

GREAT CIRCLE, OR AIR LINE DISTANCES, IN GEOGRAPHICAL MILES

Yokohama (JAPAN) to Port Simpson	8665
do do Port Moody (Barren Inlet)	8574
do do San Francisco	4470
San Francisco do do New York	2928
Portland do do Montreal	2202
Tory Island do do Cape Clear	1952
Port Simpson do do Cape Clear	2194
St. Johns (Nfld) do do Cape Clear	1670
do do Tory Island	1693
Montreal do do Quebec (River St. Lawrence)	139
do do Cape Race (red St. Paul)	1007
Belle Isle do do Tory Island	1657
Cape Race do do Cape Clear	1726
do do Liverpool	1706
Tory Island do do Cape Clear	940
Cape Clear do do Cape Race	310
Halifax do do Portland	470
Portland do do Boston	327
Boston do do New York	168
New York do do Liverpool (south coast)	1010
do do Fort York (red Hudson Strait and Ratkin Island)	2941

MAP OF THE  
**DOMINION OF CANADA,**  
 SHEWING THE EXTENT AND SITUATION OF ITS  
**PUBLIC LANDS,**  
 ALSO ITS GEOGRAPHICAL RELATION TO THE  
**BRITISH ISLES.**  
 Published by order of  
 THE HON: THE MINISTER OF THE INTERIOR  
 1880



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STATEMENTS  
RELATING TO THE  
HOME AND FOREIGN TRADE  
OF THE  
Dominion of Canada :  
ALSO,  
ANNUAL REPORT  
OF THE  
COMMERCE OF MONTREAL  
FOR 1878 AND 1879.

[THE SIXTEENTH PUBLICATION.]

By WM. J. PATTERSON.

MONTREAL :  
JOHN LOVELL & SON, PRINTERS, 23 and 25 ST. NICHOLAS ST.

1880.



PRINTED BY JOHN LOVELL & SON.

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F. W. HENSHAW, Esq., *President,*

*And the COUNCIL of the Board of Trade.*

GENTLEMEN,

Herewith I submit my Sixteenth Annual Report of the TRADE AND COMMERCE OF MONTREAL, and request your attention to it. The circumstances which prevented publication last year need not, I suppose, be more than very transiently alluded to. The withdrawal of aid which had, for so many years, been accorded by the Corn Exchange Association, led to a revision of the form in which information relating to the Produce and Provision Trades had previously been presented; and the result was the adoption of a style of tabular statement, which economized space, at same time affording a perspicuous view of the different articles, and leaving room for new matter. This has been utilized, and an important Department added, relating to the MECHANICAL AND MANUFACTURING INDUSTRIES, in which this City is so extensively interested.

The special information contained in that part of the Report,—see pages 123 to 142 inclusive,—will, I trust, assist all who are interested in commerce and manufactures to appreciate the position occupied by MONTREAL. Other notices would gladly have been given; but one or two parties refused to give the necessary particulars. I beg here to tender my thanks to those gentlemen who so readily gave assistance—more especially to a number who favored me with valuable information of a confidential nature; and I hope the latter will be satisfied that their kindness has not been misused. Those who carefully scrutinize the statements referred to will be apt to conclude either that this city's progress has been very great during the past decade, or that the census-taking in 1871, as regards manufactures in MONTREAL, was an imperfect affair.

No apology is needed for an exceptional departure from the usual style of paragraphing followed in this Report. The custom has been to aggregate the information in all the departments, so as



iv.

PREFATORY.

to avoid placing individual firms in contrast with one another. In the case of unique and important industries mentioned on pp. 141, 142, it seemed really just to make the exception in favor of a well-known firm which, by its ingenuity and enterprise, has made a considerable addition to our material wealth. Fiscal legislation and local advantages are assuredly not the sole elements in MONTREAL'S industrial progress; neither are cheap material and labor the constant factors in its success; the foundation-elements are the ingenuity and skill that give material form to intelligence.

Let me say in conclusion that, since entering the service of the Board of Trade, I have not been an idle or uninterested bystander; and there seems now to be a deepening impression on the public mind that, while every man has an *individual* interest to attend to, there is at the same time a general *public* interest which must be promoted, from which the entire community will reap advantage. When this feeling becomes more general, public spirit will be augmented,—the ingenuity and industry of mechanics and manufacturers will be developed,—and there will be a speedy removal of the hindrances and burdens which stand in the way of Commerce.

I beg to subscribe myself,

GENTLEMEN,

Your obedient servant,

WM. J. PATTERSON.

MONTREAL, 30th June, 1880.

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1. Area which extends length and b Sablon, in the ver's Island, is Hudson's Bay ward of the E circle, say 1,3 and James Bay at present is a in the Domini foundland 40,2 being 3,558,830 of fertile lands to serve as ind

# CANADA'S

## COMMERCIAL HIGHWAYS & RESOURCES.

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THE REPORT of this series for 1876 contained a large Map which showed "Canada's Commercial and Geographical Relation to Europe, America, and Asia." Upon it were drawn the Great Circle (shortest sailing) or air lines, to illustrate the directness and capacity of the River St. Lawrence from Lake Erie to the Atlantic Ocean, as a means of communication between Europe and the commercial centres of the Great West. The position of the Canada Pacific Railway was shown in relation to the commerce of the North Atlantic and Pacific Oceans,—and the shortest lines for United States railways from the south-west and west to Europe, were indicated to be through Canadian territory,—the sub-marine cable system being also marked. The Map which accompanies the present Report is much smaller than the one above-referred-to, but it is equally clear for the present purpose, viz., to afford a glimpse of the Extent, Resources, and Commercial Highways of the Dominion.

1. *Area of the Dominion.*—As the boundaries, except that portion which extends along the 49th parallel of latitude, are very irregular, the length and breadth are not uniform. The length from Anse Blanc Sablon, in the Straits of Belle Isle, to the western extremity of Vancouver's Island, is about 3,110 statute miles. The breadth to the eastward of Hudson's Bay is about 18 degrees, say 1,240 statute miles; to the westward of the Bay, it is about 20 degrees, extending beyond the Arctic circle, say 1,380 statute miles; the least breadth is between Lake Erie and James Bay, about  $8\frac{1}{2}$  degrees, say 590 statute miles. The total area at present is about 3,406,543 square miles. (Labrador, not yet included in the Dominion, embraces an area of 112,087 square miles, and Newfoundland 40,200 square miles, the total area of British North America being 3,558,830 square miles.) Within these limits there are abundance of fertile lands and variety of mineral resources, as well as rich fisheries, to serve as inducements to the multitudes of industrious and enterprising



emigrants who leave the Mother-Country to seek their fortunes in the New World.

2. *Inland Navigation.*—The profile of the St. Lawrence navigation, as it may be called,—(see the Report and Map for 1876)—shows that it extends half-way across the North American continent. The distance from the Straits of Belle Isle to Fond du Lac, at the head of Lake Superior, is 2,382 statute miles, or from MONTREAL, 1,386 miles. There is but a little over 70 miles of canal navigation, with a total lockage of 564½ feet. This lockage is a minimum, for there are no intermediate summits, the Great Lakes being the feeders.

3. *Canal Enlargement.*—Rapid progress is being made with the work of canal enlargement. When the improvements on the Welland are completed, the depth of water on the mitre-sills will be 14 feet, and a draft of 12 feet will be attained before the opening of navigation in 1881, the locks being 270 feet long and 45 feet wide. Craft of *ordinary build*, with a carrying capacity of 1,000 tons, will soon be able to pass through; but freight steamers of increased breadth and sectional area, with a capacity of 1,500 tons, (*say 50,000 bushels of wheat, besides the contents of capacious barges, in tow*) may be expected before long to supplant all others. This, the finest canal system in the world, will, by-and-by, as Mr. Page, the Chief Engineer, says, “practically extend ocean navigation to the head of Lake Superior,” and the result will be a great cheapening of rates of freight from the interior to MONTREAL,—and a great increase in the quantities of produce and merchandise to be transported.

4. *Inland Coast Line.*—The coast-line of inland navigation opened up for the export of the products of the Forest, of the Mine, and of Agriculture, by the Canadian route, is probably not less than 5,000 miles. MONTREAL, the ocean-port of this system, is a fresh-water sea-port without tides, 250 miles above salt-water, and nearly 1,000 miles distant from the Atlantic Ocean. Canadian mail steamers have arrived at Moville within a week from the time of leaving the mainland in the Gulf of St. Lawrence.

5. *Comparative Distances.*—The Map in the Report for 1876 included lines from east to west, which showed that the shortest possible route between New York city and San Francisco would be 2,228 miles, while an air line from MONTREAL to San Francisco would be 2,202 miles. A difference of 26 miles on such a distance would be of very little consequence; but the importance of the slightly shorter route consists in this, that it passes northward and westward of Lake Nipissing, through Sault Ste. Marie, touching a little to the north of St. Paul and Minneapolis, foreshadowing that these young cities are destined to be united to form a great metropolis in the North-West, about half-way between MONTREAL

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and San Francisco. When the Canadian railway system is extended to the Ste. Marie River, and the people of Minnesota build their directest line of railway to the opposite shore, the ocean-port of MONTREAL will afford an outlet for their surplus produce that will shorten the route to Liverpool by at least 625 miles, as compared with that via New York city. This means also, that *St. Paul* (by way of Sault Ste. Marie and MONTREAL) would be about 220 miles nearer to *Liverpool* than *Chicago*'s, via New York. Probably before the Canadian line is finished, the United States Northern Pacific Railway will have a connection with Sault Ste. Marie, along the south shore of Lake Superior; and it needs but few words to suggest how much advantage may also accrue to MONTREAL from that source.

6. *Shortest Route from Montreal.*—But, apart altogether from the benefits which would accrue to the North-Western States from the extension of the Canadian railway system to Sault Ste. Marie, the advantages to Manitoba and the New Territories of the Dominion would be immense. This may be somewhat appreciated by reflecting on the single statement that, when the railway from Winnipeg to Prince Arthur's Landing is finished, and the line completed to the St. Marie River, passengers from MONTREAL to Winnipeg will be able to make the journey in less, probably, than sixty hours. Another result of the completion of railway communication between this city and Sault Ste. Marie will be that business men will realize that the distance from MONTREAL to Lake Nipissing is practically the same as from MONTREAL to Toronto,—the small difference (9 miles) being inappreciable on such a distance. From MONTREAL to Sault Ste. Marie may be said to be the same as from MONTREAL to Detroit—the difference being only 8 miles. The distance from MONTREAL to Chicago is 848 miles,—from MONTREAL to Prince Arthur's Landing is but 842 miles.

7. *Gate-way of the North-West.*—Paragraphs 3, 5 and 6 clearly establish that the CITY OF MONTREAL is the gate-way both by water and land-carriage to Manitoba and the North-West Territory. This means that shippers of grain and other produce may easily comprehend how soon supplies for shipment at this Port may be augmented, while importers and manufacturers will be able to distribute home and foreign merchandise without delay away up into new Provinces. The route, *all the way through Canada*, will also be a cheap one, and the in-coming multitudes who will throng it, will save thousands upon thousands of dollars.

8. *The Fertile Belt.*—The Map which accompanies this Report shows the large expanse of rich agricultural land that is available for settlement in the Dominion, estimated to be equal to 600,000 square miles

of the finest wheat land on this Continent. The ratio of population in the United States is understood to be about 11 to a square mile. If only one-half of the rich tract in the Canadian North-West had a ratio of 5 to a square mile, its population would be a million and a half; and if but one-quarter of that land were put under wheat, and were to yield the very low average of 10 bushels per acre, the product would be 960,000,000 bushels,—or more than double the largest wheat crop ever produced in the United States. At the rate of 13·7 bushels to the acre, the yield of wheat in 1879, in the neighboring Republic, was 448,755,118 bushels; at the rate of 12½ bushels to the acre a fourth part of the Canadian Fertile Region would produce 1,200,000,000 bushels, or full cargoes (100,000 bushels each) for 12,000 first-class steamships or iron-clippers. But it has been conjectured that, at least for some years to come, that region might produce 20 bushels to the acre; in that event, the product of a single wheat harvest would nearly equal the combined yield of wheat and corn in the United States in 1879, which were the greatest ever recorded.

9. *Food Supply for Great Britain.*—By examining the table on page 41, the quantities of Food-Stuffs imported annually into Great Britain will be ascertained. A very large quantity of many of the articles contained in the statement referred to, could be drawn from the fertile region, which has been the subject of remark,—the Mother-Country obtaining all the necessaries of life from those who had been erstwhile her own people.

10. *Natural Resources.*—The immense Forest-wealth of the Dominion need not be dilated upon here; those who have taken any pains to examine former Reports of this series must be tolerably familiar with them. One of the greatest of these resources,—perhaps the *most* valuable as regards availability—consists of the immense coal-fields which underlie so large an extent of country in Nova Scotia on the Atlantic seaboard, and also in British Columbia on the Pacific coast. If ocean steam navigation is only yet in its infancy, the time may not be far off when it will be economical for the swift fleets traversing the North Atlantic to take coal, going and returning, at ports in Nova Scotia; and the great value of the location of the British Columbia coal-field may be made manifest, sooner than is imagined, to the merchants of the present day. There are, besides, evidences of the existence of beds of coal in the interior of the North-West Territory. As regards the localities where Salt and Petroleum abound, the Great Canadian Water-Highway may be said to pass through them. As for the Phosphate regions, likely to produce a seemingly inexhaustible supply of a new article of commerce, they are in near proximity to the Ottawa River, having also railway connection with MONTREAL.

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11. MONTREAL IN THE FUTURE.—In addition to the magnificent water connection at the centre of which this city is located, MONTREAL is the point towards which are converging great railway lines connecting the east with the west, and stretching out into the North-West, only to be stayed by the waters of the Pacific; and it is believed that in the not far-off future, MONTREAL will become a central depot, whence will be distributed the products of the soil, seeking markets in New England, New York, and the Middle States, to meet the requirements of a greatly multiplied population. To any one who is disposed to scrutinize and forecast the future of this city as the commercial emporium of the Dominion, the statements of progress in the following pages are suggested as elements in his reckoning. He might also consider what influence will be exerted upon the future of MONTREAL, when the harbor is enlarged and improved, and the Port made practically a free one,—when the suggestion of the Canal Commissioners (1871) will be realized, of navigation from the seaboard to the base of the Rocky Mountains,—when the millions of acres of rich agricultural land in the Saskatchewan Valley are peopled, and made to pour out their cereal treasures, to be carried along the great highways of the Dominion to the proper distributing point for the benefit of the teeming population of Canada and the United States,—and when the railways are completed, affording a direct communication with British Columbia via the Canada Pacific Railway, and the shortest route to Japan and China. Having surveyed all the conditions, and made his calculations, the investigator may then be able to formulate a destiny for MONTREAL, which those who are most conversant with its present, and sanguine as to its prospective progress, would look upon with astonishment.

# STATEMENTS

RELATING TO THE

## SHIPPING INTERESTS OF MONTREAL

### SHIP CHANNEL FROM SEA TO THE HARBOR.

PRIOR to 1851 only vessels under 400 tons, and drawing about eleven feet water, could pass through Lake St. Peter and come up to MONTREAL; but a lapse of twenty-nine years shows a great change, for vessels drawing 22 to 24 feet water (some of the steamships being from 3,500 to over 4,000 tons) have in recent seasons passed down from this Port to the sea.

The existing wharfage accommodation is as follows:—

For the smaller class of vessels, say of 10 to 20 feet draft.	1.24 miles.
For vessels of 20 feet draft.....	2.15 “
For vessels of 24 feet draft.....	1.07 “

This shows a lineal frontage of 4.46 miles, or 23,548 feet.

The very great enlargement of the Lachine Canal terminus in this City, with the additional outlet locks and deep-water basins, have largely increased the harbor room, and there is good prospect of accommodation adequate to the wants of MONTREAL, as the inland seaport of the Dominion, for the next quarter of a century or more.

The increased capacity of steam and sailing vessels is indicated by the following memoranda from the Harbor Master's Register,—showing the draft of water of vessels clearing at the Custom House during the past eleven seasons:—

No. of vessels in	18 feet and over.	19 feet and over.	20 feet and over.	21 feet and over.	22 feet and over.	Total drawing 18 feet to 24 feet.
1869	41	26	38	14	6	125
“ “ 1870	68	48	17	5	.....	138
“ “ 1871	97	47	18	7	2	171
“ “ 1872	95	63	21	4	2	185
“ “ 1873	86	52	30	17	7	192
“ “ 1874	73	39	29	18	2	171
“ “ 1875	59	67	19	4	4	153
“ “ 1876	40	83	30	22	4	189
“ “ 1877	82	89	20	7	3	201
“ “ 1878	25	58	87	33	12	215
“ “ 1879	31	74	88	50	35	278

The increase in REAL SEAS in capacity on p

The since 185

1857  
1858  
1859  
1860  
1861  
1862  
1863  
1864  
1865  
1866  
1867  
1868  
1869  
1870  
1871  
1872  
1873  
1874  
1875  
1876  
1877  
1878  
1879

The following and export years,—t

1833-'37...  
1838-'42...  
1843-'47...  
1848-'52...  
1853-'57...  
1858-'62...  
1863-'67...  
1868...  
1869...  
1870.....

The figures for the past two seasons of navigation show a growing increase in the number of deeply laden vessels leaving the Port of MONTREAL seaward. When the enlarged canals are available, an enlargement in capacity of inland vessels is expected. See remarks on Canal Navigation on page 10.

INCREASING TRADE OF THE PORT.

The following statement shows the increase, in periods of five years, since 1856, in tonnage of vessels arriving from sea, and of river craft:—

	Tonnage Vessels from Sea.	Tonnage. River Craft.	Total Tonnage.	Increase.
1857.....	67,740	334,523	402,263	from 1857 to 1861 96 per cent.
1858.....	78,809	343,224	422,033	
1859.....	94,660	459,065	553,725	
1860.....	121,539	348,652	470,201	
1861.....	261,093	530,224	792,017	
1862.....	265,243	523,991	789,234	from 1862 to 1866 2½ per cent.
1863.....	209,224	534,740	743,964	
1864.....	161,901	439,057	600,958	
1865.....	152,943	601,071	754,014	
1866.....	205,775	613,679	819,454	
1867.....	199,043	744,476	943,519	from 1867 to 1871 23½ per cent.
1868.....	198,759	746,921	945,680	
1869.....	259,863	721,324	981,187	
1870.....	316,846	819,476	1,136,322	
1871.....	353,651	824,787	1,178,408	
1872.....	398,803	936,782	1,335,782	dec. in 1876 as compared with 1872, about 11·8 per cent.
1873.....	412,784	933,462	1,345,940	
1874.....	423,423	956,837	1,380,260	
1875.....	386,112	863,457	1,249,569	
1876.....	391,180	786,083	1,177,263	
1877.....	376,859	847,978	1,224,837	increase 1876 to 1879
1878.....	397,266	764,243	1,161,509	
1879.....	506,969	817,423	1,324,392	

The increase shown in 1879 over 1857 is 224·26 per cent.

As further indicative of the growth of the commerce of the Port, the following summary, from Custom House returns, of the values of imports and exports since 1833 shows the annual *average* values for periods of five years,—the latter part giving *actual* annual values since 1867:—

	IMPORTS.	EXPORTS.		IMPORTS.	EXPORTS.
1833-'37....	\$3,543,066	\$1,154,270	1871....	\$35,504,334	\$24,133,519
1838-'42....	5,428,263	1,593,711	1872....	45,675,016	23,687,912
1843-'47....	8,515,324	2,652,450	1873....	40,714,179	31,072,879
1848-'52....	7,835,775	2,053,874	1874....	44,027,704	22,045,455
1853-'57....	15,120,321	2,692,086	1875....	35,106,948	19,935,228
1858-'62....	16,019,584	6,257,950	1876....	28,890,836	20,147,829
1863-'67....	24,301,702	6,730,564	1877....	28,283,306	22,901,825
1868.....	22,917,904	10,855,860	1878....	25,094,134	21,667,277
1869.....	24,097,648	16,749,210	1879....	33,175,585	26,656,799
1870.....	31,524,861	19,027,153			



It will be seen at a glance that the increases have been large since Confederation.

The following summary statements for periods of five years, (the figures for 1876, 1877, 1878 and 1879 being *actual*, not averages) are deduced from the various Grain and Flour tables which are given on subsequent pages, and indicate the average annual result at MONTREAL during periods of five years since 1846, including receipts and shipments of Flour, Wheat and Corn:—

PERIODS.	FLOUR—Barrels.		WHEAT—Bushels.		CORN—Bushels.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1846-'50.....	545,171	269,574	533,191	324,205	29,326	1,144
1851-'55.....	520,014	173,315	628,125	218,144	309,181	40,518
1856-'60.....	597,054	203,463	1,608,184	801,307	216,394	45,847
1861-'65.....	1,020,847	662,722	5,724,858	3,804,228	1,234,651	929,353
1866-'70.....	853,955	757,880	4,021,944	2,862,029	664,120	669,698
1871-'75.....	1,020,661	855,839	7,797,274	6,891,018	3,796,001	3,644,780
1876.....	915,331	842,885	6,388,130	5,097,694	3,932,031	3,834,602
1877.....	823,873	749,247	7,218,092	5,848,363	4,617,015	4,226,296
1878.....	916,379	716,793	7,390,095	6,802,822	6,117,326	5,664,835
1879.....	771,384	725,109	11,313,634	10,461,221	4,389,291	4,052,307

According to these figures, the maximum average *receipts* of *Flour* for the period of thirty-four years occurred during the five years 1861 to 1865,—the average *shipments* being greatest from 1871 to 1875. The increase in *receipts* of *Flour* in 1865 over 1846 was, 87 per cent.; the increase in *shipments* in 1871 to 1875, over average of 1846 to 1850, being 217.48 per cent.

The figures relating to average *receipts* of *Wheat* during the period embraced in the table, shew an increase in 1871 to 1875 of over thirteen-fold,—*shipments* having increased twenty-fold. The largest receipts in any one year were 11,313,634 bushels in 1879, and largest shipments 10,461,221 bushels in same year.

The Corn trade has attained its present proportions within nineteen years.

The export of Sawn Lumber direct to South America from MONTREAL, which in 1866 was *nil*, has since then assumed the proportions shown in the following table:—

YEAR
1867.....
1868.....
1869.....
1870.....
1871.....
1872.....
1873.....
1874.....
1875.....
1876.....
1877.....
1878.....
1879.....

It will be seen at a glance that the increases have been large since Confederation.

CLASS
Steamers.....
Ships.....
Barques.....
Brigs.....
Brigantines.....
Schooners.....

The result of the year, and as follows

Year
1864.....
1865.....
1866.....
1867.....
1868.....
1869.....
1870.....
1871.....
1872.....
1873.....
1874.....
1875.....
1876.....
1877.....
1878.....
1879.....

These are the proportions of the port

YEARS.	Total shipments recorded at Custom House.		Proportion shipped to South America.	
	QUANTITY FT.	VALUE \$	QUANTITY FT.	VALUE \$
1867.....	3,783,000	45,059	1,412,128	18,409
1868.....	11,981,000	142,853	6,764,277	114,167
1869.....	27,439,000	271,128	13,806,276	202,532
1870.....	28,086,948	427,635	24,998,914	353,415
1871.....	19,757,050	253,584	17,536,565	226,443
1872.....	32,528,000	521,236	29,149,499	450,830
1873.....	30,866,000	575,711	31,592,960	606,803
1874.....	17,362,000	317,328	13,820,158	.....
1875.....	13,150,000	202,426	9,812,724	.....
1876.....	3,523,000	71,424	3,010,383	.....
1877.....	7,581,000	132,196	.....	.....
1878.....	15,513,000	246,633	10,885,246	.....
1879.....	20,760,000	337,109	12,476,150	.....

It will be observed that the shipments of lumber, which for various reasons had fallen off considerably, are again on the increase.

CLASSIFICATION OF SEA-GOING VESSELS.

CLASSES.	1876.		1877.		1878.		1879.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers.....	240	262,829	247	261,764	207	269,878	289	378,353
Ships.....	40	37,308	41	41,904	44	47,577	33	38,412
Barques.....	146	66,002	108	56,909	113	58,711	121	65,223
Brigs.....	18	47,000	10	2,560	9	2,610	5	1,404
Brigantines.....	35	5,848	29	4,987	34	6,537	37	8,560
Schooners.....	123	14,498	78	8,735	109	11,953	127	15,017
Total.....	602	391,180	513	376,559	516	397,266	612	506,969

RECAPITULATION.

The ratio of increase in the whole sea-going tonnage from year to year, and the proportion of steam tonnage in each of sixteen years, are as follows:—

Years.	No. of Vessels.	Total Sea-going Tonnage.	Increase or Decrease compared with preceding years.	Proportion of Steam Tonnage to Total.
1864.....	378	161,901	.....	36.48 per cent.
1865.....	358	152,943	Dec. 5.00	51.00 "
1866.....	516	205,775	Inc. 34.54	36.68 "
1867.....	464	199,053	Dec. 3.27	43.80 "
1868.....	478	198,759	" 0.15	51.00 "
1869.....	557	259,863	Inc. 30.72	41.51 "
1870.....	680	316,846	" 21.93	42.26 "
1871.....	664	351,721	" 11.00	41.77 "
1872.....	727	398,800	" 13.39	54.59 "
1873.....	702	412,478	" 3.43	53.00 "
1874.....	731	423,423	" 2.65	61.90 "
1875.....	642	386,112	Dec. 8.81	66.15 "
1876.....	602	391,180	Inc. 1.31	67.19 "
1877.....	513	376,559	Dec. 3.66	69.46 "
1878.....	516	397,266	Inc. 5.40	67.93 "
1879.....	612	506,969	" 27.61	74.63 "

These figures show that from 1864 to 1879 the total sea-going tonnage of the port increased 213.13 per cent., and the steamship tonnage 540.50.

STATEMENT, shewing the number of Vessels and total tonnage under the various Ports from or to which they have arrived or departed, for the season of 1878.

