,049	1,219
July	4	5,299	14,253	....	3,171	805	667
	11	7,342	7,476	....	1,666	437	668
	18	6,379	9,807	....	901	761	820
	25	5,213	11,259	....	1,031	1,188	794
August	1	5,365	10,971	....	2,548	985	681
	8	2,553	8,088	....	1,445	1,326	904
	15	735	8,109	....	7,416	1,404	698
	22	2,105	8,671	....	9,991	606	552
	29	2,965	8,592	....	5,418	1,300	798
Sept.	5	1,730	3,684	....	8,127	929	856
	12	2,140	4,594	....	6,015	953	700
	19	3,375	5,110	....	....	702	371
	26	4,481	10,476	....	3,072	1,033	2,070
October	3	6,201	9,425	....	....	1,533	756
	10	11,693	13,702	....	4,000	2,369	475
	17	12,479	19,750	....	7,390	2,144	716
	24	13,745	22,385	....	11,609	2,019	1,369
	31	8,501	15,078	....	3,067	2,279	2,065
Novr.	7	8,594	16,257	....	12,560	746	2,010
	14	10,575	12,998	....	1,631	2,931	1,108
	21	9,980	25,107	....	3,868	1,899	1,041
	28	9,100	18,807	800	6,179	484	2,570	
Decr.	5	10,886	7,095	2,100	2,446	408	3,025	
	12	13,856	1,754	2,507	....	....	880
	19	11,975	....	3,500	....	....	1,340
	26	9,600	....	1,496	....	....	987
	31	3,395	....	....	....	....	1,112
TOTALS...		312,105	392,127	28,066	140,016	35,798	60,359	196,918

The receipts of Flour by Grand Trunk Railway (the figures for each week being approximates,) show a decrease in 1866 of 28,481 brls., or 8½ per cent., as compared with 1865; the decrease in 1865 as compared with 1864, was 49,051 brls., or about 12½ per cent. The receipts of Flour by Lachine Canal in 1866, show a decrease of 49,213 brls., or 11½ per cent., as compared with 1865; the diminution in 1865 as compared with 1864, being 27,528 brls., or nearly 6 per cent. Adding some comparatively small quantities by other channels, the total receipts of Flour in 1866 were 704,376 brls.; the quantity in 1865 was 782,216 brls.; in 1864, 858,795 brls.; in 1863, 1,193,286 brls.; in 1862, 1,174,602 brls.; and in 1861, 1,095,339 brls.

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

The shipments of Flour in ocean-steamers, via Portland, in 1866, amounted to 28,066 brls., against 26,913 brls. in 1865. The shipments in sea-going vessels via the River St. Lawrence in 1866, show a decrease of 39,677 brls., or 22 per cent., as compared with 1865; the decrease in 1865 as compared with 1864 being 165,717 brls., or nearly 48 per cent.; while the diminution in 1864 as contrasted with 1863 was 180,745 brls., or 34½ per cent. The quantities of Flour and other Produce exported to the United States from Montreal in 1865 and 1866 are given on page 24. The entire exportation of Flour in all directions from Montreal may be summarized thus:—

By Grand Trunk Railway,—including quantities particularized via Portland, Coaticook, and Montreal and Champlain R. R.	301,958 brls.
By Sea-going vessels.....	140,016 "
By Richelieu Co.'s Steamers, Market Boats, &c.....	133,224 "
Total.....	575,198 brls.
Total for 1865.....	637,001 "

Statement of Flour Inspected in last Five Years.

GRADES.	1866	1865	1864	1863	1862
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Superior Extra	407	1,736	3,928	2,638	10,517
Extra Superfine.....	4,978	5,761	27,000	50,977	41,506
Fancy Superfine	7,790	8,455	16,095	16,098	38,921
Superfine	210,302	166,809	257,427	388,903	439,338
Superfine No. 2	11,283	21,236	22,759	51,055	36,106
Fine.....	7,015	17,730	14,220	32,511	10,461
Middlings	5,536	11,502	6,219	12,913	7,053
Pollards	3,351	2,659	2,402	5,045	2,609
Sour	676	3,013	7,120	32,384	20,298
Rejected	7,475	7,757	6,282	25,973	15,511
Rye	1,317	.....	2	3	371
TOTALS.....	260,130	246,658	363,454	618,520	626,691

According to these figures there has been an increase of a little over 5 per cent., in the quantity of Flour inspected during 1866, as compared with the total for 1865; there was a decrease of 32 per cent. in 1865 as compared with 1864; and a diminution of 41½ per cent. in 1864 as contrasted with 1863. The quantity of Flour inspected in 1866, was 27 per cent. of the whole quantity received and manufactured in this city; the ratio

in 1865 was 20½ per cent., and in 1864, 30½ per cent. The amount of Flour inspected has, until lately, depended largely upon the quantity exported by sea,—as is shown in the following table :—

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	46 “

An important question has arisen relative to the inspection of Flour. In late returns made to the Board of Trade by the Inspector, he declares that from 20 to 33 per cent. of what is offered for inspection is found to be short in weight, while nearly all of the Flour barrels are undertared, contrary to the Inspection Act. The Inspector can only find out the weight of Flour in the barrel by emptying it; for, weighing the Flour in the barrel, and deducting the marked tare, will not show the real weight of the Flour. The *actual* weight of the barrel must be ascertained and deducted; and, therefore, in consequence of the prevailing system of undertaring, the barrel must be emptied. The Inspector has furnished a list of 408 barrels of Flour which have been emptied and weighed within the past few weeks, from which it appears that only 33 of the casks were correctly tared; 19 of the 408 brls. were overweight to the extent of 26½ lbs.; and 389 brls., were underweight to the extent of 849½ lbs. of Flour, the quantity in each being less than 196 lbs., as required by law, the deficiencies varying from ¼ lb. up to 10 lbs. The average short-weight per barrel of the whole 389 barrels was nearly 2¼ lbs.,—the total actual deficit being 849½ lbs., or 4½ barrels of Flour. It has also to be noted, that in the majority of instances the shortness in weight of Flour corresponded with the undermarking of the tares.

In view of these facts, the Hon. John Young, Flour Inspector, in this city, addressed a circular (in December, 1866) to Millers and Flour Merchants throughout Canada, from which the following extracts are given :—

“An important part of my duty, as Inspector, is to ascertain the actual weight of flour in each cask, and I am subject by the 23rd Section of the Inspection Act, to a fine of *eighty dollars* for every neglect of this duty. I have found it impossible to ascertain whether the full weight of 196 lbs. of flour is in each cask, without emptying out the flour, because on more than two-thirds of the flour received here and manufactured, the *tares* of the casks are *undermarked*. To place a barrel of flour on the scales, and deduct the tare marked on it, would not give the correct weight of flour in it, hence the necessity of emptying out the flour.

“On the opening of navigation next Spring, I shall organize a gang of men, whose special duty will be the weighing of every lot of flour, in accordance with the Act, so as to ascertain whether the casks are correctly tared, and whether there be 196 lbs. of flour in each cask.

“I hold myself responsible to all purchasers or holders of flour branded with my name as Inspector, not only for the quality, but that there shall be 196 lbs. in each barrel at time of inspection, and before removal.

“There is no provision in the Inspection Act, about the weight of barrels, but I would urgently suggest to manufacturers, *that no cask should weigh less than 20 lbs.*,—for the stronger and better seasoned a cask is, the better it is able to resist the tear and wear of carting, piling, &c.

“I would further suggest that *every* cask should be weighed before the flour is packed into it. When the weight of a barrel is over the half-pound, it should be marked the full weight; for instance, a barrel weighing 20½ lbs., and over, should be marked 21 lbs., and when 20¼, or less than the ¼ lb., the tare should be marked 20 lbs.”

TRADE AND COMMERCE OF

Flour and Wheat in Store in Montreal.

The following table shows the quantity of Flour and Wheat in store and in hands of Millers, in Montreal, on 1st and 15th of each month in 1866 and preceding two years.

DATE.	1866		1865		1864	
	FLOUR.	WHEAT.	FLOUR.	WHEAT.	FLOUR.	WHEAT.
	Barrels.	Bushels.	Barrels.	Bushels.	Barrels.	Bushels.
January. 1	98,736	156,088	68,855	187,648	.....	.....
15	82,289	205,883	59,594	109,500	.....	.....
February 1	71,609	168,761	62,630	102,547	.....	.....
15	67,865	171,840	64,290	91,046	.....	.....
March.. 1	52,430	146,200	62,310	122,796	.....	.....
15	47,130	108,000	56,861	111,582	.....	.....
April... 1	34,584	102,700	50,700	75,582	.....	.....
15	32,652	107,700	41,688	78,500	.....	.....
May.... 1	13,763	95,136	37,500	91,427	.....	.....
15	31,438	65,500	22,300	77,000	.....	.....
June.... 1	45,127	52,650	31,860	67,000	.....	.....
15	52,989	46,200	38,109	129,920	.....	.....
July.... 1	45,478	40,700	44,359	192,841	.....	.....
15	41,116	33,700	41,569	173,674	110,779	368,090
August.. 1	44,508	47,950	38,148	245,485	103,787	331,595
15	25,570	55,400	33,092	135,432	102,184	397,797
Sept... 1	15,785	55,860	30,288	91,400	95,863	453,999
15	6,895	700	21,521	37,000	102,148	539,909
October. 1	4,548	21,700	20,662	76,400	86,571	372,858
15	27,802	36,900	32,130	88,000	80,375	350,170
Novr... 1	29,910	76,200	27,382	180,200	82,834	283,119
15	36,745	36,400	39,554	205,500	62,706	223,310
Decr... 1	50,340	14,365	77,002	298,000	53,246	169,341
15	61,727	36,300	97,786	252,000	58,156	147,496

Prices of Superfine Flour.

About the middle of April, 1866, Superfine Flour began to advance in price, ranging upward until the anomaly was occasionally presented of Spring Wheat Flour bringing more money than Extras from Fall Wheat. In September, Super. from Upper Canada Spring Wheat was sold at \$8.00 @ \$8.25 per barrel. The highest prices for that description of Flour during preceding eight years were as follows:—

1865.....	\$6.20 @ \$6.75	1861.....	\$5.50
1864.....	4.50 .. 4.60	1860.....	5.70
1863.....	4.52½ .. 4.57½	1859.....	7.30
1862.....	5.05 .. 5.10	1858.....	5.45

In connection with the high prices of Flour which prevailed in 1859, it must be borne in mind that the Wheat crop of Canada in 1858 was almost a total failure. On 19th May, 1859, French Flour (Extra) in bags and barrels was offering in Montreal at the rate of \$9.50 per 196 lbs. A few days later (May 26), the same kind of Flour was sold at auction, and brought \$7.62½ to \$8 per 196 lbs.; and, on June 2nd, a transaction was quoted at \$8 per 200 lbs.

While this is passing through the press, (April, 1867,) Welland Canal Flour and Super. from Canada Wheat have been sold at \$8.50 per brl.,—while \$8.60 @ \$8.70 was

paid for Strong Bakers' Flour. The range of prices during the past four years is shown in the following table:—

Comparative Prices of No. 1 Superfine Flour from Canada Wheat, during past Four Years.

DATE OF QUOTATION.	1866		1865		1864		1863	
	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..... 5	5.40 @	5.75	4.20 @	4.30	4.20 @	4.25	4.40 @	4.45
.....12	5.40 ..	5.75	4.20 ..	4.27½	4.20 ..	4.30	4.50 ..	4.55
.....19	5.40 ..	5.75	4.25 ..	4.30	4.22½..	4.27	4.52½..	4.57½
.....26	5.40 ..	5.75	4.25 ..	4.30	4.30 ..	4.35	4.50 ..	4.55
February..... 2	5.40 ..	5.75	4.25 ..	4.30	4.35 ..	4.45	4.40 ..	4.50
..... 9	5.40 ..	5.75	4.25 ..	4.30	4.35 ..	4.40	4.45 ..	4.50
.....16	5.40 ..	5.85	4.25 ..	4.30	4.25 ..	4.30	4.40 ..	4.50
.....23	5.40 ..	5.85	4.25 ..	4.40	4.15 ..	4.25	4.35 ..	4.40
March..... 2	5.40 ..	5.85	4.40 ..	4.50	4.25 ..	4.30	4.30 ..	4.37½
..... 9	5.55 ..	6.00	4.45 ..	4.60	4.12½..	4.20	4.30 ..	4.37½
.....16	5.60 ..	6.00	4.55 ..	4.70	4.12½..	4.20	4.30 ..	4.37½
.....23	5.60 ..	5.90	4.50 ..	4.65	4.12½..	4.17	4.30 ..	4.37½
.....30	5.60 ..	5.90	4.55 ..	4.65	4.12½..	4.17	4.35 ..	4.45
April..... 6	5.65 ..	5.80	4.65 ..	4.80	4.10 ..	4.15	4.45 ..	4.50
.....13	5.75 ..	6.10	4.90 ..	5.05	4.05 ..	4.10	4.35 ..	4.40
.....20	6.25 ..	6.50	4.87½..	5.05	4.10 ..	4.15	4.35 ..	4.40
.....27	6.80 ..	7.10	4.80 ..	5.00	4.10 ..	4.15	4.30 ..	4.37½
May..... 4	6.70 ..	7.00	4.75 ..	4.90	4.00 ..	4.10	4.40 ..	4.45
.....11	7.00 ..	7.30	4.85 ..	4.95	4.00 ..	4.10	4.35 ..	4.45
.....18	6.50 ..	6.75	5.10 ..	5.20	3.90 ..	4.00	4.35 ..	4.42½
.....25	6.50 ..	6.75	5.30 ..	5.50	4.00 ..	4.05	4.20 ..	4.27½
June..... 1	6.50 ..	6.65	5.20 ..	5.40	3.85 ..	4.00	4.00 ..	4.10
..... 8	6.50 ..	6.65	5.20 ..	5.30	3.75 ..	3.85	4.00 ..	4.15
.....15	6.50 ..	6.65	5.00 ..	5.25	3.77½..	3.85	4.05 ..	4.10
.....22	6.70 ..	6.80	5.00 ..	5.25	3.85 ..	3.95	4.00 ..	0.00
.....28	6.75 ..	7.00	4.95 ..	5.25	3.85 ..	3.90	3.90 ..	4.00
July..... 6	6.65 ..	6.85	4.80 ..	5.00	3.85 ..	3.90	3.90 ..	4.00
.....13	6.50 ..	6.75	4.80 ..	5.20	4.00 ..	4.05	3.90 ..	4.05
.....20	6.35 ..	6.60	4.65 ..	5.10	4.20 ..	4.30	4.25 ..	4.40
.....27	6.00 ..	6.35	4.65 ..	5.00	4.40 ..	4.50	4.25 ..	4.30
August..... 3	5.70 ..	6.00	4.65 ..	5.00	4.50 ..	4.60	4.10 ..	4.15
.....10	5.55 ..	6.00	4.65 ..	5.00	4.50 ..	4.60	4.10 ..	4.15
.....17	6.50 ..	7.00	5.65 ..	5.00	4.45 ..	4.55	4.00 ..	4.10
.....24	6.00 ..	6.50	5.10 ..	5.25	4.15 ..	4.25	3.85 ..	4.05
.....31	6.30 ..	6.80	5.40 ..	5.50	4.15 ..	4.25	3.95 ..	4.15
September..... 7	6.80 ..	7.10	5.40 ..	5.50	4.15 ..	4.25	3.95 ..	4.15
.....14	7.25 ..	7.75	5.50 ..	5.60	4.15 ..	4.30	4.00 ..	4.20
.....21	7.50 ..	7.80	5.50 ..	5.75	4.15 ..	4.30	4.00 ..	4.20
.....28	8.00 ..	8.25	5.90 ..	6.25	4.20 ..	4.40	4.10 ..	4.30
October..... 5	7.70 ..	7.85	6.00 ..	6.50	4.20 ..	4.40	4.10 ..	4.25
.....12	6.90 ..	7.00	6.20 ..	6.75	4.20 ..	4.35	4.05 ..	4.15
.....19	6.90 ..	7.10	6.20 ..	6.50	4.15 ..	4.25	4.00 ..	4.15
.....26	7.25 ..	7.50	6.20 ..	6.35	4.00 ..	4.15	4.00 ..	4.10
November..... 2	7.20 ..	7.35	6.15 ..	6.30	4.05 ..	4.15	4.10 ..	4.15
..... 9	7.30 ..	7.50	6.15 ..	6.30	4.10 ..	4.20	4.05 ..	4.20
.....16	7.00 ..	7.20	6.15 ..	6.30	4.20 ..	4.30	4.10 ..	4.20
.....23	7.10 ..	7.25	6.10 ..	6.25	4.25 ..	4.30	4.25 ..	4.30
.....30	7.10 ..	7.20	5.75 ..	6.10	4.22½..	4.30	4.25 ..	4.35
December..... 7	7.00 ..	7.10	5.50 ..	5.85	4.12½..	4.20	4.10 ..	4.20
.....14	6.70 ..	6.85	5.10 ..	5.50	4.12½..	4.20	4.15 ..	4.20
.....21	6.90 ..	6.95	5.20 ..	5.50	4.15 ..	4.20	4.20 ..	4.25
.....28	6.90 ..	7.00	5.20 ..	5.50	4.20 ..	4.30	4.15 ..	4.25

WHEAT.

WEEK ENDING.	RECEIPTS OF WHEAT IN 1866.		SHIPMENTS OF WHEAT IN 1866.				
	Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via St. Lawrence. Bushels.	Via Portland. Bushels.	Via Coaticook. Bushels.	Via other Channels. Bushels.	
January	3	1,050	....	....	....	....
	10	5,600	....	....	....	....
	17	4,200	....	....	....	....
	24	8,750	....	....	....	....
	31	6,000	....	....	....	....
February	7	15,400	....	....	....	12
	14	6,650	....	....	....	350
	21	2,800	....	....	....	1,750
	28	350	....	....	....	4,580
March	7	350	....	8	8	....
	14	....	....	....	....	7,200
	21	1,400	....	....	....	4,604
	27	2,100	....	....	....	....
April	4	4,550	....	....	....	....
	11	700	....	....	....	....
	18	1,050	....	....	....	....
	25	3,150	....	....	....	....
May	2	2,800	....	....	....	1,526
	9	3,500	9,300	....	....	808
	16	4,850	17,838	....	486	312
	23	5,750	36,645	....	....	12
	30	1,750	12,215	....	....	....
June	6	2,450	32,895	....	3,250	....
	13	7,550	19,644	....	....	....
	20	1,050	12,466	....	....	....
	27	5,900	27,333	2,895	....	....
July	4	1,750	7,767	....	....	....
	11	700	6,925	....	....	108
	18	6,850	5,260	....	....	....
	25	12,450	36,630	....	....	....
August	1	8,100	164	....	....	4
	8	4,900	29,900	605	....	....
	15	3,500	22,960	....	1,050	....
	22	1,050	....	....	....	....
	29	350	28,034	....	756	....
Sept.	5	350	12,996	....	....	....
	12	700	985	....	1,406	....
	19	2,850	....	....	....	....
	26	10,250	510	....	1,416	....
October	3	14,800	64,691	....	1,750	....
	10	10,700	15,433	....	700	....
	17	21,370	7,850	....	5,250	....
	24	23,600	1,627	....	6,000	....
	31	18,400	43,160	....	4,200	483
Novr.	7	15,900	49,940	....	2,100	....
	14	12,750	18,144	....	1,050	....
	21	17,650	257	....	1,400	6
	28	6,240	30,302	163	2,450	....
Decr.	5	18,850	7,776	....	7,060	350
	12	25,990	10,800	....	5,940	311
	19	13,730	330	
	26	15,520	
	31	11,150	983	
TOTALS....		201,761	571,447	3,663	13,008	54,594	22,746

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The figures indicating *weekly* receipts of Wheat by Grand Trunk Railway are approximates; the total for the year shows a decrease of 245,268 bushels, or 54½ per cent., as compared with 1865; there having been an increase of 22,457 bushels, or 5¼ per cent., in 1865 as compared with 1864, the receipts of 1864 being 21¼ per cent. less than in 1863. The decrease in receipts of Wheat by Lachine Canal was 1,630,198 bushels, or 74 per cent., in 1866 as compared with 1865; the decrease in 1865 was 1,567,994, or 44½ per cent., as compared with 1864; the diminution in the latter year being about 24 per cent. as contrasted with 1863.

A reference to the reports of previous years will show a very large diminution in quantities of Wheat exported in 1866. The shipments of the past two years may be thus summarized:—

	1865	1866
	Bushels.	Bushels.
By Grand Trunk Railway, (including ocean-steamers)....	83,369	76,464
By River St. Lawrence.....	581,064	3,663
By Richelieu Co.'s Steamers.....	4,845	2,668
Via Port of St. John's.....	61,355	483
By Lachine Canal.....	52,305	.....
Total.....	787,938	83,278
Total in 1864.....	2,406,531	
1863.....	3,812,170	
1862.....	7,019,945	

Advance in Prices of Wheat in Great Britain.

In illustration of the advance in prices of Grain, the following comparative statement is given, of the quantities of Wheat, Barley, and Oats sold in 150 towns in England and Wales, during the week ending 12th January, 1867, and in corresponding week of four previous years,—the average rates being also given:—

	WHEAT.		BARLEY.		OATS.	
	Qrs.	Price. <i>s. d.</i>	Qrs.	Price. <i>s. d.</i>	Qrs.	Price. <i>s. d.</i>
1867.....	51,009	at 61 0	50,358	at 43 5	7,678	at 24 2
1866.....	51,964	" 46 1	58,651	" 32 6	7,985	" 22 8
1865.....	86,286	" 38 7	73,967	" 28 0	8,615	" 19 0
1864.....	69,825	" 40 2	56,209	" 31 7	9,805	" 18 8
1863.....	57,334	" 45 10	57,280	" 34 6	9,967	" 20 6

The reader is referred to the table on page 65 for the weekly averages of Wheat in Great Britain during the years 1865 and 1866; and, for particulars respecting the movements of Breadstuffs in Europe and America, to the first Preliminary Report commencing upon page 7 of the present publication.

The following tables show prices in the Montreal Market:—

Comparative Prices of Upper Canada Spring Wheat, during past Four Years.

DATE OF QUOTATION.	1866		1865		1864		1863	
	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..... 5	1.16	@ 1.20	0.96	@	0.92½	@ 0.93	0.92	@ 0.94
..... 12	1.16	.. 1.20	0.96	.. ....	0.92½	.. 0.93	0.93	.. 0.95
..... 19	1.16	.. 1.20	0.96	.. ....	0.92½	.. 0.94	0.93	.. 0.95
..... 26	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95	0.94	.. 0.96
February..... 2	1.16	.. 1.20	0.96	.. 0.97½	0.94	.. 0.96	0.92	.. 0.95
..... 9	1.16	.. 1.20	0.96	.. 0.97½	0.94	.. 0.96	0.90	.. 0.95
..... 16	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95	0.90	.. 0.93
..... 23	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95	0.90	.. 0.92½
March..... 2	1.16	.. 1.20	0.96	.. 0.97½	0.93	.. 0.95	0.90	.. 0.92½
..... 9	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95	0.90	.. 0.92½
..... 16	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95	0.90	.. 0.92½
..... 23	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95	0.90	.. 0.92½
..... 30	1.16	.. 1.20	1.00	.. ....	0.93	.. 0.95	0.90	.. 0.92½
April..... 6	1.18	.. 1.20	1.00	.. ....	0.93	.. 0.95	0.90	.. 0.92½
..... 13	1.20	.. 1.25	1.00	.. ....	0.92	.. 0.93	0.90	.. 0.92½
..... 20	1.25	.. 1.30	1.00	.. ....	0.92	.. 0.93	0.92	.. 0.96
..... 27	1.35	.. 1.37½	1.00	.. ....	0.90	.. 0.95	0.97½	.. 1.00
May..... 4	1.35	.. 1.37½	1.00	.. ....	0.88	.. 0.90	0.95	.. 0.99
..... 11	1.45	.. 1.50	1.00	.. 1.05	0.87½	.. 0.89	0.95	.. 0.99
..... 18	1.45	.. 1.50	1.12½	.. ....	0.90	.. 0.91	0.95	.. 0.99
..... 25	1.45	.. 1.50	1.15	.. 1.20	0.89	.. 0.90	0.92	.. 0.94
June..... 1	1.45	.. 1.50	1.20	.. 1.25	0.87	.. 0.88	0.92	.. 0.94
..... 8	1.45	.. 1.50	1.20	.. 1.25	0.85	.. 0.87	0.92	.. 0.94
..... 15	1.45	.. 1.50	1.15	.. 1.20	0.87	.. 0.89	0.90	.. 0.94
..... 22	1.45	.. 1.50	1.15	.. 1.20	0.87	.. 0.90	0.90	.. 0.94
..... 29	1.45	.. 1.50	1.15	.. 1.20	0.88	.. 0.90	0.90	.. 0.94
July..... 6	1.47½	.. 1.52½	1.05	.. ....	0.91	.. 0.93	0.90	.. 0.95
..... 13	1.47½	.. 1.52½	1.00	.. 1.05	0.91	.. 0.93	0.90	.. 0.95
..... 20	1.40	.. 1.45	1.00	.. 1.05	0.96	.. 0.97½	0.90	.. 0.95
..... 27	1.40	.. 1.45	1.00	.. 1.05	0.96	.. 0.97½	0.90	.. 0.95
August..... 3	1.20	.. ....	1.00	.. 1.05	0.96	.. 0.98	0.90	.. 0.94
..... 10	1.20	.. ....	1.00	.. ....	0.96	.. 0.97	0.90	.. 0.94
..... 17	1.25	.. 1.30	1.00	.. 1.05	0.92½	.. 0.95	0.87½	.. 0.92½
..... 24	1.30	.. 1.40	1.10	.. 1.15	0.92½	.. 0.95	0.87½	.. 0.91
..... 31	1.30	.. ....	1.10	.. 1.15	0.90	.. 0.92½	0.87½	.. 0.91
September..... 7	1.30	.. ....	1.15	.. 1.17½	0.90	.. 0.92½	0.87½	.. 0.91
..... 14	.....	.....	1.15	.. 1.17½	0.90	.. 0.91½	0.87½	.. 0.91
..... 21	1.50	.. 1.55	1.15	.. 1.20	0.90	.. 0.91½	0.90	.. 0.92
..... 28	1.50	.. 1.55	1.20	.. 1.25	0.90	.. 0.91½	0.88	.. 0.92
October..... 5	1.50	.. 1.55	1.25	.. 1.30	0.90	.. 0.91½	0.87	.. 0.91
..... 12	1.40	.. 1.50	1.22½	.. 1.27½	0.89	.. 0.91	0.87	.. 0.90
..... 19	1.40	.. 1.50	1.22½	.. 1.27½	0.88	.. 0.90	0.87	.. 0.90
..... 26	1.50	.. ....	1.22½	.. 1.27½	0.88	.. 0.90	0.88	.. 0.90
November..... 2	1.50	.. 1.55	1.22½	.. 1.27½	0.88	.. 0.90	0.88	.. 0.90
..... 9	1.50	.. 1.55	1.22½	.. 1.27½	0.89	.. 0.91	0.88	.. 0.90
..... 16	1.50	.. 1.55	1.22½	.. 1.27½	0.90	.. 0.92	0.89	.. 0.91
..... 23	1.55	.. 1.60	1.22½	.. 1.27½	0.92	.. 0.94	0.90	.. 0.94
..... 30	1.50	.. 1.55	.....	.....	0.92	.. 0.94	0.90	.. 0.91
December..... 7	1.50	.. 1.55	.....	.....	0.92	.. 0.94	0.90	.. 0.92
..... 14	1.47½	.. 1.50	.....	.....	0.92	.. 0.94	0.92	.. 0.93
..... 21	1.47½	.. 1.50	1.16	.. 1.20	0.95	.. 0.00	0.92	.. 0.92½
..... 28	1.47½	.. 1.50	1.16	.. 1.20	0.96	.. 0.00	.....	.....