PORT.	ARRIVALS.						DEPARTURES.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age
Winter Quarters..	..	..	13	1,508	13	1,508	..	..	12	1,315	12	1,315
Quebec, &c., to load.	9	7,478	37	8,405	46	15,883	5	4,562	17	5,116	22	9,678
Canal .....	..	..	6	1,471	6	1,471	..	..	10	1,809	10	1,809
Pictou .....	37	22,477	28	9,729	65	32,206	18	9,099	..	..	18	9,099
Various Gulf Ports..	5	2,335	86	17,287	91	19,622	3	1,679	36	2,864	39	4,553
Newfoundland.....	..	..	7	1,008	7	1,008	15	7,421	63	7,752	78	15,173
Aberdeen .....	..	..	..	..	..	..	..	..	4	1,756	4	1,756
Barrow .....	6	6,843	1	974	7	7,817	..	..	..	..	..	..
Belfast .....	..	..	..	..	..	..	..	..	2	686	2	686
Bristol .....	1	1,216	..	..	1	1,216	2	2,155	4	2,843	6	4,998
Burnt Island.....	..	..	1	506	1	506	..	..	..	..	..	..
Cardiff .....	1	1,017	1	1,576	2	2,593	..	..	..	..	..	..
Cork, for orders..	..	..	..	..	..	..	12	11,502	77	34,803	89	46,305
Dublin .....	..	..	..	..	..	..	..	..	1	237	1	237
Dundee .....	..	..	2	2,177	2	2,177	..	..	1	231	1	231
Glasgow .....	40	56,471	23	21,905	63	78,376	43	60,935	22	20,950	66	81,886
Gloucester .....	..	..	2	1,073	2	1,073	1	991	3	1,532	4	2,533
Grangemouth.....	..	..	1	279	1	279	..	..	..	..	..	..
Greenock .....	..	..	14	7,559	14	7,559	..	..	..	..	..	..
Hull .....	1	..	1	715	1	715	4	4,449	..	..	4	4,449
Leith .....	1	1,228	3	2,392	4	3,620	1	635	3	2,332	4	2,967
Liverpool .....	71	128,752	20	18,820	91	147,572	75	134,023	21	22,225	96	156,233
London .....	18	23,064	12	9,062	30	32,126	24	28,037	10	8,121	33	36,158
Lynn .....	1	1,247	..	..	1	1,247	..	..	..	..	..	..
Maryport .....	..	..	1	676	1	676	..	..	..	..	..	..
Newcastle .....	8	8,019	..	..	8	8,019	..	..	..	..	..	..
Newport .....	1	635	..	..	1	635	..	..	..	..	..	..
Shields .....	1	1,241	1	404	2	1,645	..	..	..	..	..	..
Sunderland .....	2	2,622	3	1,183	5	3,805	..	..	1	398	1	398
Swansea .....	..	..	1	1,008	1	1,008	..	..	1	1,008	1	1,008
Teignmouth .....	..	..	1	192	1	192	..	..	..	..	..	..
Troon .....	..	..	3	1,642	3	1,642	..	..	..	..	..	..
West Hartlepool ..	1	855	1	633	2	1,488	..	..	..	..	..	..
Antwerp .....	2	1,998	5	2,537	7	4,535	..	..	1	481	1	481
Barbadoes .....	..	..	6	1,077	6	1,077	..	..	1	174	1	174
Bordeaux .....	..	..	1	356	1	356	1	988	..	..	1	988
Bremen .....	..	..	4	1,874	4	1,874	..	..	..	..	..	..
Buenos Ayres.....	..	..	..	..	..	..	..	..	6	3,562	6	3,562
Cadiz .....	1	1,216	1	231	2	1,447	..	..	..	..	..	..
Charente .....	..	..	3	914	3	914	..	..	..	..	..	..
Hamburg .....	..	..	1	388	1	388	..	..	..	..	..	..
Havre .....	..	..	3	2,337	3	2,337	3	3,386	1	349	4	3,735
Leghorn .....	..	..	1	534	1	534	..	..	..	..	..	..
Madeira .....	..	..	1	378	1	378	..	..	..	..	..	..
Marsala .....	..	..	1	133	1	133	..	..	..	..	..	..
Marseilles.....	1	1,164	4	1,029	5	2,193	..	..	..	..	..	..
Montevideo .....	..	..	..	..	..	..	..	..	9	4,831	9	4,831
Norway .....	..	..	2	762	2	762	..	..	..	..	..	..
Port Elizabeth....	..	..	2	690	2	690	..	..	..	..	..	..
River Plate .....	..	..	..	..	..	..	..	..	3	2,013	3	2,013
Rotterdam .....	..	..	3	1,539	3	1,539	..	..	..	..	..	..
Tarragona .....	..	..	1	286	1	286	..	..	..	..	..	..
Trinidad .....	..	..	1	139	1	139	..	..	..	..	..	..
Totals .....	207	269,878	309	127,388	516	397,266	07	269,878	309	127,388	516	397,266

PORT.

Winter Quarters  
 Quebec, &c., to  
 Canal .....

Pictou .....

Various Gulf Po  
 Newfoundland ..

Ardrossan.....

Barrow.....

Belfast.....

Bowling on Clyd  
 Bristol.....

Cardiff.....

Cork, for orders  
 Dundalk.....

Dundee.....

Glasgow.....

Gloucester.....

Greenock.....

Hull.....

Leith.....

Liverpool.....

London.....

Londonderry.....

Malpas.....

Middlesborough  
 Newcastle.....

Newport.....

Newry.....

Penarth Roads.  
 Pugwash.....

Shields.....

Sunderland.....

Swansea.....

Troon.....

Wadebridge.....

Waterford.....

West Hartlepool  
 Yarmouth.....

Algoa Bay.....

Antwerp.....

Bahia.....

Barbadoes.....

Bordeaux.....

Bremen.....

Buenos Ayres.  
 Cadiz.....

ape de Verd.....

Charente.....

Cuba.....

Denia.....

Genoa.....

Havre.....

Java.....

Lisbon.....

Macero Broad..  
 Marseilles.....

Montevideo.....

Norway.....

Palermo.....

Porto Rico.....

River Plate.....

Rotterdam.....

Santander.....

Tarragona.....

Trinidad.....

Turk's Island....



SHIPPING INTERESTS OF MONTREAL.

ous Ports  
78.

TOTAL.

No. Ton'age.

2 1,315  
2 9,678  
0 1,809  
8 9,099  
9 4,553  
8 15,173  
4 1,756  
2 686  
6 4,998  
39 46,305  
1 287  
1 231  
36 81,883  
4 2,533  
4 4,449  
4 2,967  
36 156,253  
33 36,158  
1 398  
1 1,008  
1 481  
1 174  
1 988  
6 3,562  
4 3,735  
9 4,831  
3 2,013  
516 397,266

PORT.	ARRIVALS.—1879.						DEPARTURES —1879.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age	No.	Ton'age
Winter Quarters...	..	..	16	1,781	16	1,781	..	..	13	1,425	13	1,425
Quebec, &c., to load	7	5,134	20	8,834	27	13,968	8	7,215	28	9,684	36	1,899
Canal .....	4	1,597	18	3,251	22	4,848	..	..	20	4,129	20	4,129
Pictou .....	51	35,657	54	24,742	105	60,399	40	28,657	1	251	41	29,908
Various Gulf Ports...	12	6,270	101	22,634	113	28,904	8	2,874	43	4,433	51	7,307
Newfoundland .....	..	..	8	318	8	318	11	5,209	57	7,885	68	12,594
Ardrossan .....	..	..	1	992	1	992	..	..	..	..	..	..
Barrow .....	13	15,918	..	..	13	15,918	..	..	..	..	..	..
Belfast .....	..	..	..	..	..	..	..	1	294	1	294	..
Bowling on Clyde ..	..	..	..	..	..	..	..	1	371	1	371	..
Bristol .....	10	12,106	1	1,000	11	13,166	16	19,655	9	6,289	25	25,944
Cardiff .....	8	10,043	..	..	8	10,043	..	..	..	..	..	..
Cork, for orders .....	1	1,035	..	..	1	1,035	..	..	54	24,132	54	24,132
Dublin .....	..	..	..	..	..	..	..	1	497	1	497	..
Dundalk .....	..	..	1	1,199	1	1,199	..	..	2	692	2	692
Dundee .....	..	..	1	1,199	1	1,199	..	..	..	..	..	..
Glasgow .....	42	60,107	17	18,850	59	78,957	40	56,322	24	28,220	64	84,542
Gloucester .....	..	..	..	..	..	..	..	4	1,286	4	1,286	..
Greenock .....	1	1,940	2	1,085	3	3,025	..	..	..	..	..	..
Hull .....	..	..	1	440	1	440	2	2,504	2	1,209	4	3,713
Leith .....	..	..	1	440	1	440	1	734	2	1,622	3	2,356
Liverpool .....	83	156,417	11	12,115	94	168,532	88	160,898	12	10,462	100	171,360
London .....	22	33,033	3	2,638	25	35,671	65	83,823	7	4,570	72	88,393
Londonderry .....	..	..	..	..	..	..	..	1	830	1	830	..
Malpas .....	..	..	..	..	..	..	..	1	314	1	314	..
Middlesborough .....	3	3,385	..	..	3	3,385	..	..	..	..	..	..
Newcastle .....	10	11,218	..	..	10	11,218	1	1,090	1	382	2	1,472
Newport .....	5	5,307	..	..	5	5,307	..	..	..	..	..	..
Newry .....	..	..	..	..	..	..	1	802	3	2,133	4	2,935
Penarth Roads .....	..	..	..	..	..	..	1	917	3	1,609	4	2,526
Pugwash .....	..	..	..	..	..	..	..	1	100	1	100	..
Shields .....	4	4,293	..	..	4	4,293	..	..	..	..	..	..
Sunderland .....	2	2,150	..	..	2	2,150	..	..	2	1,268	2	1,268
Swansea .....	2	2,358	..	..	2	2,358	..	..	..	..	..	..
Troon .....	..	..	3	1,612	3	1,612	..	..	..	..	..	..
Wadebridge .....	..	..	..	..	..	..	..	1	126	1	126	..
Waterford .....	..	..	..	..	..	..	..	1	468	1	468	..
West Hartlepool .....	1	1,116	1	503	2	1,619	..	..	..	..	..	..
Yarmouth .....	..	..	..	..	..	..	..	1	421	1	421	..
Algoa Bay .....	..	..	2	504	2	504	..	..	..	..	..	..
Antwerp .....	2	2,169	4	2,057	6	4,226	6	6,636	2	1,363	8	7,999
Bahia .....	..	..	2	1,392	2	1,392	..	..	..	..	..	..
Barbadoes .....	..	..	17	5,754	17	5,754	..	..	2	245	2	245
Bordeaux .....	1	367	1	367	1	367	1	1,017	1	719	2	1,736
Bremen .....	..	..	2	1,102	2	1,102	..	..	..	..	..	..
Buenos Ayres .....	..	..	..	..	..	..	..	10	5,411	10	5,411	..
Cadiz .....	4	873	4	873	4	873	..	..	..	..	..	..
Cape of Verd .....	..	..	1	495	1	495	..	..	..	..	..	..
Charente .....	..	..	3	914	3	914	..	..	..	..	..	..
Cuba .....	5	5,384	14	5,470	19	11,354	..	..	..	..	..	..
Denia .....	1	1,216	..	..	1	1,216	..	..	..	..	..	..
Genoa .....	..	..	1	559	1	559	..	..	..	..	..	..
Havre .....	..	..	1	559	1	559	..	..	..	..	..	..
Java .....	..	..	1	950	1	950	..	..	..	..	..	..
Lisbon .....	..	..	1	456	1	456	..	..	..	..	..	..
Macero Broad .....	..	..	1	314	1	314	..	..	..	..	..	..
Marselles .....	..	..	3	943	3	943	..	..	..	..	..	..
Montevideo .....	..	..	..	..	..	..	..	7	4,036	7	4,036	..
Norway .....	..	..	1	635	1	635	..	..	..	..	..	..
Palermo .....	..	..	1	281	1	281	..	..	..	..	..	..
Porto Rico .....	..	..	2	258	2	258	..	..	..	..	..	..
River Plate .....	..	..	..	..	..	..	..	2	749	2	749	..
Rotterdam .....	..	..	3	1,538	3	1,538	..	..	1	803	1	803
Santander .....	..	..	..	..	..	..	..	1	580	1	580	..
Tarragona .....	..	..	1	318	1	318	..	..	..	..	..	..
Trinidad .....	..	..	3	701	3	701	..	..	1	108	1	108
Turk's Island .....	..	..	1	122	1	122	..	..	..	..	..	..
<b>TOTAL.</b>	<b>289</b>	<b>378,353</b>	<b>323</b>	<b>128,616</b>	<b>612</b>	<b>506,969</b>	<b>289</b>	<b>378,353</b>	<b>323</b>	<b>128,616</b>	<b>612</b>	<b>506,969</b>

## COURSE OF INLAND TRANSPORTATION FOR GRAIN.

1. By far the larger portion of wheat and maize received at MONTREAL, from the various shipping ports on Lakes Erie and Michigan, is carried thence by sailing schooners, having a capacity of about 20,000 bushels, passing through the Welland Canal and delivering their cargoes at Kingston. Grain is also transported over the same route by propellers of about 18,000 bushels capacity; and to a larger extent, within the past year or two, by "steam-tows," carrying about 50,000 bushels in a steam-barge and two consorts—the latter craft being towed by the former.

2. Another route is by vessels of larger size, 30,000 to 40,000 bushels (mostly steam propellers), from Chicago to Port Colborne at the foot of Lake Erie, thence by the Welland Railway to Port Dalhousie at the head of Lake Ontario, where the cargo is again transferred into vessels for Kingston.

3. When freight charges range at higher figures than have been current through the season of 1879, shipments are also made from Chicago to Collingwood on Lake Huron, thence by the Northern Railway to Toronto, and by vessels to Kingston, as before.

4. At Kingston the grain is transferred into "standard" barges, carrying 18,000 to 20,000 bushels, which are towed to MONTREAL.

5. Shipments are also made from Chicago and Milwaukee to MONTREAL direct, sometimes in small schooners, but oftener in steam propellers, carrying 16,000 to 17,000 bushels to Kingston, and 11,000 to 13,000 bushels thence to MONTREAL, the balance of the cargo being lightered. Also, by large vessels, 30,000 to 40,000 bushels, from Chicago to Goderich on Lake Huron, and thence by Grand Trunk Railway to MONTREAL.

The freight charge for transporting a bushel of grain from Chicago to MONTREAL by either route is substantially the same. Neither railways nor steam propellers can command a higher price over sailing schooners and barges.

Inland rates of freight varied considerably during 1879. Probably three-fourths and over of the receipts of wheat and maize at MONTREAL were carried within the following rates:—

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	PER BUSHEL.
Chicago to Port Colborne.....	2 to 4 cents.
The Welland Railway.....	1 to 1½ “
Port Dalhousie to Kingston.....	1½ to 2½ “
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	4½ to 8 cents.

	PER BUSHEL.
Chicago to Kingston direct.....	4½ to 8 cents.
Kingston to Montreal.....	2½ to 3 “

The rate from Chicago to Montreal was thus..6½ to 11 cents.

These prices include all the costs and dues *en route*, and deliver the grain free on board ocean craft in the harbor of MONTREAL, full delivery weight being guaranteed by the carriers. No tonnage nor harbor dues, towage nor pilotage dues, being chargeable on grain or other cargo of vessels; all such are payable by the vessel as part of her current expenses, and are included in the freight-charge paid to her.

The rate of ocean freight by A1 iron clippers and steamers to Liverpool fluctuated greatly during season 1879, ranging from 2s. 6d. to 8s. per quarter, as an extreme variation. Four shillings and sixpence was probably the average of the season's business—a lower average than usual—and a price at which it is alleged vessels cannot earn profits.

The Marine insurance on grain from Chicago to Liverpool, on the water-route *via* New York, is somewhat lower than *via* MONTREAL and the River St. Lawrence; but the rates current by both routes during the season 1879, have been so low as not to be worth taking into the calculation, being in some cases below one-half of one per cent. for the through risk.

#### FACILITIES FOR TRANSFERRING GRAIN, &c.

Facilities for handling grain at Kingston are afforded by five floating elevators, capable of transferring 250,000 bushels per day of twelve working hours. The “standard” barge capacity for transporting the same to MONTREAL is equal to nearly 1,500,000 bushels.

Thus in one trip downwards about a million and a half bushels can be moved; and if it be calculated that on an average each boat could make thirteen trips during the navigable season, there is shown a capacity for transporting over nineteen millions of bushels. Of course, this barge capacity is only supplemental to the sailing craft from Chicago to Kingston. There is a large fleet of steam propellers which have been regularly making *through* trips from the first-named port to MONTREAL, having an aggregate grain-carrying capacity during the season of



five millions of bushels,—while there are other transient craft in the trade —altogether showing present facilities for transporting an aggregate of probably 26 or 28 millions of bushels.

The general rate of freight, during the season of 1879 on wheat from Kingston to MONTREAL was  $2\frac{1}{2}$  to 3 cents per bushel. A fair average *through* rate from Chicago to Kingston, for the same season, would be from 6 to  $6\frac{1}{4}$  cents. The upward *through* freight from MONTREAL to Chicago by propellers generally consists of pig iron and salt at about \$2.50 per long ton; with general merchandise at about \$3.00 per long ton.

The average time occupied by schooners in coming from Chicago to Kingston is 13 days; average time of transfer and delay at the latter port, 1 day; and the time of barges from Kingston to MONTREAL is  $3\frac{1}{2}$  days, making in all  $17\frac{1}{2}$  days from Chicago to the head of ocean navigation at MONTREAL by schooners and barges. Propellers usually perform the trip in 9 to 10 days.

The elevating capacity connected with warehousing facilities in MONTREAL comprises 7 elevators for receiving grain from vessels, and 4 from railway cars,—each capable of handling 3,000 to 4,000 bushels per hour, while the storage capacity equals 2,000,000 bushels. In addition, the Montreal Elevating Company have eleven floating harbor elevators, each capable of transferring about 4,000 bushels per hour, or an aggregate of 44,000 bushels; and the St. Lawrence Grain Company have one elevator with a capacity of 7,000 bushels per hour.

The storage capacity for Flour equals 200,000 barrels. The ample storage accommodations in MONTREAL for Flour and Grain are in closest proximity to the Harbor, Canal Basins, and track of the Grand Trunk Railway,—being supplied by the Montreal Warehousing Company, and also in connection with the several flour mills, &c.

With all the facilities referred to at his command, the grain merchant in MONTREAL stands in a most important relation to the markets of Europe on the one hand, and the vast cornfields of the Western World on the other. In response to orders by cable, he either forthwith buys Canada wheat on the spot, or near at hand,—or he directs the purchase of grain in Chicago or Milwaukee. Subjected as it is at these great centres to the most perfect system of inspection, it arrives at Kingston, and is there transferred to barges of similar capacity to the vessels from which it is delivered; and, passing through the cool waters of the St. Lawrence, the cargo of wheat, maize, rye, or other grain, is placed alongside the ocean-going ships. All this is accomplished, as must be evident, without the possibility of the grain being changed by he way, or mixed with an inferior quality, (a result which cannot

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always be relied upon by any other route,)—thus giving additional value to the inspection certificate which was issued for the cargo at the original port of shipment. Not the least important consideration is, that the northerly latitude of the Canadian transportation route relieves the grain from all danger as to *condition*, even in the Summer months, when the risk by other channels is great.

But there is yet another view. Notwithstanding the difficulties and obstacles which always operate against efforts put forth in the infancy of any particular department of a country's trade,—especially if there is competition with long-established routes, and with populous and prosperous cities,—the position of this city as a commercial centre will hereafter become more and more available. MONTREAL is the financial capital of the Dominion, exercising influence upon monetary circles southward in New York city, and westward in Chicago. As elsewhere shown, grain merchants have, in the past, to no small extent, utilized those advantages, and assisted to make MONTREAL an important point of supply for the markets of Europe. So in the future will general merchants be able to make this city a depot for stocks of merchandise “in bond,” for the supply of western cities;—and thus will be demonstrated another of the advantages of locality, business enterprise, and plenty of capital when from this port business-men in cities along the shores of the inland lakes will have their goods transported via the River St. Lawrence and Lake route, for “entry” at their own doors, cheaper and quicker than by any other. It may, therefore, be confidently expected that the merchants of MONTREAL will in the future, as they have done in the past, occupy an influential position in developing the flow of commerce between the Old World and the New.

#### SAFE NAVIGATION IN THE GULF OF ST. LAWRENCE.

Arrangements have been in progress during the past three years for giving effect to the scheme of Hon. P. Fortin, to extend the telegraphic system to the principal islands in the Gulf,—notably, Anticosti, the Magdalen and St. Paul's Islands, Bird Rocks, &c. The work of two of these years was principally of a preliminary character, and the progress made warrants the expectation that 1881 will witness its completion.

Before the close of the season of navigation in 1879, many vessels, especially steamships, found the advantage of that part of the system which had been brought into operation,—and which, when completed, will undoubtedly be a great factor in the reduction of insurance rates, and in the increasing of the mercantile marine of the St. Lawrence.

Several of the light-houses on the south shore of the River St. Lawrence have been placed in telegraphic connection with the shore-lines ; and signal stations, to work in accord with the International Code, have been established at the following light-houses : Father Point, Little Metis, Matane, Cape de Chatte, Cape Magdalene, Cape Rosier, Cape Ray, and at the village of L'Islet. These are the first electro-signal stations established on the coasts of Canada,—the International system, with which they are in unison, being capable of indicating 78,642 distinct signals.

The sub-marine cables to Anticosti and the Magdalen and St. Paul Islands are to be laid in the present year (1880),—and when that is done, the telegraphic system of the Gulf will be complete. The land-lines on the islands will be erected without delay, and all the light-houses will be constituted electro-signal stations. It is also intended to continue the coast land-line from Murray Bay to Pointe des Monte on the north shore, and to make connection with the light-houses and signal stations on the south shore.

A coast-line of telegraph has already been organized between Halifax and Canso, with twenty intermediate stations, including seven light-houses along that coast, near which thousands of sea-going, coasting and fishing vessels pass every year. The masters of these will now have the advantage of communicating by semaphores with the stations on shore.

It is understood Hon. Mr. Fortin is preparing for the establishment of a daily *Telegraphic Bulletin*, to be put in operation when the lines are completed, for the use of fishermen and others, which will tend in an eminent degree to develop the coast fisheries. The Dominion meteorological service will also be in constant communication with the Gulf telegraphic system.

#### THE QUESTION OF A FREE PORT.

The questions of reducing Harbor Dues, and other charges,—of abolishing Tonnage Dues,—of reducing Towage and Pilotage rates,—also the entire removal of Canal Tolls,—appear to have taken firm hold of the public mind ; and if the measures in progress for these ends shall be consummated, MONTREAL will ere long be made practically a FREE PORT. The Council of the Board of Trade has taken the initiative, by cancelling the Port Warden charges on all grain shipped from this harbor ; and it is intended to abolish other export charges, at same time guaranteeing the efficient administration of the office. The satisfactory results of the Port Warden service during the past seven years are shown on pp. 26 to 30.

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## SYDNEY AS A "PORT OF CALL."

In several past seasons, Sydney, N.S., has attracted attention as a "Port of Call" for sailing vessels *en route* for MONTREAL. Transient vessels coming there in ballast have obtained good freights; the demand which is now increasing so much for the Maritime Province coal, making it easy to obtain cargoes for this Port. By looking at the Map, it will be seen that Sydney harbor is directly in the track of vessels coming to the St. Lawrence from British and Foreign Ports in the English Channel, and from the Clyde by the north of Ireland, as well as craft from Swedish and Norwegian ports. Vessels for the United States ports have also been calling at Sydney. The harbor is deep and commodious, and, as remarked on a preceding page, may yet become the coaling *entrepot* for steamers in the North Atlantic trade.

The Port charges at Sydney on a vessel of 500 tons, ballast inward, and a cargo of coal outward, are:—

Custom dues, if not paid.....	\$10 00
Harbor dues.....	5 00
Shipping Office.....	20
Trimming 700 tons Coal, at 5 cents.....	35 00

\$50 20 = £10 6s. 3d. Stg.

Vessels for orders are free from all Port charges and pilotage, when not spoken; if spoken, pay half pilotage inward only. Vessels of 500 tons pay \$6.50 pilotage, and for every additional 50 tons, 50 cents.

Orders delivered to vessels outside for half pilotage.

Vessels for Sydney seeking, are often chartered by owners through Sydney agents, and ordered to the loading port by the pilots, to save time.

# MONTREAL SYSTEM OF LOADING GRAIN

FOR

## SHIPMENT TO TRANS-ATLANTIC PORTS.

[NOTE.—The agitation which commenced in England a few months ago, on the question of stowing grain cargoes, induced the Council of the Board of Trade to instruct the Secretary to make an investigation into the system of grain-loading followed in the Port of Montreal, with a view to ascertaining its results. The following is the main portion of the Report, a number of interesting tables being appended, which are only summarized below.]

MONTREAL, 17th February, 1880.

F. W. HENSHAW, Esq.,

President Montreal Board of Trade.

DEAR SIR :—In compliance with the request of the COUNCIL, I have bestowed considerable care upon some tabulated statements relating to the shipment of Grain from this Port since the year 1872, covering a period of eight years. They are appended hereto. The inquiry into which I have been led has opened up a question,—or rather, I might say, *solved* it,—of much importance to the trade of the River St. Lawrence, viz., the best method for stowing the cargoes of grain-carrying trans-Atlantic vessels; and, for the sake of simplifying reference to these statements, I take the liberty of making a few explanations.

[The first tabular statement gave the particulars concerning six grain-laden steamships which sailed from MONTREAL during the Fall of 1872, and were reported as “foundered” or “missing.” The second statement related to eight grain-laden sailing vessels which left this port in the Summer and Fall of 1872, the reports being “foundered,” “abandoned,” or “missing.”]