Comparative Prices of No. 1 Milwaukee Spring Wheat, during past Four Years.

DATE OF QUOTATION.	1866		1865		1864		1863	
	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	4	1.35 @ 1.40	1.00 @ 1.05	.... @ ....	.... @ ....	1.00 @ 1.02	1.00 @ 1.02	1.00 @ 1.02
.....	11	....	1.00 .. 1.02½	0.87½ .. 0.89	0.87½ .. 0.89	1.00 .. 1.02	1.00 .. 1.02	1.00 .. 1.02
.....	18	....	1.07½ .. 1.10	0.90 .. 0.91	0.90 .. 0.91	1.00 .. 1.01	1.00 .. 1.01	1.00 .. 1.01
.....	25	....	1.12½ .. 1.15	0.87½ .. 0.89	0.87½ .. 0.89	0.97 .. 0.98	0.97 .. 0.98	0.97 .. 0.98
June	1	....	1.07½ .. 1.10	0.86 .. 0.87	0.86 .. 0.87	0.97 .. 0.98	0.97 .. 0.98	0.97 .. 0.98
.....	8	....	1.01 .. 1.03	0.86 .. 0.87½	0.86 .. 0.87½	0.98 .. 0.99	0.98 .. 0.99	0.98 .. 0.99
.....	15	....	0.97½ .. 1.00	0.90 .. 0.91	0.90 .. 0.91	1.00 .. 1.02	1.00 .. 1.02	1.00 .. 1.02
.....	22	....	0.98 .. 1.00	0.91½ .. 0.92½	0.91½ .. 0.92½	1.00 .. 1.01	1.00 .. 1.01	1.00 .. 1.01
.....	29	....	0.97½ .. 0.98	0.92 .. 0.93	0.92 .. 0.93	1.01 .. 1.02	1.01 .. 1.02	1.01 .. 1.02
July	6	....	0.94 .. 0.95	0.94 .. 0.95	0.94 .. 0.95	0.99 .. 1.01	0.99 .. 1.01	0.99 .. 1.01
.....	13	....	0.95 .. 0.97	0.95 .. 0.96	0.95 .. 0.96	1.00 .. 1.01	1.00 .. 1.01	1.00 .. 1.01
.....	20	....	0.95 .. 0.96	0.96 .. 0.97	0.96 .. 0.97	1.00	1.00	1.00
.....	27	....	0.96 .. 0.98	0.95 .. 0.97	0.95 .. 0.97	0.98½ .. 1.00	0.98½ .. 1.00	0.98½ .. 1.00
August	3	....	0.94 .. 0.96	0.95 .. 0.97	0.95 .. 0.97	0.98½ .. 0.99½	0.98½ .. 0.99½	0.98½ .. 0.99½
.....	10	....	0.96 .. 0.97	0.95 .. 0.96	0.95 .. 0.96	0.92½ .. 0.93	0.92½ .. 0.93	0.92½ .. 0.93
.....	17	....	0.96 .. 0.98	0.91 .. 0.93	0.91 .. 0.93	0.91½ .. 0.93	0.91½ .. 0.93	0.91½ .. 0.93
.....	24	....	1.05 .. 1.07½	0.89 .. 0.91	0.89 .. 0.91	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91
.....	31	....	1.07½ .. 1.10	0.87½ .. 0.89	0.87½ .. 0.89	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91
September	7	....	1.10 .. 1.12½	0.89 .. 0.90	0.89 .. 0.90	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91
.....	14	....	1.15	0.90 .. 0.92	0.90 .. 0.92	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91
.....	21	1.52½	1.15 .. 1.16	0.90 .. 0.92	0.90 .. 0.92	0.91½ .. 0.92½	0.91½ .. 0.92½	0.91½ .. 0.92½
.....	28	1.52½	1.15 .. 1.16	0.90 .. 0.92	0.90 .. 0.92	0.91 .. 0.92½	0.91 .. 0.92½	0.91 .. 0.92½
October	5	1.52½	1.20 .. 1.25	0.90 .. 0.92	0.90 .. 0.92	0.90 .. 0.91½	0.90 .. 0.91½	0.90 .. 0.91½
.....	12	1.48 .. 1.50	1.20 .. 1.27½	0.90 .. 0.91	0.90 .. 0.91	0.88 .. 0.90	0.88 .. 0.90	0.88 .. 0.90
.....	19	1.40 .. 1.45	1.20 .. 1.26	0.90 .. 0.91	0.90 .. 0.91	0.87½ .. 0.89	0.87½ .. 0.89	0.87½ .. 0.89
.....	26	1.47½	1.18 .. 1.24	0.89 .. 0.90	0.89 .. 0.90	0.89 .. 0.90½	0.89 .. 0.90½	0.89 .. 0.90½
November	2	1.47½ .. 1.50	1.18 .. 1.25	0.89 .. 0.90	0.89 .. 0.90	0.89 .. 0.90	0.89 .. 0.90	0.89 .. 0.90
.....	9	1.47½ .. 1.50	1.22½ .. 1.30	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91	0.90 .. 0.91
.....	16	1.47½ .. 1.50	1.22½ .. 1.30	0.90 .. 0.91	0.90 .. 0.91	0.91 .. 0.93	0.91 .. 0.93	0.91 .. 0.93
.....	23	....	1.22½ .. 1.29	0.91 .. 0.92	0.91 .. 0.92	0.91 .. 0.93	0.91 .. 0.93	0.91 .. 0.93
.....	30	....	1.20 .. 1.22½	0.92 .. 0.95	0.92 .. 0.95	....	....	....

MAIZE.

WEEK ENDING.	RECEIPTS OF MAIZE IN 1866.	SHIPMENTS OF MAIZE IN 1866.		
	Via Lachine Canal. Bushels.	Via Portland. Bushels.	Via River St. Lawrence. Bushels.	Via other Channels. Bushels.
May 2	....	....	30	5,509
.... 9	4,337	11,526	....	500
.... 16	19,769	....	1,300	368
.... 23	52,709	....	28,177	156
.... 30	109,172	....	13,400	2,535
June 6	74,063	....	8,730	2,582
.... 13	17,614	....	57,560	268
.... 20	9,143	....	85,422	447
.... 27	31,288	....	22,805	14,310
July 4	76,439	....	20,400	70
.... 11	143,198	....	117,318	39
.... 18	132,122	....	151,084	305
.... 15	263,553	....	90,794	40
August 1	73,372	....	117,680	18
.... 8	115,454	....	76,738	472
.... 15	50,635	....	120,398	148
.... 22	23,721	....	43,745	433
.... 29	42,105	....	28,643	30
September... 5	143,810	....	....	283
.... 12	132,224	....	36,408	388
.... 19	69,231	....	184,285	280
.... 26	128,397	....	55,128	928
October 3	80,823	....	158,520	238
.... 10	55,732	....	64,701	106
.... 17	25,526	....	55,152	50
.... 24	21,050	....	....	100
.... 31	47,377	....	76,402	100
November... 7	126,024	....	64,793	....
.... 14	48,104	....	74,884	13,150
.... 21	212	....	47,983	6,110
.... 28	....	....	9,621	2,570
December... 5	4	7,423	....	424
.... 12	....	....	....	436
.... 19	....	....	....	396
.... 26	....	....	....	....
.... 31	....	....	....	....
TOTALS.....	2,117,208	18,949	1,812,100	54,089

The receipts of Maize by Lachine Canal in 1866, show an increase of 1,183,137 bushels, or 126 $\frac{3}{4}$ per cent over those of 1865; the increase in 1865 over 1864 was 775,909 bushels,—the receipts during the latter year being 81 $\frac{3}{4}$ less than those of 1863.

The shipments *via* River St. Lawrence, in 1866, show an increase of 1,158,094 bushels, or 177 per cent., over those of 1865,—there being no shipments of Maize from Montreal to Great Britain in 1864. The quantities carried from this city during the past two years may be summarized thus:—

	1865 Bushels.	1866 Bushels.
In Sea-going vessels <i>via</i> River St. Lawrence.....	654,606	1,812,100
By Grand Trunk Railway, including quantities entered outward at St. Johns and Coaticook.....	75,779	42,785
By other Channels.....	4,464	15,338
Totals.....	734,849	1,870,223

PEAS.

WEEK ENDING.	RECEIPTS OF PEAS IN 1866.			SHIPMENTS OF PEAS IN 1866.		
	Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via other Channels. Bushels.	Via Portland. Bushels.	Via River St. Lawrence. Bushels.	Via other Channels. Bushels.
January 3	....	....	....	....	....	....
10	....	....	....	4,238	....	....
17	350	....	....	....	....	760
24	....	....	....	....	....	....
31	....	....	....	....	....	392
February 7	....	....	....	....	....	355
14	350	....	....	....	....	2,158
21	520	....	....	8,286	....	....
28	350	....	....	....	....	99
March 7	....	....	....	1,000	....	18
14	....	....	....	....	....	850
21	....	....	....	8,210	....	7
27	....	....	....	....	....	....
April 4	....	....	....	....	....	....
11	....	....	....	....	....	....
18	400	....	....	....	....	....
25	2,600	....	....	....	525	....
May 2	3,780	....	....	....	2,433	686
9	4,600	39,928	....	....	10,876	398
16	3,400	59,521	....	....	29,086	....
23	12,485	79,593	....	....	36,700	36
30	15,500	87,989	....	....	41,421	9
June 6	6,650	66,544	....	....	94,354	44
13	2,800	69,529	....	....	109,375	20
20	3,800	42,763	....	....	59,748	....
27	2,450	51,006	....	....	77,004	12
July 4	1,220	8,487	....	....	88,529	2
11	1,580	6,120	....	....	30,512	96
18	1,050	2,805	....	....	48,128	90
25	1,000	5,987	....	....	....	376
August 1	900	9,199	....	....	2,109	12
8	1,050	....	....	....	20,378	9
15	350	216	....	....	7,454	172
22	....	210	....	....	549	266
29	....	62	....	....	....	....
Sept. 5	700	....	....	....	....	202
12	1,750	....	....	....	....	98
19	1,450	10	....	....	4,394	....
26	2,100	274	....	....	1,316	....
October 3	2,590	792	....	....	2,805	2
10	886	27,954	....	....	19,226	52
17	772	22,919	....	....	9,212	3,360
24	5,350	57,641	....	....	48,037	144
31	3,980	15,027	....	....	15,128	....
Novr. 7	4,200	96,316	....	....	82,111	182
14	4,090	71,715	....	....	84,883	15
21	4,550	59,494	....	....	71,447	....
28	2,100	290	....	....	94,085	....
Decr. 5	3,570	6,589	....	662	....	270
12	4,700	....	....	600	....	301
19	1,950	....	....	9,795	....	312
26	2,800	....	....	10,854	....	....
31	2,552	....	....	....	....	....
TOTALS	117,275	888,979	30,061	43,645	1,091,825	11,801

The recorded receipts of Peas during 1866 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 1866 exceeded those of 1865 by 519,183 bushels, or 90½ per cent.; the increase in 1865 over 1864 was 130,853 bushels, or 29½ per cent.,—while, as compared with 1863, the shipments of 1864 showed a diminution of 277,427 bushels, or 38½ per cent. The shipments of the past two years may be thus summarized:—

	1865.	1866.
	Bushels.	Bushels.
In sea-going vessels, via River St. Lawrence.....	572,642	1,091,825
By Richelieu Co.'s steamers, barges, &c.....	66,226	3,063
In ocean-steamers, via Portland.....	23,830	43,645
Via Port of St. Johns.....	19,212	3,200
TOTALS.....	681,910	1,141,733

Comparative Prices of Peas during past Six Years.

DATE OF QUOTATION.	1866		1865		1864		1863		1862		1861	
	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.
April...27	77½	@ 80	0.90	@ 1.00	62	@ 65	..	@ ..	63½	@ 68½	65½	@ 69½
May.... 4	77½	.. 80	0.90	.. 1.00	64	.. 65	65	.. 68	63½	.. 68½	65½	.. 68½
....11	77½	.. 80	0.84	.. 0.86	64	.. 65	65	.. 68	63½	.. 68½	63½	.. 66
....18	77½	.. 80	0.90	.. 0.92½	64	.. 65	65	.. 68	66½	.. 70	66½	.. 68½
....25	77½	.. 80	1.00	.. 0.00	64	.. 65	65	.. 68	67½	.. 70	67½	.. 70
June... 1	77½	.. 80	0.93	.. 0.95	64	.. 65	64	.. 67	67½	.. 70	63½	.. 68½
.... 8	77½	.. 80	0.90	.. 0.93	64	.. 65	64	.. 67	67½	.. 70	63½	.. 68½
....15	77½	.. 80	0.90	.. 0.93	64	.. 65	64	.. 67½	68½	.. 70	61½	.. 65½
....22	75	.. 77½	0.90	.. 0.93	65	.. 67	64	.. 67½	69½	.. 72½	59	.. 63½
....29	75	.. 77½	0.90	.. 0.93	65	.. 66	64	.. 67	68½	.. 72½	59	.. 63½
July.... 6	77½	.. 80	0.88	.. 0.90	65	.. 66	64	.. 67	70	.. 72½	59	.. 63½
....13	77½	.. 80	0.88	.. 0.90	65	.. 66	64	.. 66	68½	.. ..	60	.. 63½
....20	77½	.. 80	0.88	.. 0.90	65	.. 67½	63	.. 65	72½	.. 75	59	.. 63½
....27	77½	.. 80	0.88	.. 0.90	67½	.. 70	63	.. 65	72½	.. 75	63½	.. ..
Aug.... 3	75	.. 77½	0.88	.. 0.90	67½	.. 70	62	.. 64	68½	.. 72½	59	.. 63½
....10	..	.. 75	0.86	.. 0.87	67½	.. 70	62	.. 64	68½	.. 72½	61	.. ..
....17	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½	63½	.. ..
....24	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½	63½	.. ..
....31	75	.. ..	0.77½	.. 0.80	67½	.. 70	62	.. 64	68½	.. 72½	63½	.. ..
Sept.... 7	75	.. ..	0.77½	.. 0.82½	67½	.. 70	62	.. 64	68½	.. 72½	59	.. 63½
....14	72½	.. ..	0.77½	.. 0.82½	67½	.. 70	62	.. 64	66	.. 70	64½	.. 68½
....21	72½	.. ..	0.77½	.. 0.82	70	.. 75	62	.. 65	66	.. 68½	66½	.. ..
....28	72½	.. 75	0.77½	.. 0.82	70	.. 75	62	.. 64	65½	.. 68½	67½	.. 69½
Oct.... 5	80	.. 82½	0.77½	.. 0.80	70	.. 75	62	.. 64	63½	.. 66	70	.. 72½
....12	82	.. 82½	0.80	.. 0.82	67½	.. 72½	64	.. 65	63½	.. 66	68½	.. 72½
....19	80	.. 82½	0.80	.. 0.82	65	.. 70	67	.. 69	61½	.. 66	72½	.. ..
....26	80	.. 82½	0.80	.. 0.82	67½	.. 72½	67	.. 68	61	.. 66	72½	.. ..
Nov.... 2	84	.. 86	0.82	.. 0.84	67½	.. 72½	64	.. 67	61	.. 66	63½	.. 68½
.... 9	84	.. 86	0.80	.. 0.83	67½	.. 72½	62	.. 64	60	.. 65½	62½	.. 68½
....16	84	.. 86	0.80	.. 0.81	65	.. 70	62	.. 64	60	.. 65½	61	.. 63½
....23	82	.. 84	0.72½	.. 0.75	65	.. 70	62	.. 64	59	.. 63½	59	.. 63½
....30	82	.. 84	0.72½	.. 0.75	65	.. 70	62	.. 64	59	.. 63½	63½	.. 65½
Dec.... 7	82	.. 84	0.70	.. 0.72½	65	.. 70	62	.. 64	..	.. ..	..	.. ..
....14	80	.. 82	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..	..	.. ..
....21	80	.. 82	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..	..	.. ..
....28	80	.. 81	0.70	.. 0.72½	65	.. 70	..	.. ..	..	.. ..	..	.. ..

BARLEY.

WEEK ENDING.	RECEIPTS OF BARLEY IN 1866.			SHIPMENTS OF BARLEY IN 1866.			
	Via G. Trunk Railway. Bushels.	Via Lachine Canal. Bushels.	Via other Channels. Bushels.	Via River St. Lawrence. Bushels.	Via Coaticook. Bushels.	Via Port St. Johns. Bushels.	Via other Channels. Bushels.
January 3	....	....	....	....	....	....	420
10	....	....	....	....	700	....	....
17	350	....	....	....	....	....	....
24	1,050	....	....	....	....	....	....
31	1,050	....	....	....	2,250	....	....
February 7	....	....	....	....	2,000	....	....
14	3,150	....	....	....	....	....	1,251
21	870	....	....	....	....	....	....
28	1,500	....	....	....	500	....	2,450
March 7	1,450	....	....	....	2,400	....	650
14	1,400	....	....	....	....	....	1,050
21	202	....	....	....	9,928	....	4
27	516	....	....	....	400	....	....
April 4	732	....	....	....	1,390	....	....
11	2,450	....	....	....	....	....	300
18	1,310	....	....	....	....	....	....
25	700	....	....	....	42,174	....	....
May 2	2,034	....	....	....	....	....	90
9	900	48	....	....	2,220	3,330	105
16	490	150	....	....	....	7,786	774
23	600	....	....	....	8,334	....	102
30	390	....	....	....	....	....	126
June 6	....	....	....	....	....	....	20
13	....	200	....	....	....	....	86
20	....	40	....	....	....	....	2
27	....	400	....	....	....	....	2
July 4	....	....	....	....	....	....	104
11	....	400	....	....	....	....	15
18	....	....	....	....	....	....	....
25	230	....	....	....	....	....	72
August 1	....	....	....	50	....	....	....
8	800	....	....	....	....	....	....
15	380	400	....	....	....	....	....
22	400	600	....	....	....	....	255
29	....	942	....	....	....	....	....
Sept. 5	....	....	....	....	....	....	200
12	400	....	....	....	....	3,100	....
19	....	242	350	933	....	....	....
26	60	565	....	380	....	....	500
October 3	....	7,739	....	....	....	3,400	1,000
10	350	1,258	....	246	523	20,617	620
17	4,010	36,169	3,800	26,011	350	23,961	1,060
24	4,500	92,761	6,900	13,007	....	11,671	....
31	2,150	7,958	....	76,052	....	8,745	....
Novr. 7	5,450	47,307	....	40,215	....	....	....
14	5,850	32,555	5,106	19,794	....	....	....
21	4,450	14,652	718	11,725	....	....	....
28	2,609	5,257	400	44,566	12,990	....	....
Decr. 5	1,000	8,040	....	....	....	....	4,170
12	1,270	2,900	....	....	....	....	2,986
19	1,700	6,360
26	1,050	800
31	420
TOTALS ..	58,694	260,983	17,274	232,979	86,159	82,610	25,574

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March

April

May

June

The recorded receipts of Barley in 1866, show an increase of 19,771 bushels, or 6 per cent., as compared with 1865,—the total in 1865 being 317,688 bushels, against 371,055 bushels in 1864.

Nearly a quarter of a million bushels were shipped *via* River St. Lawrence to Great Britain in 1866—the shipments to all parts amounting to 427,322 bushels, against 1,010,392 bushels in 1865. The following is a comparative summary:—

	1865	1866
	Bushels.	Bushels.
By River St Lawrence.....	.....	232,979
Via Port of St. Johns.....	774,504	82,610
“ Grand Trunk Railway (including Coaticook). ..	152,648	86,159
“ Other Channels.....	83,240	25,574
	<hr/>	<hr/>
	1,010,392	427,322

Comparative Prices of Barley in past Three Years.

WEEK ENDING.	1866		1865		1864	WEEK ENDING.	1866		1865		1864
	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.
Jany. 5	65 @	..	65 @	67½	70	July 6	....	....	....	55	55
12	65 ..	..	60 ..	..	70	13	....	....	....	55	55
19	65 ..	..	60 ..	65	78	20	....	....	....	55	55
26	65 ..	..	60 ..	65	75	27	....	....	....	55	55
Feb. 2	65 ..	..	65 ..	67	75	Aug. 3	....	....	....	55	55
9	65 ..	..	65 ..	67	70	10	....	60 @	62½	55	55
16	65 ..	..	65 ..	67	70	17	60 @	..	67 ..	68	55
23	65 ..	..	68 ..	70	75	24	55 ..	60	67 ..	68	55
March 2	65 ..	..	70 ..	72½	70	31	55 ..	60	67 ..	68	55
9	65 ..	..	70 ..	72½	60	Sept. 7	55 ..	60	65 ..	67	60
16	65 ..	..	70 ..	72½	60	14	55 ..	60	64 ..	66	60
23	65 ..	..	70 ..	72½	60	21	55 ..	60	67½ ..	70	60
30	65 ..	..	70 ..	72½	55	28	55 ..	65	72½ ..	75½	60
April 6	57 ..	60	70 ..	72½	55	Oct. 5	60 ..	75	70 ..	72½	70
13	57 ..	60	72½ ..	75	60	12	60 ..	68	70 ..	72	75
20	48 ..	54	72½ ..	75	60	19	62½ ..	67	65 ..	..	75
27	48 ..	54	60 ..	62½	60	26	62½ ..	67	65 ..	..	70
May 4	48 ..	54	60 ..	65	55	Nov. 2	62½ ..	67	65 ..	..	70
11	48 ..	54	65 ..	70	55	9	62½ ..	68	65 ..	..	75
18	....	..	60 ..	..	60	16	62½ ..	65	65 ..	..	65
25	....	..	....	..	60	23	60 ..	62½	65 ..	..	60
June 1	....	..	....	..	55	30	60 ..	62½	65 ..	..	60
8	....	..	....	..	55	Decr. 7	58 ..	60	65 ..	..	55
15	....	..	....	..	60	14	56 ..	58	65 ..	..	60
22	....	..	....	..	60	21	56 ..	58	65 ..	..	60
29	....	..	....	..	55	28	56 ..	58	65 ..	..	60

OATS.

WEEK ENDING.	RECEIPTS OF OATS IN 1866.			SHIPMENTS OF OATS IN 1866.				
	Via G. T. Railway. Bushels.	Via Lachine Canal. Bushels.	By Barges from below Montreal. Bushels.	Via Portland. Bushels.	Via St. Lawrence. Bushels.	Via Coati- cook. Bushels.	Via Port of St. Johns. Bushels.	Via other Chan- nels. Bushs.
January	3	950	....	....	....	5,200	....	1,250
	10	....	....	....	....	10,300	....	....
	17	1,200	....	....	....	5,130	....	....
	24	700	....	....	....	13,283	....	....
	31	2,200	....	....	....	28,421	....	1,333
February	7	....	....	....	....	23,545	....	....
	14	3,500	....	....	....	3,015	....	175
	21	6,450	....	3,900	....	11,400	....	....
	27	3,530	....	2,160	....	34,040	....	....
March	7	3,175	....	....	....	25,100	....	685
	14	2,100	....	....	....	38,477	....	364
	21	2,100	....	....	....	8,460	....	....
	28	360	....	....	....	13,560	....	....
April	4	3,448	....	....	....	34,968	....	....
	11	5,150	....	9,900	....	18,260	....	....
	18	1,870	....	....	....	16,650	4,410	....
	25	700	5,500	24,000	....	....	....	....
May	2	4,500	7,000	11,250	....	....	6,000	....
	9	1,050	110	73,744	29,773	15,200	12,371	293
	16	2,800	52,422	274,631	....	67,039	3,600	....
	23	2,200	82,998	165,590	....	134,159	600	328
	30	....	86,780	114,771	....	107,561	....	16
June	6	350	89,325	45,238	....	172,127	177	7,866
	13	2,700	37,596	73,345	....	264,667	246	1,336
	20	3,000	56,133	127,606	....	293,371	4,375	25,510
	27	1,250	61,439	120,074	....	324,886	3,318	....
July	4	1,176	15,421	82,582	....	418,811	....	....
	11	3,100	30,534	27,500	....	308,915	....	....
	18	1,350	32,110	....	....	214,600	6,904	....
	25	2,800	1,062	....	....	165,514	....	....
August	1	2,900	29,324	....	....	62,972	....	....
	8	1,650	588	....	....	10,722	11,545	....
	15	2,370	7,003	....	....	68,427	....	14
	22	....	....	....	....	6,111	....	250
	29	700	546	....	....	....	....	393
Sept.	5	1,200	454	....	....	....	....	811
	12	600	2,005	....	....	....	....	....
	19	600	1,038	....	....	....	....	....
	26	....	1,841	....	....	1,526	....	....
October	3	600	7,895	....	....	9,283	....	....
	10	1,850	2,533	....	....	7,150	....	....
	17	2,562	3,781	....	....	8,272	....	....
	24	5,400	2,996	35,925	....	20,704	13,011	....
	31	2,900	7,573	8,000	....	515	28,099	....
Novr.	7	4,625	16,466	7,500	....	50,802	....	....
	14	3,510	8,682	23,733	....	52,573	....	....
	21	4,500	40,138	1,200	....	57,921	....	....
	28	4,350	21,823	....	6,041	53,990	2,283	....
Decr.	5	1,900	20,326	....	3,141	....	15,648	....
	12	2,300	1,390	....	3,907	....	3,002	1,401
	19	4,200	....	....	2,557	....	23,475	....
	26	2,020	....	....	5,749	....	14,820	....
	31	....	....	....	....	....	....	....
TOTALS....	206,034	722,332	1,193,939	102,378	2,897,303	357,668	122,653	5,912

The recorded receipts of Oats at Montreal during 1866, amounted to 2,122,305 bushels,—but a more adequate idea of the business done will be afforded by the following comparative summary of shipments during the past two years :—

	1865	1866
	Bushels.	Bushels.
Via Port of St. Johns.....	2,223,322	122,653
By Grand Trunk Railway, including Port of Coaticook.....	767,271	357,668
By Richelieu Co.'s steamers, barges, &c.....	64,415	5,912
In sea-going vessels by River St. Lawrence.....	196,558	2,897,303
Totals.....	3,251,566	3,383,536

It will be seen from this statement that the decreased shipments via Port of St. Johns and the Grand Trunk Railway were more than compensated for by the very largely increased shipments to Great Britain. The exportations in 1866 included the following:—To London, 1,897,840 bushels; to Liverpool, 354,373 bushels; to Glasgow, 197,048 bushels; for orders, 221,509 bushels.

The quantities of Oats inspected in 1866 were:—No. 1, 2,077,507 bushels; Rejected, 28,700 bushels;—total, 2,106,307 bushels.

Comparative Prices of Oats during Three Years.

WEEK		1866		1865		1864		WEEK		1866		1865		1864	
ENDING.		Bushel of 32 lbs.		Bushel of 32 lbs.		Bushel of 32 lbs.		ENDING.		Bushel of 32 lbs.		Bushel of 32 lbs.		Bushel of 32 lbs.	
		cts.	cts.	cts.	cts.	cts.				cts.	cts.	cts.	cts.	cts.	
January	5	30 @	32	32 @	..	40		July	6	37 @	38½	32 @	..	....
	12	30 ..	32	32 ..	34	42			13	37 ..	38	32 ..	..	....
	19	30 ..	32	32 ..	34	42			20	37 ..	40	32 ..	..	....
	26	30 ..	32	32 ..	34	42			27	37 ..	40	35 ..	36	....
February	2	32 ..	34	33 ..	35	40		August	3	35 ..	40	35 ..	36	....
	9	32 ..	34	33 ..	35	35			10	35 ..	40	35 ..	36	....
	16	32 ..	34	33 ..	35	37½			17	35 ..	40	35 ..	36	....
	23	32 ..	34	34 ..	36	37½			24	35 ..	40	35 ..	36	....
March	2	32 ..	34	35 ..	37	37½			31	35 ..	40	35 ..	36	....
	9	32 ..	34	35 ..	37	37½		Sept.	7	35 ..	37½	35 ..	36	32	
	16	32 ..	34	35 ..	37	40			14	35 ..	37½	33 ..	34	32	
	23	32 ..	34	35 ..	37	37½			21	34 ..	35	31 ..	33	34	
	30	32 ..	34	37 ..	40½	37½			28	32 ..	34	33 ..	34	34	
April	6	34 ..	35	40 ..	42	....		October	5	32 ..	34	33 ..	34	34	
	13	34 ..	35	40 ..	44	....			12	32 ..	35	33 ..	34	34	
	20	34 ..	35	40 ..	..	....			19	32 ..	35	33 ..	34	34	
	27	34 ..	35	38 ..	40	....			26	32 ..	35	32 ..	33	32	
May	4	34 ..	35	34 ..	35	....		Novr.	2	34 ..	36	32 ..	33	32	
	11	33 ..	35	..	..	....			9	34 ..	36	32 ..	33	32	
	18	34 ..	35	28 ..	..	....			16	33 ..	35	32 ..	..	32	
	25	34 ..	35	28 ..	..	....			23	33 ..	34	30 ..	32	30	
June	1	34 ..	36	28 ..	30	....			30	32 ..	34	30 ..	32	30	
	8	34 ..	36	32 ..	..	....		Decr.	7	32 ..	33	32 ..	..	28	
	15	34 ..	36	32 ..	..	....			14	32 ..	..	32 ..	..	28	
	22	35 ..	36	32 ..	..	....			21	32 ..	..	30 ..	33	28	
	29	36 ..	38	32 ..	..	....			28	32 ..	..	30 ..	32	28	

R Y E.

The recorded receipts of Rye in 1866, were:—By Grand Trunk Railway, 14,820 bushels, and by Lachine Canal 132,529 bushels,—a total of 147,349 bushels, against 32,152 bushels by the same channels in 1865; in 1864, 45,663 bu.; in 1863, 33,269 bu.; in 1862, 82,665 bu.; and in 1861, 24,710 bu.;—these figures do not include quantities brought to the city in teams by farmers. Very little Rye has heretofore been shipped from Montreal, receipts being almost exclusively for local use. Shipments during the past two years were:—

	1865	1866
In sea-going Vessels via River St. Lawrence..	Bushels.	Bushels. 73,370
Via Port of St. Johns.....	30,402	297
Totals.....	30,402	73,667

A table is given on page 86, collated from official returns, which shows the quantities of Malt, Barley, Rye, &c., used in the processes of Distilling and Brewing in Montreal. The subjoined table shows current rates during a period of three years:—

Comparative Prices of Rye in Past Three Years.

WEEK ENDING.	1866	1865	1864	WEEK. ENDING.	1866	1865	1864
	Bushel of 56 lbs.	Bushel of 56 lbs.	Bushel of 56 lbs.		Bushel of 56 lbs.	Bushel of 56 lbs.	Bushel of 56 lbs.
	cts.	cts.	cts.		cts.	cts.	cts.
January 5	65	55	July ... 6	....	....	....
...12	66½	60	...13	....	55	....
...19	66½	60	...20	....	....	....
...26	68	60	...27	....	....	....
February 2	65	60	August . 3	....	60	....
... 9	65	60	...10	....	60	....
...16	65	60	...17	....	60	....
...23	66½	60	...24	....	60	....
March.. 2	65	60	...31	....	55	....
... 9	65	60	Sept'r .. 7	....	55	65
...16	66½	60	...14	....	....	65
...23	66½	60	...21	....	....	65
...30	66½	60	...28	62½@65	60	65
April... 6	October. 5	67½..68	60	65
...1312	65 ..66	60	65
...2019	60 ..62½	60	65
...2726	62½..65	60	65
May ... 4	Nov'r .. 2	64 ..66	65	65
...11 9	65 ..66	65	65
...1816	65 ..66	65	65
...2523	65 ..66	60	65
June ... 130	65 ..66	60	65
... 8	Dec'r... 7	65 ..66	66½	65
...1514	62 ..64	70	65
...2221	62½..65	70	65
...2928	62½..65	70	65

OAT AND CORNMEAL.

WEEK ENDING.	RECEIPTS OF OAT AND CORNMEAL IN 1866.		SHIPMENTS OF OAT AND CORNMEAL IN 1866.			
	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 3	....	....	....	....	102	....
10	300	....	823	....	100	....
17	200	....	....	....	111	....
24	100	....	....	....	130	....
31	100	....	....	....	13	....
February 7	29	....	....	....	1	....
14	....	....	....	....	136	....
21	....	....	700	....	32	....
28	20	....	1	....	36	....
March 7	....	....	....	....	300	....
14	100	....	....	....	532	....
21	....	....	....	....	2	....
27	....	....	....	....	14	....
April 4	200	....	900	....	11	....
11	....	....	....	....	4	....
18	12	....	....	....	3	....
25	100	....	....	100	....	....
May 2	235	....	....	350	5	110
9	....	300	....	1,410	....	27
16	700	100	....	2,429	105	105
23	525	850	....	350	79	100
30	....	910	....	1,719	109	79
June 6	400	160	....	249	40	70
13	200	1,087	....	1,456	29	101
20	700	685	....	4,955	110	114
27	275	715	....	....	161	59
July 4	400	1,394	....	4,111	....	142
11	100	243	....	60	....	121
18	300	795	....	2,517	6	386
25	213	287	....	475	106	44
August 1	250	1,356	....	2,541	126	160
8	190	225	....	150	15	....
15	300	720	....	3,082	1	139
22	565	766	....	1,909	6	79
29	32	100	....	709	16	58
Sept. 5	246	203	....	50	....	50
12	200	157	....	....	....	26
19	50	100	....	1,303	....	105
26	369	17	....	....	3	7
October 3	70	132	....	10	821	51
10	100	130	....	291	7	78
17	....	433	....	552	124	25
24	125	391	....	415	....	....
31	129	221	....	1,042	20	3
Novr. 7	154	419	....	100	9	142
14	250	415	....	804	100	....
21	....	207	....	865	....	16
28	200	863	1,500	....	88	....
Decr. 5	100	100	500	....	111	....
12	300	....	1,100	....	88	....
19	100	....	500	....	70	....
26	300	....	....	....	2	....
31	100	....	....	....	....	....
TOTALS.....	9,339	14,481	6,024	34,004	3,884	2,397

The receipts and shipments given in the foregoing table, may be compared by referring to the following statement:—

	1865	1864	1863	1862
Receipts.....	1,762 brls.	2,158 brls.	1,847 brls.	7,544 brls.
Shipments.....	2,806 "	5,774 "	9,655 "	8,410 "

Rates for Oatmeal at beginning of 1866 were \$4.75 @ \$5.10, gradually 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. The next change in price was in middle of June, the quotation being \$4.60 @ \$4.90, and at beginning of July, rates were \$4.70 @ \$5;—at the 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; from the middle of that month until third week in December, \$5.00 @ \$5.10 were prevailing rates,—\$4.90 @ \$5.00 being the price at close of the year.

Prices in 1865 were:—From January until middle of May, the rate for Oatmeal in barrels (per 200 lbs.) was \$4.75 @ \$5, according to quality; for a month afterwards, \$4.55 @ \$4.75; from middle of June until towards the end of September, \$4.50 @ \$4.60; in October \$4.75 @ \$5.00; and thereafter until the close of the year the range was \$4.75 @ \$5.10.

LOCAL CONSUMPTION.

FLOUR.

The recorded receipts of Flour by all channels were.....	704,376 brls.
Quantity manufactured by Millers in the City.....	260,151 "
Total in 1866.....	964,527 "
Estimated consumption by city population ...	125,000 brls.
Recorded shipments.....	575,198 "
	<u>700,198 "</u>
Leaving for business consumption.....	264,329 "

GRAIN.

The quantity of Wheat estimated to have been used by City	
Millers in 1866, in producing 260,151 brls. of Flour was....	1,300,755 bush.
Estimated quantity of 1865.....	<u>2,125,665 "</u>
Decrease.....	824,910 "

The quantities of Grain, &c., used in the processes of Distilling and Brewing in Montreal, in the past four years, are shown in the subjoined table:—

KIND OF GRAIN, &c.	1866	1865	1864	1863
Malt..... bushels.	84,985	182,193	180,253	155,592
Barley..... "	....	1,506	801	1,470
Rye..... "	9,226	14,319	45,952	49,196
Oats..... "	3,701	719	41,101	62,835
Maize..... "	53,282	38,901	78,712	82,945
Buckwheat..... "	....	....	....	....
Wheat..... "	....	....	1,062	....
Cribblings..... lbs.	....	86,994	56,336	....

THE SEED TRADE,—1865 AND 1866.

CLOVER SEED.

1865.—The supply of Short Red or Western Clover, this year, was much below the demand; it was also scarce in United States markets; the price was therefore high throughout the sowing season,—and 18½c. per lb. was given for some imported lots; but even at that rate the supply was inadequate. Rawdon and Vermont Clover were not to be had; and Red and White Dutch sold more freely than usual, bringing 25c.

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. here, 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.

1865.—Owing to an unfavorable season, Timothy was very scarce, poor in quality and dear. For ordinarily good parcels, \$3.00 per bushel of 45 lbs. was paid,—rates varying down to \$2.60 for inferior samples, and supply not nearly equal to the demand.

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.

1865.—The quantity of seed brought to Montreal this year was fully 100,000 bushels,—against 70,000 bushels in 1864, and 50,000 bushels in 1863. The local consumption in 1865 was about 80,000 bushels,—20,000 bushels or more going to Boston and Chicago. There was active demand in the Fall and prices ruled high, \$1.90 per bushel of 56 lbs. being paid for some choice lots; but the average before close of navigation was \$1.75 @ \$1.80,—subsequent quotations being \$1.60 @ \$1.70. Scarcely any Flax-Seed was received from Upper Canada this year, although the area under cultivation was greater than ever before; which was accounted for by the fact that several crushing mills had been erected in the West, thus creating a home-market. American buyers had also been drawing large supplies from that part of the Province.

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.	1866			1865			1864		
	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
January	2,018	481	2,499	2,559	701	3,260	2,390	969	3,359
February	1,399	495	1,894	1,879	205	2,084	1,698	408	2,106
March	1,746	385	2,131	1,842	209	2,051	2,166	323	2,489
April	1,393	190	1,583	1,357	223	1,580	1,181	131	1,312
May	3,522	365	3,887	4,415	1,149	5,564	3,188	924	4,112
June	2,493	439	2,932	3,455	835	4,290	3,198	421	3,619
July	2,401	806	3,207	3,684	1,237	4,921	3,670	1,274	4,944
August	1,743	878	2,621	2,792	1,521	4,313	3,294	1,873	5,167
September	1,288	775	2,063	1,984	1,131	3,115	2,726	1,449	4,175
October	1,747	853	2,600	2,253	1,046	3,299	3,204	1,498	4,702
November	1,561	488	2,049	2,368	958	3,326	2,903	977	3,880
December	652	520	1,172	2,322	743	3,065	1,626	496	2,122
TOTALS.....	21,963	6,675	28,638	30,910	9,958	40,868	31,244	10,743	41,987

According to these figures, the aggregate receipts in 1866 were less by 12,230 barrels or about 30 per cent., than in 1865; the decrease in 1865, as compared with 1864, was 1,119 barrels, or 2½ per cent..

The inspection of Pots and Pearls in 1866 showed the following classification:—

	POT-ASH.				PEARL-ASH.			
	Firsts.	Seconds.	Thirds.	Unbrand-ables.	Firsts.	Seconds.	Thirds.	Unbrand-ables.
January ..	1,232	524	210	52	250	224	7	0
February .	933	303	140	23	371	121	1	2
March....	1,351	230	139	26	189	184	12	0
April.....	1,151	183	52	7	93	95	2	0
May.....	3,032	411	65	14	182	180	1	2
June.....	2,113	290	82	8	246	190	3	0
July.....	1,919	377	87	18	332	467	7	0
August...	1,291	340	90	22	437	430	11	0
September	952	250	77	9	350	424	1	0
October ..	1,244	379	97	27	535	313	5	0
November.	1,044	365	117	35	319	168	1	0
December.	442	147	45	18	319	201	0	0

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

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLE.	TOTALS.
1863.....	Brls. 25,718	Brls. 4,391	Brls. 2,351	Brls. 465	Brls. 32,955
1864.....	22,851	4,982	2,679	728	31,240
1865.....	20,578	6,937	2,687	707	30,909
1866.....	16,704	3,799	1,201	259	21,963
Totals]....	85,881	20,109	8,918	2,159	117,067
Averages..	21,470	5,027	2,229	540	29,267

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

First Sort.....	76.055	Third Sort	5.469
Second Sort	17.297	Unbrandable	1.179

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

YEARS.	FIRSTS.	SECONDS.	THIRDS.	UNBRANDABLE.	TOTALS.
	Brls.	Brls.	Brls.	Brls.	Brls.
1864.....	7,593	3,072	101	8	10,774
1865.....	4,882	4,959	116	1	9,958
1866.....	3,623	2,997	51	4	6,675
Totals	16,098	11,028	268	13	27,407
Averages..	5,366	3,676	89	4	9,135

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

First Sort	54.277	Third Sort	764
Second Sort.....	44.899	Unbrandable	60

Deliveries of Ashes from Inspection Stores for past Three Years.

MONTH.	1866			1865			1864		
	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
January	1,387	937	2,324	1,687	263	1,950	982	443	1,425
February	2,208	494	2,702	1,893	191	2,084	525	234	759
March.....	1,774	703	2,477	1,247	344	1,591	1,301	326	1,627
April	879	201	1,080	541	218	759	1,397	97	1,494
May	3,841	410	4,251	6,117	1,877	7,994	6,273	1,398	7,671
June	2,947	336	3,283	3,890	685	4,575	3,044	638	3,682
July	1,984	575	2,559	4,079	1,107	5,186	3,159	832	3,991
August.....	1,266	514	1,780	2,685	1,310	3,995	4,071	1,560	5,631
September.....	1,251	556	1,807	2,157	1,587	3,744	2,328	1,487	3,815
October	2,086	1,308	3,394	1,617	1,197	2,814	3,895	1,717	5,612
November	2,116	791	2,907	1,926	528	2,454	2,613	993	3,606
December	600	330	930	2,073	663	2,736	964	210	1,174
TOTALS.....	22,339	7,155	29,494	29,912	9,970	39,882	30,552	9,935	40,487

From this statement, it appears that the aggregate deliveries in 1866 were less by 10,388 barrels, or 26 1-16 per cent., than in 1865; the decrease in 1865, as compared with 1864, was 605 barrels, or 1½ per cent. The shipments in 1866 may be thus summarized:—

		Pots.	Pearls.
By St. Lawrence River to	Liverpool.....	5,228 brls.	689 brls.
" " "	London	969 "	551 "
" " "	Glasgow	6,772 "	181 "
" " "	British American Ports.....	13 "	" "
Via Portland to Liverpool.....		5,054 "	325 "
Totals.....		18,036 "	1,746

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

TRADE AND COMMERCE OF

Comparative Prices of Ashes for past Two Years.

DATE.	1866				1865			
	FIRST POTS.		FIRST PEARLS.		FIRST POTS.		FIRST PEARLS.	
	Per 100 lbs.		Per 100 lbs.		Per 100 lbs.		Per 100 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
January 5	5.70	@ 5.75	7.00	@	5.40	@ 5.45	5.40	@ 5.50
.....12	5.85	.. 5.95	6.75	.. 6.80	5.37½	.. 5.42½	5.45	.. 5.50
.....19	5.85	.. 5.90	6.80	.. 7.00	5.35	.. 5.37½	5.45	.. 5.50
February .....26	5.80	.. .....	6.80	.. 7.00	5.35	.. 5.37½	5.45	.. 5.50
..... 2	5.35	.. .....	7.00	.. .....	5.50	.. .....	5.50	.. 5.55
..... 9	5.60	.. 5.65	7.75	.. 7.90	5.35	.. 5.40	5.50	.. 5.55
.....16	5.85	.. 5.90	7.80	.. 7.90	5.40	.. 5.42½	5.50	.. 5.55
.....23	5.92½	.. 5.97½	7.80	.. 7.90	5.37½	.. 5.40	5.50	.. 5.55
March 2	5.60	.. 5.65	7.80	.. 7.85	5.32½	.. 5.37½	5.47½	.. 5.52½
..... 9	5.40	.. 5.45	7.85	.. .....	5.20	.. 5.25	5.40	.. 5.45
.....16	5.40	.. 5.45	7.80	.. 7.85	5.20	.. 5.22½	5.45	.. .....
.....23	5.65	.. 5.70	7.00	.. .....	5.20	.. 5.25	5.40	.. 5.45
.....29	5.65	.. 5.70	7.00	.. .....	5.22½	.. 5.27½	5.45	.. 5.50
April 6	5.50	.. 5.55	7.00	.. .....	5.22½	.. 5.27½	5.45	.. 5.50
.....13	5.82½	.. 5.87½	7.00	.. .....	5.25	.. 5.30	5.50	.. .....
.....20	5.90	.. 5.95	7.00	.. .....	5.22½	.. 5.25	5.50	.. .....
.....27	5.95	.. 6.00	7.00	.. .....	5.20	.. 5.25	5.50	.. .....
May 4	5.75	.. 5.80	7.25	.. 7.50	5.20	.. 5.25	5.50	.. .....
.....11	5.82½	.. 5.87½	7.50	.. .....	5.25	.. 5.30	5.50	.. 5.55
.....18	5.85	.. 5.90	7.70	.. 7.80	5.40	.. 5.45	5.52½	.. 5.57½
.....25	5.80	.. 5.90	7.80	.. .....	5.35	.. 5.40	5.52½	.. 5.57½
June 1	5.55	.. 5.65	7.90	.. 8.00	5.30	.. 5.35	5.50	.. 5.52½
..... 8	5.50	.. 5.55	8.10	.. 8.15	5.25	.. 5.30	5.50	.. 5.52½
.....15	5.42½	.. 5.50	8.15	.. .....	5.22½	.. 5.25	5.40	.. 5.45
.....22	5.40	.. 5.45	8.00	.. .....	5.20	.. 5.22½	5.40	.. 5.45
.....29	5.40	.. 5.50	8.00	.. .....	5.20	.. 5.25	5.40	.. 5.42½
July 6	5.40	.. 5.50	8.10	.. 8.15	5.20	.. 5.25	5.40	.. 5.45
.....13	5.40	.. 5.47½	7.75	.. 7.80	5.20	.. 5.25	5.35	.. 5.40
.....20	5.40	.. 5.45	7.00	.. .....	5.10	.. 5.15	5.25	.. 5.35
.....27	5.40	.. 5.47½	6.60	.. 6.75	5.10	.. 5.17½	5.25	.. 5.30
August 3	5.60	.. 5.65	6.75	.. 6.90	5.07½	.. 5.15	5.20	.. 5.30
.....10	5.70	.. 5.70½	7.00	.. 7.10	5.05	.. 5.15	5.20	.. 5.27½
.....17	5.60	.. 5.70	6.75	.. 6.80	5.00	.. 5.05	5.25	.. 5.30
.....24	5.60	.. 5.65	6.85	.. 7.00	5.02½	.. 5.07½	5.25	.. 5.30
.....31	5.60	.. 5.65	6.75	.. 6.80	5.10	.. 5.15	5.30	.. 5.32½
September 7	5.60	.. 5.65	6.70	.. 6.75	5.17½	.. 5.25	5.30	.. 5.35
.....14	6.00	.. 6.15	6.90	.. 7.00	5.25	.. 5.32½	5.30	.. 5.35
.....21	6.10	.. 6.15	7.00	.. 7.15	5.25	.. 5.30	5.35	.. 5.40
.....28	6.70	.. 6.75	7.10	.. 7.15	5.75	.. 5.80	5.75	.. 5.80
October 5	6.30	.. 6.35	7.20	.. 7.25	5.80	.. 5.90	5.75	.. 5.80
.....12	6.90	.. 7.00	7.20	.. 7.25	6.00	.. 6.05	5.75	.. 5.80
.....19	6.85	.. 6.90	7.30	.. 7.40	6.00	.. 6.05	5.75	.. 5.80
.....26	6.35	.. .....	7.35	.. .....	6.00	.. 6.02½	5.80	.. 5.82½
November 2	6.40	.. 6.50	7.35	.. 7.50	6.15	.. 6.20	5.85	.. 6.00
..... 9	6.20	.. 6.25	7.40	.. 7.50	8.00	.. 8.25	8.00	.. 8.25
.....16	5.75	.. 5.85	7.50	.. .....	8.00	.. 8.50	8.75	.. 9.00
.....23	5.45	.. 5.50	8.00	.. .....	7.00	.. 7.10	8.00	.. 8.50
.....30	5.50	.. 5.52½	7.45	.. 7.50	7.85	.. 7.90	7.75	.. 8.00
December 7	5.60	.. 5.65	7.40	.. 7.50	7.25	.. 7.75	7.00	.. 7.50
.....14	5.57½	.. 5.60	7.35	.. 7.40	7.00	.. 7.10	7.00	.. 7.25
.....21	5.70	.. 5.75	7.35	.. 7.40	6.75	.. 6.80	7.15	.. 7.20
.....28	5.90	.. 5.95	7.30	.. 7.35	6.00	.. .....	7.15	.. 7.25

Prices of Second Sorts of Pot Ashes during the Year 1866.

DATE.		SECONDS.		DATE.		SECONDS.	
		\$ c.	\$ c.			\$ c.	\$ c.
January	5	5.30	@ 5.35	July	6	5.12½	@ 5.25
	12	5.40	.. ..		13	5.20	.. 5.25
	19	5.47½	.. 5.50		20	5.15	.. 5.25
	26	5.45	.. 5.50		27	5.12½	.. 5.20
February	2	5.40	.. 5.50	August	3	5.15	.. 5.30
	9	5.50	.. 5.80		10	5.20	.. 5.30
	16	5.85	.. 5.90		17	5.12½	.. 5.25
	23	5.90	.. 6.00		24	5.10	.. 5.17½
March	2	5.90	.. 6.00		31	5.15	.. 5.25
	9	5.50	.. 5.60	September	7	5.10	.. 5.20
	16	5.45	.. 5.50		14	5.30	.. 5.50
	23	5.25	.. 5.30		21	5.55	.. 5.60
	29	5.45	.. 5.50		28	5.65	.. 5.75
April	6	5.25	.. 5.30	October	5	5.60	.. 5.80
	13	5.60	.. ..		12	6.00	.. ..
	20	5.60	.. 5.65		19	6.10	.. 6.25
	27	5.50	.. 5.60		26	5.90	.. 6.05
May	4	5.50	.. 5.60	November	2	5.95	.. 6.00
	11	5.45	.. 5.50		9	5.40	.. 5.45
	18	5.45	.. 5.50		16	5.40	.. ..
	25	5.45	.. 5.50		23	5.75	.. ..
June	1	5.37½	.. 5.45		30	5.80	.. 5.90
	8	5.35	.. 5.40	December	7	5.40	.. 5.50
	15	5.25	.. 5.30		14	5.45	.. 5.50
	22	5.25	.. 5.32½		21	5.40	.. 5.45
	29	5.20	.. 5.25		28	5.35	.. 5.40

It may be remarked here that the proportion of Inferior sorts of Ashes inspected during the year shows that the standards were well maintained. A large decrease in production throughout the Province is noted; notwithstanding this, the prices of First Pots were not sustained; and the remark made in former reports concerning the lessened consumption of Seconds and Thirds in the United Kingdom, consequent upon the use of Muriates, seems to hold good respecting the business of 1866.

A change has been effected in the method of rating Inferior sorts of Ashes. Instead of deducting one-eighth and one-fourth from the price of First sorts, to establish the price of Seconds and Thirds relatively to Firsts,—the plan of a fixed price for each of the Inferior sorts is now acted upon, without any reference to the value of Firsts.

The advance in prices noted in the early months of 1866, was incident to the demand for shipment to the United States prior to the 17th of March, on which day the Reciprocity Treaty expired. The subsequent decline was not seriously felt, as stocks had been greatly lessened.

The question of tares has been under consideration,—the fixed rate of deduction (12½ per cent.) adhered to in England pressing very inequitably upon the Trade here. The Board of Trade has endeavored to bring about a change, but so far without success.

Stocks in Store at close of past Three Years were:—

DATE.	POTS.	PEARLS.	TOTALS.
	Brls.	Brls.	Brls.
On 1st January, 1867.....	2,034	528	2,562
On 1st January, 1866.....	2,410	1,008	3,418
On 1st January, 1865.....	1,412	1,020	2,432

III.—THE PROVISION TRADE.

PORK, BEEF, CUT-MEATS, &c.

THE receipts of Pork and Beef in Montreal, in 1865, were 22,734 barrels; in 1866, 13,723,—viz., by Grand Trunk Railway, 8,101 barrels; by Canal, 5,511 brls.; by other channels, 111 brls. The recorded shipments in 1865 were 18,624 brls.; in 1866, 16,698 brls.—viz., by Grand Trunk Railway, 5,659 brls.; by St. Lawrence River, 6,559 brls.; by Lachine Canal, 4,480 brls. The movements in 1866 may be concisely stated thus:—

Stock of Pork and Beef on hand at beginning of 1866.....	2,325 barrels.
Receipts by all channels during the year.....	13,723 “
Total.....	16,048 “
Stock on hand 31st December, 1866.....	1,900 brls.
Reported shipments	16,698 “
	18,598 “

This surplus is accounted for by exports of Pork packed in Montreal..... 2,550 “

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

	1866	1865	1864
Pork.....	17,034 barrels.	17,212 barrels.	31,371 barrels.
Beef.....	1,083 “	1,513 “	1,132 “
Beef.....	375 tierces.	273 tierces.	583 tierces.

The different grades of Pork and Beef inspected and packed in 1866 were:—

Mess Pork.....	10,746 barrels.	Prime Mess Beef.....	375 tierces.
Thin Mess.....	1,164 “	Prime Mess Beef.....	1,083 barrels.
Prime Mess.....	788 “	Prime.....	.....
Prime.....	2,229 “		
Cargo.....	6 “		
Unbrandable.....	2,101 “		

Pork was unusually dull during 1866, and the business done indicated occasional great fluctuations in prices both in Canada and in the United States. Mess Pork opened in Montreal at \$23 per barrel, gradually rising until the quotation was \$24 @ \$25 at the middle of January,—thereafter receding to \$23 @ \$23.50 in April, then advancing in May and continuing comparatively steady until September, when a demand for the lumber-regions stiffened the market. Sales were thereafter made at \$25.00 @ \$25.50, advancing to \$27 by the beginning of October;—there was subsequently a transaction at \$27.50, which was the highest rate paid. At the close of the season there were not 400 barrels of Mess left on hand. A decline in price commenced in New York City about the beginning of November, a fall of \$9 (U. S. currency) taking place in the course of ten days. As was to be expected, prices in this market sympathised in the downward movement, and during the latter part of November and throughout December,

sales of Mess were made at \$22, \$21, and \$20 per barrel. There were few sales of Prime Mess and Prime throughout the year,—the rates for the former being about \$5 per brl. less, and the latter \$6 per brl. less, than the current rates for Mess. The table given below, shows the prices of all grades during two years.

Comparative Prices of Pork in 1866 and 1865.