The aggregate quantity of Grain destroyed by the loss of the six steamships was 299,936 bushels,—including 147,496 bushels Wheat, and 152,440 bushels Corn. The eight sailing vessels carried 213,772 bushels of Grain, viz., Wheat, 48,256 bushels; Corn, 156,921 bushels; Peas, 8,595 bushels. Total loss of Grain in fourteen vessels 513,738 bushels. The total number of grain-laden vessels which, according to our records at the Port Warden's Office, sailed from Montreal in 1872, was 338, aggregating 309,131 tons. The percentage of vessels lost was, therefore, 4·14, and of tonnage 3·40.

Up to and including 1872 (the year to which these Statements relate), the rule that provided for the proper loading of vessels with grain could be evaded,—its violation only involving a fine of \$40. In that year the grain-laden vessels included 157

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steamships and 181 sailing vessels. The masters of 51 steamers and 7 sailing vessels paid the fine of \$40 each for breaking the loading rule, all the vessels named in the statements being on that list of violators. Before the opening of navigation in 1873, after careful investigation, a code of revised rules was sanctioned,—the regulation for loading grain was made more stringent. Martel's rules for free-board were adopted, and the penalty for infraction was raised to \$800, the Customs authorities being also authorized by law to withhold the ship's clearance until the Master obtained the Port Warden's certificate. The beneficial results of this action on the part of the COUNCIL, were soon apparent; from 1873 to 1879, both inclusive, the number of grain-laden sea-going vessels that cleared from Montreal was 2,189,—steamships 1,076, and sailing vessels 1,113. The following is a summary:—

	Steamships.	Sailing Vessels.	Total.
1873.....	147.....	174.....	321
1874.....	116.....	143.....	259
1875.....	116.....	219.....	335
1876.....	143.....	152.....	295
1877.....	165.....	123.....	288
1878.....	165.....	142.....	307
1879.....	224.....	160.....	384
Totals,	1,076	1,113	2,189

Of all the vessels during that period, only fifteen (15) were wrecked, viz., 8 steamships and 7 sailing vessels, or 0.68 per cent.; while 5 steamships were damaged by stranding or collision. NOT A SINGLE ACCIDENT OR LOSS OCCURRED DURING ALL THAT TIME, IN CONSEQUENCE OF A VESSEL BEING GRAIN-LADEN.

The particulars of all the wreck and damage that *did* occur are given.

Regarding one of the vessels particularized, the barque "Templar," it may be remarked that there was some question at the time as to the stowage of her cargo. When taken into Halifax, however, and unloaded for repairs, it was ascertained that the bulk-grain had not shifted,—only about 1000 bushels having been damaged by water shipped when on her beam ends in a storm.

A recapitulation of the changes of regulations in the Port Warden's Office here would show that the results were exactly such as the COUNCIL and Examiners contemplated. For example, from 1873 two of the leading rules were:—

Rule 13. The following Scale is the limit to which ships of ordinary build should be laden, subject however, in all cases, to the judgment of the Port Warden.

Vessels from 12 to 14 ft. depth of hold to have	2½	} inches clear side to each foot depth of hold
" " 14 to 17 " " "	2¾	
" " 17 to 20 " " "	3	
" " 20 to 22 " " "	3½	
" " 22 to 26 " " "	3¾	

Rule 24. The master of any vessel wholly or partly laden with grain for any port not within the limits of inland navigation, shall, before proceeding on his voyage, or clearing at the Custom House for the same, notify the Port Warden whose duty it shall then be to proceed on board such vessel and examine whether she is in a fit state to proceed to sea or not; if she is found unfit, the Port Warden shall state in what particular, and on what conditions only she will be deemed in a fit state to leave, and shall notify the master not to leave the port until the required conditions have been fulfilled; and in case of the master refusing or neglecting to fulfil the same, the Port Warden shall notify the Collector of Customs, in order that no clearance may be granted for the vessel until such



required conditions have been fulfilled, and a certificate thereof granted by the Port Warden or his Deputy.

The practice for loading grain under the revised rules, since opening of navigation 1873, say, for a water-ballast steamer of 1270 tons net register, would be as follows:—Dimensions 286 ft. x 35 feet. x 24 ft.—two decks, three tier of beams, and classed 100 A 1 English Lloyds; loading under the rules for a Fall voyage. The shifting-boards to extend from the deck to the top of the water-ballast tank, or the keelson; bulk grain is run into the hold to within three or four feet of the middle deck; the bulk grain is then closely platformed over with inch boards, and grain in bags placed on top to prevent it from shifting. In the 'tween decks, shifting-boards are fitted; and the grain has to be stowed in bags, none in bulk being allowed. The cargo would be about 85,000 bushels of wheat, and the free-board 6 ft. 5 in in salt water.

Masters of vessels often make complaints against the Montreal Port rules, declaring that they are permitted to load more grain in Black Sea and United States than here, and without restriction as to grain in bags. This is quite likely, in view of the exhibit in one of the tabular statements in which a list is given of forty-four (44) vessels which sailed from ports in the United States, that were reported abandoned and missing within a period of about nine months,—doubtless many from over-loading and bad stowage. The first vessel on the list of those “abandoned” seems to prove this. Here are the facts. I am told that the S.S. “Yoxford,” 1301 tons net register, from New York to Havre, was abandoned on 12th September, 1878—her cargo consisting of (according to the *New York Journal of Commerce*) 97,235 bushels of wheat, which is equal to 2,600 tons dead weight! Of the 44 vessels particularised in the Statement F, 20 sailed from New York, 14 from Baltimore, 4 from Philadelphia, 2 from Boston, 2 from New Orleans, 1 from Portland, and 1 from Norfolk. The loss of grain by them was about 1,800,000 bushels. The loss of life by the 5 steamers and 21 sailing vessels which were never heard from was about 450 persons.

It is worth while, in view of the results shown in the several Statements, to refer to Mr. PLIMSOLL'S contemplated agitation in the Imperial Parliament, as recently foreshadowed by the *London Times*, in a paragraph which was copied by newspapers in Canada, as follows:—

“In consequence of the great loss of Atlantic cargo steamers within the past three months, through cargoes of Wheat in bulk shifting and causing them to capsize and founder, there is not only an extensive movement in the north of England on the part of shipmasters, but also among iron steamship owners themselves, who are their own underwriters, to put an end to the mischief. Mr. W. Dickinson, of the Quayside, Newcastle, an extensive iron ship-owner, has got the support of a large number of owners, and at the next annual meeting of the Marine Association, to be held February 20th, a resolution will be submitted that a By-Law be passed to compel all grain shipments to be made in bags, to prevent shifting their cargoes at sea. The cost of bags would be trifling. They could be sold at nearly cost price in England, or they might be reserved for future voyages. The weight of those bags would be very little, not much more than that of the modern shifting-boards now in use, and which have proved quite insufficient to keep cargoes steady.”

It is of some importance, in the discussion which seems to be at hand, to know that the parties who now so loudly protest against cargoes of bulk-grain are those who, in 1873, declaimed with so much vigor in favor of grain cargoes being all in bulk. Instead of the cost of bags being but trifling, the extra expense of bagging

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for trans-Atlantic shipment would probably add 3c. or 4c. per 100 lbs. to the cost of the grain carried from Montreal during the season of navigation, or would have enhanced the price of the total shipments of grain by the River St. Lawrence in 1879 to the extent of nearly \$200,000. Most people would be apt to think, that such a tax would be too much to impose unnecessarily upon breadstuffs, at the whim of a few owners and masters of iron steamers, which, it is alleged, have not always had a high character for sea-worthiness.

Capt. GEO. W. MORRISON, Marine Insurance Inspector of this City, has written in answer to a letter from Lloyd's Surveyor, at Quebec, as follows—"It is absolutely necessary to make compulsory rules; and I am satisfied that, if the Montreal Port Warden's Regulations as to grain-loading, *strictly enforced*, were universally adopted,—(with the following addition, viz., that during the winter months vessels should not carry more than their register tonnage of grain in bulk and the balance in bags,—the free-board to be taken from Mr. Martel's Tables, *without any abatement*.) it would soon put a stop to the wholesale loss of seamen's lives and steamers, which has been going on for the last few years,

Capt. D. ROSS KERR, the Port Warden, an experienced shipmaster, says :—"Mr. DICKINSON's resolution, it strikes me, does not propose the proper remedy, because my own experience has shown me that shifting-boards cannot be dispensed with in a ship loaded entirely with bags; and I maintain that a ship loaded according to our rules, with say about two-thirds in bulk, and one-third in bags, is as safe as if she were all laden with bags,—and a great deal safer than if she were laden with bags *without shifting-boards*."

Only a few words more in conclusion. It appears to me to be established by the particulars in this communication, that the method of loading pursued in the Port of Montreal, under the control of your COUNCIL, is clearly in the interest of the Grain-Trade,—is undoubtedly favorable for Underwriters,—is the one that best conserves life and property,—and that it should, therefore, be pressed for adoption at all grain-loading sea-ports. At any rate, whatever legislation Mr. PLIMSOLL may be able to obtain in the Imperial Parliament **MUST NOT BE APPLICABLE TO GRAIN-LADEN VESSELS FROM THE ST. LAWRENCE**; for, I need not remind you that, in remodelling the rules seven years ago, the securing of immunity from loss of valuable lives and destruction of property were quite as much matters for serious reflection as the important one of how best to provide for the efficient stowage of cargo. Whatever further safeguards may be adopted, the immediate results, as herein demonstrated, cannot fail to be gratifying. If, on consideration, this view is concurred in, this important subject should be pressed upon the attention of the Dominion Cabinet, with a view to representations being made to the Home Government, so as to prevent the infliction of grievous injury upon the shipping and commercial interests of Canada.

I am, &c.,

WM. J. PATTERSON,  
*Secretary.*

The following note was received from Mr. Plimsoll, in acknowledgment of a copy of the foregoing report :

28 PARK LANE.

LONDON, March 13th, 1880.

SIR,

I had, whilst my Bill was drawing, instructed the Draughtsman to except Canada from its scope, as I am well aware that Canada has done every thing that could be desired for safety. He said, affirm first the principle, and then except Canada by amendment.

You will see, therefore, that I had no idea of interfering with your excellent regulations. I only wish they were general.

And am, Dear Sir, Yours faithfully,

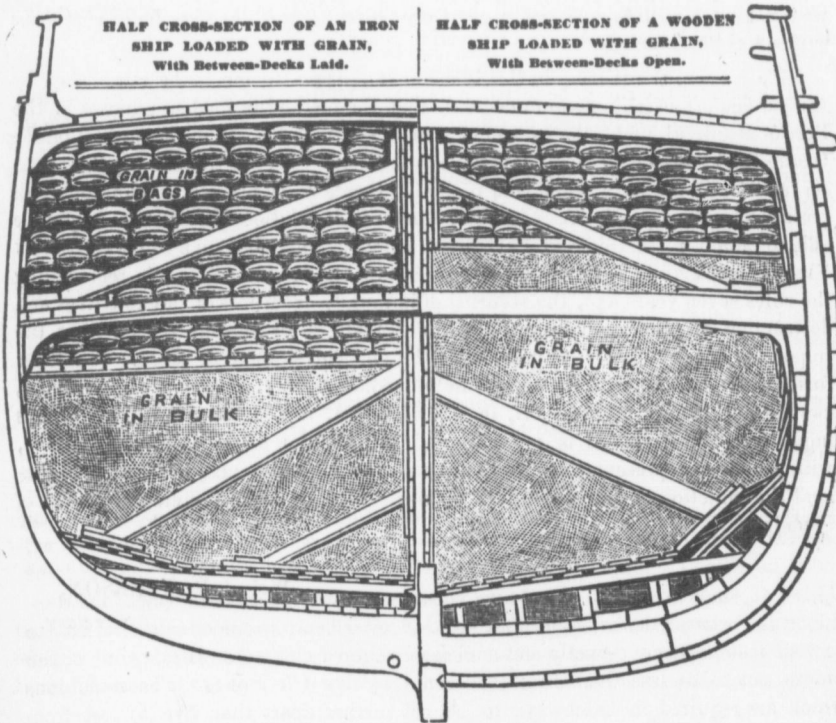
SAMUEL PLIMSOLL.

WM. J. PATTERSON, Esq.,

Secretary, &c.

It may also be mentioned here, that, in a paper read before the "Institution of Naval Architects," at London, England, in March last, by B. Martel, Esq., Chief Surveyor of Lloyd's Register of British and Foreign Shipping,—that gentleman referred approvingly to the results of the method for grain-loading practised so effectively in the harbor of Montreal, under the revised rules. Special mention was made of the fact that, since these regulations came into operation, "*not a single grain laden vessel from the Port of Montreal has foundered at sea.*"

The following diagram shows the method adopted here for stowing grain cargoes.



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## SPECIFICATIONS FOR LINING VESSELS FOR GRAIN IN BULK.

The vessel to be divided into bins by bulkheads.

The floor of the Bin to be considered as extending from the Keelson to the turn of the Bilge. The sides of the Bin to extend from the turn of the Bilge to the deck. The ends of the Bin to consist of Bulkheads athwart-ships, extending from ceiling of vessel to the deck, or lower hold beams, as case may be.

The floor of the Bin to be laid upon bearing Joists, of not less scantling than three by four (3 x 4) inches, set on edge, and properly butted to each other, and not to be further apart than two (2) feet from centre to centre.

The ends of all bearing Joists to be properly nailed and secured, to prevent their slipping or shifting, and, where they bear upon the ceiling of the vessel, to be so fitted as to conform to the shape of the ceiling. The bearing Joists to be strutted or blocked from the ceiling of the vessel by scantling of not less than three by four (3 x 4) inches, and at such distances apart as not to exceed seventeen (17) inches from centre to centre, these struts or blocks to be fitted at right angles, or square with the bearing Joists, and to be properly fitted and fastened firmly to the ceiling. The height of bearing Joists to be according to tonnage of Vessel.

The boarding of Floor of Bin to consist of one (1) inch boards laid, and space covered, with one (1) inch board, so as the overlap will be not less than two (2) inches on each edge, and the ends always to bear on Joists, and longitudinally to conform to the ceiling of vessel, all the boarding of Floor to be well and sufficiently nailed, and the upper thickness or covering board to have two nails in each Joist. All Joists to be made close and Grain tight.

The sides of the Bin to be furred or dunnaged off from the sides of vessel not less than one (1) inch, the furrings or dunnage pieces for this purpose to be placed not further apart than two (2) feet from centre to centre, and to be boarded over with one (1) inch boards after the manner of clapboarding, with not less than two (2) inches overlap, as high as two (2) feet above the Lower Beam, for loose Grain, all to be well and securely nailed, and joints made close and Grain tight.

The forward and after Bulkheads forming the ends of the Bins to have studs in one length, extending from ceiling of vessel to the under side of Deck, to be of three (3) inches plank in thickness and ten (10) inches in breadth, to be of one piece and placed not over twenty (20) inches apart, and well and securely fastened and cleated at their heels or lower ends, and also braced from one to the other to prevent them shifting and to be clapboarded after the same manner as sides of Bin. The athwart-ship Bulkheads to be built in same manner, and to be properly shored up and fastened.

Shifting boards must be well secured to each side of stanchions, and the stanchions themselves well secured to the Keelson and Beams, and are to extend to at least two-thirds ( $\frac{2}{3}$ ) in depth of grain space from lower side of upper deck beams, and to be of one (1) inch boards in lower hold on each side of stanchion, and one (1) two (2) inch or two (2) one (1) inch boards in thickness on each side of the stanchions in between-decks, from upper side of lower beam to under side of deck, to be well fastened and properly and sufficiently shored or braced when required, the braces not to be less than three (3) inches by five (5) inches. The stanchions which are required in hatchways to be not further apart than five (5) feet from



centre to centre, and well secured at their heads by shores and braces from the carlings of hatches, and between deck carlings the braces to be not less than three (3) by five (5) inches; if over twelve (12) feet in length to be six (6) by three (3) inches and properly butted and secured at their ends.

All lumber used to be dry, well-seasoned and free from rents or shakes, and ring or black knots, and the work to be done in a workman like manner, to the satisfaction of the Port Warden.

All air streaks or openings through the ceiling of vessel to be closed up and made grain-tight before the Lining is put on.

The Limber-boards to be taken up and Limbers cleaned out, and in vessels or steamers having water-ballast tanks, the flooring over tank to be covered, in all cases, by Lining boards.

Should any shores, braces, or any part of the Lining be removed at any time by Stevedores, or others employed by the Master of the vessel, the pieces so removed to be replaced before clearance certificate is granted.

All grain covering to be close boarded edge to edge, and transverse bearers to be not further apart than three (3) feet; and when different kinds of Grain are carried in same Bin, the covering to be doubled and all joints to be made close and grain-tight.

When grain in bags is carried in 'tween-decks, the sides of the vessel to be properly dunnaged not less than two (2) inches, all knees of wood or iron to be boxed in properly, so as not to damage grain by damp or sweat.

The pump-well case or passage to extend from the deck after-hatch to the pump-well close and underneath the deck beams, then directly down to ceiling.

The pump-well, chain-locker, and water tanks to be cased with lining boards made grain-tight.

When flour is carried on top of grain, the boarding between is to be laid double and athwart-ships, each board to be securely nailed and fastened to prevent it shifting.

(Signed)

D. ROSS KERR, *Port Warden.*

JAS. G. SHAW, *Deputy Port Warden.*

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# GENERAL SUMMARY

OF

## CANADIAN COMMERCE AND INDUSTRY.

### MEMORANDA SHOWING GENERAL PROGRESS.

THE comparisons in the subjoined table include the latest four fiscal years, and the first year after Confederation. The items which deserve attention, as suggestive of progress in Canada, are those which shew the great increase in number of letters carried annually through the mails—the number of registered letters,—money-orders issued,—and the sums deposited in Post Office Savings Banks.

It is worthy of notice here that Canada was admitted into the International Postal Union on 1st July, 1878.

	1867-68.	1874-75.	1875-76.	1877-78.	1878-79.
No. of Post Offices.....	3,638	4,892	5,015	5,878	5,606
Miles travelled by Mail.....	10,622,216	14,384,678	14,878,663	15,427,323	16,156,034
No. of letters by post in year.....	18,100,000	42,000,000	41,800,000	44,000,000	43,900,000
*No. of Postal Cards.....			4,646,000	6,455,000	6,940,000
Newspapers from Office of Publication, lbs.....				3,720,408	4,085,454
Newspapers and miscellaneous, otherwise than from Office of Publication No. of registered letters posted in the year.....	18,860,000	31,300,000	38,549,000	11,342,740	10,664,000
†Amount of postal revenue.....	704,000	1,750,000	1,774,000	1,980,000	1,940,000
Amount of Expenditures.....	\$1,024,710	\$1,536,509	\$1,484,886	\$1,620,022	\$1,534,363
Amount Money Order issues.....	\$1,063,570	\$1,873,241	\$1,959,758	\$2,110,365	\$2,167,266
Amount Post Office Savings Banks, Ontario and Quebec.....	\$3,342,574	\$6,721,439	\$6,866,618	\$7,130,895	\$6,788,723
		\$2,926,090	\$2,740,952	\$2,754,484	\$3,105,190

### GENERAL COMMERCE OF THE DOMINION.

Heretofore the official "Tables of Trade and Navigation" of the Dominion have supplied data for many statements in this section of the

\* Up to 1874-75 Letters included Post-Cards; since then Letters and Post-Cards are stated separately.

† In years previous to 1879, the sum of \$64,000 was added to revenue account for postages chargeable on Parliament and Public Offices; that sum has not been included as revenue for 1878-79.



Report. While summary tables (see pp. 39, 40, and 42, 43) are given somewhat less than the usual space is devoted in the present issue to analyses of the Imports and Exports, because the tables for the past fiscal year do not afford sufficient material for comparison,—the twelve months ended 30th June, 1879, embracing results partly of the old and partly of the new fiscal policy of the Government. A special return made to Parliament at its recent session, including the Importations during six months ended 31st December, 1878 and 1879, respectively, affords material for partial comparison; it seems preferable, therefore, to rest contented, for the present, with a very few general notices,—feeling assured that before next publication there will be complete yearly returns to examine and compare.

It was stated in the Report for the year 1877 that the Dominion has but two extensive customers, Great Britain and the United States; and that it appeared from tables then given, that commercial dealings with the Mother Country had been decreasing, while trade intercourse with the United States was increasing. The following ratios were adduced:

PERCENTAGE OF CANADIAN IMPORTS FROM			PERCENTAGE OF AGGREGATE TRADE WITH				
	Great Britain.	United States.	Other Countries.		Great Britain.	United States.	Other Countries.
1873.....	53·74.....	37·44.....	8·82	1873.....	49·36.....	41·32.....	9·32
1874.....	51·08.....	42·60.....	6·32	1874.....	49·86.....	41·76.....	8·38
1875.....	50·46.....	42·47.....	7·07	1875.....	50·82.....	40·87.....	8·31
1876.....	43·00.....	48·63.....	8·37	1876.....	47·39.....	43·25.....	9·36
1877.....	41·09.....	53·28.....	5·63	1877.....	47·12.....	44·77.....	8·11

Further:—An analysis of the total merchandise imported into Canada from the United Kingdom and the United States, respectively, during five years, showed that they consisted of dutiable and free goods in the following proportions:

GREAT BRITAIN.			UNITED STATES.		
	Dutiable.	Free.		Dutiable.	Free.
1873.....	69·29	30·71	1873.....	34·94	65·06
1874.....	75·76	24·24	1874.....	38·86	61·14
1875.....	81·59	18·41	1875.....	43·35	56·65
1876.....	79·51	20·49	1876.....	46·31	53·69
1877.....	83·19	16·81	1877.....	45·86	54·14
Total average.....	77·87	22·13	Total average.....	41·86	58·13

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Some half dozen of items of dutiable imports afford comparisons for the six months ended 31st December, 1878 and 1879, respectively, as follows :

	1878.	1879.
Iron and Steel Manufactures :		
From Great Britain .....	\$1,491,867	\$1,688,614
United States .....	1,725,000	1,288,000
Cotton Goods :		
From Great Britain .....	\$1,824,921	\$2,089,812
United States .....	1,126,000	745,000
Glass Ware :		
From Great Britain .....	\$76,246	\$95,440
United States .....	215,000	180,000
Leather Manufactures :		
From Great Britain .....	\$187,000	\$227,000
United States .....	332,735	225,808
Sugars :		
From Great Britain .....	lbs. 19,173,000	9,964,000
United States .....	" 38,000,000	11,500,000
West Indies .....	" 4,728,000	37,800,000
Teas :		
From Great Britain .....	lbs. 2,056,000	3,201,000
United States .....	" 3,516,000	1,400,000
China and Japan .....	" 575,000	1,515,959

Without enlarging on particular articles, it may be stated that (so far as the imports of the Dominion, detailed in the return above cited, could be expected to indicate,) the conditions of trade in the years 1873 to 1877 inclusive appear to be undergoing a change, the results in 1878 and 1879 being relatively more favorable to Great Britain than to the United States. Take the following analyses :—

The total values of all merchandize imported into Canada, and entered for home consumption, during six months ended 31st December, 1878 and 1879 respectively, were :—

	1878.	1879.
From Great Britain .....	\$16,768,776	\$15,514,358
United States .....	21,411,150	14,331,918
Other Countries .....	3,007,316	4,202,618
	<hr/> \$41,187,242	<hr/> \$34,048,894

The decrease in value of imports from Great Britain in 1879 was only \$1,254,318, or 7.47 per cent. ; while the decrease from the United States amounted to \$7,079,232, or 33.06 per cent.

But, to look a little more closely into the matter, the values of *dutiable* and *free* goods included in the immediately preceding figures, were :—

<i>Dutiable Goods.</i>		
	1878.	1879.
From Great Britain.....	\$14,481,676	\$12,183,662
United States.....	11,748,790	9,560,637
Other Countries .....	2,242,123	3,101,443
	<hr/>	<hr/>
	\$28,472,595	\$24,845,742

<i>Free Goods.</i>		
	1878.	1879.
From Great Britain.....	\$ 2,287,100	\$ 3,330,696
United States.....	9,662,354	4,771,281
Other Countries .....	765,193	1,101,175
	<hr/>	<hr/>
	\$12,714,647	\$ 9,203,152

Accordingly, the dutiable imports from Great Britain show a decrease in value of 15·87 per cent. in 1879; the free imports in that year having increased to the extent of \$1,043,596, or 45·63 per cent. The dutiable imports from the United States in 1879 show a falling off to the extent of \$2,188,153, or 18·62 per cent., the free imports showing a decrease of \$4,891,023, or 50·62 per cent. The dutiable imports from *all* countries in 1879 show a decrease in value of 12·74 per cent., the decrease in free goods being 27·61 per cent.

Other departments of general trade in 1878 and 1879 are specially noticed in sections on following pages. Particular reference may be made here to a table on page 42, which shows, somewhat in detail, what Canada has exported during the past three years; and another useful table will be found on page 41, which shows the quantities and values of food imported annually into the United Kingdom, the examples being for 1877 and 1878. A comparison of these tables will indicate how little of the food of the Mother Country has heretofore been supplied from the Dominion; and what a vast market there is to be cultivated by the producers and merchants of Canada in the future.

#### CARRYING TRADE ON LAKE SUPERIOR.

The great importance and value of the traffic on Lake Superior will be readily comprehended if the subjoined statements are looked into; and, when that part of the Canada Pacific Railway from Fort William to Winnipeg is finished next year, its immense increase may be better estimated.