DATE OF QUOTATION.	1866						1865						
	MESS.		PRIME MESS.		PRIME.		MESS.		PRIME MESS.		PRIME.		
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
January12	24.00 @	25.00	17.50 @	18.00	16.50 @	17.00	18.50 @	19.00	19.00	15.00 @	15.00	14.00 @	14.00
.....26	23.50	24.50	17.00	17.50	16.00	16.50	19.00	19.50	19.00	15.00	15.00	14.00	14.00
February16	23.50	24.00	17.00	17.50	16.00	16.00	19.75	20.00	19.75	15.00	15.00	14.50	14.50
.....23	23.50	24.00	17.50	18.00	16.50	17.00	19.75	20.00	19.75	15.00	15.00	14.50	14.50
March16	23.00	23.50	17.50	18.00	16.00	17.00	20.75	21.00	20.75	15.00	15.00	14.50	14.50
.....29	23.00	24.00	18.00	18.00	17.12½	17.00	20.25	20.75	20.25	15.00	15.00	14.50	14.50
April13	23.00	24.00	18.50	18.50	17.50	17.50	20.00	20.50	20.00	15.00	15.00	14.50	14.50
.....27	23.00	23.50	19.00	20.00	18.00	18.50	20.00	20.50	18.25	18.25	15.50	15.50	15.75
May11	24.50	25.00	20.00	21.00	19.50	20.00	22.25	22.50	17.00	17.25	16.00	16.00	16.50
.....25	24.50	25.00	20.00	21.00	19.50	20.00	21.50	21.50	17.25	17.75	16.00	16.00	16.50
June15	24.00	24.50	20.50	21.00	20.00	20.50	20.00	20.50	17.25	17.50	16.25	16.25	16.50
.....29	24.00	24.50	20.50	21.00	19.50	20.00	20.00	20.50	17.25	17.50	16.25	16.25	16.50
July13	24.00	24.50	20.50	21.00	19.50	20.00	20.00	20.00	17.00	17.25	16.00	16.00	16.25
.....27	24.50	25.00	20.50	21.00	19.50	20.00	21.00	22.00	17.00	17.25	16.00	16.00	16.25
August17	24.75	25.00	20.50	21.00	19.50	20.00	23.00	23.00	17.00	17.25	16.00	16.00	16.25
.....31	24.75	25.00	20.50	21.00	19.50	20.00	23.00	23.00	17.00	17.25	16.00	16.00	16.25
September14	25.00	25.50	20.00	21.00	19.50	20.00	23.00	23.00	18.50	18.50	16.00	16.00	16.50
.....28	27.00	27.50	24.00	24.00	21.00	21.00	24.50	24.50	18.50	18.50	16.00	16.00	16.50
October12	27.50	28.00	22.00	22.00	21.00	21.00	26.50	26.50	18.50	18.50	16.00	16.00	16.50
.....26	27.50	28.00	22.50	23.00	21.00	21.50	27.00	27.00	18.50	18.50	16.00	16.00	16.50
November16	23.00	24.00	19.00	20.00	18.00	18.00	26.60	27.00	21.00	22.00	21.00	22.00	22.00
.....30	21.00	22.00	16.00	16.00	14.00	14.00	26.50	27.00	21.00	22.00	21.00	22.00	22.00
December14	20.00	21.00	13.00	14.00	12.00	13.00	24.00	25.00	16.00	17.00	16.00	16.00	16.00
.....28	20.00	21.00	14.00	14.00	12.00	12.00	24.00	25.00	16.00	17.00	16.00	16.00	16.00

These are strictly wholesale prices.

A careful study of the requirements of the British market, as shown in the following table, would enable Provision-merchants and Dairy-men to participate more extensively in the trade with the mother-country than at present:—

Provisions Imported by Great Britain for consumption in 1865.

COUNTRIES WHENCE IMPORTED.	BUTTER.	CHEESE.	BEEF.	PORK.	HAMS.	BACON.
	Lbs.	Lbs.	Brls.	Brls.	Cwts.	Cwts.
Sweden	173,936	.....	.....	1,233	.....	.....
Denmark	7,342,160	.....	.....	10,511	5,351	27,765
Schleswig and Holstein	51,296	.....	.....	.....	.....	.....
Prussia . . . . .	.....	.....	.....	6,806	.....	.....
Hamburg	13,458,144	386,512	1,400	39,064	4,310	240,161
Bremen	424,480	727,552	2,369	1,599	5,063	2,527
Holland	38,552,912	43,339,744	.....	.....	4,955	6,690
Belgium	7,909,328	.....	.....	.....	.....	.....
France	39,548,880	.....	.....	12,012	.....	12,902
Channel Islands	891,744	.....	.....	.....	.....	.....
United States	9,320,192	49,606,256	109,821	24,912	69,200	318,899
British North America	3,541,216	1,146,096	.....	.....	1,100	9,194
Uruguay . . . . .	.....	.....	8,242	.....	.....	.....
Argentine Confederation . . . . .	.....	.....	1,031	.....	.....	.....
Bahamas . . . . .	.....	.....	2,351	4,775	.....	.....
Other Parts	72,016	360,864	2,131	1,651	1,513	3,716
TOTALS for 1865	121,286,304	95,567,024	127,345	102,563	91,492	621,854
“ for 1864	118,117,104	93,502,528	169,601	106,071	172,760	1,644,784

DRESSED HOGS.—Prices ruled high in early part of 1866,—say from \$9 @ \$10 per 100 lbs.,—with extensive purchases for fresh use in U. S. markets, prior to the date on which the Reciprocity Treaty ceased. The weight of Pork, in carcase, brought into Montreal by the Grand Trunk Railway in 1866, was 2,865,983 lbs., or 13,736 carcasses; in 1865, 2,146,201 lbs., or 10,731 carcasses; in 1864, 2,021,115 lbs., or 10,150 carcasses; and in 1863, 2,715,421 lbs., or 13,580 carcasses. The figures do not nearly show the whole receipts in this city, there being very large arrivals during the season, in teams, from the country; of which, in the absence of reliable data, a fair estimate cannot easily be made.

The number packed in Montreal, during the season 1866-'67 exceeded that of former years. About 15,000 carcasses is very nearly the correct number cut;—the demand for fresh local consumption took up a great portion of the remainder.

CUT-MEATS.—Canned Sugar-cured Hams were scarce and dear in 1866,—Cincinnati selling at 20c. @ 22½c., while plain city-cured brought 16c. @ 18c.

LARD.—This article was also in very light supply, in 1866, best quality ranging widely, say from 14c. @ 17c.,—18c. being paid in some instances.

BEEF.—The business done here in barrelled Beef is not large; demand moderate,—vessels trading to the River St. Lawrence obtaining supplies at lower rates in Europe than those current here. The following statement shows range of prices in 1866:—

Prime Mess Beef, in tierces.....	\$25 @ \$27
Do. do. in barrels.....	15 @ 17
Prime Beef, in barrels.....	9 @ 11

BUTTER.

The recorded receipts of Butter in Montreal by all channels during 1866 amounted to 92,516 kegs, or 7,401,280 lbs.; in 1865, 75,487 kegs, or 6,038,960 lbs.; and 81,003 kegs, or about 6,480,000 lbs. in 1864.

The shipments in 1866 amounted to 77,776 kegs, or 6,222,080 lbs.; in 1865, 70,668 kegs, or 5,653,440 lbs.; in 1864, 70,662 kegs, or 5,652,960 lbs. The exportations of 1866 were as follows:—

In sea-going vessels via River St. Lawrence.....	61,911 kegs.
In ocean-steamers via Portland.....	7,376 "
By Montreal and Champlain Railway.....	7,094 "
By other channels.....	1,395 "
Total.....	77,776 "

The whole movement in Butter in 1866 may be thus concisely stated:—

Stock on hand 1st January, 1866.....	5,700 kegs.
Receipts by all channels.....	92,516 "
Total.....	98,216 "
Deduct stock on hand 1st January, 1867. 5,500 kegs.	
Deduct shipments during 1866.....	77,776 "
	<u>83,276 "</u>
Balance unaccounted for.....	14,940 "

This balance, along with other unrecorded quantities brought in by farmers, would enter into city-consumption during the year. The quantity of Butter used by the people of Montreal annually is estimated to be over 1,250,000 lbs.

Prices of Butter in Fall of past Three Years:—

DATE.	1866		1865			1864		
	Medium to Good Dairy Per lb.		Store Packed. Per lb.	Medium Dairy. Per lb.	Choice. Dairy. Per lb.	Store Packed. Per lb.	Medium Dairy. Per lb.	Choice Dairy. Per lb.
September .....15	c. 17½ @ c.		c. 20 @ c.	c. 20 @ c. 21	c. 21½ @ c. 22½	c. 18 @ c.	c. 19 @ c. 20	c. 20 @ c. 21
.....22	15½ ..		19 .. 20	20 .. 21	22 .. 23	18 .. 19	19 .. 20	20 .. 21
.....29	16½ ..		19 .. 20	20 .. 21	22 .. 23	17 .. 18	18 .. 19	19 .. 20
October.....6	16½ .. 17½		20 .. 21	21 .. 22	23 .. 24	18 .. 19	19 .. 20	20 .. 21
.....13	18 ..		20 .. 21	21 .. 22	23 .. 24	18 .. 19	19 .. 20	20 .. 21
.....20	18 ..		20 .. 21	22 .. 23	24 .. 25	17 .. 19	18 .. 19	20 .. 21
.....27	17 .. 18		21 .. 22	23 .. 24	25 .. 26	16 .. 18	18 .. 19	20 .. 21
November .....3	17½ ..		21 .. 22	24 .. 25	25 .. 27	16 .. 18	18 .. 19	20 .. 21
.....10	17½ ..		22½ .. 24	24 .. 25	26 .. 28	16 .. 18	18 .. 19	19½ .. 21
.....17	16 .. 17½		22½ .. 24	24 .. 25	26 .. 28	16 .. 18	18 .. 19	19 .. 20½
.....24	13 .. 15½		21 .. 22	22 .. 23	24 .. 25	16 .. 18	18 .. 19	19 .. 20½
December.....1	14 .. 17		21 .. 22	22 .. 23	24 .. 25	16 .. 18	18 .. 19	19 .. 20

The high prices of preceding years induced the belief in some quarters that rates would continue high in 1866; good offers were declined; and when, as the season advanced, supplies came forward freely, prices fell, and holders were disappointed. Near the close of the season, unfavorable account-sales of shipments were received,—and the result of the year's business was most unsatisfactory.

Attention of Dairy farmers has been called in former reports to the necessity which exists for more careful handling of Butter. A letter from Glasgow at close of 1866 said:—"Low qualities of Butter are very difficult of sale. Ere long we hope your Butter will be handled more judiciously and packed on the farms. Canada, in that event, would receive a much larger sum from this country for her Dairy-produce, without additional outlay. All that is wanted is more care."

The following remarks were made on this subject in the Report for 1864:—

"The fact that a good deal of dissatisfaction has arisen respecting the quality of some lots shipped in 1864, induces a repetition of the suggestion made in the Report for 1863,—that the services of the Inspector should be brought into requisition, and that shipping lots ought always to be inspected. The time that would be saved, both to buyer and seller, would alone far more than counterbalance the cost of inspection and weighing; while the general effect would be to elevate the character, and of course increase the pecuniary value, of the Butter shipped from this city.

"About twenty years ago, the shippers of Montreal united in representing to the Board of Trade that great damage was sustained by them in consequence of the careless manner in which Butter was sent to market; and the result was an application to Parliament for the passage of a law establishing the office of Inspector. A carefully prepared measure was thereupon enacted. After the Reciprocity Treaty came into operation, however, buyers from the United States scoured the Province, offering to purchase from the Farmers on their own examination,—for the time paying the price of inspected Butter; and the consequence was a steady decrease in the quantities inspected, until the inspectorship has at length become virtually extinct,—not a package of First Quality having been inspected during the past three years.

"It is believed to be a mistake to think that the high standard fixed by law has

occasioned this state of matters; and it would be the opposite extreme to imagine that an amendment of the law, making the inspection of Butter compulsory, would be a proper remedy. The arrangements made by the Board of Trade for the inspection of Butter, so far as they have been tried, are considered to be adequate to the wants of the trade,—and the desideratum is that merchants and shippers would unite in giving effect to them. It has been estimated that a rigid inspection would, in a few years, raise the character of Canadian Butter, realizing \$300,000 to \$400,000 more per annum as the value of the quantity exported; there would certainly be this among other results, that the careful Canadian Dairyman would then be able to secure the highest price for his choice product, instead of its being, as at present in too many instances, classed indiscriminately among store-packed.”

A reference to the table on page 93, which shows the quantities of Provisions imported into the United Kingdom in 1865, will give an idea of the extent of that market for *good* Butter, and the sources of supply. The importations from all parts in 1866 amounted to 130,489,072 lbs.

CHEESE.

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

In sea-going vessels via River St. Lawrence, (of which 12,585 boxes were to Liverpool, and 6,297 boxes to Glasgow)....	23,254	boxes
Via Portland in Ocean Steamers to Liverpool.....	1,331	“
By Richelieu steamers, &c.....	3,287	“
Total in 1866.....	27,872	“

The Prices of Dairy-Cheese during the past three years were as follows:—

DATE.	1866		1865		1864		DATE.	1866		1865		1864	
	¢	lb.	¢	lb.	¢	lb.		¢	lb.	¢	lb.	¢	lb.
June 5	11½	0	10 @	0	9½ @	11	September 3	12 @	0	9½ @	10	8½ @	8½
.....11	14	0	9½	10	8	9	10	10½	10½	9½	10	8½	8½
.....18	12	0	9½	10	8	9	17	10½	0	9½	10	9½	10
.....25	10	12	9½	10	8	9	24	....	....	9½	10	9½	10
July 2	12	12¾	9½	10	8	9	October .. 1	12¾	0	10	10½	9½	10
..... 9	11½	0	9½	9½	8	8½	.. 8	11½	0	10½	11½	9½	10
.....16	12½	0	9½	9½	8½	8½	..15	13	0	10½	11½	9½	10
.....23	13½	0	9	9½	8½	8½	..22	10	0	11	12	9½	10
August... 6	12¾	0	9	9½	8½	8½	November 5	13	0	11	12	9½	10
...13	13	0	9	9½	8½	8½	12	12½	0	12½	..	9½	10
...20	13	0	9	9½	8½	8½	19	13	0	12½	..	9	10
...27	11	12	9½	9½	8½	8½	26	10½	12½	12½	..	9	10

The manufacture of Cheese in Canada has been largely increased during the past year or two, and a much better quality is now sent to market than heretofore. There are 72 Cheese factories in Canada;—60 in Canada West, and 12 in Canada East. At a moderate estimate, these factories will this year use the milk of 21,600 cows,—yielding about 6,480,000 lbs. of Cheese. An examination of the table on p. 93 will show the quantity of Cheese entered for consumption in Great Britain during 1865, and the sources of supply;—the quantity imported in 1866 was 97,702,304 lbs.

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.	1866		1865		1864	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		\$		\$		\$
Tea.....lbs.	4,520,145	1,602,714	6,454,458	2,212,920	5,034,937	1,845,793
Coffee, Green...lbs.	604,156	79,920	820,429	117,520	623,374	94,353
Do. Roasted..lbs.	950	182	6	2	2,810	379
Chicory.....	76,483	2,817	60,599	2,400	93,543	3,847
Cocoa & Chocolate.....	.....	3,590	10,057	2,125	20,722	3,967
Spices, ground..lbs.	716	297	104,042	27,772	83,000	17,674
Do. ungro'd..lbs.	331,044	31,120	414,251	34,360	723,636	55,611
Fruits and Nuts lbs.	4,841,145	244,255	4,361,423	213,616	3,864,078	185,150
Pickles and Sauces.....	.....	25,024	.....	10,084	.....	26,601
Prepared Oils..gals.	216,739	167,419	95,434	77,191	216,275	156,653
Mustard.....lbs.	106,268	14,359	45,065	7,527	103,052	15,862
Soap.....lbs.	.....	12,112	175,465	12,609	777,000	39,835
Candles.....	.....	8,059	.....	6,223	.....	17,746
TOTALS.....	.....	2,191,868	.....	2,724,349	.....	2,463,471

The total values of the articles here mentioned as entered for Duty show a decrease in 1866 of 19½ per cent. as compared with 1865;—there was an increase of 10½ per cent. in 1865 over 1864; and an increase of 20½ per cent. in 1864 as compared with 1863.

[MEMO.—For the benefit of those interested in the import-trade of Canada, the Tariff of Customs Duties enacted at last Session of the Provincial Parliament, is given in full in a subsequent part of this Report, in the Section entitled UNCLASSIFIED INFORMATION.

It may also be mentioned here,—as has been done in the Preface,—that the "Trade and Navigation Returns," published officially, only show the quantities and values of dutiable goods entered for consumption,—the entire imports not being given. A comparison of the following figures will show that there are important differences between the quantities entered for duty at the Custom-House here, and the quantities imported during the fiscal year ending 30th June, 1866 :—

	Entered at Montreal for Duty.	Actual Importations at Montreal
Tea.....	4,724,483 lbs.	7,062,058 lbs.
Coffee, green.....	612,444 "	981,322 "
Sugar, refined... ..	82,923 "	790,606 "
" raw.....	22,616,697 "	35,706,867 "
Molasses.....	1,684,808 gals.	1,795,103 "
Brandy.....	119,720 "	175,117 "

The entire quantities of Tea, Refined Sugar and Brandy, imported at Montreal, during 1865-'66, were greater than the quantities of these articles entered for consumption throughout Canada, according to the Departmental printed returns.]

TEA.—The quantity of Teas of all kinds entered for Duty during 1866 was less by 1,934,313 lbs. than in 1865, the ratio of decrease being 30 per cent; the figures for 1865 show an increase of 1,419,521 lbs. over 1864, the ratio being nearly 28½ per cent. The recorded movement of Tea in 1866 may be thus summarized :—

On hand, 1st January, 1866.....	1,459,350 lbs.
Entered for Duty during the year.....	4,520,145 "
Total.....	5,979,495 lbs.
Deduct stock on 1st January, 1867.....	1,193,555 lbs.
“ Exportations in 1866.....	223,886 "
	<u>1,417,441 "</u>
Quantity taken for consumption in Canada in 1866.....	4,562,054 lbs.
Taken for consumption in 1865.....	4,235,498 "
“ “ “ 1864.....	4,583,885 "

The range of prices in 1866 as compared with 1865 was as follows :—

DESCRIPTION.	1866				1865			
	Spring Sales.		Fall Sales.		Spring Sales.		Fall Sales.	
	cts.	\$ cts.	cts.	\$ cts.	cts.	cts.	cts.	\$ cts.
Souchong..... per lb.	30 @	95	30 @	95	30 @	75	30 @	30
Congou..... "	30 ..	95	30 ..	90	30 ..	75	30 ..	75
Hyson Twankay..... "	35 ..	40	30 ..	45	30 ..	50	32 ..	52
Young Hyson..... "	45 ..	1.00	32 ..	1.05	42 ..	90	41 ..	1.00
Gunpowder..... "	57 ..	1.00	50 ..	1.10	60 ..	90	60 ..	1.10
Imperial..... "	60 ..	90	55 ..	95	60 ..	80	53 ..	83
Uncolored Japan..... "	52 ..	70	50 ..	65	42 ..	62	40 ..	72

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

DESCRIPTION.	1867	1866	1865	1864
	1st January.	1st January.	1st January.	1st January.
	lbs.	lbs.	lbs.	lbs.
Hysons.....	79,450	37,350	52,350	132,750
Young Hysons.....	490,765	597,960	527,450	739,470
Gunpowder.....	71,695	86,970	203,710	206,570
Imperial.....	103,320	54,840	78,120	55,980
Hyson Skin.....	34,425	40,590	39,060	15,405
Twankay.....	48,900	127,150	60,900	36,450
Hyson Twankay.....	11,500	72,650	86,350	37,700
Uncolored Japan.....	175,000	203,800	511,080	188,360
Colored Japan.....	67,140	16,425	26,910	91,350
	1,082,195	1,237,735	1,585,930	1,503,985
Souchong and Congou.....	95,120	161,800	153,440	80,320
Oolong.....	13,615	55,728	36,365	65,310
Hyson and Orange Pekoe.....	2,625	4,095	.....	.....
	111,360	221,615	189,805	145,630
TOTALS.....	1,193,555	1,459,350	1,775,735	1,649,615

The invasion-excitement in the month of June unsettled the Tea-market, as it did almost all other kinds of business; and the disturbance to trade was increased by proposed tariff-changes,—from a specific duty of 4c. per lb. and 15 per cent *ad valorem*, to a specific duty of 7c. per lb. and 15 per cent. *ad valorem*. The alteration of course caused a good deal of excitement; but no positive advance in prices was established.

COFFEE.—The importations of 1866 were lighter than those of the preceding year. The prices of various kinds ranged throughout the year as follows:—Rio, 15½c. @ 22½c. per lb., closing at 16c. @ 18c.;—Laguayra, 18½c. @ 22½c., closing at 18½c. @ 19c.;—Jamaica, 25c. @ 27c.;—Java, 20c. @ 28c., closing at 23½c. @ 25c.;—Maracaibo, 19½c. @ 24c., closing at 19½c. @ 21c.;—Cape, 17½c. @ 20c., closing at 17½c. @ 18c.

SPICES.—Black Pepper ranged at 8½c. @ 10c. during 1866, closing at 9½c. @ 10c.; Nutmegs, 40c. @ 60c.; Cassia, 31c. @ 37c., closing at 32c. @ 33c.; Cloves, 10c. @ 12c.

SUGARS AND MOLASSES.

Quantities and Values of Sugar and Molasses entered for Duty during past Three Years.

ARTICLES.	1866		1865		1864	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Refined Sugar lbs.	262,606	\$ 18,006	724,202	\$ 42,131	25,826	2,036
Raw Sugar... lbs.	36,210,446	1,547,667	30,685,668	1,374,400	22,462,010	1,146,922
Molasses ... gals.	561,563	279,653	2,075,583	425,271	1,480,684	338,330
Cane Juice... lbs.	616,381	13,779	.....	.....	.....	.....
TOTALS.....	.....	1,859,105	.....	1,841,802	.....	1,487,282

These figures show a large decrease in imported Refined Sugars but a great increase in the quantity of Raw;—the decrease in Molasses is also great, while there were considerable importations of Cane Juice.

REFINED SUGARS.—The following were prices during the past two years:—

	1866		1865	
	Yellow Crushed No. 3.	Dry Crushed.	Yellow Crushed No. 3.	Dry Crushed.
April	9½ @ 10	12½	9	11
May	9½ @ 9½	12½	9½	11
June	9½ @ 9½	12½	9½	11½
July	8½ @ 9	12	9½	11½
August	8½ @ 8½	11½	9½	11½
September	8½ @ 8½	11	10½	11½
October	8½ @ 8½	11	10½	12½
November	7½ @ 8½	10½	10½	13
December	7½ @ 8½	10½	10½	13

The consumption of Refined Sugars throughout the Province is steadily increasing. The excess in 1865 over 1864 was 17 per cent.; the increase in 1866 over 1865 was probably 20 to 25 per cent. The two Refineries in Montreal employ a working capital of over \$1,000,000, require the services of a large number of workmen, and during the past year were worked nearly to their utmost capacity, in supplying the demand for their products;—fully employed, they could manufacture 600 barrels per day, or say 35,000,000 lbs. per annum,—that is, much more than was required to meet the enlarged requirements of 1866. The home refiners have supplied all kinds of refined sugar equal in quality to the imported article, and cheaper than before. The consumption has never equalled their productive capacity.

RAW SUGAR.—The market had been dull prior to the change of tariff in mid-summer,—and for several weeks afterwards little or no business was done. The alterations made have given much dissatisfaction to the trade, and are considered to have removed what little discrimination existed in favor of direct importations from the Sugar-growing countries. The stock of Raw Sugar in bond on 1st January, 1867, was 8,493,864 lbs.; on same date of 1866, 5,799,471 lbs.; on same date of 1865, 2,477,641 lbs.

The following were prices of Raw Sugar during past two years:—

	1866				1865			
	Porto Rico.		Cuba.		Porto Rico.		Cuba.	
	Per lb.		Per lb.		Per lb.		Per lb.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
April	9½ @	10¼	9 @	9¾	8½ @	9	8½ @	8¾
May	9½ ..	10¼	9½ ..	10	8½ ..	9	8½ ..	8¾
June	9½ ..	9¾	9 ..	9¾	9 ..	9½	8½ ..	9
July	8½ ..	9	8½ ..	9	9 ..	9½	8½ ..	9
August	8 ..	8¾	7½ ..	8	9 ..	9½	8½ ..	9
September	7½ ..	8¾	7½ ..	7¾	9½ ..	10	9 ..	9½
October	7½ ..	7¾	6¾ ..	7½	9½ ..	10½	9½ ..	9¾
November	7½ ..	7¾	7 ..	7½	10 ..	11	10 ..	10½
December	7½ ..	7¾	7 ..	7½	10 ..	10½	10 ..	10½

MOLASSES.—Business limited during the first half of 1866, but there was activity with heavy transactions during July, August, and September;—market quieter until close of year. The following quotations show the current of the market during 1866:—

	MOLASSES.				SYRUPS.			
	Muscovado.		Clayed.		Golden.		Standard.	
	Per gall.		Per gall.		Per gall.		Per gall.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
April	40 @	42½	31 @	32	52		48	
May	37½ ..	40	30 ..	32	52		48	
June	38 ..	40	31½ ..	33	50		46	
July	40 ..	42½	32½ ..	35	48		44	
August	40 ..	42½	32½ ..	35	48		44	
September	40 ..	42½	31½ ..	33	50		46	
October	39 ..	41	30½ ..	32	50		46	
November	40 ..	42½	31½ ..	32	50		46	
December	37½ ..	40	31½ ..	32½	50		46	

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

DESCRIPTION.	1867			1866			1865			1864		
	1st January.			1st January.			1st January.			1st January.		
	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.	Hhds.	Tres.	Brls.
SUGARS :—												
Cuba	728	61	96	1,201	15	169	725	115	130	372	3	....
Porto Rico.....	567	....	....	306	....	....	225	....	....	305	....	....
TOTALS	1,295	61	96	1,507	15	169	950	115	130	677	3	....
	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.	Puns.	Tres.	Brls.
MOLASSES :—												
Clayed.....	53	86	163	534	50	....	197	43	....	280	90	....
Muscovado....	256	11	....	513	53	11	340	19	251	....	20	11
TOTALS.....	309	97	163	1,047	108	11	667	62	251	280	110	11

SALT.

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

	Bushels.	Value.
1861.....	589,750	\$69,903
1862.....	726,716	95,480
1863.....	1,298,741	169,945
1864.....	859,276	116,644
1865.....	985,932	123,541
1866.....	944,342	144,323

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

	1865		1866	
	Bushels.	Value.	Bushels.	Value.
From Liverpool	923,072	\$115,591	895,617	\$137,621
" Spain	61,060	7,750	16,800	1,480
" Newfoundland.....	1,800	200	125	750
" France.....	....	....	31,800	4,472
Total.....	985,932	\$123,541	944,342	\$144,323

The quantity landed in Montreal from River Craft in 1866, was 105,984 minots, or 35,328 sacks; in 1865, 116,800 minots, or 38,933 sacks. Receipts by Grand Trunk Railway in 1866, were 1,547 brls.; in 1865, 371 brls. The values of direct importations were :—In 1866, \$13,672; in 1865, \$4,782; in 1864, \$4,356.

Shipments westward via Lachine Canal, in 1866, were 11,961 tons, or 430,596 bushels; in 1865, 18,120 tons, or 652,320 bushels; against 8,581 tons, or 308,916 bushels, in 1864. Shipped in barges, 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 1866, were 25,828 barrels; in 1865, 24,169 barrels; in 1864, 4,460 barrels; in 1863, 14,697 barrels.

There were heavy transactions in June, July, August, and September. The following statement shows the comparative prices of Liverpool Salt,—the quotations indicating principal transactions in certain months:—

MONTH.	1866		1865	
	Stoved.	Coarse.	Stoved.	Coarse.
April	Per minot. 110c. @ 112½c	Per bag. 72½c. @ 75c.	Per minot. 85c. @ 90c.	Per bag. 50c. @ 55c.
May	115 .. 120	72½ .. 80	85 .. 90	42½ .. 45
June	100 .. 105	75 .. 80	82½	47½ .. 55
July	95 .. 97½	67½ .. 72½	97½ .. 100	57½ .. 60
August	85 .. 87½	65 .. 70	110 .. 120	60 .. 62½
September	82½ .. 85	64 .. 67½	95 .. 110	63 .. 65
October	92½ .. 95	70 .. 72½	95 .. 110	75
November	87½ .. 90	87½ .. 90	90 .. 100	90 .. 95
December	87½ .. 92	80 .. 85	90 .. 95	85

TOBACCO.

The figures for 1866, in the following statement of quantities entered at the Port of Montreal, show large increases as contrasted with 1865:—

DESCRIPTION.	1866		1865		1864		1863	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Tobacco, unmanufactured	lbs. 2,527,399	\$ 162,942	lbs. 1,224,532	\$ 122,644	lbs. 2,881,344	\$ 339,459	lbs. 5,617,215	\$ 839,054
Tobacco, manufactured..	289,135	38,445	33,316	9,909	66,486	7,991	42,934	10,711
Cigars	M. 9,127,143	53,549	239,975	22,014	6,263,264	47,043	65,523	33,157
Snuff	4,066	797	2,259	700	3,682	721	1,894	490
TOTALS .....	....	255,733	....	155,267	....	395,214	....	883,412

The shipments of manufactured Tobacco from Montreal in 1866, amounted to 248,690 lbs., valued at \$45,294,—against 83,598 lbs., valued at \$13,680 in 1865,—and 873,043 lbs., valued at \$195,318 in 1864.

The manufacture of Tobacco was not carried on so extensively in 1866 as in former years. There was, in general, a ready market for the product of all the works, at fairly remunerative prices.

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.	1866		1865		1864		1863	
	Wine Gallons.		Wine Gallons.		Wine Gallons.		Wine Gallons.	
Spirits at proof..	237,444		212,578		538,171		632,129	
Ale	}		}		}		1,380,666	
Beer	1,651,153 }		1,860,370 }		1,749,346 }		5,075	
Porter	}		}		}		23,629	
Lager Beer.....	}		}		}		19,210	

There was an increased quantity of Proof-Spirits distilled in 1866 as contrasted with 1865,—there having been a decrease of 325,593 gals. in 1865 as compared with 1864. There appears to have been a decrease in the quantity of fermented liquors produced in 1866, as compared with the preceding year.

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.	1866		1865		1864	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		\$		\$		\$
Whiskey ....gals.	32,178	22,714	23,710	15,661	32,436	20,915
Gin.....gals.	111,963	30,887	107,887	24,802	182,854	47,935
Rum.....gals.	74,917	26,013	25,389	10,271	38,038	12,625
Brandy.....gals.	203,955	212,917	72,912	83,955	125,074	151,974
Wines, wood.gals.	490,771	303,232	291,312	183,603	401,722	266,934
“ bottles.do.	248,440	79,190	12,618	38,006	17,635	55,112
Ale, Beer & Porter, in wood...gals.	1,957	728	2,748	690	3,375	1,246
Do., bottles..do.	19,369	27,900	26,586	29,577	17,515	19,656
TOTALS.....	.....	703,581	.....	386,565	.....	576,397

It will be observed that, with the exception of Ale and Porter, the quantities entered are all considerably larger than those of 1865. The quantities in Customs-warehouse on 31st December of the past two years were :—

LIQUORS.	1866	1865
Whiskey.....gallons.	8,260	7,412
Gin.....“	18,662	24,613
Rum.....“	28,250	6,600
Brandy.....“	42,015	19,667
Wines.....“	140,519	168,316
Wines, (bottles).....doz.	3,482	3,200
Ale, Beer, &c.,.....gallons.	.....	120
Ale, Beer, &c., (bottles).....doz.	16,030	6,311

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 1866, was \$106,277; in 1865, \$207,347; in 1864, \$115,539; and in 1863, \$138,379. The quantity of Crude Fish Oil received in 1866, was 271,382 gals., valued at \$200,106; in 1865, 132,535 gallons, valued at \$103,256; against 131,569 gallons, valued at \$94,679 in 1864, and 77,599 gallons, valued at \$55,095 in 1863.

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

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.

	1866		1865		1864	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Dry Codfish per quintal	5.00	@ 5.25	5.50	@ 6.50	4.50	@ 5.00
Green Codfish per barrel	5.00	.. 0.00	5.50	.. 6.50	4.50	.. 5.00
Split Herrings, Labrador. "	4.25	.. 4.50	6.25	.. 6.50	5.00	.. 6.00
Split Herrings, Common. "	2.00	.. 3.00	5.00	.. 6.00	2.50	.. 4.00
Round Herrings "	1.50	.. 2.50	3.25	.. 4.00	2.50	.. 4.50
Salmon "	18.00	.. 20.00	18.00	.. 21.00	15.00	.. 16.00
Cod Oil per gallon.	0.70	.. 75	0.85	.. 0.90	0.65	.. 0.75
Seal Oil "	0.75	.. 80	.....	.. ..	.....	.. ..

The foregoing prices were maintained until the close of navigation, when the demand ceased;—there was very little change to the close of the year. The business done in 1866 was very large;—additional particulars are given in the Preliminary Report which treats of the trade of the Provinces; and it is alleged that it would have been much larger had there been an Inspector of Fish here,—while prices would certainly have been better.

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.	1866 Value.	1865 Value.	1864 Value.	1863 Value.
	\$	\$	\$	\$
Cottons, Yarn and Warp.....	4,098,100	2,613,994	3,243,621	2,383,856
Linens	731,411	363,240	505,046	261,737
Woollens	5,427,556	2,955,462	4,423,807	2,340,690
Carpets and Hearth Rugs....	216,648	93,565	137,242	80,216
Hats, Caps and Bonnets.....	261,749	164,977	267,482	113,920
Hosiery	239,975	136,731	196,995	83,236
Shawls.....	29,318	16,384	62,221	12,032
Silks, Satins and Velvets	651,014	460,532	484,877	362,093
Parasols and Umbrellas.....	45,776	39,112	39,162	11,899
Clothing or Wearing Apparel.	19,037	26,796	36,796	29,021
Small Wares, Thread Lace, &c.	810,069	478,858	543,447	374,524
TOTALS.....	12,530,653	7,359,651	9,940,696	6,053,224

It appears from this table that the aggregate importations of 1866 were very largely in excess of those in 1865, the difference being \$5,171,002, or over 70 per cent. ; there was a decrease in 1865 as compared with 1864, of \$2,581,045, or 26 per cent ; while 1864 as compared with 1863, showed an increase of \$3,887,472, or 64½ per cent. The following table gives the amount of increase or decrease in value of each of the items for 1866 as compared with 1865 :—

Cottons, Yarn and Warp	\$1,484,106 increase.	52½ per cent.
Linens	368,171 "	101½ "
Woollens	2,472,094 "	83½ "
Carpets and Hearth Rugs.....	123,083 "	131½ "
Hats, Caps, and Bonnets.....	96,772 "	53½ "
Hosiery	103,244 "	75½ "
Shawls.....	12,934 "	78½ "
Silks, Satins and Velvets.....	190,482 "	41½ "
Parasols and Umbrellas.....	6,664 "	17 "
Clothing or Wearing Apparel.....	7,759 decrease.	29 "
Small Wares, Thread, Lace, &c.....	331,211 increase.	69 1-5 "

IMPORTED GOODS.—The year 1866 opened more auspiciously than its predecessor,—the active Fall trade of 1865 having run on into the Winter months, leaving stocks light. There was a good Spring trade in 1866 ; the importations of the year, however, were greatly in excess of the demand,—and although it may be justly said that

the year's business has been greater than ever before, and the transactions quite as remunerative, there have been larger stocks held over into 1867 than is perhaps desirable.

The decline in cotton in the British market last Spring, brought down the price of Cotton Goods, and enabled Canadian importers to make very favorable purchases for the Fall trade; but the comparative lowness in prices induced such a demand as soon to cause a temporary reaction in some staples,—the advantage being lost again, and again partially recovered before the end of the year. Consumers in Canada had the benefit of the early favorable purchases.

The demand for imported Linens has been moderate, prices continuing comparatively high. Prices of Woollens did not vary materially during 1866; the importations have very much exceeded the demand. Both of these descriptions of imported goods have now to compete here with similar articles of home-manufacture, noticed below.

Business during 1866, in the department of Carpets and Floor Oil Cloths was very considerably in excess of what was done in 1865, the increase in importations being 131½ per cent.; but it must be remembered that there had been a large decrease in the latter year as compared with 1864. Prices ruled high in England during 1866, and checked over-importation. Trade was brisk, and only in exceptional instances had goods to be sold at unremunerative rates. Stocks were light at the close of the year. The city-trade continues in the hands of a few importing houses,—this class of goods not admitting of a second profit. The Spring importations of 1867 appear to be rather heavier than usual.

It will be observed that the only article mentioned in the foregoing tables, of which the figures show a decreased importation, is Clothing; certain kinds are now very extensively made up here.

CANADIAN TEXTILE MANUFACTURES.—With reference to this branch of manufacturing industry in Canada, the following statements were made in a Preliminary Report last year:—

Woollens.—A careful consideration of the working capacity of the woollen mills of Canada has led to the following estimate:—There are 88 mills in Upper Canada, the principal ones producing Tweeds of the finer descriptions. The value of Tweeds and Fulled Cloths manufactured in 1865 was \$1,902,000,—the equivalent being 2,926,154 yards. There are 31 mills in Lower Canada, which manufacture good ordinary Tweeds and Fulled Cloth. The value of the product in 1865 was over \$250,000,—the equivalent being 384,615 yards. No reference is made here to a large number of custom-mills in Canada, many of them scattered throughout the Lower Province.

Linen.—The quantities of Linen produced come chiefly from single looms,—woven by *habitants* for their own use,—Lower Canada furnishing the larger portion. A reliable estimate of the number of yards produced in 1865 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 1865 was \$560,000, with a prospect of large increase in 1866. Three of the mills are located at Dundas, Thorold, and Hastings, in Upper Canada, and one at Montreal."

The estimated increase in production of Woollens in 1866 as compared with 1865 was about 20 per cent., every yard of the cloth manufactured, of whatever kind, having been sold,—thus materially impeding the disposal of imported Tweeds, Flannels, &c. Three additional mills will be in operation this year (1867). It is believed that, for the moment, the supply of the present description of goods is fully equal to the demand; but capital, ingenuity and enterprise may develop some new feature in the trade.

The Cotton and Linen manufacturers have had their hands full, at remunerative prices.

LEATHER, AND ITS MANUFACTURES.

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

DESCRIPTION.	1866	1865	1864	1863
	Value.	Value.	Value.	Value.
	\$	\$	\$	\$
Leather	286,705	151,029	222,873	139,924
“ Manufactures	205,262	74,305	81,998	56,192
Dressed Skins .....	....	1,389	9,074	2,638
Boots and Shoes	15,533	14,626	40,491	22,124
Saddlery	2,354	2,050	3,666	2,367
TOTALS.....	509,854	243,399	358,102	223,245

According to the foregoing statement the values of imports in 1866 had increased \$266,455, or 109½ per cent., as compared with 1865; there was a decrease of \$114,703, or 32 per cent., in 1865 as contrasted with 1864, the latter year showing an excess of \$134,857, or 60½ per cent., over 1863.

The year 1866 began with good prospects for both Tanners and Leather Dealers, and their expectations were fully realized,—trade during the whole of that period being active and remunerative, and, probably, the most profitable season's business since 1857. At no time has there been any accumulation of stocks, and for the greater part of the time, Leather being relatively higher in value than Hides, the Tanners have had good reason to be satisfied.

Quantities of Sole Leather Inspected during Four Years.

	1866	1865	1864	1863
Sides of No. 1	105,346	99,389	126,569	100,040
Sides of No. 2	36,236	29,793	34,450	30,726
Sides of No. 3	3,696	1,247	2,352	4,540
TOTALS.....	145,278	130,429	163,472	135,386

The market has been fairly supplied from the usual sources with Spanish Sole

Leather, but owing to a scarcity in domestic Hides the production of all kinds of Upper stock has been curtailed, and the consequent high prices have induced some importations of Waxed Upper from United States markets.

Prices of Spanish Sole during the year have, on the whole, been very steady,—rates for best No. 1, from January till June, 23c. @ 23½c., but in July declined to 22c. @ 22½c.; in August the tendency was upward, 24c. @ 24½c. being the figures; in September, 25c. was touched and prices remained about the same until close of the year.

The shipments to England, as during the previous year, have been made exclusively by one establishment, consisting almost entirely of Buffalo Sole, but export business has not been so profitable as the local trade.

As compared with previous years, trade with the Maritime Provinces shows an increase of about 10 per cent., and the Leather sent has almost entirely consisted of heavy Spanish Sole:—

	Sides.	Lbs.	Value.
To Great Britain.....	48,000	603,600	\$93,800
To Maritime Provinces.....	9,542	232,800	52,603

MANUFACTURE OF BOOTS AND SHOES.—For the sake of comparison, a descriptive paragraph from the Report for 1863 is given here:—

“The Manufacturers in this city, it is believed, produce three-fourths of all the Boots and Shoes made in Canada; the quantity manufactured in the Kingston Penitentiary is estimated to be about one-eighth of the whole, the remaining one-eighth being the product of the other manufacturers throughout the Province. There are seventeen or eighteen manufactories in Montreal, the major part being of comparatively small capacity; of the larger ones, however, several produce from 500 to 1,000 or more pairs daily,—a somewhat careful estimate showing that about 6,500 pairs of Boots and Shoes are finished per diem. But, allowing for stoppages, an average of 35,000 pairs per week throughout the year is perhaps tolerably accurate, or 1,820,000 pairs of all descriptions per annum. The entire annual production of this Province may therefore be about 2,426,000 pairs. According to another estimate, the value of the Boots and Shoes produced in 1863 in Montreal was close upon \$2,000,000. If that be correct, the product of this city alone would be nearly 2,200,000 pairs, while the quantity manufactured in all Canada would be over 2,900,000 pairs. It should be borne in mind, that these estimates do not include quantities of Boots and Shoes manufactured by hand.”

Since then the most improved machinery has been introduced into the principal manufactories, and about two hundred different kinds of Boots and Shoes are produced. Over 200 sewing machines, 22 pegging machines, 6 closing machines, 3 sole-leather sewing machines, several sole-cutters, besides machinery for lasting, eyeletting, punching, skiving, &c., are now in use. There are 20 manufactories in the city, (five of them being small establishments,) employing about 5,000 persons in their various departments of handicraft,—the population dependent upon this important branch of manufacturing enterprise being estimated at 20,000. It is calculated that the business of 1866 had increased 30 per cent. as compared with that of 1865,—the aggregate value of the product of all the manufactories in Montreal last year being fully up to \$3,000,000. It would thus appear, that according to the statement for 1863, the trade has increased 50 per cent. in three years.

A very decided feature in the trade of 1866 was the steady demand for a better class of goods than heretofore. The shipments to the Maritime Provinces are steadily increasing,—and the prospect for 1867 is exceedingly favorable.

IRON.

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

DESCRIPTION.	1866	1865	1864
	Value.	Value.	Value.
	\$	\$	\$
Canada Plates and Tinned Plates..	124,826	119,355	198,547
Galvanized and Sheet Iron.....	47,167	32,476	39,466
Wire, Nail and Spike Rod.....	56,309	41,669	29,407
Bar, Rod, or Hoop.....	330,360	323,565	577,728
Hoop or Tire Iron for Locomotive Wheels.....	14,782	36,625	27,422
Boiler Plate.....	44,164	31,632	55,527
Railroad Bars, &c.....	7,357	21,148	24,504
Rolled Plate.....	68	3,608	12,295
Steel, wrought or cast.....	109,809	76,995	154,247
TOTALS.....	734,842	687,073	1,119,143

The importations in 1866, as compared with 1865, show an increase in value of \$47,770, or 7 per cent. ; there was a decrease in 1865, as compared with 1864, of \$432,070, or 38½ per cent. ; while there was an increase of 16 per cent. in 1864 over 1863. Various circumstances conspired last year to lessen the arrivals of Pig-Iron,—among others, losses at sea and high rates of freight hither. The quantity landed at Montreal was probably 5,000 tons less than in 1865,—the imports that year, as entered at Custom-house, being 11,940 tons, against 15,499 tons in 1864.

The Lachine-Canal returns of the past three years included the following shipments westward:—

	1866	1865	1864
Pig Iron..... tons.	26,800	22,368	18,420
Railroad Iron..... "	14,348	3,125	6,200
Nails..... "	3,625	2,676	3,021
Miscellaneous Iron..... "	968	645	392

Business was good during the first four or five months of 1866. The alterations in the Customs-tariff in Summer brought trade to a stand-still for a short time,—the lowering of some duties, and the abolition of others, inducing purchasers to expect a prompt reduction in prices,—which did not immediately take place. Fall importations were heavy, and the previous light purchases for consumption were now compensated for by a brisk demand and large sales. The year closed with greatly lessened stocks,—the result of a good season's trade.

Reference was made in the Report for 1865 to an arrangement made by the Nail-manufacturers of Montreal relative to uniformity in prices; it has been continued,—the market was therefore steady. The quantity of Cut-Nails manufactured in Montreal and vicinity during 1866, is estimated at 140,000 kegs;—considerable shipments having been made to the British and Spanish West Indies.

HARDWARE.

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

DESCRIPTION.	1866	1865	1864	1863
	Value.	Value.	Value.	Value.
	\$	\$	\$	\$
Polished Cutlery.....	} 1,058,415 }	40,409	92,066	72,286
Britannia-Metal Ware, &c.....		571	2,174	1,500
Spades, Shovels, Axes, &c.....		24,905	43,447	24,765
Spikes, Nails, Tacks, &c.....		37,248	100,014	61,168
Stoves and other Iron Castings....		40,956	51,438	42,820
Other articles.....		354,675	520,396	452,191
TOTALS.....	1,058,415	498,764	809,535	654,730

The values of imports during 1866, show an increase of \$559,651, or 112½ per cent., over those of 1865; there was a decrease of \$310,771, or nearly 38½ per cent., in 1865 as contrasted with 1864,—the imports of the latter year showing an excess of \$154,605, or 19½ per cent. over those of 1863.

The tariff-changes have given an impetus to this department of business. The trade has increased largely, and the prospect is that there will be still further enlargement.

It has been stated in former Reports that,—

“There is now a large quantity of Domestic Hardware Goods manufactured in Montreal and its immediate vicinity, which are well adapted to the wants of the country, and reputed to be of better quality and finer finish than the same class of goods made in Sheffield and Birmingham,—sold, too, at as low prices. They consist principally of Malleable and Cast-Iron Goods,—Mill, Circular and Cross-Cut Saws,—Nails, Spikes, Axes, Spades, Shovels, Grain-Scoops, Scythes, Augers, Auger-bits, and Edge Tools generally; and their manufacture affords steady employment to a large number of mechanics.”

It is gratifying to know that this department of home-manufacture has been very successful, and that the articles above-mentioned, and others, are steadily gaining in public favor.

PAINTS, OILS, DRUGS, &c.

The values of some of the articles imported at Montreal, during the past three years, were as follows:—

ARTICLES.	1866		1865		1864	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Gallons.	\$	Gallons.	\$	Gallons.	\$
Paints.....	.....	97,889	.....	74,500	.....	86,590
Oils.....	216,739	167,419	94,434	77,191	216,275	156,653
Red and White Leads (dry).....	.....	15,083	.....	23,988	.....	26,856
Spirits of Turpentine.....	31,433	23,291	17,037	15,615	19,468	26,840
TOTALS.....	.....	303,682	.....	191,294	.....	296,939

The increased value of these articles imported in 1866, was \$112,388, or 58½ per

cent., as compared with 1865,—there having been a decrease in the latter year, as contrasted with 1864, of \$105,645, or 35½ per cent.

The quantities of Oil, Paints, Drugs, &c., manufactured in Montreal during the past three years were as follows :—

	1866	1865	1864
Linseed Oil.....gals.	125,000	130,000	120,000
Oil Cake.....tons.	1,100	1,200	1,000
Glazier's Putty....."	330	320	300
White and Colored Paints....."	135	130	120
Cut Dye Woods.....brls.	2,000	1,000	800
Calcined Plaster of Paris....."	4,000	2,800	2,500
Land Plaster....."	3,500	3,200	3,000
Pure Ground Spices.....tons.	16	12	10
Drugs in Powder....."	23	25	25

CHINA, GLASS-WARE, &c.

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

DESCRIPTION.	1866 Value.	1865 Value.	1864 Value.	1863 Value.
China ware	\$ 183,300 }	\$ 2,855	\$ 5,637	\$ 1,197
Earthenware		80,692	174,376	131,761
Glassware.....		126,579	69,245	106,536	80,175
TOTALS.....	309,879	152,792	286,549	213,133

The importations in this department in 1866, show an increase of \$157,087, or 102½ per cent., as compared with 1865; there was 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.

CHEMICALS.

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

	1866	1865	1864
Acids (except Vinegar).....	\$18,515	\$12,651	\$11,772
Alum	5,846	4,279	6,949
Bleaching Powder.....	27,466	10,453	12,582
Soda Ash.....	117,122	58,115	43,221
Caustic Soda.....			
Sal Ammoniac.....			
Sal Soda.....			
Saltpetre	21,825	14,455	19,535
Totals.....	\$190,774	\$99,953	\$94,059

The increase in values during 1866 was \$90,821, or 90 $\frac{1}{2}$ per cent. as compared with 1865,—the increase in the latter year as compared with 1864 being \$5,894, or 6 $\frac{1}{2}$ per cent. It is believed that the quantities recorded above do not nearly represent the actual importations.

The business done in Chemicals during 1866, was not so heavy as in the year immediately preceding,—the large and exceptional demand for the U. S. market, which prevailed during the Fall of that year, having subsided; subsequent importations were therefore chiefly for home consumption. Prices ruled high during last year,—particularly of Bleaching Powder, Sal-Soda and Carb.-Soda; there was, nevertheless, a good business done.

The quantity of Sulphuric and other Acids, in carboys, imported in 1866, was scarcely sufficient for the demand,—prices were consequently high. This arose principally, if not wholly, from the difficulty experienced in obtaining freight for all that was required,—an obstacle not likely to be overcome, as ship-owners are disposed to avoid carrying Acids, for fear of damage to cargo by breakage. Shippers of Acids from Glasgow were notified early this year (1867) that freight would be advanced from 7s. 6d. sterling, per carboy, to 10s.,—payment to be made in advance of shipment.

Consumers in the West procure supplies principally from Cincinnati, but the quality of the article got there is not equal to the Scotch Acid.

A CHEMICAL WORK NEEDED.—There is an excellent opening now, in this Province, for the establishment of a Chemical Work, which deserves the attention of capitalists. The raw materials are abundant.

As affording some idea of the yearly consumption of Chemicals in a single department of manufacturing enterprise in Canada, it may be remarked that the Paper Manufacturers use 250 carboys of Sulphuric Acid, 300 tons of Bleaching Powder, 250 tons of Soda Ash, 200 tons of Alum, besides quantities of Caustic Soda.

PETROLEUM.

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

1864		1865		1866	
	cts. cts.		cts. cts.		cts. cts.
January to March.	.35 @ 40	January to March.	.35 @ 40	January to May.	.55 @ 30
April to August.	.27 .. 30	April .....	.37 $\frac{1}{2}$.. 40	June to August.	.32 .. 35
Sept'r to Dec'r.	.27 .. 35	May to Sept'r.	.35 .. 40	August to Dec'r.	.32 .. 28
		Sept'r to Nov'r.	.40 .. 52 $\frac{1}{2}$		
		Nov'r to Dec'r.	.55 .. 60		

The market was greatly overstocked in 1866, in consequence of the immense yield at Bothwell, Petrolia, &c.; prices fairly broke down in the first half of the year, the decline from January to May being 25c. per gallon. Stocks were very heavy at the end of December. The quantity of Canadian Crude Petroleum likely to be available in 1867 has been estimated at 328,000 brls.—See page 56.

The quantity of "Portland Kerosene" entered for duty (10c. per gallon) at the Montreal Custom-House in 1866, was 51,877 gallons; in 1865, 42,842 gallons.

FUEL.

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

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

The remainder of the whole quantity required for use of the population, (the estimated annual consumpt being about 180,000 cords,) is brought to the city by railway and by the *habitants*.

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

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

The quantities of Anthracite imported from the United States were :—In 1866 30,456 tons; in 1865, about 10,000 tons; in 1864, about 17,000 tons; in 1863, 14,423 tons.

The values of Coal and Coke imported at Montreal, as recorded at the Custom-house, were :—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.

There were 132,965 tons of coal, valued at \$478,554, received at Quebec in 1866, from the following countries :—Great Britain, 123,595 tons; Maritime Provinces, 6,335 tons; United States, 2,810 tons; Spain, 225 tons.

PAPER-MAKING.

The best qualities of printing-paper manufactured in Canada, are held in high reputation, and compete successfully with those of manufacturers in the United States in their own markets. A careful estimate was given in a former Report relative to the productive capacity of the Paper-Mills in Canada, as follows :—

"There are eleven Paper manufactories in Canada, in which there are sixteen 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 is 4,000 tons per annum; about 600 persons are employed directly at the mills, besides a large number indirectly in collecting materials of various kinds throughout the country. About 7,000 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 only material difference in 1866, was in the product of the mills, and raw material consumed, which is believed to have increased about 15 per cent. Several

additions to, and improvements in machinery, will come into operation in 1867,—including a process for the manufacture of Paper from Bass, Poplar, and other woods.

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

	1866	1865	1864
Paper	\$67,470	\$36,083	\$70,705
Paper Hangings.....	55,438	22,093	38,079
Playing Cards.....	3,758	3,384	7,100
Stationery	157,614	92,644	88,432
Rags	39,943	11,621	25,824
Totals.....	\$324,223	\$165,825	\$230,140

The total value in 1866 showed an increase of \$158,398, or 95½ per cent., as compared with 1865,—the latter year showing a decrease of \$64,315, or 28 per cent., as contrasted with 1864.

MANUFACTURE OF GLASS.

The operations of the Montreal Glass Company, 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. Subsequently, 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.; the manufacture of German Flint Glass is now carried on, and the articles produced in this department are much esteemed, and well received by the trade. The Lamp-ware continues to be much in demand.

The quality of the Glass produced at the Company's works at Hudson, is said to be equal to any produced elsewhere on this continent, and to rival certain kinds imported from Europe. Prices here are much below the rates charged for similar goods in the United States,—and the wares of the Company are finding their way into the Maritime Provinces.

There was a considerable increase in the quantities of all articles produced in 1866, as compared with 1865. The consumption of certain heavy chemicals at the Company's works is very considerable. The location is convenient both for river and railway transportation.

VI.—UNCLASSED INFORMATION.

THE CANADIAN TARIFF.

SCHEDULE A.

Specific duties payable on & after 27th June, 1866.

Spirits and strong waters, viz : \$ cts.

Brandy, Gin, Rum, Whisky,
Spirits of Wine and Alcohol
not being Whisky, on every
gallon of the strength of proof
by Sykes' Hydrometer, and
so in proportion for any great-
er strength than the strength
of proof, and for every less
quantity than a gallon..... 0 70

Cordials, other than Ginger,
Orange, Lemon, Gooseberry,
Strawberry, Raspberry, El-
der and Currant wines..... per gallon 1 20

Perfumed spirits to be used as
perfumery only..... " 1 20

Acetic Acid and Vinegar..... " 0 05

Ale, Beer and Porter in casks. " 0 05

Do. do. do. in 4 quart and
8 pint bottles to the gallon... " 0 07

On Crude Petroleum..... " 0 06

Oils:—viz.