A return during 1879 2 schooner William term several craft embrace the nor those fro A valua Superior, du W. H. Carne water-borne tions from F tinent is like Central and i

1.—The first co of Merc Superior in 1879, in Cana

Acid, carboys...  
Apples, barrels...  
Butter, lbs. ....  
Barrel Hoops, bill  
do Heads d  
Bacon, lbs. ....  
Beef, brls. ....  
Boilers. ....  
Beer, kegs. ....  
do cases. ....  
Bar Iron, tons. ....  
Cattle. ....  
Canned Goods, ca  
Coal Oil, brls. ....  
Coal, tons. ....  
Crockery, crates.  
Cider, barrels. ....  
Candles, lbs. ....  
Cheese, lbs. ....  
Coffee, bags. ....  
Coarse Grain, bus  
Cement, brls. ....  
Coke, tons. ....  
Dried Fruits, lbs  
Engines. ....  
Eggs, brls. ....  
Fish, kegs. ....  
Flour, brls. ....  
Furniture, pieces.  
Fire Brick, m. ....  
do Clay, tons. ....  
Flat Cars. ....  
Ground Feed, ton  
Horses and Mules



A return recently made to the Dominion Parliament shows that during 1879 there were 31 vessels, including 23 Canadian steamers and 2 schooners, besides 6 U. S. steamers, that carried freight to the Fort William terminus of the Canada Pacific Railway. The cargoes of the several craft are particularized in the return, which, of course, does not embrace the vessels connecting with the north and south shore ports, nor those freighting to and from Duluth.

A valuable statement in detail of all the *up* and *down* traffic of Lake Superior, during the season of navigation in 1879, has been furnished by W. H. Carney, Esq., of Sault St. Marie, Ont., who states that, while the water-borne freight will be immensely increased by the railway connections from Fort William westward, the best paying railway on this continent is likely to be that one from Sault Ste. Marie eastward to the Canada Central and its connections, leading to MONTREAL.

*1.—The first column of figures in the following Statement shows the total quantities of Merchandise of all kinds, from all quarters, that passed up into Lake Superior, through the Sault Ste. Marie Canal, during the season of Navigation in 1879, and the second column shows the total quantities transported upward in Canadian Vessels.*

	Total Quantity.	Carried in Can- adian craft.		Total Quantity.	Carried in Can- adian craft.
Acid, carboys.....	262		Hogs.....	856	265
Apples, barrels.....	14,724	1,633	Hay, tons.....	3,284	824
Butter, lbs.....	466,984	244,590	Lime, brls.....	5,070	20
Barrel Hoops, bcls.....	3,500		Leather, rolls.....	178	
do Heads do.....	330		Lumber, feet.....	3,036,000	2,676,000
Bacon, lbs.....	382,179	173,500	Lath.....	450,000	450,000
Beef, brls.....	3,165	569	Lard Oil, brls.....	1,978	3
Boilers.....	42	7	Lard, lbs.....	114,975	17,500
Beer, kegs.....	3,485	301	Liquors, barrels.....	3,128	871
do cases.....	3,860		Limestone, tons.....	8,898	
Bar Iron, tons.....	3,271	477	Malt, "lbs.....	771,500	55,960
Cattle.....	1,990	1,291	Mowers and Reapers.....	243	147
Canned Goods, cases.....	5,200		Machinery, tons.....	1,059	513
Coal Oil, brls.....	8,200	851	Moulding Sand, tons.....	500	
Coal, tons.....	110,704	330	Nails, kegs.....	53,412	3,540
Crockery, crates.....	15		Pork, brls.....	4,682	667
Cider, barrels.....	20		Powder, tons.....	182	10
Candles, lbs.....	79,417	14,260	Potatoes, bus.....	9,848	750
Cheese, lbs.....	54,138	30,730	Pig Iron, tons.....	392	24
Coffee, bags.....	8,955	190	Railroad Iron, tons.....	27,797	6,675
Coarse Grain, bus.....	291,605	30,050	do Spikes, kegs.....	8,662	2,737
Cement, brls.....	13,323	10	Salt, brls.....	92,245	3,690
Coke, tons.....	200		Sugar, brls.....	31,640	5,731
Dried Fruits, lbs.....	187,599	4,600	Sheep.....	2,256	833
Engines.....	33	11	Soap, boxes.....	19,980	2,885
Eggs, brls.....	1,692	255	Soda, lbs.....	3,182	10,700
Fish, kegs.....	11,654	993	Syrup, brls.....	2,662	212
Flour, brls.....	15,262	5,781	Staves, m.....	11,040	
Furniture, pieces.....	12,755	2,633	Shingles.....	388,000	388,000
Fire Brick, m.....	151		Tea, chests.....	2,856	2,793
do Clay, tons.....	594		Tobacco, lbs.....	120,645	36,924
Flat Cars.....	32	32	Tallow, lbs.....	1,050	
Ground Feed, tons.....	2,630	100	Vinegar, brls.....	81	174
Horses and Mules.....	919	638			

II.—The first column of figures in the following Statement shows the total quantities of Merchandise of all kinds, from all quarters, that passed down from Lake Superior, through the Sault Ste. Marie Canal, during the season of Navigation in 1879, and the second column shows the total quantities transported downward in Canadian Vessels.

	Total Quantity transported.	Carried in Canadian craft.		Total Quantity transported.	Carried in Canadian craft.
Futter, lbs. ....	15,740	8,000	Lumber, m. ....	32,562,000	1,020,000
Bones, tons. ....	116½		Lath. ....	1,018,000	
Brown Stone, tons. ....	2,226		Linseed Oil, brls. ....	40	
Buffalo Robes, bales. ....	297	297	Oil Cake, tons. ....	287	60
Beer, kegs. ....	590		Oats, bush. ....	20,000	
do cases. ....	2,257		Potatoes, bush. ....	1,961	
Copper, Ingot, tons. ....	16,148½		Potash, tons. ....	114	
do Mass " ....	1,439	4	Pig Iron. ....	6,666	
do Stamp " ....	4,721½		Pickets. ....	68,000	
Carboys. ....	561		Powder, tons. ....	49	
Corn, bushels. ....	639,991	265,155	Quartz " ....	1,843	
Flour, barrels. ....	372,840	125,633	Rags, " ....	126	
do sacks. ....	129,103	8,763	Railroad Ties. ....	5,950	
Feed, tons. ....	1,238	1,036	Rags, bales. ....	131	
Flax Seed, bus. ....	22,452	2,582	Square Pine Timber, cu. ft. .	574,000	510,000
Furs and Pelts, bdls. ....	8,592	2,514	Silver Ore, tons. ....	324	276½
Fresh Fish, cans. ....	148	2,455	Shingles. ....	6,202,000	
Fish, half barrels. ....	12,071		Scrap Iron, tons. ....	1,092	30
Horses and Mules. ....	17	1	Tallow, lbs. ....	475,615	2,200
Hides. ....	13,932	3,302	Telegraph Poles. ....	230	
do bales. ....	491		Wool, lbs. ....	44,710	42,070
Household Furniture, pkgs. .	1,562	52	Wheat, bush. ....	2,608,666	380,129
Iron Ore, tons. ....	540,075		Other Merchandise, tons. . .	585	80
Kaolite " ....	147		Passengers. ....	6,320	3,544

STATISTICAL VIEW of the Commerce of the Dominion of Canada, exhibiting the Value of Exports to, the Value of Goods Entered for Consumption from, Great Britain, her Colonies, and Foreign Countries, distinguishing Produce of Canada from Not Produce—Dutiable from Free Goods,—and showing the Amount of Duty collected thereon, during the Fiscal Year ending 30th June, 1878.

COUNTRIES.	GOODS EXPORTED.		GOODS ENTERED FOR CONSUMPTION.	
	Produce of Canada.	Not the Produce of Canada.	Dutiable.	Free.
		Total.		Total Duty Collected.

STATISTICAL VIEW of the Commerce of the Dominion of Canada, exhibiting the Value of Exports to, the Value of Goods Entered for Consumption from, Great Britain, her Colonies, and Foreign Countries, distinguishing Produce of Canada from Not Produce.—Dutiable from Free Goods,—and showing the Amount of Duty collected thereon, during the Fiscal Year ending 30th June, 1878.

COUNTRIES.	GOODS EXPORTED.			GOODS ENTERED FOR CONSUMPTION.			
	Produce of Canada.	Not the Produce of Canada.	Total.	Dutiable.	Free.	Total ent'd. for Consumption.	Total Duty Collected.
Great Britain .....	\$35,861,110	\$10,056,583	\$45,917,693	7 83 053 1	\$5,112,986	\$37,252,769	\$6,445,985 38
United States .....	24,381,009	719,096	25,100,105	\$23 321 3,908	24,538,371	48,006,424	4,794,599 63
France .....	341,891	27,500	369,391	1 3 468,365	76,367	1,385,003	400,600 04
Germany .....	111,317	10,937	122,254	38,6606	42,676	399,326	79,673 10
Holland .....	53,750	5,750	59,500	20959,1	3,846	213,014	308,153 30
Belgium .....	49,998	234,154	284,152	255,694	5,440	255,694	45,144 82
Spain .....	47,816	.....	47,816	271,704	1,725	277,429	87,755 88
Portugal .....	103,989	39	104,028	29,320	16,993	41,913	13,452 55
Switzerland .....	.....	.....	.....	54,637	8,541	61,178	9,855 02
Italy .....	151,861	.....	151,861	34,938	1,372	53,310	19,652 43
China .....	101,779	742	102,521	169,639	1,239	170,878	43,376 30
Japan .....	.....	47	47	212,798	.....	212,798	70,070 94
British West Indies .....	1,926,253	23,891	1,950,144	537,144	41,261	578,405	185,706 50
Spanish West Indies .....	1,035,461	4,346	1,039,807	416,908	270	417,178	151,103 50
French West Indies .....	246,003	735	246,738	6,729	14,957	21,686	2,377 69
Danish West Indies .....	69,350	5,115	74,465	5,300	10,261	15,561	2,052 59
Dutch West Indies .....	5,930	66	6,000	143,054	.....	147,879	98,662 54
British Guiana .....	189,289	606	189,895	.....	.....	.....	.....
Hayti .....	46,779	218	47,000	.....	.....	.....	.....
Australia .....	366,728	3,995	370,723	.....	.....	.....	.....
Newfoundland .....	1,838,656	256,026	2,094,682	19,639	653,026	672,665	4,921 23
St. Pierre et Miquelon .....	135,189	34,030	169,219	2,289	5,969	8,258	894 26
Sandwich Islands .....	24,689	.....	24,689	2,059	.....	2,059	469 98
South America .....	644,333	10,024	654,357	15,447	.....	15,447	6,874 10
Norway and Sweden .....	133,188	4,308	137,496	730	.....	730	79 85
Other Countries .....	122,655	7,351	130,006	137,210	48,018	185,228	24,231 54
Total .....	67,989,023	11,165,655	79,154,678	59,776,589	30,619,262	90,395,851	12,795,693 17
Coin and Bullion .....	.....	.....	1,68,989	.....	803,726	803,726	.....
Grand Total .....	.....	.....	79,323,667	59,776,589	31,422,988	91,199,577	2,795,693 17

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324  
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1,092  
5,615  
280  
4,710  
8,666  
585  
3,320

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craft.  
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60  
510 000  
276½  
80  
2,200  
42,070  
380,129  
80  
3,544



STATISTICAL VIEW of the Commerce of the Dominion of Canada, exhibiting the Value of Exports to the Value of Goods Entered for Consumption from Great Britain, Her Colonies and Foreign Countries, distinguishing produce of Canada from Not Produce, Dutiable from Free Goods, and showing the Amount of Duty collected thereon, during the Fiscal Year ending 30th June, 1879.

COUNTRIES.	GOODS EXPORTED.			GOODS ENTERED FOR CONSUMPTION.			
	Produce of Canada.	Not the Produce of Canada.	Total Exported.	Dutiable.	Free.	Total Entered for Consumption.	Total Duty Collected.
	\$	\$	\$	\$	\$	\$	\$ cts.
Great Britain .....	29,393,424	6,873,695	36,267,119	27,075,637	3,892,223	30,967,860	5,561,933 02
United States .....	25,492,029	1,007,218	26,499,247	23,806,551	18,366,849	42,173,400	5,529,150 64
France .....	454,487	269,388	714,875	1,435,556	96,635	1,532,191	501,747 90
Germany .....	107,069	5,021	112,090	396,077	44,832	440,909	104,211 80
Holland .....	9,713	.....	9,713	196,824	3,751	200,575	329,634 07
Belgium .....	39,830	600	40,430	153,616	25,415	179,031	45,107 35
Spain .....	46,196	4,400	50,596	328,793	15,056	343,849	120,385 81
Portugal .....	135,186	562	135,748	23,550	1,960	25,510	7,970 14
Switzerland .....	.....	.....	.....	90,262	4,519	94,781	16,597 54
Italy .....	148,472	.....	148,472	32,748	713	33,461	19,474 68
China .....	52,007	390	52,397	245,921	382	246,303	60,147 03
Japan .....	4,154	.....	4,154	202,649	10	202,659	67,136 31
British West Indies .....	1,943,550	12,034	1,955,584	590,205	59,882	650,087	198,898 30
Spanish West Indies .....	1,227,047	10,651	1,237,698	573,637	2,332	575,969	253,183 35
French West Indies .....	218,881	240	219,121	4,854	13,154	18,008	2,018 31
Danish West Indies .....	76,659	2,834	79,493	1,968	6,377	8,345	768 82
Dutch West Indies .....	2,098	.....	2,098	20	.....	20	3 30
British Guiana .....	245,201	172	245,373	83,828	3,914	87,742	83,350 31
Hayti .....	8,852	22	8,874	.....	.....	.....	.....
Australia .....	290,348	414	290,762	.....	1,851	1,851	.....
Newfoundland .....	1,483,727	147,957	1,631,684	8,264	583,142	591,406	3,230 76
St. Pierre et Miquelon .....	134,415	27,023	161,438	3,563	2,993	6,561	1,459 66
Sandwich Islands .....	26,555	36	26,591	2,355	26,917	29,272	587 88
South America .....	70,690	752	71,442	4,388	.....	4,388	2,591 84
Norway and Sweden .....	29,437	.....	29,437	5,945	.....	5,945	1,043 61
Other Countries .....	120,998	1,335	122,333	163,296	119,600	282,896	28,907 83
<b>Total .....</b>	<b>62,431,025</b>	<b>8,855,644</b>	<b>70,786,669</b>	<b>55,430,012</b>	<b>23,272,507</b>	<b>78,702,519</b>	<b>12,939,540 66</b>
Coin and Bullion .....	.....	.....	704,586	.....	1,639,089	1,639,089	.....
<b>Grand Total .....</b>	<b>.....</b>	<b>.....</b>	<b>71,491,255</b>	<b>55,430,012</b>	<b>24,911,596</b>	<b>80,341,608</b>	<b>12,939,540 66</b>

Imports
Animals, live
Beef, salted
fresh
Meat, salted
fresh
Meat, other
fresh
Pork, salted
preserved
Bacon and H
fresh
Poultry and
Eggs
Butter
Cheese
Lard
Fish
Wheat
Maize
Barley
Oats
Rye
Buckwheat
Peas
Beans
Wheatmeal
four
Other meal
Flour
Rice
Sago
Oth. Farinac
substances
Isinglass
Coffee
Chicory
Cocoa
Spices
Sugar & Molas
Tea
Fruit
Nuts
Potatoes
Onions (raw)
Hops
Yeast (dried)
Spirits, proof
Wine
Tobacco, raw
manufacture
Totals

IMPORTS OF FOOD INTO THE UNITED KINGDOM, IN 1877 AND 1878.

	QUANTITY.		VALUE.	
	1878.	1877.	1878.	1877.
Animals, live.....	1,145,587	1,075,248	£ 7,252,606	£ 5,924,965
Beef, salted and fresh..... cwt.	729,123	678,505	1,766,362	1,686,392
Meat, salted and fresh..... "	145,981	130,178	428,064	388,933
Meat, otherwise preserved..... "	439,900	469,003	1,315,701	1,434,234
Pork, salted and fresh..... "	389,439	303,734	659,462	608,249
Bacon and Hams..... "	4,295,151	2,820,482	8,669,310	6,889,354
Poultry and Game.....	.....	.....	403,024	319,994
Eggs..... Great hundreds.	6,530,956	6,259,880	2,511,096	2,473,377
Butter..... cwt.	1,796,517	1,637,403	9,954,053	9,543,332
Cheese..... "	1,968,859	1,653,920	4,946,686	4,771,393
Lard..... "	908,605	592,264	1,787,874	1,471,829
Fish..... "	995,923	1,071,802	1,541,830	1,640,259
Wheat..... "	49,906,484	54,269,800	27,433,444	33,885,437
Maize..... "	41,673,906	30,477,818	12,595,402	9,854,512
Barley..... "	14,156,919	12,959,526	5,542,503	5,396,019
Oats..... "	12,774,420	12,910,035	4,557,665	4,992,879
Rye..... "	342,395	241,269	125,291	96,232
Buckwheat..... "	45,813	61,424	16,067	23,006
Peas..... "	1,824,818	1,521,640	718,947	652,590
Beans..... "	1,872,182	4,589,345	749,190	1,678,549
Wheatmeal and flour..... "	7,828,079	7,377,303	6,784,197	6,808,982
Other meal and Flour..... "	867,364	220,033	542,160	148,116
Rice..... "	6,109,020	6,619,779	3,200,843	3,491,464
Sago..... "	343,601	339,882	286,883	266,385
Oth. Farinaceous substances.....	.....	.....	558,306	500,077
Isinglass..... "	6,103	5,386	118,507	101,484
Coffee..... "	1,269,677	1,608,282	5,918,481	7,768,928
Chicory..... "	120,628	109,207	76,586	60,116
Cocoa..... lbs.	18,021,626	17,056,364	687,285	558,717
Spices..... "	42,742,455	45,830,207	1,008,296	1,078,634
Sugar & Molasses cwt.	19,195,886	20,625,685	21,439,260	27,590,985
Tea..... lbs.	204,872,899	187,515,284	13,048,787	12,480,740
Fruit..... cwt.	{ 1,663,198	{ 2,043,210	5,620,539	6,255,100
..... bushels.	{ 7,368,447	{ 6,587,605		
Nuts.....	.....	.....	467,905	554,157
Potatoes..... cwt.	8,745,838	7,964,840	2,386,143	2,348,749
Onions (raw)..... bush.	2,169,480	1,964,234	414,084	435,786
Hops..... cwt.	168,834	250,039	631,567	1,170,621
Yeast (dried).... "	180,171	178,967	468,993	438,299
Spirits, proof.... gall.	12,211,963	13,733,093	156,633,408	165,788,872
Wine..... "	16,452,538	19,568,807	2,322,027	2,398,703
Tobacco, raw and manufactured.. lbs.	93,059,186	78,125,149	5,988,685	7,138,966
Totals.....	.....	.....	£168,630,249	£178,789,108

25,907 83  
282,896  
12,989,540 66  
78,702,519  
1,689,089  
119,600  
23,272,607  
1,689,089  
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12,989,540 66  
169,296  
55,430,012  
55,430,012  
122,333  
70,786,686  
704,586  
71,491,265  
1,835  
8,355,644  
20,451  
120,998  
62,431,025  
Total  
Coin and bullion  
Grand Total

WHAT CANADA EXPORTS.

The following table shows summarily the values of Exports from the Dominion during fiscal years ending 30th June, 1877, 1878 and 1879 :

	1877.	1878.	1879.
<b>The Mine.</b>			
Coal.....	\$ 855,968	\$ 1,210,689	\$ 937,268
Gold-bearing Quartz, Dust, &c.....	1,189,075	1,031,509	944,095
Oils—Mineral.....	900,542	9,423	97,049
Ores—Copper, Silver, Iron and Lead.....	402,041	287,425	683,236
Other produce of Mine.....	296,414	307,301	421,253
<b>Fish.</b>	5,721,289	6,665,138	6,690,171
<b>The Fishery.</b>			
Fish.....	120,785	131,550	131,319
Oils, Fish.....	32,286	57,287	106,581
Furs, Skins, and other produce of Fish.....	22,538,417	19,210,886	13,006,432
<b>Wood, Timber, Lumber, &amp;c.</b>	471,832	300,689	255,027
Ashes—Pot and Pearl.....	2,138,146	3,216,102	4,612,557
<b>Animals and their Produce.</b>			
Animals (living).....	3,073,409	2,382,237	2,101,897
Provisions—Butter.....	3,748,575	3,997,521	3,790,800
"    Cheese.....	534,891	646,574	674,083
"    Eggs.....	2,096,777	1,263,440	587,442
"    Pork, Lard, Beef, Hams, Bacon, &c.....	1,322,757	1,341,270	1,191,356
Furs.....	698,974	707,319	691,894
Wool.....	607,128	465,394	551,065
Other Produce of Animals.....	11,882,085	16,471,657	17,325,841
<b>Agricultural Products.</b>			
Breadstuffs.....	1,460,556	536,483	1,444,030
Potatoes, Vegetables.....	1,346,735	1,000,614	858,593
Other Articles.....	4,105,422	4,127,755	2,700,221
Manufactured Articles.....	3,081,616	401,871	386,999
Miscellaneous Articles.....	65,864,880	65,740,134	60,089,573
Coin (Bullion).....	733,739	168,989	704,586
Estimated amount short returned at Inland Ports.....	2,165,966	2,249,606	2,341,447
<b>Total.....</b>	<b>68,764,285</b>	<b>68,168,789</b>	<b>63,135,611</b>
<b>Grand Total of Exports—produce and not the produce of the Dominion.....</b>	<b>75,875,393</b>	<b>79,323,667</b>	<b>71,491,255</b>

STATEMENT showing the values of total Exports, Imports, and Goods entered for Consumption in the Dominion, with the Duty collected thereon, for twelve years.

Fiscal Year ending 30th June,	Total Exports.	Total Imports.	Entered for Consumption.	Duty.
1868.....	\$57,567,888	\$73,459,644	\$71,985,306	\$ 8,519,431 63
do do 1869.....	60,474,781	70,415,165	67,402,170	8,298,909 71
do do 1870.....	73,573,490	74,814,339	71,237,663	9,462,940 44
do do 1871.....	74,173,618	96,092,971	86,947,482	11,843,655 75
do do 1872.....	82,639,663	111,430,527	107,709,116	13,045,493 50
do do 1873.....	89,789,922	128,011,281	127,514,594	13,017,730 17
do do 1874.....	89,351,928	128,213,582	127,404,169	14,421,832 67
do do 1875.....	77,886,979	123,070,233	119,618,657	15,361,332 19
do do 1876.....	80,966,435	98,210,346	94,733,213	12,833,114 48
do do 1877.....	75,875,393	99,327,962	96,300,433	12,548,451 09
do do 1878.....	79,323,667	93,081,787	91,199,577	12,735,633 17
do do 1879.....	71,491,255	81,964,427	80,341,608	12,939,540 66
<b>Aggregate for twelve years.....</b>	<b>913,115,019</b>	<b>1,173,092,314</b>	<b>1,142,393,938</b>	<b>145,388,225 39</b>

VALUES

FR
Great Britain.....
United States.....
France.....
Germany.....
Spain.....
Portugal.....
Italy.....
Holland.....
Belgium.....
B. N. A. Provi.....
British West.....
Spanish West.....
French West.....
Other W. Ind.....
South Ameri.....
China and Jap.....
Switzerland.....
Australia.....
South Africa.....
Other Countr.....
<b>Totals.....</b>

TOTALS

TO
Great Britain.....
United States.....
France.....
Germany.....
Spain.....
Portugal.....
Italy.....
Holland.....
Belgium.....
B. N. A. Provi.....
British West.....
Spanish West.....
French West.....
Other W. Ind.....
South Ameri.....
China and Jap.....
Australia.....
South Africa.....
Other Countri.....
<b>Totals.....</b>

AGG

WITH
Great Britain.....
United States.....
France.....
Germany.....
Spain.....
Portugal.....
Italy.....
Holland.....
Belgium.....
B. N. A. Provi.....
British West I.....
Spanish West I.....
French West I.....
Other W. India.....
South America.....
China and Jap.....
Switzerland.....
Australia.....
South Africa.....
Other Countries.....
<b>Totals.....</b>



VALUES OF GOODS ENTERED FOR CONSUMPTION DURING SIX YEARS.

FROM	1874.	1875.	1876.	1877.	1878.	1879.
Great Britain.....	\$63,076,437	\$60,347,067	\$40,734,260	\$39,572,239	\$37,431,180	\$30,993,130
United States.....	54,283,072	50,805,820	46,070,033	51,312,659	48,631,739	43,739,219
France.....	2,302,500	1,941,298	1,840,877	1,410,732	1,385,003	1,532,191
Germany.....	956,917	748,423	482,587	370,594	399,326	440,900
Spain.....	458,067	383,484	436,034	278,098	277,429	343,849
Portugal.....	109,544	66,006	71,655	45,465	41,913	25,510
Italy.....	46,885	43,938	40,412	29,250	53,310	33,461
Holland.....	256,138	231,779	267,079	262,557	213,914	200,575
Belgium.....	293,659	278,111	361,055	251,812	255,694	179,031
B. N. A. Provinces.....	1,088,468	94,224	774,586	641,642	672,665	639,406
British West Indies.....	919,517	1,023,148	868,846	649,716	578,405	650,087
Spanish West Indies.....	1,349,235	1,116,440	631,140	563,451	417,178	575,969
French West Indies.....	30,502	46,592	47,158	25,022	21,686	18,008
Other W. India Islands.....	17,479	8,224	68,969	13,620	16,580	8,395
South America.....	473,539	278,795	287,553	4,971	15,447	4,388
China and Japan.....	1,224,506	657,426	948,239	418,606	383,676	448,962
Switzerland.....	139,674	116,128	56,168	69,066	61,178	94,781
Australia.....		490	50			1,851
South Africa.....		373,716	290,359	97,394	45,019	106,592
Other Countries.....	396,839	247,617	456,158	352,579	299,135	305,324
Totals.....	127,404,169	119,618,657	94,733,218	96,300,483	91,199,577	80,341,608

VALUES OF EXPORTS DURING SIX YEARS.