Coal and Kerosene, distilled,
purified and refined..... per gallon 0 10

Naphtha..... " 0 15

Benzole..... " 0 15

Refined Petroleum..... " 0 15

Sugar, viz:—

Candy—brown or white, refin-
ed sugar or sugar rendered by
any process equal in quality
thereto and manufactures
of refined sugar, including
succades and confectionery. per 100 lbs. 3 00

White clayed sugar, or sugar
rendered by any process equal
in quality to white clayed, not
being refined or equal in qual-
ity to refined..... " 2 60

Yellow Muscovado and brown
clayed sugar, or sugar render-
ed by any process equal in
quality to yellow Muscovado
or brown clayed and not equal
to white clayed..... " 2 25

Brown Muscovado sugar, or
sugar rendered by any process
equal in quality to brown
Muscovado and not equal to
yellow Muscovado or brown
clayed..... " 1 90

Any other sugar not equal in
quality to brown Muscovado. " 1 68

Cane juice, Syrup of Sugar or
of Sugar Cane, Syrup of Mo-
lasses, Melado, concentrated
Melado or concentrated Mo-
lasses..... " 1 37

Molasses..... " 0 73

Coffee, green..... per lb. 0 03

Do roasted or ground.... " 0 04

Chicory or other root or vegetable
used as Coffee, raw or green... " 0 03

Chicory, kiln-dried, roasted or
ground..... " 0 04

Common Soap..... per 100 lbs. 1 00

Starch..... " 2 50

Cigars :

Value not over \$10 per mille. . . . per Mille. 3 00

Do over \$10 and not over \$20. " 4 00

Do over \$20 and not over \$40. " 5 00

Do over \$40 per mille..... " 6 00

Tobacco:—Manufactured, viz :

Cavendish..... per lb. \$0 15

Common cut..... " 0 7½

Fine cut..... " 0 20

Canadian Twist..... " 0 04

Snuff and snuff flour dry..... " 0 15

Snuff, damp, moist or pickled.. " 0 10

SCHEDULE B.

Ad Valorem Duties payable on and after 27th
June, 1866.

GOODS PAYING TWENTY-FIVE PER CENTUM AD
VALOREM:—

Cinnamon, mace and nutmegs.

Spices, including ginger, pimento and pepper
ground.

Patent medicines and medicinal preparations not
elsewhere specified.

Essences and perfumery, not elsewhere specified.

GOODS PAYING FIFTEEN PER CENTUM AD VAL-
OREM:—

Manufactures of Leather, including boots and
shoes, harness and saddlery.

Clothing or wearing apparel made by hand or
sewing machine.

Blacking.

Bagatelle Boards and Billiard Tables, and fur-
nishings, not elsewhere specified.

Brooms and brushes of all kinds,

Cabinet ware or furniture.

Candles and tapers of tallow, wax or any other
material.

Carpets and hearth rugs.

Carriages.

Coach and harness furniture.

Chandeliers, girandoles and gas fittings.

Chinaware, earthenware and crockery.

Cider.

Clocks.

Corks.

Cottons, cotton warp, cotton yarn and cotton twist.

Dried fruits and nuts.

Drugs not otherwise specified.

Fancy Goods and Millinery, viz:—

Articles embroidered with gold, silver or other
metals, braccets, braid, &c., made of hair,
feathers and flowers, fans and fire-screens.
millinery of all kinds, ornaments of bronze,
alabaster, terra-cotta or composition, silver
and gold cloth, thread and other articles em-
broidered with gold or for embroidering,
thread-lace and insertions, writing desks,
fancy and ornamental cases and boxes, and
other fancy goods.

Foreign Newspapers, sent otherwise than through
the Post Office.

Fire works.

Ginger, Orange, Lemon, Gooseberry, Strawberry,
Raspberry, Elder and Currant Wines.

Gunpowder.

Guns, rifles and fire arms of all kinds.

Glass and glass ware, plate, and silvered, stain-
ed, painted or colored.

Hardware, viz:—

Cutlery, polished, of all sorts.

Japanned, planished tin, Britannia Metal ware.

Spades, shovels, axes, hoes, rakes, forks and
edgetools, scythes and snaths.

Spikes, nails, tacks, brads, and sprigs.

Stoves and all other iron castings.

Other hardware.

Hats, caps, and bonnets.

THE CANADIAN TARIFF—(Continued.)

Hat plush.
Hosiery.
Inks of all kinds, except printing inks.
Plank and sawed Lumber of all kinds, except walnut, mahogany, chestnut, rosewood and cherry.
Leather, viz:—Sheep, calf, goat and chamois skins, dressed varnished or enamelled.
Linen.
Locomotive Engines and Railroad Cars.
Macaroni and Vermicelli.
Manufactures, viz:—
Marble or imitation of marble other than rough sawn slabs or blocks.
Caoutchouc, India Rubber or Gutta Percha.
Fur or of which fur is the principal part.
Hair or Mohair.
Papier Mâché.
Grass, osier, palm leaf, straw, whalebone or willow, except plaits elsewhere mentioned.
Bone, shell, horn, pearl and ivory.
Gold, silver, electro-plate, argentine, albata, and German silver and plated and gilded ware of all kinds.
Brass or Copper.
Leather or imitation of leather.
Wood not elsewhere specified.
Cashmere.
Musical instruments, including musical boxes and clocks.
Mustard.
Oehres when ground or calcined.
Oil cloths.
Oils, in any way rectified, pumped, racked, bleached or pressed, not elsewhere specified.
Opium.
Packages, containing goods paying specific duties only. If containing goods paying *ad valorem* duties, their value to be added to the value of the goods for duty: except (whether the duties be specific or *ad valorem*) such packages as are declared free by section ten of this Act.
Paints and Colors not exempted from duty by Schedule E.
Paper.
Paper Hangings.
Parasols and Umbrellas.
Plaster of Paris and Hydraulic Cement, ground and calcined.
Playing Cards.
Pickles and Sauces.
Preserved Meats, Poultry, Fish and Vegetables.
Printed, lithographed or copper plate bills, bill heads, &c., and advertising pamphlets.
Portable Hand Printing Presses.
Shawls.
Silks, Satins and Velvets.
Silk, woollen, worsted and cotton Embroideries, and tambour work.
Silk Twist and Silk and Mohair Twist, not elsewhere specified.
Spices, unground, including Ginger, Pimento and Pepper.
Stationery.
Small wares.
Tobacco Pipes.
Toys.
Varnish, other than bright or black.
Woollens.
Book, Map and News Printing Paper.
Engravings and Prints.
Flat Wire for Crinolines, covered.
Jewellery and Watches.
Maps, Charts and Atlases, not elsewhere mentioned.
Ready-made Sails.
Spirits of Turpentine.
And all goods not enumerated in any of the Schedules to this Act as charged with any other duty, nor declared exempt from duty.
GOODS PAYING TEN PER CENTUM AD VALOREM:—
Sole and Upper Leather.

Ad Valorem and Specific Duties payable after 27th June, 1866.
Tea, Fifteen per centum *ad valorem*, and a specific duty of seven cents per lb.

SCHEDULE C.

Specific Duties payable on and after the passing of this Act.

Butter.....	per lb.	\$0 04
Cheese.....	"	0 03
Lard and Tallow.....	"	0 01
Fish, salted or smoked.....	"	0 01
Flour of Wheat or Rye.....	per brl.	0 50
Flour & Meal of all other kinds.....	per 100 lbs.	0 25
Indian Corn and Grain of all kinds, except Wheat.....	per bush.	0 10
Meats, fresh, salted or smoked...	per lb.	0 01

SCHEDULE D.

Specific Duties payable on and after 1st October, 1866.

Wines of all kinds, except Sparkling Wines, and Ginger, Orange, Lemon, Gooseberry, Strawberry, Raspberry, Elder and Currant Wines, containing not over 26 degrees of proof spirits by Sykes' Hydrometer, in wood...	per gallon	0 10
Wines of all kinds (except as above) containing over 26 degrees and not more than 42 degrees of proof spirits by Sykes' Hydrometer, in wood.....	"	0 25
Wines of all kinds (except as above) containing not more than 42 degrees of proof spirits by Sykes' Hydrometer, in bottles.	per doz.	
	quarts	1 50
	pints	0 75
And an additional duty of 3 cents per gallon for every degree of strength beyond 42 degrees, whether in wood or bottles; 4 quart and 8 pint bottles to the gallon.		
Wine—Sparkling, of all kinds, in bottles, when accompanied by a certificate of growth, in quarts.	per doz.	3 0
Wine do do in pints.	"	1 5
And when not accompanied by a certificate of growth an additional duty of, in quarts.....	"	1 00
" " in pints.....	"	0 50

SCHEDULE E.

Free Goods, on and after 27th June, 1866.

Anchors.
Brass in bars, rods or sheets.
Brass or Copper Wire and Wire Cloth of Brass or Copper.
Copper, in bars, rods, bolts or sheets.
Copper, brass or iron Tubes and Piping, when drawn.
Iron of the descriptions following, viz:—
Canada Plates and Tin Plates.
Galvanized and Sheet.
Galvanized Spikes and Bolts.
Wire, Nail and Spike Rod, round or flat.
Scrap, Bar, Rod or Hoop.
Hoop or Tire for Locomotive Wheels, bent and welded.
Boiler Plate.
Railroad Bars, Wrought Iron Chairs, Rolled Plate, Puddled Iron Bars and Fish Plates.
Lead in sheet.
Litharge.
Locomotive and Engine Frames, Cranks, Crank Axles, Railway Car and Locomotive Axles, Piston Rods, Guide and Slide Bars, Crank Pins and Connecting Rods.
Medicinal Roots.

THE CANADIAN TARIFF—(Continued.)

- Phosphorus.
Silk Twists, for Hats, Boots and Shoes.
Steamboat and Mill Shafts and Cranks forged in the rough.
Steam Fire Engines, when imported by the Municipal Corporations of Cities, Towns or Villages, for the use of such Municipalities.
Steel, Wrought or Cast, in Bars, Rods or Sheets, circular or oblong.
Straw, Tuscan and Grass fancy Plaits.
Tin, Granulated or Bar.
Zinc or Spelter in sheet.
Acids of every description, except Acetic Acid and Vinegar.
Alum.
Anatomical Preparations.
Antimony.
Antiquities, Collections of.
Apparel, wearing, of British subjects domiciled in Canada, dying abroad.
Argol.
Articles for the public uses of the Province.
Articles imported by and for the use of the Governor General.
Articles for the use of Foreign Consuls, when such Consuls are subjects or citizens of the Country they represent, and not engaged in trade and commerce.
Ashes, Pot, Pearl and Soda.
Bark, Berries, Nuts, Vegetables, Woods and Drugs, used chiefly in dyeing.
Barilla or Kelp.
Bark, Tanners'.
Belting Duck and Hose Duck.
Bleaching Powders.
Bolting Cloths.
Borax.
Book Binders' Tools and Implements.
Books—Printed, Periodicals and Pamphlets, not being foreign reprints of British copyright works, nor blank account books, nor copy books, nor books to be written or drawn upon nor school or other books printed in this Province.
Boot-Felt.
Bristles and Hogs' Hair of all kinds.
Broom Corn.
Busts, Casts and Statues of Marble, Bronze or Alabaster, Paintings and Drawings, as Works of Art, Specimens of Sculpture, Cabinets of Coins, Medals, Gems, & all Collections of Antiquities.
Burrstones and Grindstones, wrought and unwrought.
Biscuit and Bread from Great Britain and the B. N. A. Provinces.
Cocoa Paste, from do do do
Cables, Iron Chain.
Cables, Hemp and Grass.
Caoutchouc or India Rubber and Gutta Percha, unmanufactured.
Carriages of Travellers and Carriages employed in carrying merchandise, Hawkers and Circus Troupes excepted.
Cement, Marine or Hydraulic, unground.
The following articles, when imported by and for the use of officers of Her Majesty's Forces, serving in Canada, viz:
Cigars for officers' mess.
China Ware do
Glass Ware do
Malt Liquor do
Silver or Plated Ware do
Spirits do
Table Linen do
Wines do
Billiard Tables and Bagatelle Boards, when imported directly by and for the use of Regimental Corps serving in Canada.
Clothing—Plain and Military imported by Officers of the Army serving in Canada.
Coffee, Sugar, and Tea, when imported directly by or taken out of warehouse for H.
M. Troops serving in Canada, under such restrictions and regulations as may be prescribed by the Minister of Finance.
Church Bells.
Communion Plate.
Coal and Coke.
Clothing and Arms for Indian Nations.
do do the Army and Military Forces in the Province.
Commissariat and Ordnance Stores.
Cork Wood or Bark of the Cork Wood Tree.
Cotton and Flax Waste.
Cotton Wool.
Cotton Candle Wick.
Cotton Netting and Woollen Netting for India Rubber Shoes.
Cream of Tartar in Crystals.
Diamonds and Precious Stones not set.
Donations of Clothing, for gratuitous distribution by Charitable Societies.
Drain Tiles for agricultural purposes.
Drawings, as Works of Art.
Earths, Clays and Sand.
Eggs.
Emery, Glass and Sand Paper.
Essential Oils of all kinds.
Farming Utensils & Implements, when specially imported for the encouragement of Agriculture.
Felt Hat Bodies and Hat Felts.
Fibrilla Mexican Fibre or Tampico white or black and other Vegetable Fibres for Manufactures.
Firewood.
Fire Brick and Clay.
Fish, Fresh.
Fishing Nets, Seines, Hooks, Lines and Twines.
Flax, Hemp and Tow, undressed.
Furs and Skins, Pelts or Tails, undressed.
Gems and Medals.
Gold Beaters' Brim Moulds and Skins.
Gold and Silver Leaf, and for Platers' use.
Grease and Scraps.
Gravels.
Gypsum or Plaster of Paris, neither ground nor calcined.
Human Hair, Angola, Goat, Thibet, Horse, Hog and Mohair, unmanufactured.
Hay,
Hides, Horns and Pelts.
Hops.
Indigo.
Junk and Oakum.
Kryolite.
Linen Machine Thread for Boots and Shoes.
Locomotives, and Passenger, Baggage and Freight Cars, running upon any line of road crossing the Frontier, so long as Canadian Locomotives and Cars are admitted free, under similar circumstances, in the United States.
Manilla Grass, Sea Grass and Mosses for Upholsterers' purposes.
Maps & Charts, imported not as merchandise, but the personal effects of persons arriving in Canada to become *bonâ fide* settlers in the Province.
Manures.
Marble in blocks or slabs unpolished, and not specially shapen.
Medicines for Hospitals.
Menageries—Horses, Cattle, Carriages and Harnesses of.
Military and Naval Stores.
Models.
Musical Instruments for Military Bands.
Nitre or Saltpetre.
Ochres, and Metallic Oxides, ground or unground, and washed or unwashed—dry, not calcined.
Oil Cake or Linseed Cake.
Oils, Cocoa Nut, Pine and Palm in their crude, unrectified or natural state.
Ores of all kinds of metals.
Osiers and Willow for Basket Makers' use.
Pipe Clay.

THE CANADIAN TARIFF—(Continued.)

Philosophical Instruments and Apparatus, including Globes, when specially imported for the use of Colleges and Scientific and Literary Societies.

Pig Iron, Pig Lead and Pig Copper.

Pitch and Tar.

Printing Ink and Printing Presses, except Portable Hand Printing Presses.

Prunella.

Rags.

Red Lead and White Lead—dry.

Resin and Rosin.

Rice.

Sal Ammoniac, Sal Soda, Soda Ash, Caustic Soda and Silicate of Soda.

Salt.

Scrap Brass and Scrap Iron.

Seeds for Agricultural, Horticultural or Manufacturing purposes only.

Settlers' Wearing Apparel, and other Personal Effects, implements of Husbandry (not merchandize) in actual use of persons coming to settle in the Province.

The following Articles when imported by Ship-builders for ship-building purposes, viz:—

Ships Blocks and Patent Bushes for Blocks.

“ Binnacle Lamps.

“ Bunting.

“ Sail Cloth or Canvass from No. 1 to No 6.

“ Compasses.

“ Dead Eyes.

“ Dead Lights.

“ Deck Plugs.

“ Pumps and Pump-Gear.

“ Shackles.

“ Sheaves.

“ Signal Lamps.

“ Travelling Trucks.

Yellow Metal in bars or bolts and Yellow Metal Sheathing.

Steering Apparatus.

Composition Spikes and Nails.

Sheathing Copper and Nails.

Iron Knees and Riders.

Wire-Rigging.

Cordage.

Treenails and Wedges.

Iron Masts, or Parts of Iron Masts.

Specimens of Natural History, Mineralogy or Botany.

Slate.

Stone unwrought, and Lithographic Stone.

Stereotype Blocks for printing purposes.

Electrotype do do do

Sulphur or Brimstone in roll or flour.

Teasels.

Tin and Zinc or Spelter, in blocks or pigs.

Trees, Plants and Shrubs, Bulbs and Roots.

Tobacco unmanufactured.

Turpentine, other than Spirits of Turpentine.

Type Metal in blocks or pigs.

Varnish, Bright and Black for ship builders.

Vegetables.

Veneering of Wood or Ivory.

Weaving or Tram Silk and Weaving or Tram Cotton for making Elastic Webbing, and Crinoline Thread for covering Crinoline Wire.

Wheat.

Whiting or Whitening.

Wood of all kinds, wholly unmanufactured.

Wool.

Zinc-White.

Coin and Bullion.

Mill and Factory Machinery of all kinds.

Slotted Tapes, for the manufacture of Hoop Skirts.

Brass and Tin Clasps, Slides and Spangles for do.

Ratan for caning Chairs.

Machine Silk Twist and Machine Linen Thread.

Nitrate of Soda.

Plank and Sawed Lumber of Mahogany, Rose-wood, Walnut, Chestnut and Cherry.

The Colors and Articles following, when imported solely by Room Paper Manufacturers and Stainers for manufacturing purposes only, that is to say:—

Lakes in Pulp, Scarlet and Morone.

Ultra Marine and Chinese Blue.

English Umber, raw.

Blue Black.

Paris and Permanent Greens.

Satin and Fine Washed White.

Bichromate of Potash.

Sugar of Lead.

British Gum.

Whale Oils in their crude and natural state, not in any way rectified, racked, pumped, bleached or prepared.

SCHEDULE F.

Goods free of Duty from and after the passing of this Act.

The following Goods when of the growth and produce of any of the British North American Provinces, viz:—

Grain, Flour and Breadstuffs of all kinds.

Animals of all kinds.

Fresh, Smoked and Salted Meats.

Seeds and Vegetables.

Green and Dried Fruits.

Fish of all kinds.

Products of Fish and of all other creatures living in the water.

Poultry.

Butter, Cheese, Lard, Tallow.

Timber and Lumber of all kinds, round, hewed, sawed, but not otherwise manufactured in whole or in part.

Fish Oil.

Gypsum, ground or unground.

SCHEDULE G.

Goods which may be made free of duty by Proclamation or by Order in Council.

Any other articles than those mentioned in Schedule F, being of the growth and produce of the said British North American Provinces, that may be specially exempted from customs duty by order of the Governor in Council.

Any or all of the articles mentioned in Schedule F, when the growth and produce of the United States of America, may be admitted into this Province Free of Duty, upon proclamation by the Governor in Council, whenever satisfactory arrangements shall be entered into with the United States for the importation of similar articles from Canada into that country.

SCHEDULE H.

Table of Prohibitions.

The following articles shall be prohibited to be imported under a penalty of two hundred dollars together with the forfeiture of the parcel or package of goods in which the same may be found viz: Books, Drawings, Paintings and Prints, of an immoral or indecent character.

Coin, base or counterfeit.

SCHEDULE I.

Export Duty.

Saw-Logs and Shingle Bolts of Pine or Spruce exported out of Canada, except the same be exported directly to any of the British North American Provinces:

On every one thousand feet, board measure:—

Pine.....	\$1.00
Spruce.....	.50

IMPORTS AT MONTREAL.

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Goods paying Specific Duties.</i>				
Wine in wood.....galls.	490,771	303,232	291,312	183,603
do bottles.....doz.	248,448	79,190	12,618	38,006
Whisky.....galls.	33,178	22,714	23,710	15,661
Oil—Coal and Kerosene.....“	51,877	21,699	.....	.....
Naphtha.....“	4,159	1,897	.....	.....
Benzole.....“	10,408	1,479	86,691	30,854
Refined Petroleum.....“	29,216	11,607	.....	.....
Crude Petroleum.....“	8,588	2,055	.....	.....
Cordials.....“	2,342	2,580	2,806	2,636
Perfumed Spirits, used as Perfumery only.....“	59 ¹ / ₂	854	.....	.....
Brandy.....“	203,955	212,917	72,912	83,955
Gin.....“	111,963	30,887	107,887	24,802
Rum.....“	74,917	26,013	25,389	10,271
Spirits and Strong Waters.....“	1,543	472	383	206
Acetic Acid and Vinegar.....“	50,980	9,469	59,196	11,335
Ale, in wood.....doz.	1,957	728	2,748	690
do bottles.....galls.	24,586	.....	.....	.....
do do.....doz.	19,369	27,900	26,586	29,577
Sugar, refined or equal thereto.....lbs.	262,606	18,006	724,202	42,131
Do raw.....“	36,210,446	1,547,667	30,685,668	1,374,400
Cane Juice.....“	616,481	13,779	.....	.....
Molasses.....lbs.	7,892,097	.....	.....	.....
Do.....galls.	561,563	279,643	2,075,583	425,271
Coffee, green.....lbs.	604,156	79,920	820,429	117,520
Do ground.....“	960	182	6	2
Confectionery.....“	82,690	12,795	32,530	6,196
Chicory, raw or green.....“	55,646	2,068	60,599	2,400
Do roasted, &c.....“	20,837	749	.....	.....
Common Soap.....“	732,843	28,212	175,465	12,609
Starch.....“	21,656	1,795	45,707	1,898
Tobacco, manufactured.....“	289,135	38,445	33,316	9,909
Snuff.....“	4,066	797	2,259	700
Cigars.....M	912,743	53,549	239,975	22,014
Butter.....lbs.	100	21	.....	.....
Cheese.....“	216,602	24,757	.....	.....
Lard and Tallow.....“	244,404	22,007	.....	.....
Fish, salted or smoked.....“	150,933	7,221	.....	.....
Flour.....brls.	2,035 ¹ / ₂	13,538	.....	.....
Indian Corn.....bush.	43,714	24,378	.....	.....
Meats, fresh, salted or smoked.....lbs.	430,749	51,470	.....	.....
<i>Goods paying Specific and ad valorem Duties.</i>				
Tea.....lbs.	4,520,145	1,602,714	6,454,458	2,212,920
<i>Goods paying 25 per cent. ad valorem.</i>				
Cinnamon, Mace and Nutmegs.....lbs.	67,832	20,609	103,705	27,585
Essences and Perfumery.....“	.....	23,342	.....	18,943
Spices, ground.....lbs.	716	297	327	187
Packages.....“	.....	111,081	.....	14,303
Patent Medicines.....“	.....	25,012	.....	19,114
<i>Goods paying 15 per cent. ad valorem.</i>				
Bagatelle Boards, &c.....“	.....	4,521	.....	1,686
Blacking.....“	.....	3,454	.....	1,991
Book, Map and News Printing Paper.....“	.....	2,236	.....	276
Brooms and Brushes.....“	.....	7,328	.....	4,652
Cabinet Ware or Furniture.....“	.....	3,809	.....	3,650
Candles.....lbs.	.....	8,059	.....	6,223
Carpets and Hearth Rugs.....“	.....	216,648	.....	93,565
Carriages.....“	.....	6,252	.....	3,276
Coach and Harness Furniture.....“	.....	10,818	.....	4,029
Chandeliers, Girandoles, Gas Fittings.....“	.....	3,680	.....	3,196
China Ware, Crockery and Earthenware.....“	.....	183,300	.....	83,547
Cider.....galls.	160	24	12,126	1,206

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Goods paying 15 per cent ad valorem.—(Continued)</i>				
Clocks.....		13,556	.....	6,639
Clothing made by hand, &c.....		19,037	.....	23,460
Cocoa and Chocolate..... lbs.		3,590	10,057	2,125
Cordage.....		25,181	.....	15,962
Corks.....		9,309	.....	12,602
Cottons, Cotton Yarn and Warp.....		4,098,100	.....	2,613,994
Dried Fruits..... lbs.	4,841,145	244,245	4,361,423	213,616
Drugs.....		140,689	.....	76,345
Engravings.....		8,336	.....	7,040
Fancy Goods.....		206,048	.....	154,333
Foreign Newspapers.....		560	.....	1,172
Fireworks.....		1,039	.....	669
Flat Wire, for Crinoline, uncovered.....		15,671	.....	3,526
Ginger Wine, Orange, &c.....		4,909	.....	.....
Gunpowder.....		10,690	.....	6,047
Firearms.....		7,972	.....	8,456
Glass, plate.....		77,984	.....	70,581
do window stained, &c.....		38,295	.....	.....
do ware.....		126,579	.....	69,245
Hats, Caps and Bonnets.....		261,749	.....	164,977
Hat Plush.....		.....	.....	516
Hops..... lbs.	18,603	5,679	79,057	19,488
Hosiery.....		239,975	.....	136,731
Inks.....		8,013	.....	3,130
Hardware.....		1,058,415	.....	498,754
Jewellery.....		161,342	.....	77,594
Lumber.....		.....	.....	.....
Leather.....		286,705	.....	151,029
Do Sheep, Goat and Chamois Skins, dressed.....		6,750	.....	1,389
Linens.....		731,411	.....	363,240
Locomotive Engines and Railroad Cars.....		16,955	.....	23,888
Maccaroni and Vermicelli.....	40,387	2,529	42,609	2,930
Maps, Charts and Atlases.....		674	.....	1,376
Manufactures of Marble.....		3,968	.....	1,622
India Rubber.....		21,810	.....	14,281
Fur.....		90,626	.....	59,313
Hair, or Mohair.....		13,923	.....	5,961
Papier Mache.....		700	.....	813
Grass, Osier, Palm Leaf, &c.....		93	.....	978
Bone, Shell, Horn, Ivory.....		70,365	.....	42,859
Gold and Silver, or Electroplate, &c.....		6,212	.....	7,509
Brass or Copper.....		205,262	.....	74,305
Leather.....		15,533	.....	14,625
Boots and Shoes.....		2,354	.....	2,050
Harness and Sadlery.....		25,502	.....	16,195
Wood.....		978	.....	72
Mowing, Reaping and Threshing Machines.....		33,462	.....	50,034
Musical Instruments.....		14,359	45,065	7,527
Mustard..... lbs.	106,268	43,562	.....	48,986
Machinery.....		42,886	.....	25,183
Oil Cloths.....		167,419	95,434	77,191
Oils..... galls.	216,739	3,317	.....	6,805
Opium.....		97,889	.....	74,500
Paints and Colours.....		67,470	.....	36,083
Paper.....		55,438	.....	25,093
Paper-Hangings.....		45,766	.....	39,112
Parasols and Umbrellas.....		3,758	.....	3,384
Playing Cards.....		1,375	.....	1,145
Plaster of Paris, ground and calcined.....		25,024	.....	10,084
Pickles and Sauces.....		41,824	.....	24,244
Preserved Meats, Fish and Vegetables.....		3,725	.....	2,721
Printed Bills.....		.....	.....	1,463
Sails, ready made.....		29,318	.....	16,384
Shawls.....		651,014	.....	460,532
Silks, Satins, Velvets.....		12,112	.....	.....
Soap, not elsewhere specified.....		31,120	414,251	34,360
Spices unground..... lbs.	331,044	23,291	17,037	15,615
Spirits of Turpentine..... galls.	31,433	157,614	.....	92,644
Stationery.....		810,069	.....	443,500
Small Wares.....		13,256	.....	10,554
Tobacco Pipes.....		.....	.....	.....