TO	1874.	1875.	1876.	1877.	1878.	1879.
Great Britain.....	\$45,003,882	\$40,032,902	\$40,723,477	\$41,567,469	\$45,941,539	\$36,295,718
United States.....	36,244,311	29,911,983	31,933,459	25,775,245	25,244,898	27,165,501
France.....	267,212	212,767	553,935	319,330	369,391	714,875
Germany.....	65,511	91,019	125,768	34,324	122,254	112,090
Spain.....	960	7,300	9,417	62,659	47,816	50,596
Portugal.....	133,463	170,784	127,540	129,960	104,025	135,748
Italy.....	190,211	170,408	142,787	213,692	151,861	148,472
Holland.....	14,905	28,724	39,816	34,303	53,750	9,713
Belgium.....	240,494	59,563	13,825	66,912	49,998	40,430
B. N. A. Provinces.....	1,569,079	1,901,831	1,900,891	2,112,106	2,094,682	1,641,417
British West Indies.....	1,997,073	2,283,973	2,148,491	2,194,649	1,950,144	1,955,584
Spanish West Indies.....	1,255,121	1,042,001	1,446,129	1,284,375	1,089,807	1,237,598
French West Indies.....	380,609	371,477	292,966	160,212	246,738	219,121
Other W. India Islands.....	145,988	248,055	87,705	149,622	127,458	88,867
South America.....	1,212,973	785,797	688,209	651,625	654,357	741,442
China and Japan.....	39,222	37,046	23,075	37,149	102,568	56,551
Australia.....	93,738	181,938	79,643	185,610	370,723	290,762
South Africa.....	3,316	30,834	33,964	23,170	46,395	45,615
Other Countries.....	428,855	318,577	914,309	812,981	605,290	541,755
Totals.....	89,351,928	77,886,979	80,966,435	75,875,393	79,323,667	71,491,255

AGGREGATE TRADE OF THE DOMINION DURING SIX YEARS.

WITH	1874.	1875.	1876.	1877.	1878.	1879.
Great Britain.....	\$108,083,642	\$100,379,969	\$83,474,320	\$81,139,708	\$83,372,719	\$67,298,843
United States.....	90,524,060	80,717,803	75,986,909	77,079,914	73,876,637	70,904,720
France.....	2,569,712	2,154,065	2,394,812	1,730,062	1,764,394	2,247,066
Germany.....	1,022,428	839,442	608,355	404,918	521,580	552,999
Spain.....	459,027	390,784	445,451	340,757	325,245	394,445
Portugal.....	294,007	239,790	199,195	175,425	145,941	161,255
Italy.....	236,296	214,366	183,199	242,942	205,171	181,933
Holland.....	271,043	260,503	297,895	296,860	296,764	210,288
Belgium.....	534,153	337,674	374,830	318,724	305,692	219,431
B. N. A. Provinces.....	2,657,547	2,806,055	2,675,477	2,753,748	2,767,347	2,280,823
British West Indies.....	2,916,595	3,307,121	3,017,337	2,835,305	2,528,549	2,605,671
Spanish West Indies.....	2,595,356	2,158,441	1,777,269	1,847,826	1,456,985	1,813,567
French West Indies.....	411,111	415,069	340,153	185,234	268,424	237,129
Other W. India Islands.....	163,467	256,279	156,674	163,242	144,038	96,732
South America.....	1,686,508	1,064,593	975,762	656,596	669,804	745,830
China and Japan.....	1,263,728	694,472	971,314	455,755	486,244	505,513
Switzerland.....	139,674	116,128	56,168	69,066	61,178	94,781
Australia.....	98,738	182,339	79,633	185,610	370,723	292,613
South Africa.....	3,316	404,550	314,323	120,564	91,384	152,107
Other Countries.....	825,694	566,194	1,370,467	1,165,560	904,425	847,079
Totals.....	216,756,097	197,505,636	175,699,653	172,175,876	170,523,244	151,832,863

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6,690,71  
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674,093  
587,442  
1,191,356  
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551,065  
17,325,841  
1,444,030  
858,593  
2,700,281  
386,939  
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8,298,909 71  
9,462,940 44  
11,843,656 75  
13,045,493 60  
13,017,730 17  
14,421,882 67  
15,361,932 11  
12,833,114 48  
12,548,451 79  
12,795,693 17  
12,939,540 66  
145,388,225 39

## THE FISHERIES OF THE DOMINION.

The total value of yield of the Fisheries within the Dominion of Canada for the year ending 31st December, 1879, was \$13,529,254; for 1878, \$13,215,678; for 1877, \$12,029,957; for 1876, \$11,147,590; the increase in four years being \$2,381,664. The value of export of the Fisheries for year ending 30th June, 1879, was \$7,072,203, a nominal increase over the preceding year, but as compared with 1876 an increase of \$1,571,314. The largest customers for these products were the United States, who took about 28 per cent. of the whole export; Great Britain follows next with 22 per cent. (the exports to the Mother-country having doubled during the last two years); and the British West Indies claim nearly the same proportion.

The total value of the exports of Fish and Oils from the Dominion for the last four fiscal years are shown in the following table:—

	1876.	1877.	1878.	1879.
Great Britain.....	\$ 687,101	\$ 808,330	\$ 1,085,088	\$ 1,535,237
United States.....	1,475,419	1,317,917	2,392,217	2,001,679
Portugal.....	51,836	53,500	50,979	102,795
Italy.....	139,387	213,580	144,181	146,173
Newfoundland.....	50,299	55,092	85,305	16,065
British West Indies.....	1,348,637	1,633,868	1,426,490	1,413,938
Spanish West Indies.....	825,287	958,850	841,193	984,069
French West Indies.....	239,724	143,801	223,237	191,190
Danish West Indies.....	52,886	30,452	35,827	49,651
South America.....	297,609	338,734	381,415	337,705
Madeira.....	14,960	14,601	15,363	10,097
British Guiana.....	190,661	167,965	125,831	177,215
Hayti.....	90,991	59,476	28,246	6,125
Australia.....	16,492	25,953	57,368	51,384
Other Countries.....	19,700	52,241	36,626	45,880
Totals.....	5,500,989	5,874,360	6,929,366	7,072,203

An examination of the particulars given in subsequent pages relating to the extent and value of the trade of Brasil, will afford good reason for expecting that the exports to South America noted in the foregoing table will soon experience a decided increase.

The value of Fish imported into Canada during the year ending 30th June, 1879, is \$1,191,211, the United States and Newfoundland supplying the bulk of the same in about equal proportions.

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There are some important particulars relating to the Fisheries of British North America, &c., which deserve to be recorded here. They are collated from published correspondence of Rev. M. Harvey, of St. John's, Newfoundland.

1. By a comparison of several years, it has been shown that the annual catch of Codfish, on the banks and on the shores of Newfoundland and Labrador, is as follows :

By United States Fishermen .....	1,500,000	qtls.
French Fishermen .....	1,000,000	"
British Fishermen .....	1,500,000	"
Total .....	4,000,000	"

The number of Fish required to make up this very large aggregate (at 50 to the qtl.) is 200,000,000, and the value (at 16s. sterling per qtl.) \$16,000,000.

The yearly catch on the banks and on the shores of Newfoundland amounts 2,750,000 qtls.

2. The Fisheries of the Dominion, to which more special reference has already been made, afford employment as follows :

Decked Vessels, about .....	1,000
Open Boats .....	17,000
Men .....	42,000
Persons supported, estimated at .....	200,000
Annual value of product .....	\$13,529,254

3. The whole population of Norway is only about 2,000,000, while the average annual value of the Fisheries of that nationality is £3,200,000 sterling. The Norwegians are the great rivals of British North Americans in the markets of Europe for Codfish ; for, although their fish are inferior, their skill and care in curing give prestige to the product. The number of boats employed in the fisheries of Norway is nearly 6,000, one-fifth of the number using nets and the remainder lines.

4. The annual value of the French Fisheries is about £3,500,000 ; of this amount, an official return gave 9,981,547 francs as the value of Codfish taken in Newfoundland waters, the vessels employed having been 190, of 23,036 tons, employing 3,400 men.

The average catch of Cod in the French Colonies of St. Pierre and Miquelon during a period of five years, ended 1871, was 15,425,086 kilogrammes, a kilo. being equal to 2.205, or a trifle less than 2½ lbs. The average number of ships employed in these French Fisheries during five years, ended in 1874, was 76, and 590 men,—total tonnage, 12,386, the number of fishermen being 5,335.



5. Professor Hinde makes the following somewhat different estimate of the annual value of different Fisheries :

British European Sea Fisheries .....	\$34,000,000
British American Sea Fisheries .....	20,000,000
United States .....	13,030,821
France .....	12,166,666
Norway .....	6,250,219

## TRADE IN DAIRY PRODUCE.

The figures in the following table show exportations of Butter during a period of ten years.

Fiscal Years ended 30th June.	Product of Canada.		Not Product of Canada		Total.	
	Quantity. lbs.	Value. \$	Quantity. lbs.	Value. \$	Quantity. lbs.	Value. \$
1870	12,259,887	2,353,370	.....	.....	12,259,887	2,353,370
1871	15,439,266	3,065,229	.....	.....	15,439,266	3,065,229
1872	19,068,448	3,612,679	.....	.....	19,068,448	3,612,679
1873	15,208,633	2,808,979	7,710	1,546	15,216,343	2,810,525
1874	12,233,046	2,620,305	2,843	713	12,235,889	2,621,018
1875	9,268,044	2,337,324	62,726	12,803	9,330,770	2,350,127
1876	12,250,066	2,540,894	142,301	38,537	12,392,367	2,579,431
1877	14,691,789	3,073,409	787,761	151,572	15,479,550	3,224,981
1878	13,006,626	2,382,237	497,491	1,960	13,504,117	2,447,197
1879	14,307,977	2,101,897	228,265	36,550	14,536,242	2,138,447

The figures in the following table show exportations of Cheese during a period of ten years.

Fiscal Years. ended 30th June.	Product of Canada.		Net Product of Canada		Total.	
	Quantity. lbs.	Value. \$	Quantity. lbs.	Value. \$	Quantity. lbs.	Value. \$
1870	5,827,782	674,486	.....	.....	5,827,782	674,486
1871	8,271,439	1,109,906	.....	.....	8,271,439	1,109,906
1872	16,424,025	1,840,284	.....	.....	16,424,025	1,840,284
1873	19,483,211	2,280,412	24,072	2,832	19,507,283	2,283,244
1874	24,050,982	3,523,201	298,820	33,354	24,349,802	3,556,555
1875	32,342,030	3,886,226	221,894	26,756	32,563,924	3,912,982
1876	35,024,090	3,751,268	2,861,166	298,740	37,885,256	4,050,008
1877	35,930,524	3,748,575	1,770,397	149,393	37,700,921	3,897,968
1878	38,054,294	3,997,521	1,316,845	123,780	39,371,139	4,121,301
1879	46,414,035	3,790,300	3,202,380	244,450	49,616,415	4,034,750

An inspection of the foregoing tables shows that dairy products form an important item in the exports of the Dominion, the aggregate annual value of Butter and Cheese shipped averaging over 10 per cent. of the whole value of domestic exports. The value of these articles exported

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during the fiscal year 1878-9 was \$5,892,197, being a decrease of about half a million dollars from the previous year, and a million dollars less than 1876-7, which is the largest year, by value, on record. The years 1874 to 1877 were probably the most profitable ones to the producers, as the quantity in those years bears a considerably less ratio to the value than in 1878 or 1879, particularly the latter year, when the quantity of Butter exported was slightly larger than the average of the four earlier years, and the quantity of Cheese was 30 per cent. greater, while their aggregate value was nearly half a million dollars less than the average of the years stated. Analyzing the tables separately, it will be observed that the value of export of Butter for 1879 is the smallest during the last decade, and about half a million dollars below the average, while the quantity is about one million pounds above the average of that period. The average value per lb. for a series of years is as follows:—year ending 30th June, 1879, 14½c.; 1878, 18¼c.; 1877, 20¾c.; 1876, 20¾c.; 1875, 25½c.; 1874, 21½c.; 1873, 18½c. Turning to the Cheese table, it will be seen that the trade has assumed its present proportions within a decade. The total quantity exported during the year 1878-9 was 49,616,415 lbs., being the largest quantity on record, showing an increase of 10,000,000 lbs. over the previous year, and about double the average of the earlier years given in the table. As to the total yearly value, it will be observed it has not increased in the same ratio as the quantity, having been for the last five years nearly stationary; the average value per lb. for a series of years is as follows:—year ending 30th June, 1879, 8¼c.; 1878; 10½c.; 1877, 10¼c.; 1876, 10¾c.; 1875, 12c.; 1874, 14½c.; 1873, 11¾c. The following extract from the "Grocer" of London, England, referring to the International Dairy Fair, held at New York, is most satisfactory evidence of the high reputation for quality that Canadian Cheese is attaining:—

"The show is pronounced by all who were there to have been the finest display of cheese ever seen in America. The sweepstake prize of \$100 for the best cheese made anywhere was carried off with Canadian cheese exhibited by Messrs. A. Hodgson & Sons, of Montreal, Belleville and Brockville, Canada, who also took the first and second prizes for the finest Canadian cheese. The cheese entering into competition for the sweepstakes was composed of the first prize cheese from each State in the United States, and from each class in which premiums were offered. This included a lot of English Stiltons shown by Mr. Nuttall, also other lots of English cheese shown by Mr. George Walley, of Nantwich, and Messrs. W. and J. Allen, of Wiltshire, also several lots of English cheese which took leading prizes at the fair of the Dairy Farmers' Association, held at the Agricultural Hall in London, in October last, and set out by Mr. F. B. Thurber, for competition. These facts are sufficient to show farmers on this side the good quality of the Canadian cheese shown against some of the finest dairies sent out from England. The scale of points upon which the judges formed their opinions were as follows:—Make 12, flavour 12, texture 8, colour 8, keeping properties 10; and a member of the Committee said after-

wards, "That Canada cheese was like a fine old English Cheddar." As was anticipated, Canada was looked upon as a formidable rival to New York State, and although this decision was a disappointment to many it was hardly a surprise. Hitherto, New York State has boasted of making the finest cheese in America, and some of the leading factories are well known on this side as being in many cases quite equal to many English dairies; yet it seems now that Canada is likely to become a formidable rival, not only with our American cousins, but also with our own makes. The year previous Mr. Jubal Webb, of London, carried off the sweepstake prize with English cheese, and Canada took second place, and New York third.

The principal customers of Canada, for Butter, in 1879, were:—Great Britain, to the extent of 12,859,274 lbs.; United States, 292,852 lbs.; and Newfoundland, 1,161,508 lbs. Of Cheese, in 1879, 47,160,808 lbs. were shipped to Great Britain, and 2,311,776 lbs. to the United States.

Eggs.—The following figures for ten fiscal years are from the Trade and Navigation Returns:—

	Dozens.	Value.
1870.....	2,460,687	314,812
1871.....	3,312,145	424,033
1872.....	3,724,977	454,511
1873.....	3,753,781	509,447
1874.....	4,407,534	587,599
1875.....	3,521,068	434,273
1876.....	3,880,813	508,425
1877.....	5,025,953	534,891
1878.....	5,268,170	647,144
1879.....	5,440,828	574,095

It will be observed that, comparing the quantities of Eggs exported during the fiscal year 1877-78 with those of 1878-9, the trade was not so remunerative in the latter year; the average price per dozen being 10½c. for 1878-9 and 12½c. for 1877-78, previous years averaging a fraction of a cent more. As usual, the bulk of the export was to the United States, 5,167,738 dozens being sent thither.

The enormous quantities of Eggs imported into Great Britain during 1877 and 1878, will be seen by referring to the table on p. 41.

STATEMENT,  
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IMPORTS.	N
1874-5	1.2
1875-6	1.5
1876-7	1.4
1877-8	1.5
1878-9	1.5

EXPORTS.	N
1874-5	4.3
1875-6	4.3
1876-7	8.3
1877-8	14.2
1878-9	16.6

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## THE CATTLE EXPORT TRADE.

STATEMENT, shewing the number and value of Live Stock imported into and exported from Canada during the past five fiscal years ending 30th June.

IMPORTS.	Horses.		Horned Cattle.		Swine.		Sheep.		Total Value.
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	
1874-5	1,225	\$ 59,202	4,580	\$105,655	58,729	\$816,153	8,690	\$ 18,777	\$999,787
1875-6	1,580	82,101	6,397	164,491	51,885	622,659	11,856	23,240	892,491
1876-7	1,476	76,966	8,056	221,337	13,611	181,097	11,617	21,817	501,217
1877-8	1,590	61,308	5,597	133,796	14,704	116,922	10,566	20,444	382,410
1878-9	1,563	64,442	6,174	238,868	16,215	115,523	11,383	23,097	441,930
EXPORTS.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	Total Value.
1874-5	4,382	\$ 460,672	38,968	\$ 923,522	16,779	\$ 152,252	242,438	\$637,561	\$2,074,007
1875-6	4,300	443,038	25,898	645,449	3,886	14,541	141,187	507,533	1,610,566
1876-7	8,341	795,144	24,127	846,520	2,093	11,811	209,899	583,020	2,236,495
1877-8	14,207	1,277,928	30,456	1,214,773	3,201	23,255	242,989	699,337	3,215,293
1878-9	16,655	1,377,944	49,257	2,294,286	6,498	61,147	308,393	989,613	4,722,990

A glance at the foregoing table will show what rapid strides the export cattle trade has made in the last three years. The total value of Live Stock exported for year 1878-9 was \$4,722,990, against \$2,074,007 in 1874-5, an increase of \$2,648,983, nearly the whole of which is in exports to Great Britain, which were almost nominal in the earlier year, that trade then being in its infancy. The bulk of the exports were formerly to the United States and Newfoundland. Another cause for congratulation is that, while the exports have been increasing, the imports from the U. S. have been decreasing: in 1874-5 they were \$999,787 or about 50 per cent. of the exports; in 1878-9 they had fallen to \$441,930 or less than 10 per cent. of the exports, showing that this large increase in the trade was supplied by home-raised cattle.

The Government Inspector at Montreal, Mr. Duncan McEachran, M.R.C.V.S., in his report to the Minister of Agriculture, dated 31st December, 1879, says:

The shipping season now closed has been the most successful since exportation of live stock from the Dominion to Europe began, owing to the prohibition of American cattle from entering our ports, which was considered necessary on account of the prevalence of contagious pleuro-pneumonia in the United States. The prospects of the carrying companies, so far as stock were concerned, were not so encouraging; in fact, it was generally believed that all the available stock in Canada would be carried in a few weeks. This conclusion was doubtless arrived at from the fact that in 1877 the total exports via the St. Lawrence only amounted to 6,940 cattle, 9,509 sheep, and 430 swine, and in 1878 to 18,655 cattle, 41,250 sheep, and 2,078 swine; and before the ports were closed against American stock, which it is well known contributed fully one-half, if not two-thirds, of the whole, it was not an unreasonable conclusion to arrive at, that eight or ten thousand would be about the outside number of cattle fit for shipment. In making the calculation, however, the follow-

ing facts had been overlooked, viz. : up till 1877, with the exception of a few animals used by our meat-preserving companies, our only markets were for home consumption and the United States, and the prices obtained by our farmers were far from remunerative, consequently no special effort was made to raise beef cattle in large numbers ; but, since the opening up of the European markets, a stimulus has been given to cattle breeding, and the number fed and bred have been enormously increased. They forgot that, at a low estimate, the numbers of animals in the Dominion represent the following figures : 3,255,362 cattle, 3,944,424 sheep, and 1,707,604 swine, and that by a little effort our farmers could, in a few years, greatly increase their numbers by natural production, and by rearing thousands of calves which were previously not considered worth rearing. Such, in fact, proved to be the case to a certain extent. The farmers turned their attention to cattle breeding and feeding, and when the shipping season opened the difficulty lay not with the steamers to find cargoes, but with the shippers to find steamers.

Such was the activity of the trade that several lines (the Allan, the Dominion, the Beaver, the London, and the Donaldson, besides a number of outside lines) converted a large number of their passenger and freight steamers into cattle carrying boats.

Not only did space continue in demand, but rates ruled in some cases about double that paid to steamers from Boston.

Mr. C. H. Chandler, of this city, in his annual circular gives the following figures of the shipments of Live Stock via the River St. Lawrence to Great Britain :—

1878.	EXPORT VALUE.	1879.	EXPORT VALUE.
Cattle, 18,655 .....	\$1,678,950 00	Cattle, 26,176 .....	\$1,911,000 00
Sheep, 41,250 .....	330,000 00	Sheep, 78,780 .....	631,000 00
Horses, 690 .....	82,200 00	Horses, 386 .....	84,000 00
Hogs, 2,027 .....	26,375 00	Mules, 74 .....	7,500 00
	<u>\$2,117,525 00</u>	Hogs, 3,391 .....	47,500 00
Amount paid for Supplies.	94,827 00		<u>\$2,681,000 00</u>
		Amount paid for Supplies.	124,100 00

Of the stock exported to Great Britain in 1878 there were 9,070 cattle and 500 sheep that came from Chicago, raised in the North-western States, while in 1879 the whole were Canadian-grown excepting 1,400 sheep and 74 mules.

While there is a remarkable increase in numbers, the percentage of death is much less than in previous years, especially cattle, which is due to several causes, one, very important, is the thorough inspection of the health and condition of stock before loading on the ship, by the Government Inspector, Mr. Duncan McEachran, M.R.C.V.S., and assistants, who refuse to issue certificates of clearance if the animals are pronounced diseased or too crowded on the ship. There has been great increase of ventilation of the ships, and still more will be made ; also many modern improvements introduced, which add to the comfort and safety of the animals.

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## THE CANADIAN LUMBER TRADE.

Table shewing, by countries, the value of Exports of the products of the Forest, the growth of the Dominion, with totals for the last ten years.

Fiscal year ending 30 June.	Great Britain.	United States.	West Indies & South America.	Other Countries.	TOTAL VALUE.
	\$	\$	\$	\$	\$
1879.....	7,328,313	4,231,484	911,209	790,453	13,261,459
1878.....	13,271,372	4,481,053	749,597	1,009,553	19,511,575
1877.....	16,737,568	4,522,508	909,315	840,858	23,010,249
1876.....	14,031,591	4,973,354	911,074	421,450	20,337,469
1875.....	16,304,045	6,355,902	1,274,637	847,196	24,781,780
1874.....	14,928,403	9,654,890	1,835,333	399,089	26,817,715
1873.....	13,749,755	12,498,417	2,338,644		28,586,816
1872.....					23,685,382
1871.....					22,352,211
1870.....					20,940,434

Table shewing the quantity and value of Exports of the products of the Forest, the growth of the Dominion, distinguishing between Deals, Planks, Boards and Joists, Square Lumber and other, under countries to which exported, for fiscal year ending 30th June, 1879, with totals for previous nine years:—

Countries to which Exported	DEALS.		PLANKS, BOARDS AND JOISTS.		SQUARE LUMBER		OTHER.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Value.
	St. Hd.	\$	M. Feet.	\$	Tons.	\$	\$
Gt. Britain.	195,949	4,883,692	15,419	180,916	199,615	1,800,513	463,192
U. States ..	368	7,420	327,946	2,914,780	1,202	7,372	1,401,912
West India & S. Amer..	74	3,053	68,984	727,504	8	162	180,590
Other Cont.	14,020	349,454	33,677	295,996	8,686	119,840	690,353
Total 1879.	210,411	5,243,619	446,026	4,119,196	209,511	1,927,887	2,736,047
" 1878.	264,465	7,921,281	437,900	4,375,152	364,167	4,714,515	2,500,627
" 1877.	270,284	8,497,042	425,220	4,513,407	651,192	7,066,158	2,933,642
" 1876.	236,318	8,076,214	421,664	4,647,470	467,012	5,024,755	2,379,625
" 1875.	219,921	8,726,623	579,686	6,224,781	571,112	6,658,620	3,171,756
" 1874.	340,333	8,171,223	911,794	9,221,141	448,631	5,488,353	3,936,998
" 1873.	264,861	6,372,615	901,734	11,357,099	567,375	6,216,128	4,640,974
" 1872.	184,536	5,341,580	882,001	8,527,249	628,765	6,309,912	3,506,641
" 1871.	148,096	5,021,762	829,550	8,355,874	568,806	5,628,630	3,345,945
" 1870.	169,988	5,143,697	846,882	8,256,599	565,537	4,525,595	3,014,543

The Lumber trade, which for many years formed the largest item in Canadian Exports, has felt most severely the general commercial depression of the past five or six years, as an examination of the above tables will clearly shew. The value of the total export of Lumber for the fiscal year 1879 was only \$13,261,459 against \$19,511,575 in 1878,



being a decrease of \$6,250,116, or about 32 per cent., and as compared with the largest yearly export, 1873, when values aggregated \$28,586,816, the falling off is considerably more serious, the difference being \$15,325,357, or about 54 per cent., the decrease being larger than the entire export for the latter year. It should be noted that the decrease in these exports from 1873 to 1878 was almost entirely in the shipments to the United States, they amounting in the earlier year to \$12,498,417, and in the latter year only to \$4,481,053; the figures for the same years for Great Britain are nearly equal, being in 1873, \$13,749,755, and in 1878, \$13,271,372; but taking the figures for 1879 it will be seen that while the values of the exports to the United States shew no material difference from 1878, those to Great Britain have declined from \$13,271,372 in 1878 to \$7,328,513, in 1879. It is satisfactory, however, to note that the supplementary returns of exports for the last six months of 1879, exhibit a slight improvement in those of Lumber over the corresponding six months of 1878, the amounts respectively being \$10,304,081 and \$9,257,471. This indication that the trade is reviving is confirmed by reports from Lumber dealers, that the close of 1879 and the opening of 1880 brought an improved demand, chiefly from the States, and that better prices were being obtained, which have often ruled ruinously low during late years,—in which connection it may be remarked that the heavy decline in the value of Lumber exports, while mainly attributable to decreased demand, has been aggravated by low prices. The trade with South America has also decidedly improved, the exports from Montreal to the River Plate, which had decreased from 36,073,919 feet in 1873 to 3,437,000 feet in 1876, has increased to 12,476,150 feet in 1879. The following table and remarks are compiled from the circular of Messrs. J. Bell, Forsyth & Co., of Quebec, for December last; the tables giving a comparative statement of the supply, export and stock of Lumber at Quebec for a number of years.

ARTICLES.	SUPPLY.					Average of 5 years' Supply.	
	From Returns from Supervisor and others, for years ending 1st December.					1870 to 1874	1875 to 1879.
	1875.	1876.	1877.	1878.	1879.		
<b>TIMBER.</b>							
Oak ..... Feet	2,873,607	2,595,729	3,927,555	1,516,223	835,998	3,534,748	2,349,821
Elm ..... do	878,636	426,837	1,089,475	177,653	336,461	1,295,503	581,812
Ash ..... do	322,339	392,957	253,845	40,595	17,161	414,128	205,379
Birch ..... do	151,547	522,389	192,628	198,811	121,096	519,149	237,294
Tamarac ..... do	196,142	303,524	76,429	29,305	6,691	138,243	122,418
White Pine ..... do							
Do Square do	9,245,545	15,994,360	14,849,594	7,917,756	2,510,762	11,788,208	10,108,603
Do Waney do	1,644,098	3,249,373	3,629,729	1,846,640	1,599,635	3,033,452	2,393,895
Red Pine ..... do	1,721,077	1,709,622	1,198,389	1,359,756	741,499	1,992,818	1,346,074
<b>STAVES.</b>							
Standard ..... Mille	1,010	958	1,093	370	180	1,749	709
Puncheon ..... do	800	565	1,307	564	169	3,222	681
Barrel ..... do	5					71	1
<b>DEALS.</b>							
Pine ..... Standard	5,780,126	6,073,378	5,881,854	3,946,751	3,007,573	5,094,728	4,927,936
Spruce ..... do	2,212,845	2,574,241	3,826,269	3,276,052	2,474,865	1,531,651	2,872,854
<b>LATHWOOD.</b>							
Red Pine and Hemlock ..... } Cords	920	1,231	1,698	1,535	104	354	1,107

ARTICLE  
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ARTICLES  
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WHITE PINE,  
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ARTICLES.	EXPORT.					Average of 5 years' Export.	
	From Customs' Returns for years ending 1st December.					1870 to 1874	1875 to 1879.
	1875.	1876.	1877.	1878.	1879.		
<b>TIMBER.</b>							
Oak ..... Feet	2,208,040	3,243,520	3,632,200	1,677,360	1,681,000	3,130,712	2,488,424
Elm. .... do	619,800	947,360	1,013,200	559,760	544,040	1,162,536	796,832
Ash. .... do	248,080	341,480	300,040	139,880	172,480	271,136	240,392
Birch. .... do	238,360	466,800	507,320	202,760	196,480	504,128	322,344
Tamarac. .... do	600	2,960	2,640	1,040	.....	10,576	1,448
White Pine, Square do							
Do Waney do	10,099,000	13,883,600	14,897,800	8,149,120	5,300,440	13,684,752	10,465,992
Red Pine. .... do	1,519,240	1,831,360	1,961,360	1,249,840	813,900	1,625,440	1,475,120
<b>STAVES.</b>							
Standard ..... Mille	881	1,320	1,239	598	660	1,594	939
Puncheon. .... do	1,489	1,917	2,759	1,152	843	2,649	1,632
Barrel. .... do							
<b>DEALS.</b>							
Pine. .... Standard	4,618,944	5,632,474	5,341,329	3,692,996	4,202,219	4,890,508	4,697,592
Spruce. .... do	1,715,288	2,046,650	2,978,237	2,889,661	2,852,500	1,610,037	2,196,457
<b>LATHWOOD.</b>							
Red Pine and Hemlock. .... } Cords	1,553	1,444	1,727	1,332	595	1,339	1,330

ARTICLES.	TOTAL STOCK.		Average of 5 years' Stock.				Average of 5 years' Stock.	
	Including Merchantable and Culls, On the 1st December.		1868 to 1872	1873 to 1877	1878.	1879.	1878 to 1874	1875 to 1879.
	1876.	1877.						
<b>TIMBER.</b>								
Oak ..... Feet	2,413,187	2,148,035	1,349,088	2,630,364	2,078,498	1,149,200	1,709,239	2,219,255
Elm. .... do	1,167,304	1,049,515	1,009,651	1,238,502	652,747	331,539	1,114,498	981,760
Ash. .... do	661,433	533,770	225,516	563,922	450,612	265,840	350,988	523,059
Birch. .... do	275,934	82,825	54,615	211,396	116,195	31,629	127,595	144,734
Tamarac. .... do	191,088	132,539	125,762	168,396	159,931	85,727	110,597	166,569
White Pine. .... do								
Square. .... do	12,167,012	13,804,072	10,170,754	11,138,630	15,113,563	12,139,523	10,939,815	12,388,040
Waney. .... do	2,502,317	2,633,722	1,859,897	3,395,778	3,179,720	2,217,888	2,937,152	2,643,002
Red Pine. .... do	2,614,080	1,686,614	1,711,800	2,428,960	1,723,760	1,669,395	1,856,007	2,196,134
<b>STAVES.</b>								
Standard ..... Mille	1,397	1,232	906	1,545	948	405	1,084	1,145
Puncheon. .... do	3,222	2,014	2,239	43,17	1,363	770	3,486	2,395
Barrel. .... do	48	8	.....	59	2	1		
<b>DEALS.</b>								
Pine. .... Standard	4,614,822	4,274,297	1,965,889	3,786,888	4,028,052	2,233,406	2,353,728	3,964,899
Spruce. .... do	1,870,910	1,123,878	513,173	1,303,327	1,310,269	682,634	681,521	1,306,266
<b>LATHWOOD.</b>								
Red Pine and Hemlock. .... } Cord	460	498	1,605	450	689	174	888	487

PRICES.

WHITE PINE, in the Raft, for inferior and ordinary, according to average, quality, \$ c. . . . .	\$	c.
&c., measured off. ....	0	9 to 0 11
for Fair average quality, according to average, &c., measured off. ....	0	11 " 0 74
for Good and Superior, do do &c. do	0	15 " 0 72
In Shipping Order, do do	0	12 " 0 30
Waney Board, 18 to 16 inch, do do	0	26 " 0 28
do 19 to 21 do do do	0	28 " 0 31
RED PINE, in the raft, measured off, according to average and quality. ....	0	12 " 0 18
in Shipping order, 35 to 45 feet do do	0	16 " 0 20

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2,872,854

1,107

OAK, Canada, by the Dram, according to average and quality.....	0	32 to 3	35
Do Michigan and Ohio, do do do do .....	0	36 " 0	42
ELM, by the Dram, do do do do do 40 to 50 feet.....	0	26 " 0	30
Do do do do do 30 to 35 do.....	0	22 " 0	25
ASH, 14 inches and up, do do do do .....	0	27 " 0	28
BIRCH, 16 inch average, do do do do .....	0	18 " 0	11
TAMARAC, Square, according to size and quality .....	0	10 " 0	12
Flatted, do do do .....	0	09 " 0	12
STAVES, Merchantable, std. according to quality and specification .....	\$200	"	\$220
Do W. O. Punccheon, Merchantable do .....	0	65 " 0	70
DEALS, Bright, according to Mill Specification, \$96 to \$100 for 1st, \$64 to \$66 for 2nd, and \$28 to \$30 for 3rd quality.			
DEALS, Bright, Michigan, according to Mill Specification, \$104 to \$110 for 1st, and \$70 to \$72 for 2nd quality.			
DEALS, Floated, according to Mill Specification, \$88 for 1st, \$58 for 2nd, and \$26 for 3rd quality.			
Do Bright Spruce, do \$34 to \$36 for 1st, \$24 to \$25 for 2nd, and \$18 to \$20 for 3rd quality.			

The supply of timber of all kinds has been reduced to less than half of what it was in 1878, and to almost one-third of the average supply of the past five years. The market last Spring was one of the dullest on record; shipping houses were generally well supplied, and, owing to the over-stocked markets in Great Britain, and the falling off in consumption caused by the great depression in trade, and also to competition in Pitch-Pine and other foreign woods, Quebec merchants found it impossible to dispose of their stocks, and were not inclined to purchase except at ruinously low rates. The outlook remained exceedingly gloomy until towards Autumn, when there was a better demand, but no increase in prices, and only during the last few weeks has a decided improvement set in. The outlook now is hopeful, with increased consumption and prices tending upwards in the British Markets, and brighter prospects for sawn lumber in the States than there have been for some years. Many Canadian lumbermen have abandoned the making of square timber for this market, and are engaged solely in logs to be converted into lumber for American consumption.

It will be noticed that the falling off in the quantity measured of Square White Pine has been greater in proportion than of any other kind, being only 2,510,762 against 7,917,756 in 1878, and 15,994,360 in 1876. We must remark, however, that about a million and a half of Ottawa timber has been laid up on that river and its tributaries, there being no inducement to bring it down. The sales of White Pine this year have been most unfavorable to the producers, in many instances it has been largely sold at prices under the cost of production of Square and Waney, only 5,300,440 against 8,149,120 in 1878, and 14,897,800 in 1877! the average export of the past ten years being 12,075,322 feet. The difficulty in procuring timber of good and superior quality is being more felt every year.

The supply of Red Pine has been very limited, and the demand not quite so good as the previous year, prices also ruling rather low.

Pine Deals have had a fair sale throughout the season, shipments exceeding supply. Spruce Deals have been much depressed, and sales very limited, until near close of navigation, when from hopeful European advices and small stock in this port a demand sprung up.

Freights opened to Liverpool at 60s. for Deals, 21s. 6d. to 22s. 6d. Timber. To London, 60s. Deals, 22s. 6d. Timber. To Clyde, 18s. Timber, 60s. Deals. Closing at 28s. to 23s. 6d. to Liverpool, 75s. Deals to London, and 70s. Deals to the Clyde.

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## TRADE WITH THE WEST INDIES.

So much space has been apportioned in subsequent pages to the important subject of trade with Brazil, that, for the present, some interesting particulars about several of the British West India Islands must be reserved,—with this remark, that, while Canada, its resources and trade are favorably known in a few of them, the people of many others may be said to be scarcely aware that fellow-subjects of Her Most Gracious Majesty control nearly one-half of North America! A statement to this effect was made very recently to the writer, as having been the experience of a merchant just returned from a West India tour. If this is really the case, it may be expedient for the Government to make the experiment of appointing one or two Commercial Agents for the West Indies and South America, as suggested elsewhere.

The subjoined table affords a summary view of the annual values of Canadian import and export trade with the British and Foreign West Indies and South America, during seven fiscal years ended on 30th June, 1879, as deduced from the official statements of the Department of Customs, at Ottawa:—

	British West Indies.	Spanish West Indies.	French West Indies.	Other W. I. Islands.	South America.	Totals.
	\$	\$	\$	\$	\$	\$
1873.—Imports..	964,005	1,143,241	43,412	24,274	416,199	2,591,131
Exports..	1,969,543	1,624,191	299,809	94,950	1,285,434	5,273,927
1874.—Imports..	919,517	1,340,235	30,502	17,479	473,530	2,781,263
Exports..	1,997,078	1,255,121	380,609	145,988	1,212,978	4,991,774
1875.—Imports..	1,023,148	1,116,440	46,592	8,224	278,796	2,473,200
Exports..	2,283,973	1,042,001	371,477	248,055	785,797	4,731,303
1876.—Imports..	868,846	631,140	47,158	68,969	287,553	1,903,666
Exports..	2,148,491	1,146,129	292,995	87,705	688,209	4,363,529
1877.—Imports..	640,716	563,451	25,022	13,620	4,971	1,247,780
Exports..	2,194,649	1,284,375	160,212	149,622	651,625	4,440,483
1878.—Imports..	578,405	417,178	21,686	16,580	15,447	1,049,296
Exports..	1,950,144	1,089,807	246,738	127,458	654,357	4,068,504
1879.—Imports..	650,087	575,969	18,008	8,365	4,388	1,256,817
Exports..	1,955,584	1,237,598	219,121	88,367	741,442	4,242,112
Total for 7 years.	20,144,186	14,466,876	2,203,341	1,099,656	7,500,726	45,414,785

The details of the fiscal year 1879 are as follow:—

IMPORTS.		EXPORTS.	
	About		About
Cigars.....	\$82,000	Coal.....	\$40,000
Cocoa.....	6,000	Fish.....	3,000,000
Coffee.....	21,000	Flour.....	8,000
Hides and Skins.....	24,000	Fruit.....	3,500
Molasses, &c.....	527,000	Grain.....	30,000
Packages.....	5,000	Hay.....	6,000
Rum.....	29,000	Hardware, Iron, &c.....	2,500
Salt.....	48,000	Horses.....	6,000
Spices.....	2,500	Leather, mftd. and otherwise.....	44,000
Sugar.....	497,000	Liquors, Beer, Spirits, &c....	20,000
Tobacco.....	2,000	Meats.....	11,000
Various.....	13,317	Potatoes and other Vegetables.....	80,000
		Sewing Machines.....	35,000
	\$1,256,817	Ships, &c.....	36,000
		Tea.....	2,300
		Timber, mftd. and otherwise.....	900,000
		Tobacco.....	3,000
		Woollens.....	8,000
		Various.....	6,812
			\$4,242,112

The figures in the foregoing table show that the average annual value of all Canadian direct trade with tropical countries during seven years was only \$6,773,540, or less by \$186,071 (2.67 per cent.) than for five years ended June 30, 1877. It has not been considered necessary to analyze the business of more than one year,—that sufficing to show the kinds of articles exchanged and its comparative smallness, in contrast with what it is contended it might be, considering the large quantities of Canadian merchandise understood to be constantly sent thither through United States ports.

The figures for the last fiscal year mentioned in the table do not, of course, show a marked difference in regard to the trade between Canada and the West Indies, the tariff of 1879 having only been in operation for a small part of the time. By referring to a table elsewhere, showing the importations of sugar from all countries, in half calendar years, from 1872 to 1879 inclusive, it will be seen that the direct imports from the West Indies during the last half of 1879 amounted to 37,800,000 lbs. against 4,728,000 lbs. in the corresponding period of 1878, the increase being 33,072,000, or a difference of 699.49 per cent. When the returns for the current fiscal year are made up there can be no doubt as to what the showing will be in the direction of increasing commercial relations.

Great Britain	
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## TEAS, SUGARS, AND MOLASSES.

## TEAS.

GREEN,—Entered for Consumption during four fiscal years.

Whence.	1878-79	1877-78	1876-77	1875-76
	lbs.	lbs.	lbs.	lbs.
Great Britain.....	1,327,251	1,228,921	820,416	1,488,267
United States.....	5,483,093	3,538,534	5,536,820	4,592,213
China.....	297,741	101,605	478,308	568,101
Japan.....	1,208,510	1,166,080	702,905	2,293,886
Other Countries.....			1,053	40
Total.....	8,316,595	6,035,140	7,539,502	8,942,507

BLACK,—Entered for Consumption during four fiscal years.

Whence.	1878-79	1877-78	1876-77	1875-76
	lbs.	lbs.	lbs.	lbs.
Great Britain.....	3,541,792	3,374,311	4,733,334	4,063,092
United States.....	1,438,818	1,310,086	832,517	1,032,927
China.....	257,258	292,229	364,250	518,219
Japan.....	30	1,080	11,800	.....
Other Countries.....	528	6,385	1,254	1,106
Total.....	5,238,426	4,984,091	5,943,155	5,615,344

The two foregoing Tables totalized.

Whence.	1878-79	1877-78	1876-77	1875-76
	lbs.	lbs.	lbs.	lbs.
Great Britain.....	4,869,043	4,603,232	5,553,750	5,551,359
United States.....	6,921,911	4,848,620	6,369,337	5,625,140
China.....	554,999	393,834	842,558	1,086,320
Japan.....	1,208,540	1,167,166	714,705	2,293,886
Other Countries.....	528	6,385	2,307	1,146
Total.....	13,555,021	11,019,231	13,482,657	14,557,851

## SUGARS.

The table on next page needs little or no explanation. It exhibits the course of direct trade in Sugar, between Canada and all other countries during a period of eight years. Importations from the West Indies, which fell off steadily in 1876, 1877 and 1878, show a gratifying increase in 1879, especially in the latter part of the year. Arrivals from Brazil ceased altogether for more than three years, but commenced again in the latter part of 1879; and in that year, importations from the United States decreased to the large extent of 23,000,000 lbs., at 38½ per cent.



QUANTITY OF SUGAR IMPORTED INTO THE DOMINION DURING EIGHT YEARS, BY PERIODS OF SIX MONTHS.  
DURING SIX MONTHS ENDING 30TH JUNE.

WHENCE IMPORTED.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Great Britain.....	9,723,266	8,725,077	13,499,939	7,853,602	21,812,688	15,906,790	23,950,421	7,201,154
Belgium.....								
Holland.....		114,605						
Germany.....	15,680							
Newfoundland.....							1,293	2,174
United States.....	11,837,102	17,829,056	10,572,462	16,410,926	17,646,059	16,021,643	16,451,669	30,060,519
West Indies.....	23,841,953	19,583,900	14,814,690	12,993,386	4,699,664	6,410,650	6,254,892	16,639,122
Brazil.....	729,450	5,536,260	4,581,556	5,148,997				
Dutch East Indies.....				475	118,059			
Sandwich Islands.....	846,031	524,803	1,015,563	363,546	759,960	12,561		
Other Countries.....				24,775	28,718	129,145	52,574	5,927
Totals.....	46,993,482	52,313,701	44,484,210	42,795,707	45,065,148	38,480,789	46,710,849	53,908,896

DURING SIX MONTHS ENDING 31st DECEMBER.

Great Britain.....	14,334,854	14,307,788	25,141,714	15,846,554	34,925,471	29,300,979	18,414,697	8,946,848
Belgium.....	3,428,016							
Holland.....	131,852	31,119	23,260	9,811	8,276			
Germany.....	3,970,001							
Newfoundland.....	812,612	1,735,554	333,064	225	133,048	2,037	564	207
United States.....	11,788,550	24,989,622	13,282,758	22,240,067	18,885,525	32,769,344	42,836,461	6,292,911
West Indies.....	14,582,890	12,446,651	20,888,482	16,114,741	8,062,867	5,768,102	5,031,720	42,475,962
Brazil.....	5,622,247	2,990,186	5,866,727	8,338,957				3,353,536
Dutch East Indies.....				1,680,489				3,848,232
Sandwich Islands.....	587,476	752,495	118,772	132,785	214,908	2,750		
Other Countries.....	866	694	84,610	22	29,623	477,381	45,354	1,430,323
Totals.....	55,259,364	57,254,109	65,739,387	64,363,651	62,259,718	68,320,593	66,328,796	66,348,019

\* Previous to  
Imperial Gallons

Fiscal Year ending 30th June.	Quantity	Spirits
1868	1,048,778	Galls.
1869	1,017,611	
1870	1,129,611	
1871	1,301,301	
1872	1,654,611	
1873	1,889,444	
1874	1,650,118	
1875	1,308,396	
1876	1,252,555	
1877	982,611	
1878	894,927	
1879	980,701	

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Total.

Game Juice  
Great Britain  
United States  
British West  
Spanish  
France.....

Total.

Sandwich Isl  
British Guiana  
Germany.....  
St. Pierre and  
France.....  
China.....  
Newfoundland

Total.

Molasses, other  
Great Britain  
United States  
British West  
Spanish  
French  
Danish  
Dutch

Total.

MOLASSES, &c.

Entered for consumption during four fiscal years.

Whence.	1878-79.	1877-78.	1876-77.	1875-76.
<b>Molasses, other than for Refining purposes.</b>	<b>Lbs.</b>	<b>Lbs.</b>	<b>Lbs.</b>	<b>Lbs.</b>
Great Britain.....	9,364	129,383	209,405	131,732
United States.....	11,660,611	14,445,702	10,895,921	18,496,159
British West Indies.....	21,643,044	16,949,140	17,569,359	17,209,574
Spanish do.....	4,506,017	6,481,926	8,797,502	11,101,510
French do.....	52,739	78,648	45,751	234,799
Danish do.....				7,735
Dutch do.....			24,871	
Sandwich Islands.....	151,360	83,369	118,284	506,261
British Guiana.....	2,938,751	3,976,690	2,517,804	1,458,564
Germany.....				
St. Pierre and Miquelon.....	25	383	17,531	
France.....				
China.....	8,000	23,760	16,280	9,020
Newfoundland.....	39,296	385,915	1,201,261	315,953
<b>Total.....</b>	<b>41,009,207</b>	<b>42,527,916</b>	<b>41,413,469</b>	<b>49,471,307</b>
<b>Cane Juice, Melado, &amp;c.</b>				
Great Britain.....	210,859	8,779	48,802	4,908
United States.....	3,482,798	3,716,288	3,305,961	4,598,778
British West Indies.....	145	820		1,502
Spanish do.....	1,568,902			
France.....		2,754		
<b>Total.....</b>	<b>5,262,704</b>	<b>3,728,641</b>	<b>3,354,763</b>	<b>4,605,188</b>

SPIRITS, MALT LIQUORS AND WINES.

The following statement shows the quantities of Spirits, Malt Liquors and Wines entered for consumption in the Dominion during the past twelve fiscal years, and amount of revenue derived therefrom.

Fiscal Year ending 30th June.	Spirits of all kinds.		Malt Liquors.				Wines, all kinds.		
	Quantity.	Duty.	Quantity.		Duty.		Quantity.		Duty.
			Doz.	Galls.	\$	cts.	Doz.	Galls.	
1868	Galls.	\$ cts.							
1869	1,548,780	1,141,949 60	239,643	19,141 35	7,163	568,525	146,312 10		
1870	1,017,615	815,281 36	241,109	26,132 14		493,396	129,178 62		
1871	1,129,673	906,697 77	225,628	23,457 56		674,929	170,547 66		
1872	1,301,301	1,032,424 71	278,125	28,988 51		719,688	195,842 17		
1873	1,584,612	1,281,314 00	6,962	348,973	40,021 20	291	936,285	258,311 91	
1874	1,650,188	1,288,266 45		443,269	48,700 11		877,067	245,276 75	
1875	1,889,444	1,541,274 67		498,779	55,878 31	7,267	1,061,864	326,322 34	
1876*	1,308,955	1,307,509 92		468,765	49,754 93	21,419	527,372	272,080 69	
1877	1,252,553	1,506,832 85		320,234	40,651 44	25,751	639,631	350,953 73	
1878	952,618	1,117,511 47		286,271	39,161 98	22,070	357,406	226,139 97	
1879	834,922	1,004,414 19		294,651	43,863 12	20,042	342,709	207,567 03	
Totals	930,705	1,189,535 83		250,889	36,759 96	17,574	385,899	234,026 80	

\* Previous to 1875-76 the measure was the "old Wine Gallon"; for that year and since it is the "Imperial Gallon."

## COMMERCIAL RELATIONS WITH BRAZIL.

### GENERAL REMARKS.—STEAMSHIP COMMUNICATION.

It would appear as if the question of a largely increased trade between the Empire of Brazil and this Dominion were likely to be soon and satisfactorily answered. Parliament has, by a liberal vote of \$50,000, enabled the Government to subsidize a line of steamships for mail and freight service, between ports in Canada and Brazil, the Executive of the latter contributing a similar amount. The Line, it is understood, will commence operations in August of the present year; the Canadian terminal port in Summer and Fall being MONTREAL, and Halifax, N.S., in Winter,—perhaps, alternating with St. John, N.B.,—because when projected railway connections are completed the latter port will effect a saving of about 400 miles. The Company (an English one) with which the arrangement has been made, is understood to be able to control ample means.

St. Thomas will be the West India port at which the steamers are to call, going and returning. That point has been chosen on account of the facilities afforded for connection with other Islands, and particularly with trans-Atlantic steamers touching there *en route* for Aspinwall. In the event of M. de Lesseps' project for a ship-canal across the Isthmus of Panama being successful, it will be quite possible to form combinations that would lead to favorable through-freight arrangements for heavy merchandise between ports on the River St. Lawrence and ports in British Columbia. The Directors of the new Company have had their attention drawn to this matter. It will of course be evident that, if such a steamship connection with British Columbia could be effected via the Isthmus, it would be a comparatively easy matter to make a similar arrangement with steamers on the Pacific to Australia and New Zealand.

Another important "port of call" for the steamships, both ways, will be Pernambuco, with which an extensive connection is possible, as shown on p. 64.

The fiscal policy of the Dominion Government, by which the import duties on Sugar and Coffee (the only exports of Brazil which were dis-

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advantageously taxed) were greatly modified, has removed obstacles to an enlarged direct trade between the two countries. A Consul for Brazil has been duly commissioned to Canada—WM. DARLEY BENTLEY, Esq.,—whose head-quarters will be at MONTREAL. He has made an important statement to the effect that, when he conveyed assurances of the willingness of the Cabinet at Ottawa to recommend further concessions on these commodities, if the Government at Rio would reciprocate, the latter has procured the passage of a law authorizing requisite reductions in the Brazilian tariff.

It appears, therefore, that, so far as the respective Governments are concerned, all is being done that can be fairly expected of them; and that it only remains for the manufacturers and merchants of Canada to embrace the opportunities now presented to them. In a TRADE LETTER published at the close of 1876, by the Compiler of this series of Reports, the particulars and importance of the possible trade between Canada and Brazil were, with considerable fulness, submitted. Referring to that pamphlet, it is only needful here to show that a systematic participation in South American trade by Canadian merchants may now be easily attained. It is, however, as much a matter of regret to-day as it was four or five years ago, that there are no means of tracing the quantities of Brazilian produce which come into the Dominion through British and United States ports, nor the actual quantities of Canadian products which find their way into Brazil through the same channels. Altered relations will bring about a change in this respect.

It will be advantageous to trade between Canada and Brazil, to have direct banking relations, instead of the existing round-about way of drawing on London at 90 days. The new mail and freight service by steamships, will make it unnecessary for exchange either way to be drawn at more than 60 days. Some of the larger Banks in Canada, may doubtless find out whether a portion of their capital might not get profitable employment in the enlarged trade that is looked forward to.