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Goods paying 15 per cent ad valorem—(Continued.)</i>				
Toys	4,828	.....	4,408
Varnish	6,319	.....	5,058
Woollens.....	5,427,556	.....	2,955,462
Anchors, 6 cwt. and under.....	747	.....	790
Brass in Bars, Rods or Sheets.....	4,445	.....	2,707
Brass or Copper Wire and Wire Cloth.....	5,622	.....	3,076
Copper in Bars, Rods, Bolts or Sheet.....	10,728	.....	10,278
Copper, Brass or Iron Tubes when drawn.....	55,464	.....	73,803
Cotton Candle Wick.....	5,237	.....	10,772
Iron—Canada Plates and Tinned Plates.....	124,826	.....	119,355
Do Galvanized and Sheet.....	47,167	.....	32,476
Do Wire, Nail and Spike Rod.....	56,309	.....	41,669
Do Rod, Bar or Hoop.....	330,360	.....	323,565
Do Hoop or Tire for Locomotive Wheels.....	14,782	.....	36,625
Do Boiler Plate.....	44,164	.....	31,632
Do R. R. Bars, Wrought Iron Chairs and Spikes.....	7,957	.....	21,148
Do Rolled Plate.....	68	.....	3,608
Lead in Sheet.....	5,035	.....	11,653
Litharge.....	1,437	.....	390
Locomotive and Engine Frames, Cranks, &c.....	3,546	.....	12,462
Medicinal Roots.....	3,230	.....	3,512
Phosphorus.....	1,049	.....	1,150
Red and White Lead—dry.....	15,083	.....	23,988
Silk Twist for Hats, Boots and Shoes.....	26,167	.....	9,280
Steamboat and Mill Shafts.....	3,289	.....	1,237
Steel—wrought or cast.....	109,809	.....	76,905
Straw, Tuscan and Fancy Grass Plaits.....	813	.....	536
Tin—granulated or bar.....	997	.....	824
Zinc or Spelter, in sheet.....	15,235	.....	3,161
Unenumerated Articles.....	194,421	.....	115,420
<i>Goods paying 10 per cent. ad valorem.</i>				
Sole and Upper Leather.....	13,281	.....	.....
FREE GOODS.				
Acids	18,515	.....	12,651
Anchors	2,777	.....	4,496
Alum	5,846	.....	4,279
Anatomical Preparations.....	10	.....	15
Animals:—				
Horses	No.	.....	.....	.....
Horned Cattle.....	No.	.....	.....	.....
Sheep	No.	.....	.....	.....
Pigs	No.	1,493	.....	11,973
Other Animals.....
Poultry and Fancy Birds.....
Antimony.....	2,660	.....	2,013
Articles for the public uses of the Province.....	2,180	.....	.....
" imported by and for the use of Gov.-Gen.....	839	.....	216
" for the use of Foreign Consuls.....	10	.....	19
Ashes—Pot, Pearl and Soda..... bbls.	193	6,291	213	5,485
Bark, Berries, Nuts, Vegetables, &c.....	68,591	.....	46,542
Barilla Kelp.....
Bark, Tanners'.....	8	.....	.....
Belting Duck and Hose Duck.....	8,248	.....	.....
Bleaching Powders.....	27,466	.....	10,453
Boiting Cloths.....	2,059	.....	1,769
Borax.....	6,166	.....	3,775
Bookbinders' Tools and Implements.....	399	.....	60
Books Printed, Periodicals and Pamphlets.....	185,354	.....	156,784
Boot Felt.....	3,914	.....	.....
Brass in Bars, Rods or Sheets.....	1,876	.....	.....
Brass or Copper Wire and Wire Cloth of Brass, &c.....	1,366	.....	.....
Bristles	15,524	.....	8,942
Brass and Tin Clasps, Slides and Spangles for Hoop Skirts.....	2,173	.....	.....
Broom Corn.....	28,738	.....	9,841
Busts, Casts and Statues.....	2,569	.....	1,387
Burrstones, Grindstones, &c.....	9,861	.....	2,784
Butter, under old Tariff..... lbs.	3,702	726	.....	.....
Cocoa Paste.....	288	.....	.....

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Free Goods—(Continued.)</i>				
Cabinets of Coins.....				
Cables—Iron Chain.....		10,500		12,394
“ Hemp and Grass.....				
Caoutchouc or India Rubber, &c.....		68,261		29,124
Cheese, under Old Tariff.....	482,609	74,830	1,254,288	160,697
China Ware and Glassware for Officers' Mess.....		311		803
Cigars for.....		520		42
Silver or Plated Ware.....		300		
Spirits, Wines and Malt Liquors.....		8,717		16,176
Table Linen.....		150		293
Coal and Coke..... tons.	49,710	205,779	19,479	75,908
Church Bells.....		20		
Clothing and Arms for Military.....		27,092		20,817
Commissariat and Ordnance Stores.....		146		1,217
Communion Plate.....		24		
Copper in Bars, Rods, Bolts or Sheets.....		12,029		
“ Brass or Iron Tubes or Piping, when drawn.....		20,687		
Corkwood or Bark of the Corkwood Tree.....				42
Cotton and Flax Waste.....		7,967		14,241
“ Wool.....		48,642		40,027
“ Candle Wick.....		7,789		
“ Netting and Woollen Netting for India Rubber.....				
Shoes.....		8,679		
Cream of Tartar in Crystal.....		16,837		19,562
Diamonds and Precious Stones not set.....		1,034		520
Donations of Clothing, &c.....				30
Drawings, as work of Art.....		9,242		18,924
Earths, Clays, Sand and Ochres.....		4,693		4,339
Eggs..... doz.			4	1
Emery, Emery Glass and Sand Paper.....		6,976		2,593
Essential Oils of all kinds.....		11,001		
Farming Utensils and Implements, &c.....		40		
Felt Hat Bodies and Hat Felts.....		5,543		2,867
Fibrilla Mexican Fibre or Tampico, &c.....		376		
Flat Wire for Crinoline, uncovered.....		8,514		
Flax, Hemp and Tow, undressed.....		126,585		78,328
Firewood..... cords.			16	54
Fire Brick and Clay.....		9,932		3,692
Fish—Fresh.....		24,957		
“ Salted, under old Tariff.....		62,638		207,347
“ Smoked, from B. N. A. P. under old Tariff.....		118,782		
“ Oil, under old Tariff..... galls.	171,335	127,211		
“ Oil from B. N. A. P. only under new Tariff.....	100,047	72,895	132,535	103,256
“ Products of, from B. N. A. P. “.....				
Fishing Nets, Seines, Hooks, Lines and Twines.....		25,351		11,984
Fruit, Green, under old Tariff.....		33,915		90,949
“ “ from B. N. A. P. under new Tariff.....		3,360		1,808
“ Dried, from U. S. under old Tariff.....		20		
“ “ from B. N. A. P. only under new Tariff.....		135,247		97,415
Furs and Skins, Pelts or Tails, undressed.....		66,168	78,271	331,944
Flour, under old Tariff.....	11,416			
Grains—Barley and Rye, under old Tariff..... bush.	78	47	220	220
“ Bear and Bigg “ “ “ “.....			1	2
“ Oats “ “ “ “.....			20	16
“ Beans and Pease “ “ “ “.....	42	73	94	131
“ Indian Corn “ “ “ “.....	226,767	125,125	116,019	84,814
“ Sago Flour “ “ “ “.....				
Meal of the above Grains.....	769	2,386	534	1,914
Gems and Medals.....		702		1,112
Gold and Silver Leaf for Platers' use.....		1,096		
Grease and Soaps.....		11,665		570
Gravels.....		342		956
Gypsum or Plaster of Paris, ground or unground, under old Tariff.....		2,978		4,219
“ “ ground, from B. N. A. P.		725		
Human Hair, Angola, Goat, Thibet, Horse, &c.....		539		15
Hops.....	45,278	17,415		
Hides, Horns and Pelts.....		157,843		137,166
Indigo.....		17,858		29,825
Iron—Canada Plates and Tinned Plates.....		199,618		
Galvanized and Sheets.....		32,511		

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Free Goods—(Continued.)</i>				
Iron—Wire Nail and Spike Rod		43,986		
Bar, Rod or Hoop		455,307		
Hoop or Tire for Locomotive Wheels		70,889		
Boiler Plate		26,971		
Railroad Bars, Wrought Iron Chain, &c.		200,687		
Rolled Plate		101		
Junk and Oakum		12,197		5,529
Kryolite or Argolite				
Lard under old Tariff	55,285	6,736	536,370	43,029
Lead in Sheet		5,964		
Lime from B. N. A. P. only under old Tariff.		93		
Litharge		874		
Locomotives & Engines, Frames, Cranks, Axles, &c		5,962		
Machine Silk Twist and Machine Linen Thread ...		21,001		
Manilla Grass, Sea Grass & Mosses for Upholstery purposes		2,138		2,899
Manures		279		825
Marble in Blocks or Slabs		8,190		6,085
Maps and Charts imported not as Merchandise, &c				
Meats, fresh, smoked and salted, under old Tariff..	1,529,164	145,905	3,777,445	356,248
Medicinal Roots		1,455		
Military and Naval Stores		1,239,013		148,123
Mill and Factory Machinery of all kinds		21,249		
Models		349		425
Musical Instruments for Military Bands		2,601		1,127
Nitre or Saltpetre		21,825		14,455
Ochres and Metallic Oxides, &c		897		
Oil Cake or Linseed Cake		22,794		
Oil—Cocanut, Pine and Palm, Crude, &c. ....galls.	77,355	39,197	74,349	49,855
Ores of all kinds of Metals		35,164		9,690
Osier or Willow for Basket Makers' use		1,547		20
Philosophical Instruments and Apparatus, Globes ..		553		1,014
Phosphorus, under old Tariff		466		
Pig Iron, Pig Lead and Pig Copper	16,769	289,115	11,940	186,493
Pitch and Tar	1,375	3,858	4,595	10,088
Printing Ink and Printing Presses		9,210		7,887
Prunella		39,573		
Rags		39,943		11,621
Ratan for caning chairs		104		
Red Lead and White Lead—dry		44,019		
Resin and Rosin		66,775		33,048
Rice	3,863,916	115,155	5,683,791	141,409
Sal Ammoniac, Sal Soda, Soda Ash, &c. ....bush.		117,122		58,115
Salt		13,672	30,203	4,782
Scrap Brass and Scrap Iron		726		402
Seeds for Agricultural, &c., purposes		29,102	5,017	3,459
Settlers' Goods		42,625		3,971
Ship Bunting, Sail Cloth or Canvas		45,288		3,190
Yellow Metal in Bars, Bolts, &c		27		
Iron Knees and Riders		661		
Silk Twist for Hats, Boots and Shoes		10,808		
Specimens of Natural History, &c		692		3,273
Slate				540
Slotted Tapes for the manufacture of Hoop Skirts ..		14,804		
Steamboat and Mill Shafts, Cranks, &c		672		
Stone, wrought, &c		838		9,491
Stereotype Blocks for Printing purposes		496		67
Electrotype Blocks		132		
Steel, wrought or cast		90,181		
Straw, Tuscan and Grass Fancy Plaits		742		
Sulphur and Brimstone		7,407		3,372
Tallow, under old Tariff	516,640	49,131	705,647	62,679
Tea, Sugar and Coffee for H. M. Troops		81		20
Teasels		162		
Timber and Lumber of all sorts		2,793		9,913
of Mahogany, Rosewood, &c		878		
Tin, Granulated or Bar		4,432		
Tin, Zinc or Spelter in Blocks or Pigs		8,653		19,622
Trees, Plants and Shrubs, Bulbs and Roots		2,558		3,994
Turpentine other than Spirits of Turpentine		177		540
Tobacco unmanufactured	2,527,399	162,942	1,224,532	122,644

IMPORTS AT MONTREAL—(Continued.)

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>Free Goods—(Continued.)</i>				
Zinc or Spelter in sheets.....	39,736	.....	.....
Varnish, Bright and Black for Ship Builders.....	65	.....	725
Vegetables.....	1,916	.....	8,294
Veneering of Wood or Ivory.....	1,852	.....	67
Wearing or Tram Silk and Wearing &c.....	4,329	.....	.....
Wheat.....bush.	49,381	66,847	.....	.....
Whiting or Whitening.....	1,308	.....	.....
Wood of all kind, unmanufactured.....	1,577	.....	1,085
Wool.....lbs.	20,449	202,717	66,178
Fire Arms.....	209,709	.....	.....
Zinc White.....	738	.....	.....
Scales.....	71	.....	.....
Portrait of late Mr. Garneau.....	187	.....	.....
Gauging Instruments.....	48	.....	.....
Copyright.....	481	.....	711
Washing Machines.....	215	.....	.....
Coin and Bullion.....	75,618	.....	913,541

PRODUCE, &c., RECEIVED and SHIPPED at the PORT OF MONTREAL, carried in RIVER CRAFT to and from Quebec, Three Rivers, &c., during Navigation of 1866.

RECEIPTS.		SHIPMENTS.	
Grain.....bushels.	188,120	Grain.....bushels.	473,950
Potash.....barrels.	32	Flour.....barrels.	33,224
Hay.....bundles.	153,050	Ashes, leached.....tons.	440
Glass.....feet.	1,300	Bran.....tons.	89
Fish (not specified).brls., hhds. & cwts.	3,839	Pork.....barrels.	775
Staves.....mills.	16,000	Brooms.....dozen.	49
Salt.....minots.	105,984	Fish.....barrels.	1,003
Coal.....chaldrons.	18,454	Groceries.....lbs.	219,100
Firewood.....cords.	73,260	Glass.....feet.	30,400
Oil.....gals.	2,000	Salt.....minots.	23,300
Timber.....feet.	26,500	Liquors.....gals.	2,700
Lumber.....feet.	15,427,500	Molasses.....gals.	972,250
Laths.....	1,188,000	Coal.....chaldrons.	591
Shingles.....	343,500	Oils.....gals.	950
Bricks.....	1,844,000	Lumber.....feet.	3,333,000
Potatoes.....minots.	6,818	Rags.....lbs.	186,000
Iron.....tons.	1,240	Bricks.....	45,000
Pipe clay.....tons.	282	Iron.....tons.	513
Sand.....tons.	1,805	Powder.....lbs.	8,000
Molasses.....gals.	59,350	Laths.....	212,000
Meal.....barrels.	1,423	Meal.....barrels.	123
Powder.....lbs.	45,000	Rosin.....lbs.	261
Barrels.....	6,800	Soap.....lbs.	8,600
Plaster.....tons.	119	Bottles.....gross.	374
Eggs.....	7,000	Copper Ore.....tons.	90

EXPORTS AT MONTREAL.

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
THE MINE.				
Copper Ore..... tons.	1,114	\$ 47,157	40	\$ 550
Pig and Scrap Iron..... tons.	136	2,068	198	2,442
Mine (or Earth) Oil..... galls.	995	750	840	291
THE FISHERIES.				
Fish:—				
Pickled..... brls.	1,831	9,329	2,513	11,018
Fish Oil..... galls.	.....	.....	2,572	2,388
THE FOREST.				
Ashes:—				
Pot..... brls.	15,369	530,348	25,435	720,583
Pearls..... brls.	2,299	69,619	4,437	129,508
Timber, of all sorts.....	.....	97,087	.....	63,439
ANIMALS, AND THEIR PRODUCE.				
Animals.—				
Horses..... No.	4,296	387,467	6,356	415,598
Horned Cattle..... No.	1,742	77,052	2,465	89,944
Swine..... No.	746	6,780	1,933	23,002
Sheep..... No.	906	1,913	10,687	31,688
Poultry.....	.....	32,685	.....	17,010
Produce of Animals:—				
Bacon and Hams..... cwt.	6,204	66,063	6,069	80,979
Beef..... cwt.	4,663	43,307	735	5,664
Beeswax..... lbs.	9,721	2,676	11,598	3,148
Bear's Grease..... lbs.	.....	.....	.....	.....
Butter..... lbs.	6,418,835	1,130,497	4,984,489	1,048,330
Cheese..... lbs.	1,351,048	171,953	659,202	78,522
Eggs..... doz.	556,270	75,269	921,414	128,087
Feathers..... lbs.	330	199	.....	.....
Furs, dressed and undressed.....	.....	197,293	.....	156,959
Hides..... cwt.	.....	.....	1,771	9,351
Horns and Hoofs..... cwt.	.....	.....	60	308
Honey..... lbs.	60	8	.....	.....
Lard..... lbs.	47,145	7,033	5,598	546
Pork..... cwt.	8,888	85,748	3,058	29,425
Sheeps' Pelts..... No.	.....	10,840	11,532	4,464
Tallow..... lbs.	.....	140	263	21
Tongues..... lbs.	10	40	.....	.....
Venison..... No.	10	120	.....	.....
Wool..... lbs.	250,474	93,154	107,488	49,462
AGRICULTURAL PRODUCTS.				
Balsam.....	.....	1,277	.....	1,276
Barley and Rye..... bush.	347,955	230,985	97,390	63,752
Barley, pot and Pearl..... lbs.	120	37	11,596	379
Beans..... bush.	2,712	3,317	16,443	9,911
Bran..... cwt.	2,851	3,231	11,958	10,846
Flax..... cwt.	384	5,750	279	3,656
Flax Seeds..... bush.	4,513	7,886	4,668	7,204
Flour..... brls.	153,471	1,067,555	195,064	1,019,371
Fruit, green..... brls.	2,922	10,050	1,807	7,403
Hay..... tons.	344	1,924	75	384
Hops..... lbs.	21,963	5,907	13,775	2,229
Indian Corn..... bush.	1,330	798	7,652	5,770
Malt.....	528	.....	.....	.....
Maple Sugar..... lbs.	1,198	124	543	42
Meal..... brls.	33,880	169,731	5,406	23,789
Oats..... bush.	3,159,385	1,213,219	668,597	233,780
Other Seeds..... bush.	14,430	32,459	9,337	12,896
Peas..... bush.	1,082,797	932,275	610,967	533,344
Tobacco..... lbs.	4,273	216	25,609	500
Vegetables.....	.....	490	.....	3,778
Wheat..... bush.	25,165	28,919	25,673	25,250
MANUFACTURES.				
Books.....	.....	5,001	.....	2,065
Biscuits..... cwt.	336	1,795	206	1,062
Candles..... lbs.	.....	.....	815	81
Carriages..... No.	.....	853	11	1,880

EXPORTS AT MONTREAL—Continued.

ARTICLES.	1866		1865	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
<i>MANUFACTURES.—Continued.</i>				
		\$		\$
Cottons.....		5,583		1,146
Furs.....		3,653		169
Glass.....		5,485		1,150
Ground Plaster and Lime.....		353		1,150
Hardware.....		24,184		8,845
India Rubber.....		9,479		10,728
Indian Barkwork.....				104
Leather.....		136,085		102,999
Machinery.....		19,710		32,380
Musical Instruments.....		1,990		250
Oil Cake.....		41,001		48,321
Rags.....		10,487		12,372
Soap.....	14,518	661	21,289	815
Starch..... lbs.	24,458	2,227	74,876	5,618
Straw.....		4,181		678
Sugar Boxes..... No.	48,598	14,444	14,759	5,463
Tobacco..... lbs.	248,690	45,294	83,598	13,680
Varnish.....		26,925		6,746
Wood.....		18,950		9,672
Woollens.....		10,392		10,698
Liquors:—				
Ale, Beer, and Cider..... galls.	1,307	416	839	287
Whiskey..... galls.	69	415	2,544	940
Other Spirits..... galls.	4,387	7,472	3,265	4,459
Other Articles.....		26,068		9,149

RECAPITULATION OF IMPORTS AND EXPORTS.

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

CLASS OF GOODS.	1866	1865	1864	1863
	\$	\$	\$	\$
Paying specific duties.....		46,515	39,796	43,016
Paying specific and <i>at val.</i> duties		4,344,268	3,713,277	2,814,722
Paying 30 per cent. " " " " " " " "		103,408	135,626	211,996
Paying 25 " " " " " " " "	22,413,582	40,136	80,953	53,512
Paying 20 " " " " " " " "		9,719,203	13,504,008	8,698,327
Paying 15 " " " " " " " "		270	647	447
Paying 10 " " " " " " " "		1,076,369	1,595,857	1,235,864
Free Goods, Coin and Bullion..	75,618	913,541	1,448,013	949,989
Other Free Goods.....	6,304,121	3,599,738	5,133,561	4,844,012
TOTALS.....	28,793,321	19,843,448	25,651,738	18,841,885

The value of articles, the growth or manufacture of Canada, exported from Montreal in 1866, as recorded at the Custom-House, was \$7,286,878,—distributed as follows:—

ARTICLES.	To Great Britain.	To British N'rth America.	To United States.	To other Countries.
Produce of the Mines.....	34,720	360	14,895	.....
Do Fisheries.....			9,329	.....
Do Forest.....	539,322	4,019	147,608	6,106
Animals and their Products....	1,318,513	121,335	945,288	5,101
Agricultural Products.....	2,525,209	830,612	345,876	15,081
Manufactures.....	150,291	122,077	127,737	23,399
TOTALS.....	4,568,055	1,078,403	1,590,733	49,687

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 nine years :—

YEARS.	NUMBER OF STEAMSHIPS.	AGGREGATE TONNAGE.	AGGREGATE FREIGHT CARRIED.		NUMBER OF PASSENGERS CARRIED.				AVERAGE TIME OF TRIPS.			
			Eastward.	Westward.	Eastward.		Westward.		Eastward.		Westward.	
					Tons.	Tons.	Cabin.	Steerage.	Cabin.	Steerage.	D.	H.	D.	H.
1856	4	6,536	....	....	991	911	1,254	1,777	11	15	12	23
1857	4	6,536	....	....	636	1,794	1,710	3,100	11	6	12	3
1858	4	7,504	....	....	1,284	2,925	1,698	2,019	11	8	13	11
1859	6	11,904	....	13,215	1,904	2,453	1,882	2,941	10	11	11	13
1860	6	11,904	....	13,250	1,595	2,344	1,637	3,363	12	17	11	22
1861	6	12,736	34,320	38,910	1,669	2,701	1,901	7,577	10	12	12	16
1862	6	12,736	33,972	38,638	1,893	2,547	2,160	8,263	11	6	13	20
1863	6	12,736	31,760	45,069	1,117	1,576	2,065	8,360	11	11	12	19
1864	8	17,708	34,284	36,423	1,269	2,565	1,277	11,384	10	23	11	1
1865	8	17,708	32,949	37,378	....	....	....	....	....	....	....	....

RAILWAY TRAFFIC.

MONTHLY IMPORTS AT MONTREAL, IN 1866, VIA GRAND TRUNK RAILWAY.

MONTHS.	FLOUR and MEAL.	WHEAT. and PEAS.	CORN and RYE.	BARLEY.	OATS.	PORK and BEEF.	PORK in Carcase.	COAL OIL.	TOTAL. FREIGHT, all kinds.
	Brls.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.	Tons.
January ..	22,559	5,112	75	5,244	13,610	2,271	1,702,218	615	11,324
February..	12,360	8,107	4,595	6,304	41,212	209	763,325	115	9,056
March	20,914	9,033	193	6,265	39,752	1,719	279,410	811	11,389
April	28,105	8,171	378	6,530	13,190	302	860	463	13,245
May	33,878	60,583	.....	3,759	6,382	1,517	180	893	12,825
June	22,012	27,974	72	905	20,132	833	.....	566	8,818
July	23,274	32,620	.....	.....	24,142	267	.....	1,304	11,885
August . .	7,767	8,470	79	875	8,325	54	.....	1,937	8,665
September	18,272	26,640	750	437	4,458	64	3,680	1,029	8,967
October ...	35,903	43,526	396	10,425	9,562	475	3,150	1,150	17,017
November	44,100	47,960	375	9,800	14,944	174	51,900	2,558	14,224
December.	52,200	40,840	8,572	8,150	10,425	215	61,260	2,437	15,069
TOTALS.	321,444	319,036	15,485	58,604	206,134	8,100	2,865,983	13,818	142,424

MONTHLY EXPORTS FROM MONTREAL, IN 1866, VIA GRAND TRUNK RAILWAY.

MONTHS.	FLOUR and MEAL.	WHEAT and PEAS.	CORN and RYE.	BARLEY.	OATS.	PORK and BEEF.	PORK in Carcase.	COAL OIL.	TOTAL. FREIGHT, all kinds.
	Brls.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.	Tons.
January ..	20,580	2,208	485	1,340	3,389	679	591,750	216	8,501
February..	37,142	7,900	1,000	1,230	.....	1,065	474,670	238	10,122
March	71,138	4,366	459	9,482	1,657	1,404	801,170	776	12,573
April	13,839	450	3,173	637	682	506	1,060	427	10,977
May	16,743	4,419	10,785	3,185	120	467	.....	140	8,863
June	13,286	526	4,418	122	6,442	624	.....	52	9,974
July	15,785	120	3,681	64	.....	260	.....	113	8,660
August ...	17,906	570	5,260	78	1,775	351	.....	313	8,760
September	10,112	.....	4,422	455	114	186	.....	413	9,387
October ...	34,006	700	1,706	.....	.....	23	.....	375	13,906
November	24,711	33,600	3,591	7,375	15,712	34	.....	181	16,744
December.	26,710	21,605	3,805	5,650	7,781	60	.....	201	13,062
TOTALS.	301,958	76,464	42,785	29,618	37,672	5,659	1,868,590	3,445	1,315,529

COMPARATIVE QUANTITIES OF PRODUCE SHIPPED BY ST. LAWRENCE RIVER, MONTHLY, 1865 AND 1866.

	Wheat, bushels.	Corn, bushels.	Peas, bushels.	Oats, bushels.	Barley, bushels.	Rye, bushels.	Flour, barrels.	Oatmeal, barrels.	Corn Meal, barrels.	Pot Ashes.	Pearl Ashes.	Butter, kegs.	Cheese, Boxes.
April.....	1866... ..	....	30	2,958	....	....	8,456	410	40	6	....	12	24
	1865... ..	30	....	1,170	....	15	8,349	150	55	....	....	324	15
May.....	1866... ..	....	42,877	118,083	323,959	....	16,770	5,037	869	3,675	61	171	389
	1865... ..	19,607	....	22,526	....	....	16,638	121	10	4,671	1,395	1,253	52
June.....	1866... ..	2,895	174,517	340,481	1,065,051	....	14,410	6,196	464	2,252	....	1,596	938
	1865... ..	142,022	....	2,233	....	....	25,598	....	....	3,092	227	571	961
July.....	1866... ..	....	379,596	167,169	1,107,840	....	6,146	6,648	515	1,464	92	3,484	5,656
	1865... ..	191,867	....	53,013	7,472	200	35,186	7	10	2,228	730	3,510	4,435
August.....	1866... ..	605	387,204	30,490	148,232	50	32,397	8,296	95	1,945	881	10,686	4,462
	1865... ..	184,178	....	35,229	1,262	....	41,625	125	200	2,745	843	17,412	4,508
September.....	1866... ..	....	275,821	5,710	1,526	1,313	9,087	1,305	50	444	205	7,226	2,713
	1865... ..	16,499	....	54,763	81,266	23,800	16,858	411	330	1,269	531	17,700	3,007
October.....	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
November.....	1866... ..	163	197,280	332,526	215,286	116,300	14,124	1,467	302	1,104	9	17,493	2,891
	1865... ..	27,361	....	228,301	284,942	159,213	19,800	567	202	2,033	245	5,111	285
Total, 1866.....	3,663	1,812,100	1,091,825	2,897,303	232,979	73,370	140,016	30,867	3,137	12,982	1,421	61,911	23,254
Total, 1865.....	581,064	654,606	572,642	196,558	2,440	....	179,693	1,781	1,562	16,673	4,154	49,428	14,122

QUANTITIES OF PRODUCE SHIPPED TO PARTICULAR PORTS VIA THE ST. LAWRENCE RIVER IN 1866.