#### EXTENT AND COMMERCE OF THE EMPIRE.

As was noticed in a former Report, Brazil covers an area of 3,134,000 square miles, and has a coast-line of 3,000 miles; the population numbers, according to the latest census, over 11,500,000; the soil is fertile; the chief products, however, are few, consisting of Coffee, Sugar, Cocoa, Tapioca, and Mandioca,—the Empire is, consequently, dependent upon other countries for the necessaries and luxuries of life. Canada imports whatever Brazil produces, and the various necessaries, &c., which she must import are produced or manufactured in the Domi

nion. But, notwithstanding this most important consideration, the reader will see, from a table in the West India section (p. 55), how small the Canadian trade both ways has been with South America during the past seven years. The total of it was only \$7,500,736, or a yearly average of a trifle more than one million dollars.

It is important to know that in 1878 Canada imported articles in quantity or value, as per the following statement, from the countries mentioned; and that, while they are all produced in Brazil, Mr. BENTLEY states that *not one pound, nor one mil reis worth was shipped direct from that country.*

	Total quantity Imported.	Proportion from United States.	Proportion from England.	Proportion from other Countries.	
Coffee..... lb.	1,969,016	1,587,520	194,862	186,634	
Rum..... gal.	145,383	990	19,627	124,776	
Sugar..... lb.	110,988,952	45,195,335	53,238,162	12,555,455	
Melado..... lb.	16,894	16,894	.....	.....	
Cane Juice, &c..... lb.	4,025,592	4,008,784	13,238	3,570	
Molasses..... lb.	53,098,793	13,239,889	343,390	39,515,514	
Bark Berries..... } Drugs, Nuts..... } Vegetables for dyeing.... }	lb.	4,063,636	3,395,322	614,263	53,051
Oils, Coconut, Palm, Pine in natural state..... gal.	102,776	71,384	31,392	.....	
Cotton..... lb.	7,243,413	7,241,197	2,216	.....	
Mahogany, Rosewood..... feet	5,876,000	5,827,000	1,000	48,000	
India Rubber..... lb.	458,755	458,752	13	.....	
Cocoa Beans..... lb.	73,996	15,226	5,439	53,331	
Diamonds, &c..... dollars	16,827	4,212	7,003	5,612	
Wool..... lb.	6,230,084	5,688,422	235,212	306,450	
Tobacco..... lb.	8,881,463	8,852,397	29,066	.....	
Hides, Horns, &c..... dollars	1,207,304	1,051,094	135,985	20,225	

With reference to the remark which immediately precedes this statement, an examination of the table on page 58 will show that *direct* commercial relations between Canada and Brazil are being re-established. During the calendar year 1875, the quantity of Sugar brought into the Dominion from that country amounted to 13,487,954 lbs.; but after that the trade ceased entirely for the space of three years and a half. In the latter half of 1879, however, importations were resumed, the quantity entered at Customs being 3,353,536 lbs.; and recent advices confirm the belief that future returns will show continuous increases.

A statement of total imports into Brazil for the same year (1878) is not at hand; but a return for 1877 is given on next page,—showing quantities and values from the United States:—

Agricultura  
Beer, &c.  
Beer, &c.  
Blacking.  
Books, Map  
Bread and  
Indian Corn  
Wheat Flour  
All other B  
Brooms and  
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Agricultural Implements.....	\$8,450	India Rubber Manufactures....	\$4,784
Beer, &c., doz. bottles.....	5,990	Iron and Steel Manufactures,	
Beer, &c., Casks, gal.....	9,140	Railway Bars, &c., cwt.....	12,463
Blacking.....	\$11,180	Castings.....	\$4,246
Books, Maps, &c.....	\$11,971	Car Wheels.....	\$10,951
Bread and Biscuits, lbs.....	248,342	Locomotives and parts of.....	\$350,250
Indian Corn, bus.....	2,410	Machinery.....	\$175,704
Wheat Flour, brls.....	482,209	Nails and Spikes.....	\$58,689
All other Breadstuffs.....	\$13,690	Edge Tools.....	\$65,952
Brooms and Brushes.....	4,746	Lamps.....	\$24,078
Candles, all sorts, lbs.....	20,786	Oils, Mineral.....	\$904,129
Carriages.....	\$8,001	Paper and Stationery.....	\$21,991
Cars, Railway, &c.....	\$49,315	Perfumery.....	\$31,520
Clocks and parts of.....	\$16,426	Provisions, Lard, Butter,	
Cordage, Rope, Twine, lbs....	15,182	Cheese, Bacon, Pork, &c....	\$577,808
Cottons, colored, yds.....	4,218,430	Sewing Machines.....	\$21,158
" uncolored, yds.....	1,390,285	Soap.....	\$8,718
" all others.....	\$10,811	Spirits of Turpentine, gals.....	72,752
Drugs, Chemicals.....	\$120,463	Lumber, Boards, Deals, &c.,	
Glass and Glassware.....	\$7,599	M. ft.....	15,440
Ice, tons.....	1,850	Furniture.....	\$32,132

*Dried Fish*, though not mentioned in the foregoing list, is a most important element of Brazilian trade. The aggregate of all kinds imported during the fiscal year 1878-'79 is reported to have been 374,104 drums,—or the enormous quantity of 47,885,312 lbs. Information is given on p. 65 which points out Pernambuco as the largest market in the world for *Dried Codfish*. Figures are also quoted, showing the imports of that particular article during the present fiscal year (for about eight months) to have been 241,288 drums.

Any intelligent merchant can judge what the prospects are for a *direct* trade between Brazil and Canada, as shown in the foregoing statements; it would, therefore, be simply a waste of time to enter upon a demonstration as to how much money is lost to the producers, manufacturers, and merchants of the two countries by the intervention of out-of-the-way third parties, whose large profits tend to prevent the yielding of better prices to producers, or which enhance the cost to consumers.

There are several cities and towns on the sea-board, from Para to Rio, where new inlets for Canadian products may now reasonably be looked for.

PARA.

While of this Port it may very truly be said that its own import and export trades are not large, its geographical position is a commanding one. Situated at the mouth of the River Amazon, it appears that the Republics of Bolivia, Peru, Equador, Colombia, and Venezuela, communicate with Para by the waters of that great highway and its tributaries; and

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Proportion from other Countries.	
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7	124,776
2	12,555,455
8	3,570
0	39,515,514
3	53,051
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0	48,000
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9	53,331
3	5,612
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there can hardly be any question as to the advantages that would arise from making it, sooner or later, a "port of call" for the new line of steamships.

## MARANHÃO.

This Port is situated between Para and Pernambuco, and has a population of 36,000. Its exports are large and increasing, consisting chiefly of sugar, cotton, and dye-woods. Its imports in 1878 included 12,000 barrels of flour, chiefly from the United States. It is understood that there is a likelihood of its being made a "port of call," with profit to all parties from the growing trade of the place.

## PERNAMBUCO.

This Port is the principal city of the Province of Pernambuco, and is a most important distributing point, the imports showing, as has been stated on competent authority, that it is the largest market in the world for Dried Codfish. Another fact of importance may be repeated here, viz., that the distance from Pernambuco to Halifax is somewhat shorter than from Pernambuco to New York. The total value of imports into that Province in the fiscal year 1877-'78 amounted to £2,105,040 sterling, as against £1,950,963 in the preceding year. The exports for 1878 were valued at £1,365,102.

The following table shows the principal items of imports at Pernambuco in 1877-'78, the quantities being given, and the countries from which the supplies were received:—

	Great Britain and her Colonies.	United States.	Other Countries.	Total.
Beer and Spirits,..... litres.	158,527	2,481	88,539	249,547
Codfish,..... kilos.	13,635,372	64,068	258,450	13,957,890
Boots and Shoes,..... doz. prs.	2,665½	Nil.	20,155	22,820½
Coal,..... tons.	31,817	1,316	278	33,411
Leather,..... kilos.	1,154	Nil.	25,448	26,602
Flour,..... "	2,022,068	8,492,579	4,675,833	15,190,480
Iron and Steel,..... "	1,020,755	37,233	453,039	1,946,097
Glass,..... "	7,521,964	485,188	3,325,661	11,332,813
Butter and Lard,..... "	74,380	231,407	723,797	1,029,584
Cheese,..... "	131,326½	480	41,887	173,693½
Kerosene & other Oils,..... "	67,424	2,153,189	6,854	2,227,467
Paper, &c.,..... "	91,972	70,211	436,002	598,005
Cotton Goods,..... "	2,765,416	37,384	92,248	2,895,048
Woollen "..... "	62,186	9	32,951	95,146
Ready-made Clothes:				
Cotton..... doz.	1,669	Nil.	12,948	14,617
Woollen..... kilos.	1,700	Nil.	286	1,986

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The principal quantities in the table will be easily comprehended if it be remembered that a kilogramme is equal to about  $2\frac{1}{2}$  lbs. (or exactly 2.205 lbs.). The quantity of Flour, therefore, would be equal to 170,893 brls.

The trade of the year 1878-'79 was seriously affected by a drought which prevailed throughout the Province; it nevertheless appears that the receipts of Flour (principally from the United States and Austria) amounted to 285,483 barrels and 10,634 bags. Importations of Kerosene amounted to 2,503,451 kilos, nearly all from the United States.

Butter is reported to be in good demand at Pernambuco. The kind that meets the requirements of the trade, is carefully put up in 1 lb. or 2 lb. tins, and these are packed in boxes containing about 200 lbs. weight, or in barrels of about 54 to 60 kilos.

Some valuable information relating to the business of the year 1879-'80, besides particulars about prices, freights, exchange, &c., are given in the following extract from a communication, under date, *Pernambuco*, 10th April, 1880:—

I.—IMPORTS. *Products of Canada for which an outlet can be found at Pernambuco.*

*Codfish*, dried, packed in drums of 128 lbs. Portuguese weight. This is probably the largest market in the world for dried codfish, no less than 241,288 drums having arrived since 6th September last to the present date, and which, for the season, will probably reach a total of over 300,000 drums.

*Haddock*, similarly dried, can be well sold when in lots of 500 to 750 drums at a difference in price of 2s. to 2s. 6d. per drum sterling. The value to-day of prime dry merchantable shore codfish may be taken at about 24s. 6d. sterling per drum. The price fluctuates according to the abundance, or otherwise, of the Catch in Newfoundland, from which our chief supplies are drawn. We consider 24s. 6d. per drum a price below the usual average.

*Flour* of prime quality, white and perfectly fresh, is always saleable here, but only the best qualities command a ready sale. An entire cargo, say of 2,500 to 3,000 barrels, would not at present find a market here, but this would not be the case with lots of 500 to 800 barrels. The present value is 22\$000 per barrel, less 10 per cent., netting to shippers about 29s. per barrel sterling, for cost and freight, in a remittance on England at 90 days' sight.

*Lumber* is saleable here in moderate quantities, pitch pine being preferred, as it is less subject to the attacks of the white ant than other qualities,—3-inch planks of 17 to 20 feet in length.

*Coal* from Pictou is always saleable in cargoes of 300 to 500 tons, the prices depending upon stocks. The value to-day would be 15\$000 per ton or 22s. 4d. sterling, cost and freight. This we consider a very moderate value.

*Pitch, Tar and Rosin.* A small consumption here for these articles. An occasional small lot of 20 barrels saleable.

*Beef and Pork* in barrels. Small demand, and no local consumption. We cannot recommend any shipments.

*Dry Goods.* Blue drills are imported from New York, and also striped drills in limited quantities; but we should require samples to report upon the suitability to this market.

*Herrings, Mackerel, Salmon* and other salted fish, other than Cod and Haddock, in very limited consumption, the demand being confined chiefly to the foreign residents.

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26,602
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11,332,813
1,029,584
173,693½
2,227,467
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## II.—EXPORTS. *Some of the articles shipped from Pernambuco.*

*Sugar.*—Our principal export is sugar. Our crop begins in September, and we are now at about the close, though we shall have entries, no doubt, up to June, but the later the entries the worse the quality as a rule. We forward by this steamer a box containing samples of sugar usually shipped to New York and other American ports, and we enclose our circular with to-day's quotation for June. The samples consist of *Low Whites, No. 14 D. S. Superior Clayed Muscovadoes, Mixed Clayed Muscovadoes, Good American Muscovadoes and Regular American Muscovadoes.*

At this port are also negotiated sales of sugar from the neighboring outports of Maceio, Rio Grande do Norte and Parahyba. It is too late in the season to forward you reliable samples of these qualities. Our crop may be taken as 100,000 tons for export. The fine whites are exported to the Southern ports and to the River Plate.

Several cargoes have lately been shipped to Montreal, and also to Halifax.

*Hides,* dry salted, used to go from this to Halifax in years gone by, but, for some time past, the bulk of our exports have gone to New York. Our hides weigh about 24 to 25 lbs. each, and to-day's quotation is equal to 6½d. per lb., free on board ex freight. The present stock is very small.

*Wet Salted Hides* are nearly all shipped to Havre, weight 42 to 44 lbs. each; present value about 4d. per lb. f.o.b. ex freight.

*Freights* rule at 20s. to 40s. and 5 per cent. per ton for sugar in bags to ports in the United States and Europe. The latest charter was for the Channel at 33s. in full.

*Exchange* rules to-day at 21d. to 21½d. per 1,000 reis on London in drafts at 90 days' sight.

Nearly the whole of our Exchange transactions for exports to the United States and the Northern ports of Europe are negotiated on London, and only a small portion on Portugal, Paris, and Hamburg.

*Port.* This port admits of vessels of 17 feet draught, and at spring tides 21½ feet. Vessels discharging in the roads incur an extra expense for lighterage.

With regard to this statement respecting Pernambuco as a market for *Cod-Fish*, the quantities imported during sixteen previous years, as shown below, will assist in arriving at an estimate of the increasing trade in the article at that Port:—

Catch of	Quantity landed.	Catch of	Quantity landed.
1864-'65.....	Drums. 111,578	1872-'73.....	Drums. 180,006
1865-'66.....	" 112,425	1873-'74.....	" 168,008
1866-'67.....	" 103,700	1874-'75.....	" 203,718½
1867-'68.....	" 129,019	1875-'76.....	" 148,439
1868-'69.....	" 117,330	1876-'77.....	" 165,348
1869-'70.....	" 153,298	1877-'78.....	" 220,007½
1870-'71.....	" 143,193	1878-'79.....	" 204,925
1871-'72.....	" 174,417	1879-'80, (estimate)....	" 300,000

### MACEIO.

This Port is about 120 miles south of Pernambuco,—is the capital of the Province of Alagoas, and has about 20,000 inhabitants. Its *direct* trade is very small, all its supplies coming from Pernambuco in coasting vessels. But its commercial relations will be materially changed, and its trade enlarged, by the regular calls of the steamships.

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Sugar.....  
Cotton.....  
Rum.....  
Coffee.....  
Hides, &c..  
Tobacco...  
Diamonds..  
Rosewood,  
Sundries..

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included:—

Flour.....  
Lard.....

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## BAHIA.

This will be one of the "ports of call" for the Canadian Steamship Line.

The imports for the year 1877-78 amounted in value to £1,942,336, and the exports to £1,509,518. The chief articles of export in that year are shown in the following table, in mil reis and kilos,— the former being equal to 2s. sterling, and the latter to about 2½ lbs.

	Great Britains.	United States.	Other Countries.	Total Mil reis.	Total Kilos.
Sugar.....	3,680,858	315,879	89,904	4,086,641	44,798,311
Cotton.....	9,977	.....	7,086	17,063	34,177
Rum.....	.....	.....	62,403	62,403	343,692
Coffee.....	905,522	222,681	1,968,001	3,096,204	5,971,023
Hides, &c.....	28,107	226,258	408,357	662,722	1,432,864
Tobacco.....	80,183	131	5,723,373	5,803,687	17,272,678
Diamonds.....	95,705	.....	796,518	892,223	.....
Rosewood, &c.....	47,069	112,947	178,614	338,630	.....
Sundries.....	1,015,164	335,861	181,455	1,532,480	.....

The quantities of woods exported amounted to 40,264,000 feet.

The imports at Bahia, from 23rd Oct., 1878, to 23rd Oct., 1879, included:—

Flour.....	56,183 brls.	Kerosene.....	56,235 cases
Lard.....	10,775 kegs	Lumber.....	1,788,000 feet.

## RIO DE JANEIRO.

This is the capital of the Empire, and contains a population of over 500,000. The manufactures and luxuries which enter into consumption here are brought from European countries; while staple commodities have heretofore been extensively imported from the United States. The importation of Flour is a very large item, the local consumption in Rio alone averaging about 1,100 barrels per day. Lumber for building and other purposes comes entirely from abroad, the native wood being hard and difficult to work.

The statistics of trade, are said to be not as well kept here as at Pernambuco and Bahia; details are therefore not so minute. The value of imports, in dollars, for 1877 (later figures not being obtainable) were as follows:—

Quantity  
landed.

180,006  
168,008  
203,718½  
148,439  
165,348  
220,007½  
204,925  
300,000

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amships.

Cottons .....	\$9,411,736	Meats .....	\$4,568,187
Woollens.....	3,396,711	Vegetables.....	2,522,527
Linens.....	1,607,766	Plants.....	1,056,372
Paper, all sorts.....	962,545	Juices.....	4,010,892
Iron.....	1,399,389	Chemicals.....	1,164,293
Copper.....	504,186	Earthen and Glass Ware.....	590,998
Lead.....	167,588	Machinery.....	795,962
Woods.....	749,066	Sundries .....	2,675,357

The exports for the same year were as follows:—

Rum.....	\$3,462	Farina.....	\$56,715
Cotton.....	28,602	Tobacco.....	937,794
Sugar.....	65,904	Rosewood .....	128,812
Coffee, (lbs.).....	44,455,691	Gold.....	984,529
Hides.....	\$451,038	Sundries.....	3,675,767
Diamonds.....	330,116		

It seems needless to dwell further on the general question of trade with South America. The particulars adduced in these pages are just so many incentives to Canadians to participate in it. The appointment of a Consul for Brazil is an important fact, and Mr. BENTLY is understood to have taken steps some time ago towards having the chief products of that Empire shewn at the Dominion Exhibition in this City in September next,—and also to exhibit the kinds and qualities of foreign products and manufactures that go into consumption there. This arrangement will enable Canadian producers and manufacturers to meet the requirements of South American markets intelligently, without the risk of loss from unwise experiments or speculations. The Dominion Government may have, sooner or later, to make provision for sending commercial agents to foreign countries,—South America would be a good field in which to make the experiment. Business knowledge should be the sole qualification; and the man for South America should not be located permanently at any particular place, but give a portion of time each season to visiting the principal ports between Para and the River Plate. Might not the opening up of commercial relations with Brazil afford a fair opportunity for business men to try the experiment suggested in a TRADE LETTER a few years ago of forming a Venturers' Association for promoting trade interests,—combining to assist each other to participate in the advantages that seem at hand? Merchants in the United States have a keen appreciation of what ought to be done; and under the unique title of "*American Exposition*, duly authorized by the Imperial Government of Brazil, under the auspices of the *Philanthropic and Protective Mutual Society*," they intend to form at Rio a Permanent Exposition, mixed National and International (whatever that may mean,) embracing the Empire of Brazil, the United States of North America, and the Republics of the Plate.

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Grain crops

Wheat.....  
Barley.....  
Oats.....  
Rye.....  
Beans.....  
Peas.....

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# RETROSPECT OF 1879,

RELATING TO THE

## TRADE IN BREADSTUFFS.

### I—WEATHER, CROPS, AND THE CORN TRADE IN THE UNITED KINGDOM.

The following table, collated from the "Agricultural Returns" published under the direction of the British Government, shows the extent of land under Grain crops in the United Kingdom during the past five years:—

	1875.	1876.	1877.	1878.	1879.
	Acres.	Acres.	Acres.	Acres.	Acres.
Wheat.....	3,514,088	3,125,342	3,321,065	3,381,701	3,056,428
Barley.....	2,751,362	2,762,263	2,652,300	2,722,879	2,931,809
Oats.....	4,176,177	4,298,822	4,238,957	4,124,029	3,998,200
Rye.....	64,579	64,951	70,703	71,074	58,288
Beans.....	574,414	528,556	506,701	446,466	453,751
Peas.....	318,410	295,012	313,470	284,026	278,983
Total acres..	11,399,030	11,074,846	11,103,196	11,030,175	10,777,459

Mr. Giffen, of the British Statistical Department, who presents the "Agricultural Returns" to the Lords Commissioners of the Privy Council for Trade, furnishes information in elucidation of the tables, from which a few extracts are selected as follows:

"Looking at the details of the various crops, I have to notice with regard to Corn crops that the area under Wheat in the United Kingdom was 3,056,000 acres, which shows a decrease of 326,000 acres, or nearly ten per cent. from 1878. The low price of Wheat and an unfavorable seed time are stated by the collecting officers as the chief reasons for this large falling off, the former cause especially having induced farmers to grow Barley instead. The Wheat crop in the United Kingdom has now decreased by nearly a million acres, or a fourth of its area, since 1869, when 3,982,000 acres were under Wheat. The decrease in Great Britain alone is from 3,688,000 to 2,890,000 acres, or 798,000 acres."

"As I have just mentioned, Barley has partly taken the place of Wheat, being this year sown on 2,932,000 acres, an increase of 209,000

\$4,568,187  
2,522,527  
1,056,372  
4,010,892  
1,164,293  
590,998  
795,962  
2,675,357

\$56,715  
937,794  
128,812  
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3,675,767

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The *Mark Lane Express*, in publishing the annual crop returns for 1879, states: "They fully confirm the worst accounts that have appeared from time to time as to the serious failure of the crops, being the most discouraging which we have ever published. It is astonishing that out of all the districts from which the returns have been collected, not one should have produced a Wheat or Pea crop over average, and that only two reports should represent the Barley crop, and only six the Bean crop, as over average. Nothing but a very exceptional combination of unfavorable conditions of plant growth could have caused a failure in all cereal and pulse crops, Oats being the only one not thoroughly bad. An examination of our ten years' tables will show that we have had worse Oat crops and about as bad a Bean crop in 1877, but that for Wheat, Barley, and Peas, there has been no year of the ten—and we might go further back with a like result—nearly so unfruitful.

Even with respect to Oats and Beans, we might safely say that, if weight and quality as well as measure be taken into account, no year of the ten has given such bad results. As to Wheat, the disastrous failure of the crop is most strikingly shown by the consideration of the fact that only 4 out of 429 returns, less than 1 per cent., represent it as up to average. The remarks of our correspondents as to the condition of the grain and pulse are as disheartening as the accounts of the yield."

The following are the comparative prices of 1879 and former years:

*Gazette average prices of Wheat [per Imperial quarter] in the United Kingdom, immediately after the harvest of 1863 to 1879, and total average of each calendar year.*

Year	After harvest	1879 Whole year
1879	49 9	43 10
1878	40 4	46 5
1877	56 0	56 9
1876	47 0	46 2
1875	46 0	45 2
1874	46 1	55 9
1873	64 2	58 8
1872	58 6	57 0
1871	56 3	56 8
1870	48 6	46 11
1869	46 2	48 2
1868	53 4	63 9
1867	70 8	64 6
1866	52 6	49 11
1865	42 4	41 10
1864	38 6	40 2
1863	40 0	44 9

It will be seen from the following Table that the receipts in the United Kingdom, during the first six months of the present crop-year, were:—

	1st September, 1877, to 28th February, 1878.		1st September, 1878, to 28th February, 1879.		1st September, 1879, to 29th February, 1880.	
	Cwts.	Qrs.	Cwts.	Qrs.	Cwts.	Qrs.
Wheat.....	29,214,288	6,741,759	23,754,374	5,481,778	31,872,990	7,355,30 5
Wheat Flour.	4,444,569	1,269,876	4,000,701	1,143,057	5,831,429	1,666,12 3
Barley.....	7,636,562	2,138,237	6,283,774	1,759,456	9,116,148	2,552,52 1
Oats.....	5,568,362	2,024,859	5,652,482	2,055,448	7,843,519	2,721,27 9
Peas.....	927,910	206,202	757,633	168,362	1,218,115	270,69 2
Beans.....	2,044,145	476,967	552,272	128,863	1,519,984	354,66 3
Indian Corn..	14,606,814	3,408,256	13,887,722	3,240,468	11,221,156	2,618,27 0





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1,795,144, 3,616,419, 17,793, 170,354, 2,064,397, 29,049,981, 6,926,824, 1,372,461, 887,256, 2,245,657, 4,676,086, 365,168, 59,368,140, 11,541,098, 13,452,607, 1,916,777, 2,310,101, 36,078,586, 914,483, 355,229, 6,863,172, 460,435, 2,137,239, 10,730,558

LIVERPOOL MARKET.—WEEKLY RANGE OF PRICES OF PRODUCE FOR 1878 AND 1879.

WEEK ENDING	FLOUR.				RED WHEAT.				RED WINTER.				WHITE WINTER.				CLUB WHEAT.				CORN.			
	1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
January	18 0	22 0	27 0	23 0	6 10	6 10	10 5	11 3	8 6	9 0	11 2	11 7	8 11	9 4	12 7	12 11	9 3	9 9	12 11	13 8	22 3	23 0	28 9	28 0
February	18 0	22 0	26 6	25 0	6 10	6 10	10 4	11 3	8 6	9 0	11 3	11 9	8 11	9 4	12 5	12 9	9 2	9 3	12 9	13 1	22 3	22 6	28 4	28 6
March	18 0	22 0	26 6	25 0	6 10	6 10	10 4	11 1	8 6	9 0	11 3	11 9	8 11	9 3	12 6	12 9	9 1	9 6	12 8	13 8	22 3	22 6	28 0	28 3
April	18 0	22 0	26 6	25 0	6 10	6 10	10 3	11 0	8 6	9 0	11 0	11 3	8 11	9 3	12 5	12 8	8 11	9 6	12 7	13 0	22 3	22 6	27 6	28 3
May	18 0	22 0	26 6	25 0	6 10	6 10	10 2	11 0	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 6	12 11	22 3	22 6	27 0	27 6
June	18 0	22 0	26 6	25 0	6 10	6 10	10 1	11 0	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
July	18 0	22 0	26 6	25 0	6 10	6 10	10 0	11 0	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
August	18 0	22 0	26 6	25 0	6 10	6 10	9 9	10 8	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
September	18 0	22 0	26 6	25 0	6 10	6 10	9 9	10 8	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
October	18 0	22 0	26 6	25 0	6 10	6 10	9 9	10 8	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
November	18 0	22 0	26 6	25 0	6 10	6 10	9 9	10 8	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9
December	18 0	22 0	26 6	25 0	6 10	6 10	9 9	10 8	8 6	9 0	11 0	11 3	8 11	9 3	12 3	12 8	8 11	9 6	12 3	12 9	22 3	22 6	26 6	26 9

RETROSPECT OF THE YEAR 1879.