	Wheat, bushels.	Corn, bushels.	Peas, bushels.	Oats, bushels.	Barley, bushels.	Rye, bushels.	Flour, barrels.	Oatmeal, barrels.	Corn Meal, barrels.	Pot Ashes.	Pearl Ashes.	Butter, kegs.	Cheese, boxes.
To London.....	163	358,049	389,560	1,897,840	71,427	34,203	3,077	509	250	969	551	4,925	3,823
" Liverpool.....	....	485,633	336,677	354,373	109,828	....	3,441	18,595	....	5,228	689	39,786	12,585
" Other English Ports.....	....	157,186	96,962	195,418	3,914	....	....	100	....	....	....	....	....
" Glasgow.....	....	501,757	215,990	197,048	41,174	20,799	10,493	8,796	....	6,772	181	10,605	6,297
" Other Scotch Ports.....	....	28,448	....	....	....	....	....	....	....	....	....	....	....
" Irish Ports.....	....	71,700	....	....	....	....	....	....	....	....	....	....	....
" Cork or Falmouth f.o.....	....	175,332	43,410	221,509	1,096	18,368	....	741	....	....	....	....	....
" British Amer. Ports.....	3,500	32,795	9,115	28,754	5,540	....	122,674	2,106	2,837	13	....	6,595	549
" Bermuda.....	....	1,200	111	2,361	....	....	331	20	50	....	....	....	....
Total.....	3,663	1,812,100	1,091,825	2,897,303	232,979	73,370	140,016	30,867	3,137	12,982	1,421	61,911	23,254

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.
1860...	April..10	Dece.. 7	April..30	Novr.. 25	37	45,385	79	7,265	73	6,470	149	69,742	259	121,599	85—Octr. 7
1861...	April..24	Dece.. 22	April..27	Dece.. 4	40	51,298	115	15,306	101	7,894	433	202,601	574	261,793	117—June 6
1862...	April..23	Dece.. 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	Dece.. 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	Dece.. 10	April..28	Dece.. 7	51	59,071	75	9,039	90	8,628	237	94,202	378	161,601	32—June 23
1865...	April..10	Dece.. 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	Dece.. 15	May... 1	Novr.. 28	70	75,474	172	21,980	173	19,044	273	111,257	516	205,775	91—June 13

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

	1861	1862	1863	1864	1865	1866
Steamers.....	40	53	54	51	63	70
Ships.....	138	124	78	47	33	51
Barques.....	160	161	149	96	56	119
Brigs.....	58	79	72	21	13	27
Brigantines...	47	48	36	38	35	69
Schooners.....	13	106	113	131	158	180
Sloops.....	...	...	2	...	...	...
Totals ...	574	571	504	384	358	516

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.
1861.....	5,247	530,224	196....June 10
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

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

1861..	11,183,500 feet.	1864..	42,000,000 feet.
1862..	10,572,500 "	1865..	9,861,500 "
1863..	13,013,500 "	1866..	15,427,500 "

VII.—SHIPPING INTERESTS.

Comparative View of the RATES of INLAND FREIGHT during the Seasons of Navigation in 1865 and 1866:—

DATE.	RATES DOWNWARD, 1866.						RATES DOWNWARD, 1865.					
	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	20	6	40	10	....	3½
....15	25	7	37½	9	9	5	20	5	40	10	....	3½
June... 1	20	7	37½	10	11	5	20	5	40	10	....	3½
....15	20	7	37½	10	12	5	20	5	30	8	....	3½
July.... 1	20	7	40	10	12	5	20	5	30	8	....	3½
....15	20	6½	25	9	10	5	20	5	30	8	....	3½
August. 1	20	6	25	10	8	5	20	5	40	10	....	3½
....15	20	6	25	8	7	5	20	5	40	10	....	3½
Sept'ber. 1	20	6	25	8	8	5	20	6	40	12½	....	3½
....15	20	7	40	8	8½	5	20	7	40	12½	....	3½
October 1	20	7	40	10	9	5	25	10	45	14	....	4
....15	20	9	40	12½	10	5	30	10	45	14	....	4
Nov'ber 1	25	10	40	13½	..	5	35	10	45	14	....	4
....15	35	12½	40	14	..	5	37½	10	45	14	....	4

Rates Westward in past Three Years.

ARTICLES.	Montreal to Lake Ontario Ports.			Montreal to Lake Erie Ports.		
	1864 & 1863	1865	1866	1864 & 1863	1865	1866
	cts.	cts.	cts.	cts.	cts.	cts.
Salt.....per bag.	20	17½	20	30	30	25
Iron.....per 100 lbs.	12½	10	12	25	25	25
Nails.....ditto	10	10	12	25	25	25
Glass.....ditto	15	12½	15	30	25	25
Earthenware.....ditto	12½	10	12	25	25	25
Leather and Dry Goods.....ditto	20	15	17½	30	25	30
Paints.....ditto	12½	12½	12	25	25	25
Sugar.....ditto	12½	12½	10	22½	25	25
Tin.....ditto	12½	12½	10	22½	25	20

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

TABLE OF OCEAN FREIGHT—1866.

DATE.	MONTREAL TO	GRAIN.				FLOUR & OATMEAL.				ASHES.	
		Sterling Price, per Qr.				Sterling Price, per Barrel.				Sterling Price p. ton of 2,240 lbs.	
		SAILING SHIPS.		STEAMERS.		SAILING SHIPS.		STEAMERS.		STEAMERS.	
		480lbs. 320lbs. s. d. s. d.	480lbs. 320lbs. s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	Pots.	Pearls.		
May 4	Liverpool	7 0	5 3	7 0	5 9	3 3			35 0		
	Glasgow	7 0	5 3	7 0	5 9	3 3			25 0		
11	Liverpool	7 0	5 3	7 0	5 9	3 3			35 0		
	Glasgow	7 0	5 3	7 0	5 9	3 3			25 0		
18	London	7 0	5 0	7 6	6 6						
	Liverpool	7 0	5 0	7 0	5 9	3 6			35 0		
	Glasgow	6 3	5 3	7 0	5 9				25 0		
25	London	7 0	5 0								
	Liverpool			7 0	5 9	3 6			35 0		
	Glasgow	6 0	5 3	6 6	5 9				25 0		
	Cork, f. o.	6 6.5 1½	@ 5 6								
June 1	London	7 0	5 0								
	Liverpool	5 6	2 9	7 0	5 9	3 6			35 0		
	Glasgow			6 6	5 9				25 0		
	Cork, f. o.	6 3	5 3								
8	London	7 0	5 0								
	Liverpool	5 6		6 6	5 9	3 6			35 0		
	Glasgow			6 6	5 9				25 0		
15	London	7 0	5 0								
	Liverpool	5 6		6 0 @ 6 6.5 9					35 0		
	Glasgow			6 0 @ 6 6.5 9					25 0		
22	Liverpool	4 6 @ 5 0.		5 6		3 3			30 0		
	Glasgow			5 6					25 0		
29	London	5 0									
	Liverpool	4 6 @ 5 0.		5 6		3 3			30 0		
	Glasgow			5 6	5 0				25 0		
July 6	London	5 6	5 0								
	Liverpool	4 6 @ 5 0.		5 0	4 9	2 10½			30 0		
	Glasgow			5 6 @ 5 0.					25 0		
	Cork, f. o.	5 9	5 6								
13	London	5 6	5 0								
	Liverpool	4 6 @ 5 0.		5 0	4 9	2 10½			30 0		
	Glasgow			5 0					25 0		
20	London		5 0	5 3							
	Liverpool	4 6 @ 5 0.		5 0	4 9	2 10½			30 0		
	Glasgow			5 0					25 0		
27	Liverpool	4 6 @ 5 0.		5 0	4 6	2 6			30 0	35 0	
	Glasgow	5 0		5 0	4 3				25 0		
Aug. 3	Liverpool	4 3		4 9	4 0	2 6			30 0	35 0	
	Glasgow	4 3		5 0					25 0		
	Cork, f. o.	6 0 @ 6 6.									
10	London			5 3							
	Liverpool	4 3		4 3 @ 4 9. 4 0		2 6			30 0	35 0	
	Glasgow	4 3							25 0		
17	Liverpool	4 3		4 3 @ 4 6. 4 0		2 3 @ 2 4½			30 0	35 0	
	Glasgow	4 3		4 6		2 3			25 0		
	Cork, f. o.	5 6									
24	Liverpool	4 0		4 3	4 0	2 3			30 0	35 0	
	Glasgow			4 0		2 3			25 0		
31	Liverpool			4 0		2 3			30 0	35 0	
	Glasgow			4 0					25 0		
Sept. 7	Liverpool	3 9		5 0		2 3			30 0	35 0	
	Glasgow			5 0		2 3			25 0		
	Cork, f. o.	6 0									
14	London								37 6		
	Liverpool	4 6		5 0		2 3			30 0	35 0	
	Glasgow			5 0					25 0		
21	Liverpool	4 0 @ 4 6.		4 6		2 3 @ 2 6			30 0	35 0	
	Glasgow			5 0					25 0		
28	London			5 0		2 3 @ 2 6			30 0	35 0	
	Liverpool			4 9		2 3 @ 2 6			30 0	35 0	
	Glasgow			5 0					25 0		
Oct. 5	London			5 0		2 6 @ 2 9			30 0	35 0	
	Liverpool			5 0		2 6 @ 2 9			30 0	35 0	
	Glasgow	4 3		5 0					25 0		
12	London			5 0							
	Liverpool			5 0		2 6 @ 2 9			30 0	35 0	
	Glasgow			5 0					25 0		

TABLE OF OCEAN FREIGHTS—(Continued.)

DATE.	MONTREAL TO	GRAIN.				FLOUR & OATMEAL.				ASHES.		
		Sterling Price, per Qr.				Sterling Price, per Barrel.				Sterling Price p. ton of 2,240 lbs.		
		SAILING SHIPS.		STEAMERS.		SAILING SHIPS.		STEAMERS.		STEAMERS. Pots. Pearls.		
		480lbs. 320lbs. s. d. s. d.		480lbs. 320lbs. s. d. s. d.		s. d. s. d.		s. d. s. d.		s. d. s. d.		
Oct. 19	London			6 0@6 6...								
	Liverpool			6 0@6 6...			3 3			35 0	40 0	
	Glasgow	5 0		6 0						25 0		
26	London			7 6@8 0...								
	Liverpool		5 6	7 0			3 6			35 0	40 0	
	Glasgow	5 3@5 6...		6 9						25 0		
Nov. 2	London	6 0		8 6@9 0..6 6						45 0	55 0	
	Liverpool	5 0		7 9 ... 6 0								
	Glasgow	5 0				2 6						
	Cork, <i>f. o.</i>	6 0@7 0...										
9	London	5 3@6 3...		8 6@9 0..6 6								
	Liverpool	5 0		8 0 ... 6 0		2 6				50 0	60 0	
	Glasgow	4 6		8 0 ... 6 0		2 6						
	Cork, <i>f. o.</i>	6 1½										
16	London	5 6 ... 4 6										
	Liverpool	5 0		8 0 ... 6 0						50 0	60 0	
	Glasgow	4 6@5 0...				2 4						

TARIFF OF PILOTAGE

BETWEEN THE HARBORS OF QUEBEC AND MONTREAL.

From the Harbor of Quebec to Portneuf, and the opposite side of the River St. Lawrence, or below Portneuf and above the Harbor of Quebec:—	\$ c.	From the Harbor of Quebec to William Henry, and the opposite side of the River St. Lawrence, or any place above Three Rivers and below William Henry:—	\$ c.
For the Pilotage of any Vessel in tow or propelled by steam, (except as herein-after mentioned) for each foot of draught of water, upwards.....	0.50	For the Pilotage of any Vessel in tow or propelled by steam, (except as herein-after mentioned) for each foot of draught of water, upwards.....	1.50
downwards.....	0.50	downwards.....	1.50
For the Pilotage of any Sea-going Vessel propelled by steam, for each foot of draught of water, upwards.....	0.62½	For the Pilotage of any Sea-going Vessel propelled by steam, for each foot of draught of water, upwards.....	1.87½
downwards.....	0.62½	downwards.....	1.87½
For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards.....	1.05	For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards.....	3.15
downwards.....	0.70	downwards.....	2.10
From the Harbor of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers:—		From the Harbor of Quebec to the Harbor of Montreal, or to any place above William Henry, and below the Harbor of Montreal:—	
For the Pilotage of any Vessel in tow or propelled by steam (except as herein-after mentioned) for each foot of draught of water, upwards.....	1.00	For the Pilotage of any Vessel in tow or propelled by steam, (except as herein-after mentioned) for each foot of draught of water, upwards.....	2.00
downwards.....	1.00	downwards.....	2.00
For the Pilotage of any Sea-going Vessel propelled by steam, for each foot of draught of water, upwards.....	1.25	For the Pilotage of any Sea-going Vessel propelled by steam, for each foot of draught of water, upwards.....	2.50
downwards.....	1.25	downwards.....	2.50
For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards.....	2.10	For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards.....	4.20
downwards.....	1.40	downwards.....	2.80

Pilots are to be paid for all fractional parts of a foot of draught of water—*pro rata*—to the above Tariff; and to be paid for the Pilotage of any Vessel coming up or going down part of the distance in tow and part under sail, proportional rates of the foregoing Tariff according to the distance made in tow or under sail.

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1866.

PORTS.	ARRIVALS.		DEPARTURES.	
	No.	Tons.	No.	Tons.
Amherst.....	2	85	2	96
Antigonish.....	4	418	1	45
Antwerp.....	8	2,725	.....	.....
Ayr.....	.....	.....	1	243
Arichat.....	3	356	.....	.....
Ardrossan.....	5	2,502	.....	.....
Alexandria.....	1	876	.....	.....
Buffalo.....	.....	.....	1	452
Bermuda.....	.....	.....	1	144
Bathurst.....	3	142	5	408
Boston.....	2	342	1	205
Bristol.....	6	3,112	8	2,836
Bergen.....	10	5,687	1	133
Bordeaux.....	4	1,009	.....	.....
Bremen.....	1	372	.....	.....
Bay of Islands.....	7	520	2	165
Barbadoes.....	1	364	.....	.....
Bay of Chaleur.....	1	56	.....	.....
Bruce Mines.....	1	321	.....	.....
Bic.....	.....	.....	1	175
Canal.....	34	5,965	41	6,677
Carbonear.....	1	195	1	81
Charente.....	4	1,097	.....	.....
Causo.....	5	430	1	49
Cow Bay.....	9	1,048	.....	.....
Christiania.....	1	600	.....	.....
Cadiz.....	1	387	.....	.....
Cuba.....	1	133	.....	.....
Cardenas.....	1	268	.....	.....
Cape Breton.....	2	309	.....	.....
Cleveland.....	.....	.....	1	320
Chicago.....	1	133	.....	.....
Charaquette.....	5	226	3	107
Dundee.....	1	448	.....	.....
Dublin.....	.....	.....	1	860
Drontheim.....	1	438	.....	.....
Demerara.....	1	144	.....	.....
Elizabeth Park.....	2	872	.....	.....
Glasgow.....	40	32,687	34	27,427
Gaspé.....	8	512	9	602
Grand Falls.....	1	52	.....	.....
Glocester.....	1	244	4	1,306
Genoa.....	3	1,163	.....	.....
Glace Bay.....	14	1,739	.....	.....
Greenock.....	1	992	.....	.....
Grandeque.....	1	114	.....	.....
Halifax.....	22	6,916	42	8,096
Harbor Grace.....	3	277	3	427
Hawkesbury.....	2	190	1	107
Hull.....	1	754	.....	.....
Hartlepool.....	1	217	1	438
Kingston.....	2	1,830	.....	.....
Kamarouski.....	1	66	.....	.....
Liverpool.....	62	62,463	44	53,898
Labrador.....	15	1,663	4	379
Lake Ontario.....	.....	.....	3	571

ARRIVAL AND DEPARTURE OF VESSELS AT MONTREAL IN 1866.

PORTS.	ARRIVALS.		DEPARTURES.	
	No.	Tons.	No.	Tons.
London	30	20,753	81	44,888
Leith	1	500	1	227
Lynn .....	....	.....	1	295
Llannelly	1	214	....	.....
Lapolle, Nfid. ....	....	.....	2	213
Londonderry .....	....	.....	2	828
Marseilles	5	1,452	....	.....
Miramichi .....	....	.....	3	194
Matanzas	5	1,166	....	.....
Meunables, <i>f. o.</i> .....	....	.....	2	699
Malta	1	755	....	.....
Malaga	2	593	....	.....
Mahone Bay	1	60	....	.....
Middlesboro	1	238	....	.....
Montevideo .....	....	.....	1	289
Newcastle	4	1,587	....	.....
Newport	12	6,493	....	.....
New York	1	452	....	.....
New Glasgow .....	....	.....	1	89
Oporto	2	266	....	.....
Ogdensburg .....	....	.....	1	45
Pictou	31	3,600	16	1,290
Prince Edward Island	2	125	6	495
Port Dalhousie	1	394	1	394
Pembray	1	447	....	.....
Penarth Roads, <i>f. o.</i> .....	....	.....	8	2,610
Quebec	16	4,747	64	25,871
Queenstown <i>f. o.</i> .....	....	.....	21	6,432
Rose Blanche .....	....	.....	3	207
Repentigny .....	....	.....	4	1,065
Rotterdam	1	362	....	.....
Shields	15	5,758	....	.....
Sunderland	11	4,453	....	.....
St. Johns, Nfid.	18	1,899	36	3,906
St. Pierre Miguelon .....	....	.....	3	286
Sorel	2	185	4	1,630
Sydney, C. B.	6	733	1	113
St. Vincent	1	234	....	.....
St. Peters	2	146	1	63
Summerside	1	69	4	294
Swansea	1	240	....	.....
Shediac .....	....	.....	2	122
Toronto .....	....	.....	3	966
Three Rivers and Sea .....	....	.....	12	4,610
Toledo	2	416	....	.....
Tarragona	1	163	....	.....
Trinidad	2	245	....	.....
Tracade	1	37	....	.....
Valentia	2	810	....	.....
Winter Quarters	24	2,356	14	1,308
Wallace	1	49	....	.....
Wellington Mines	1	319	....	.....
Yarmouth, N. S. ....	....	.....	1	99
Total	516	205,775	516	205,775

CANAL TRAFFIC.

The Lachine Canal was opened for traffic on 1st May, 1866, and closed on 7th December.

The number of trips made upward and downward by vessels in the Inland Trade, during the seasons of 1866 and 1865, were:—

	1866	1865
Canadian Steamers—Trips upward	1,371	1,123
Trips downwards	1,354	1,128
	2,725	2,251
Canadian Sailing-craft—Trips upward	4,059	4,347
Trips downward	3,741	4,199
	7,800	8,546
American Vessels—Trips upward	87	184
Trips downward	125	258
	* 212	442
TOTAL TRIPS	10,737	11,239
Number of Passengers carried from Montreal....	10,613	7,565
Number of Passengers carried to Montreal.....	20,524	18,093
TOTAL PASSENGERS.....	31,137	25,658

Principal Articles Shipped Westward by Lachine Canal in 1866 and 1865.

ARTICLES.	1866	1865
Wheat.....Bushels.	10,758	52,305
Peas....."	....	....
Corn....."	2,952	4,464
Flour.....Barrels.	17,911	31,581
Oatmeal....."	100	510
Ashes....."	1,242	549
Pork....."	4,480	4,424
Lard....."	7	1,414
Butter.....Kegs.	22	594
Coals.....Tons.	30,012	20,327
Pig Iron....."	26,800	22,368
Railroad Iron....."	14,348	3,125
Salt....."	11,961	18,120
Fish....."	2,818	2,766
Nails....."	3,625	2,676
Rags....."	911	409
Miscellaneous Iron....."	968	645
Window Glass....."	1,054	705
Coffee....."	33	55
Dye Stuffs and Copperas....."	169	31
Hemp....."	77	134
Molasses....."	1,610	3,309
Paints....."	293	150
Pitch, Rosin and Tar....."	242	407
Soda Ash....."	768	847
Steel....."	504	267
Earthen and Glass Ware....."	2,190	1,563
Sugar....."	7,050	4,731
Tin....."	888	487
Whiskey and Highwines....."	836	557

WEEKLY ARRIVALS OF PRODUCE BY LACHINE CANAL IN 1866.

WEEK ENDING	WHEAT. Bushels.	CORN, Bushels.	PEAS. Bushels.	OATS. Bushels.	BARLY. Bushels.	RYE. Bushels.	FLOUR. Barrels.	OATM'L. Barrels.	ASHES Brls.	BUT'ER. Kegs.	CHEESE Boxes.	PORK. Barrels.	LARD. Brls.	BEEF Brls.	TAL'OW Brls.
May 2	.....	.....	.....	.....	.....	.....	.....	.....	81	.....	.....	77	14	.....	.....
..... 9	9,300	4,337	39,928	110	48	4,171	16,235	300	505	5	106	733	270	830	.....
..... 16	17,838	19,769	59,521	52,422	150	.....	26,836	100	518	21	11	.....	.....	99	.....
..... 23	36,645	52,709	79,593	82,998	.....	.....	18,643	850	693	104	60	201	51	.....	.....
..... 30	12,215	109,172	89,989	86,780	.....	.....	15,996	910	502	101	111	243	.....	.....	1
June 6	33,895	74,063	66,544	89,325	.....	7,000	6,072	160	190	67	329	4	5	.....	.....
..... 13	19,644	17,614	69,529	37,596	.....	3,600	13,213	1,087	353	198	247	82	18	.....	236
..... 20	12,466	9,143	42,763	56,133	400	.....	11,413	585	269	119	888	171	.....	.....	.....
..... 27	27,333	31,288	51,006	61,439	200	.....	10,272	715	346	206	1,214	407	35	.....	25
July 4	7,767	76,439	8,487	15,421	40	3,150	14,253	894	356	69	706	391	.....	.....	30
..... 11	6,925	143,198	6,120	30,534	400	.....	7,476	243	203	293	1,834	206	.....	.....	.....
..... 18	5,260	132,122	2,805	32,110	.....	.....	9,807	795	264	355	959	13	2	.....	.....
..... 25	36,630	263,553	5,987	1,062	400	.....	11,259	287	184	456	523	290	.....	.....	.....
August 1	164	73,372	9,199	29,324	.....	.....	10,971	1,306	284	853	1,084	207	4	.....	17
..... 8	29,900	115,454	.....	588	.....	.....	8,088	225	235	731	281	.....	.....	.....	8
..... 15	22,960	50,635	216	7,003	400	.....	8,109	720	125	264	1,160	990	132	.....	94
..... 22	.....	23,721	210	546	600	.....	8,671	766	148	425	527	311	.....	.....	14
..... 29	28,034	42,105	62	454	942	844	8,592	100	178	915	1,140	34	7	.....	3
Sept'ber ... 5	12,996	143,810	.....	2,005	.....	.....	3,684	203	211	362	313	50	.....	.....	.....
..... 12	985	132,224	.....	1,038	.....	.....	4,594	157	83	781	786	83	20	.....	.....
..... 19	.....	69,231	10	1,841	242	8	5,110	100	264	1,650	1	.....	.....	.....	.....
..... 26	510	128,397	274	7,895	565	.....	10,475	7	173	1,330	1,338	1	.....	.....	13
October ... 3	64,691	80,823	792	2,533	7,739	10,000	9,425	132	222	1,203	611	.....	.....	.....	.....
..... 10	15,433	55,732	27,954	3,781	1,258	23,120	13,702	130	197	1,596	1,013	.....	.....	.....	.....
..... 17	7,850	25,526	22,919	2,996	36,169	27,654	19,750	433	245	1,267	1,198	.....	.....	.....	.....
..... 24	1,627	21,050	57,641	7,573	92,761	7,080	22,385	391	292	1,815	104	431	16	173	14
..... 31	43,160	47,377	15,027	16,466	7,958	2,118	15,078	221	272	1,054	16	250	.....	96	.....
Nov'ber ... 7	49,940	126,024	96,316	8,682	47,307	32,047	16,257	412	154	1,167	1,804	50	.....	182	1
..... 14	18,144	48,104	71,715	40,138	32,555	2,700	12,998	415	375	1,036	200	46	119	.....	34
..... 21	257	212	59,493	21,823	14,652	62	25,107	267	194	595	1,005	28	.....	.....	16
..... 28	30,302	.....	290	20,326	5,257	.....	18,807	863	201	306	.....	207	.....	.....	155
Dec'ber 5	7,776	4	6,589	1,390	8,040	8,965	7,095	100	41	52	.....	5	.....	.....	.....
..... 12	10,800	.....	.....	.....	2,900	.....	1,754	.....	15	.....	.....	.....	.....	.....	.....
TOTALS...	571,447	2,117,208	888,979	722,332	260,983	132,529	392,127	13,814	8,373	19,336	19,569	5,511	693	1,380	661

APPENDIX.

[Referred to in Preliminary Report on page 29.]

TRADE OF PRINCE EDWARD ISLAND.

Synoptical View of PRINCE EDWARD ISLAND Trade in 1866 and preceding years. The values are in Sterling money.

(The fiscal year ends on 31st December.)

	1864	1865	1866	Differences in 1866.
IMPORTS.				
	£ s. d.	£ s. d.	£ s. d.	
Total value of all imports.....	337,927 16 9	381,015 0 0	432,487 9 11	Inc. 13½ per cent.
“ duty collected.....	33,319 6 7	33,791 11 3	.....	.....
From United States.....	83,660 11 1	90,800 0 0	72,955 2 1	Dec. 19½ per cent.
“ Great Britain.....	154,153 10 1	160,131 0 0	220,190 13 9	Inc. 37½ “
“ Bermuda & B. W. Indies.....	6,708 12 7	4,792 0 0	6,508 1 0	“ 35½ “
“ Canada.....	4,591 7 4	7,364 0 0	20,635 13 7	“ 177½ “
“ Nova Scotia.....	58,033 16 2	70,168 0 0	62,164 19 7	Dec. 11½ “
“ New Brunswick.....	27,586 14 5	44,398 0 0	45,210 19 4	Inc. 2 “
“ Newfoundland.....	3,038 19 7	3,111 0 0	4,411 16 7	“ 41½ “
“ St. Pierre.....	154 5 6	251 0 0	410 4 0	“ 63 “
	Barrels.	Barrels.	Barrels.	
Wheat flour imported.....	44,185	46,186	.....	.....
From United States.....	38,566	40,813	29,043	Dec. 40½ per cent.
“ Canada.....	2,848	2,813	9,550	Inc. 239½ “
“ Nova Scotia.....	2,353	2,398	.....	.....
“ Other Provinces.....	418	162	.....	.....
EXPORTS.				
	£ s. d.	£ s. d.	£ s. d.	
Total value of all exports.....	202,668 0 9	291,545 11 10	242,274 16 3	Dec. 16½ per cent.
To United States.....	77,442 9 4	120,928 10 8	21,565 4 0	“ 82 1-6 “
“ Great Britain.....	37,092 12 9	64,875 14 8	118,047 18 7	Inc. 82 “
“ Bermuda & British W. Indies.....	7,700 6 0	5,448 11 4	3,081 19 0	Dec. 43½ “
“ Canada.....	587 3 0	1,355 2 4	2,149 0 0	Inc. 57 “
“ Nova Scotia.....	48,954 11 10	54,835 0 7	59,206 0 4	“ 8 “
“ New Brunswick.....	18,691 12 0	25,814 19 5	26,820 15 2	“ 4 “
“ Newfoundland.....	11,059 6 2	14,767 15 8	9,013 14 6	Dec. 39 “
“ St. Pierre.....	1,139 19 8	1,524 2 2	2,390 14 8	Inc. 57 “
VALUE OF ENTIRE TRADE:				
With United States.....	161,103 0 5	211,728 10 8	94,521 5 0	Dec. 55½ “
“ Great Britain.....	191,246 2 10	225,006 14 8	338,238 12 4	Inc. 50½ “
“ Bermuda & Br. W. Indies.....	14,408 18 7	10,240 11 4	9,590 0 0	Dec. 6½ “
“ Canada.....	5,178 10 4	8,719 2 4	22,784 13 7	Inc 161½ “
“ Nova Scotia.....	106,988 8 0	125,003 0 7	121,370 19 11	Dec. 3 “
“ New Brunswick.....	46,278 6 5	70,212 19 5	72,031 4 6	Inc. 2½ “
“ Newfoundland.....	14,098 5 9	17,878 15 8	13,425 11 1	Dec. 25 “
“ St. Pierre.....	1,294 5 2	1,775 2 2	2,800 18 8	Inc. 57½ “
“ all British North America.....	173,837 15 8	223,589 0 2	232,413 7 9	“ 4 “

The exports from Prince Edward Island, as stated above, do not include the values of vessels sold and transferred from the Province. The tonnage so disposed of was:—

	Tons.	Value.
In 1864.....	£127,932
1865.....	22,700	147,550
1866.....	20,968	136,292

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