LIVERPOOL MARKET.—WEEKLY RANGE OF PRICES OF PRODUCE FOR 1879 AND 1878.—Continued.

WEEK ENDING.	BARLEY.		OATS.				PEAS.				PORK.				LARD.				CHEESE.													
	1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.		1879.		1878.									
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.									
January .. 4	3 0		2 2	6 α			2 1	6 α	3 2	0	0	4 0	0 α	5 6	0 α	0	0	3 0	0 α	3 0	9	4 1	0 α	0	0	4 5	0 α	6 4	0 α	0	0	
..... 11	3 0		2 2	6			3 1	6	0	0	0	4 0	0	5 6	0	0	0	3 0	6	3 1	0	4 0	0	4 3	0	4 5	0	6 4	0	0	0	
..... 18	3 0		2 2	6			3 1	6	0	0	0	4 0	0	5 6	0	0	0	3 1	0	3 1	3	4 0	6	4 1	0	4 5	0	6 4	0	0	0	
..... 25	3 0		2 2	6			3 1	6	3 2	3	3	4 0	0	5 6	0	0	0	3 1	6	3 4	0	4 0	9	0	0	4 6	0	6 4	0	0	0	
February 1	3 0		5 5	6			6 5	5	0	0	0	4 1	0	4 3	0	0	0	3 2	0	3 3	0	4 0	9	0	0	4 6	0	6 4	0	0	0	
..... 8	3 0		5 5	6			6 5	5	0	0	0	4 1	0	4 5	0	0	0	3 2	6	3 3	3	3 9	0	0	0	4 6	0	6 4	0	0	0	
..... 15	3 0		5 5	6			6 5	5	0	0	0	4 5	0	4 6	0	0	0	3 3	6	3 4	6	3 9	0	0	0	4 6	0	6 4	0	0	0	
..... 22	3 0		5 5	6			6 5	5	0	0	0	4 8	0	4 9	0	0	0	3 4	0	3 4	3	3 9	0	0	0	4 9	6	4 9	0	0	0	
March 1	5 5	3 3	5 5	6			6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 8	5 5	3 3	5 5	6			6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 15	5 5	3 3	5 5	6			6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 22	5 5	3 3	5 5	6			6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 29	5 5	3 3	5 5	6			6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
April 5	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 12	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 19	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 26	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
..... 3	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
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..... 26	5 5	3 3	5 5	6	0	0	6 5	5	0	0	0	4 8	0	5 0	0	0	0	3 4	3	3 5	9	3 8	0	0	0	4 9	0	6 9	0	0	0	0
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**H.—CANADIAN GRAIN AND FLOUR TRADE.**

TABLE shewing Wheat Imports into and Exports from the Dominion, also estimated Home Production, and Surplus Exported during past seven Fiscal Years, ending 30th June.

Fiscal years, ending 30th June.	IMPORTS.			Home Production (estimated) Wheat, bush.	Home Consumption (estimated) Wheat, bush.	EXPORTS.						Total Produce and Not Produce	Excess of Imports over Exports.	Excess of Exports over Imports.	
	Wheat, bush.	Flour, brls.	Total bush.			PRODUCE OF CANADA.			NOT PRODUCE OF CANADA.						
						Wheat, bush.	Flour, brls.	Total bush.	Wheat, bush.	Flour, brls.	Total bush.				
1872-73.....	5,821,390	273,265	7,187,715			4,379,741	474,202	6,750,751	2,025,932	9,511	2,073,487	8,824,238		1,636,523	
1873-74.....	8,405,616	258,456	9,845,896			6,581,217	540,317	9,282,802	5,429,842	14,024	5,499,962	14,782,764		4,936,868	
1874-75.....	5,105,158	467,786	7,444,088			4,388,022	302,783	5,896,937	2,670,522	6,198	2,701,512	5,598,449		1,154,361	
1875-76.....	5,888,156	376,114	7,718,726			26,834,680	23,206,336	6,070,393	415,504	8,147,913	3,177,997	4,432	3,200,157	11,348,070	3,629,344
1876-77.....	4,589,061	549,063	7,334,366			21,077,721	23,470,797	2,393,155	268,605	3,738,180	1,165,940	7,834	1,205,110	4,941,230	2,393,076
1877-78.....	5,635,411	314,520	7,208,011			27,423,715	28,736,258	4,393,535	476,431	6,765,690	4,115,708	2,814	4,129,778	10,895,468	3,687,457
1878-79.....	4,768,733	315,044	6,343,953			30,332,320	24,004,838	6,610,724	574,947	9,485,459	3,156,831	5,829	3,185,976	12,671,435	6,327,482

TABLE shewing total Grain Imports into and Exports from the Dominion, by Countries for Fiscal Years ending 30th June, 1878 and 1879.

1878.	IMPORTED FROM						EXPORTED TO						BALANCES.	
	Flour, equivalent in bush.	Meal, equivalent in bush.	Indian Corn, bush.	Wheat, bush.	Other grain, bush.	Total bush.	Flour, equivalent in bush.	Meal, equivalent in bush.	Indian Corn, bush.	Wheat, bush.	Other grain, bush.	Total bush.	In favor of Canada, bush.	Against Canada, bush.
Great Britain....	7,620	7,570	30	8	1,097	16,325	1,709,965	1,559,365	3,986,905	7,515,519	5,000,141	19,771,895	19,755,570	
United States....	1,564,320	1,188,790	7,387,477	5,635,403	2,620,446	18,396,496	108,990	175,780	473	991,328	7,715,321	8,991,892		9,404,544
Other countries....	660	2,920			38	3,618	577,270	27,940	222	2,396	208,409	816,237	812,619	
Total.....	1,572,600	1,199,280	7,387,507	5,635,411	2,621,581	18,416,379	2,396,225	1,763,085	3,987,600	8,509,243	12,923,871	29,580,024	20,568,189	9,404,544

**FISCAL YEAR ENDING 30TH JUNE, 1879.**

Great Britain....	6,650	5,365	16	810	12,841	2,242,505	984,200	5,427,204	7,870,140	4,616,424	2,149,473	21,127,632		
United States....	1,567,280	1,164,055	7,617,421	4,768,717	2,189,443	17,306,896	101,400	25,910	883	1,662,835	6,021,416	7,812,391		9,494,506
Other countries....	1,310	50			106	1,466	559,975	25,365	1,325	234,580	632,355	1,453,600	1,452,135	
Total.....	1,575,220	1,169,470	7,617,421	4,768,733	2,190,358	17,321,202	2,903,880	1,035,475	5,429,859	9,767,555	11,270,195	30,406,464	22,579,767	9,494,506

RETROSPECT OF THE YEAR 1879.



The Annual Receipts of Western (U. S.) Wheat and Corn at Kingston, from 1850 to 1879, were as follows:—

YEARS.	WHEAT, Bushels.	CORN, Bushels.	YEARS.	WHEAT, Bushels.	CORN, Bushels.
1850.....	145,472	.....	1865....	1,686,718	640,041
1851.....	148,364	31,622	1866....	274,252	1,442,912
1852.....	28,936	109,906	1867....	2,064,509	700,692
1853.....	.....	117,537	1868....	1,461,272	999,515
1854.....	33,301	253,912	1869....	5,092,571	171,220
1855.....	372,258	472,924	1870....	4,839,591	165,283
1856.....	651,882	679,905	1871....	5,546,193	2,766,449
1857.....	1,443,919	380,844	1872....	2,754,148	6,300,959
1858.....	1,228,468	169,781	1873....	5,561,446	2,580,877
1859.....	347,376	90,688	1874....	3,112,725	1,292,604
1860.....	1,184,062	218,929	1875....	2,906,856	928,128
1861.....	2,850,677	1,013,554	1876....	1,857,478	2,455,676
1862.....	¥ 5,079,417	1,913,010	1877....	3,472,819	2,937,257
1863.....	" 3,135,055	653,855	1878....	2,270,644	3,814,244
1864.....	= 1,813,152	121,978	1879....	5,925,690	3,915,420

The following statement shows the quantities of Barley exported from the Province of Ontario direct to the United States, during the past five years:—

Imports at	1879.	1878.	1877.	1876.	1875.
Chicago.....	15,542	.....	112,829	141,667	272,616
Milwaukee.....	.....	40,622	25,500	18,503	46,654
Port Huron.....	328,730	204,891	642,290	954,947	789,158
Detroit... ..	59,340	41,934	58,420	407,010	350,020
Toledo.....	46,606	.....	32,172	91,722	158,002
Cleveland.....	16,714	32,474	150,740	166,095	426,870
Sandusky.....	.....	.....	.....	.....	.....
Erie.....	.....	39,638	108,678	239,926	492,459
Buffalo.....	1,170,583	1,116,274	911,152	1,402,332	1,021,384
Suspension Bridge.....	426,279	329,381	663,512	845,812	646,919
Charlotte.....	11,353	51,274	20,950	76,991	141,460
Fair Haven.....	250,316	150,041	.....	.....	.....
Oswego.....	3,844,878	2,911,806	3,912,153	3,122,016	3,725,579
Cape Vincent.....	53,824	20,909	.....	19,038	59,144
Ogdensburg.....	59,600	107	62,671	35,323	103,017
Totals in bushels.....	6,283,765	4,939,351	6,701,067	7,521,382	8,236,282

The following shows what proportion of the imports went to Oswego:—

	1879.	1878.	1877.	1876.	1875.
Imports at Oswego....	3,844,878	2,911,806	3,912,153	3,122,016	3,725,579
" at other ports.	2,438,887	2,027,545	2,788,914	4,399,366	4,510,703
Total.....	6,283,765	4,939,351	6,701,067	7,521,382	8,236,282

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III.—CROPS AND GRAIN TRADE OF THE UNITED STATES.

The following table shows the aggregate yield in the United States of the different kinds of grain mentioned. The figures for the years 1850 and 1860 were taken from the Census reports: those from 1864 to 1868, inclusive, were procured from the Agricultural Bureau,—with the remark appended, that in 1864, 1865 and 1866, the quantities (except for Indian Corn) are estimates of the Northern States, or those not included in Secession, while quantities for '67, '68, and '69 are estimates for all the States.

YEARS.	WHEAT.	INDIAN CORN.	BARLEY.	OATS.
	Bushels.	Bushels.	Bushels.	Bushels.
1850.....	100,485,944	592,071,104	5,167,015	146,584,179
1860.....	173,104,924	838,792,740	15,825,898	172,643,185
1864.....	160,695,823	530,581,403	10,632,178	176,690,064
1865.....	148,552,829	704,427,853	11,391,286	225,252,295
1866.....	151,999,906	867,946,295	11,283,807	268,141,077
1867.....	212,441,400	768,320,000	25,727,000	278,698,000
1868.....	224,036,600	906,527,000	22,896,100	254,960,800
1869.....	260,146,900	874,320,000	28,652,200	288,334,000
1870.....	235,884,700	1,094,225,000	26,295,400	247,277,400
1871.....	230,722,400	991,898,000	26,718,500	255,743,000
1872.....	249,997,100	1,092,719,000	26,846,400	271,747,000
1873.....	281,254,700	932,274,000	32,044,491	270,340,000
1874.....	308,102,700	850,148,500	32,552,500	240,369,000
1875.....	292,136,000	1,321,069,000	36,908,600	354,317,500
1876.....	289,356,500	1,283,827,500	38,710,500	320,884,000
1877.....	364,194,146	1,360,000,000	35,600,000	406,394,000
1878.....	420,122,400	1,388,218,750	42,000,000	413,758,560
1879.....	448,755,118	1,538,000,000	40,184,000	364,253,180

The Report of the Agricultural Bureau for December says that the yield of Wheat as returned to us by our correspondents in November indicated an average yield for the whole country of 13.7 bushels per acre. This yield is almost identical with the average of 1877, and only slightly more than 1878.

The acreage in this cereal was increased about 1½ per cent., and was estimated at 32,545,900 acres for this year, giving a total crop of 448,755,000 bushels against 420,122,400 in 1878. In the region of the great Corn-producing States north of the Ohio River and in Missouri many counties reported an imperfect ripening of the crop, and unfavorable conditions during November. The result was a softening of the grain, rendering much of it unmerchantable, and some of it unfit for any sort of even domestic use. Some of these States reduce their estimates as much as 10 per cent. This will make the average yield per acre of the whole country 29.1 bushels, against 26.9 bushels in 1878. This average was exceeded in only one previous year—1875.

Mr. Randolph, in his Report to the Chicago Board of Trade, remarks as follows:—

The receipts of Wheat in 1879 have aggregated 34,106,109 bushels, and the shipments 31,006,789 bushels. The receipts are the largest, by over 4,000,000 bushels, that have ever arrived at Chicago in one year, the movement being exceptionally large during the autumn months, aggre-

CORN,  
Bushels.

640,041  
442,912  
700,692  
999,515  
171,220  
165,283  
766,449  
300,959  
580,877  
292,604  
928,128  
455,676  
937,257  
814,244  
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141,460  
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3,725,579  
59,144  
103,017

8,236,282

wego:—

1875.  
3,725,579  
4,510,703  
.....  
8,236,282

gating in October over 6,000,000 bushels. Our receipts continue to be mainly of the spring-sown varieties, but the proportion of Winter Wheat received at this point has largely increased within the past two years; the out-turn of the Winter Wheat crops of 1878 and 1879 in the Western States was of unusually good quality, and the yield greatly in excess of the average of late years. In some portions of the States of Illinois and Indiana the product has reached the extraordinary return of forty-five to fifty bushels per acre. The Spring Wheat crop of the North-western States was, to a large extent, a disappointment of the expectations had in regard to it previous to its being harvested, the average product per acre being less than one-half that of the Winter Wheat in the adjoining States. Prices have averaged somewhat higher than in 1878, but have taken a wide range. No. 2 Spring opening in January at about 82 cents, gradually advanced to 107 in June, declined to 84 in August under the prospect of an abundant harvest, but later, mainly under the influence of a present and prospective demand from Europe, advanced to 133½ in the closing days of the year. Speculative operations in Wheat for future delivery have been unusually active, and the volume of such transactions has been greatly in excess of any former year. These operations, confined almost exclusively to No. 2 Spring Wheat, have kept our current prices for that grade, for almost the whole year, considerably above a shipping point, resulting in holding in store in this city an average amount of Wheat very much larger than is usual, the weekly report of stocks from January 1 to May 15, and from November 1 to the close of the year, never falling below 5,000,000, and for a considerable portion of the above time being in excess of 7,000,000 bushels.

The crop of the United States harvested in 1879 is estimated by the National Department of Agriculture at 448,755,118 bushels, valued at the farm at \$499,008,803, the average yield of the whole country being placed at 13 7-10 bushels per acre, the largest yield, with one exception (1877), in the past ten years. The exports of the country for the year ending June 30, 1879, were 122,353,936 bushels in Grain and 5,620,711 barrels Wheat Flour, the whole being equal to 147,607,640 bushels of Wheat, which is over sixty per cent. in excess of any corresponding year. The success of the Winter Wheat crop in the Western States in the past two years, and the unfortunate damages which have been sustained by the Spring Wheat crops, are operating to induce a much larger relative production of the former.

The receipts of Corn in 1879 were 64,339,321 bushels. Prices ruled very steady during the first nine and a half months; about the middle of October, in sympathy with the markets in England, a liberal advance was established, touching at one time 49 cents per bushel; closing, however, at about 40 cents, December 31. The crop of 1879, while subject to possible modifications by later returns, is placed by the Agricultural Department at about 1,538,000,000. As the excess of this crop over its predecessor is much more than the largest amount ever exported in one year, the question as to where it can find a market is one of no little consequence.

The crop of Oats in 1879 was inferior in yield and less in acreage than that of 1878, the aggregate for 1879 being placed at 364,253,180

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bushels. No. 2 Oats in store in the Chicago market have ranged from 19½ cents per bushel at the beginning of the year to 36½ cents early in December, closing at about 36 cents per bushel.

The trade in Barley has been rather moderate during the past year. Speculations in it have been confined within much narrower limits than during most of the late years. The crop of 1879 marketed in Chicago has been of fair average quality, prices for it opening in September at 75 cents per bushel for No. 2, and advancing to 92 cents in December, closing a trifle lower. The total crop of the country for 1879 is less both in acreage and product than the previous year. A considerable quantity of California Barley has been sold in this market at prices but little above the better qualities of the western-grown grain. Some has also been received from Canada, principally by rail, duties being paid at Port Huron.

The receipts and shipments of Wheat at Chicago during past ten years were:

	Receipts.	Shipments.	In store at close.	
1879.....	33,925,423	bush.... 31,944,927	bush.... 7,534,198	bush.
1878.....	29,713,577	" .... 24,211,739	" .... 5,556,662	"
1877.....	14,350,658	" .... 15,096,123	" .... 1,406,686	"
1876.....	16,574,058	" .... 14,361,950	" .... 3,370,189	"
1875.....	24,206,370	" .... 23,184,349	" .... 2,280,254	"
1874.....	30,177,036	" .... 27,353,635	" .... 2,105,779	"
1873.....	25,167,516	" .... 23,076,644	" .... 1,645,000	"
1872.....	12,724,141	" .... 12,160,046	" .... 1,200,000	"
1871.....	14,439,656	" .... 12,905,449	" .... 1,290,639	"
1870.....	17,394,409	" .... 16,432,585	" .... 2,336,156	"

The receipts and shipments of Wheat at Milwaukee during past ten years were:—

	Receipts.	Shipments.	In store at close.	
1879.....	19,025,163	bush.... 14,858,197	bush.... 3,776,000	bush.
1878.....	21,763,312	" .... 17,254,453	" .... 2,584,000	"
1877.....	19,299,677	" .... 18,150,743	" .... 714,235	"
1876.....	18,173,364	" .... 16,804,404	" .... 1,723,175	"
1875.....	27,638,707	" .... 22,580,320	" .... 3,234,000	"
1874.....	25,697,444	" .... 22,352,171	" .... 1,400,000	"
1873.....	28,430,033	" .... 25,022,576	" .... 1,308,000	"
1872.....	13,275,726	" .... 11,468,276	" .... 750,000	"
1871.....	15,686,611	" .... 13,409,467	" .... 1,226,058	"
1870.....	18,883,837	" .... 16,127,838	" .... 1,788,379	"

UNITED STATES TRADE IN BREADSTUFFS.

Highest and Lowest Cash Prices of Produce in Chicago for each week during the Year 1879.

WEEK ENDING	No. 2 Red Winter.	No. 2 Spring.	No. 2 Corn.	No. 2 Oats.	No. 2 Barley.	No. 2 Rye.	Barreled Mess Pork.	Steam Rend'd Lard.
January	86 1/2	81 1/2	29 1/2	19 1/2	95 1/2	43 1/2	7 50	5 40
February	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
March	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
April	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
May	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
June	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
July	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
August	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
September	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
October	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
November	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50
December	86 1/2	82 1/2	30 1/2	19 1/2	96 1/2	43 1/2	7 80	5 50

YEAR.	Boston Bush.
1870	
1871	
1872	
1873	2,145,364
1874	3,186,318
1875	3,987,959
1876	6,045,293
1877	5,974,621
1878	12,941,859
1879	15,774,076

The visible points of accumulation New York can...

Total, Dec. 27,	
Total, Dec. 28,	
Total, Dec. 29,	
Total, Dec. 30,	
Total, Dec. 31,	

RECEIPTS OF  
 Flour, bbls...  
 Corn Meal, bbls...  
 Wheat, bush...  
 Corn, bush...  
 Oats, bush...  
 Barley, bush...  
 Rye, bush...  
 Peas, bush...  
 Malt, bush...

Total Grain, bush...  
 Flour and Meal...  
 Grand Total, bush...

EXPORTS  
 Flour, barrels...  
 Wheat, bushels...  
 Corn, bushels...  
 Oats, bushels...  
 Barley, bushels...  
 Rye, bushels...  
 Total Grain, bush...  
 Flour to bushels...  
 Grand Total, bush...

RECEIPTS OF FLOUR AND GRAIN AT SEVEN ATLANTIC SEABOARD PORTS.  
(Compiled by E. H. Walker, Esq., of N. Y. Produce Exchange.)

IN YEARS	1874.	1875.	1876.	1877.	1878.	1879
Flour, bbls.....	11,476,184	10,889,544	10,889,306	8,851,663	10,179,444	11,124,735
Corn Meal, bbls.....	847,046	248,323	365,393	568,150	407,564	.....
Wheat, bush.....	63,308,229	54,938,667	43,074,032	47,437,656	112,637,795	164,427,483
Corn, bush.....	54,857,006	51,991,559	88,758,834	88,806,070	104,500,064	105,408,859
Oats, bush.....	21,906,211	21,236,003	25,669,813	20,635,308	25,196,520	21,995,917
Barley, bush.....	3,941,718	6,214,017	8,121,878	10,122,043	6,900,365	6,325,668
Rye, bush.....	987,743	659,438	2,640,024	2,595,832	5,344,087	4,702,218
Peas, bush.....	2,025,346	2,344,832	1,384,527	1,758,943	3,144,803	.....
Malt, bush.....	702,153	1,114,318	2,194,959	2,212,141	2,196,828	.....
Total Grain, bush.....	147,728,406	138,768,834	171,844,071	173,568,046	559,918,262	302,860,145
Flour and Meal to bush.....	58,769,080	55,441,012	55,908,102	46,530,915	12,527,476	50,061,307
Grand Total, bush.....	206,497,486	194,209,846	227,752,173	220,098,961	312,445,738	352,921,452

RECEIPTS OF FLOUR AND GRAIN AT EIGHT PRINCIPAL WESTERN LAKE AND RIVER PORTS.

	1874.	1875.	1876.	1877.	1878.	1879
Flour, barrels.....	7,924,451	5,097,722	5,627,729	5,107,531	5,921,015	7,943,690
Wheat, bushels.....	81,968,746	69,780,642	55,423,338	53,776,909	90,095,853	98,649,898
Corn, bushels.....	67,263,920	48,155,224	80,361,719	77,995,208	92,574,547	107,525,847
Oats, bushels.....	31,594,652	25,110,620	24,764,610	23,337,031	30,531,101	30,485,322
Barley, bushels.....	6,977,618	6,025,104	8,938,291	9,342,646	9,972,627	10,291,286
Rye, bushels.....	2,019,802	1,631,841	2,837,510	4,979,944	5,016,652	4,734,927
Total Grain, bushels.....	189,824,730	150,708,431	172,325,468	169,431,738	228,190,780	251,687,280
Flour to bushels.....	39,622,255	25,488,610	28,138,645	25,437,655	29,105,075	35,746,605
Grand Total, bushels.....	229,446,985	176,192,041	200,464,113	194,969,393	257,295,855	287,433,885

EXPORTS OF GRAIN AND FLOUR (IN BUSHEL) FROM THE UNDER-MENTIONED ATLANTIC PORTS.

YEAR.	Boston.	New York.	Philad- phia.	Baltimore.	New Orleans.	Montreal.	Total.
1870	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1871		29,455,314				13,601,310	
1872		43,595,502				16,186,484	
1873	2,145,364	45,901,493				17,522,957	
1874	3,186,318	54,278,072	4,807,620	9,049,545	1,433,278	17,912,572	89,626,451
1875	3,987,959	66,088,650	6,671,334	12,555,090	2,394,476	16,739,580	107,635,438
1876	6,043,298	50,686,401	8,846,515	11,407,489	774,927	15,363,184	91,066,475
1877	5,974,621	55,500,158	22,016,515	24,761,307	2,145,818	13,167,642	128,634,738
1878	12,941,359	62,418,417	13,473,965	25,842,450	3,101,232	17,346,678	128,167,263
1879	15,774,076	107,819,044	29,876,327	39,724,954	7,606,427	20,899,187	218,867,298
		124,850,932	32,310,473	55,629,594	7,065,416	22,755,946	257,886,437

The visible supply of Grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit on the lakes and the New York canals, on last Saturday in December during the past five years :-

	Wheat.	Corn.	Oats.	Barley.	Rye.
Total, Dec. 27, 1879.....	28,634,366	10,175,216	2,795,105	4,529,297	1,091,333
Total, Dec. 28, 1878.....	18,283,701	8,525,819	2,700,310	5,248,452	1,722,955
Total, Dec. 29, 1877.....	10,191,121	6,009,796	3,351,452	4,548,000	678,367
Total, Dec. 30, 1876.....	12,457,193	8,488,637	3,561,425	5,417,912	891,785
Total, Dec. 31, 1875.....	17,378,337	3,595,083	3,471,659	2,559,260	462,021



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REPORT  
ON THE  
TRADE AND COMMERCE  
OF  
MONTREAL, IN 1879.

I.—FINANCIAL AFFAIRS.

GENERAL REMARKS.

The prospects of revival in trade in 1879 were not realized so soon as had been hoped for; but the gloominess began to disappear after midsummer,—the fall trade opened encouragingly, and the close of the year afforded substantial ground for believing that the long-continued depression, which had exerted such a withering influence upon commerce throughout the world, was passing away. While the bountiful harvest in the Dominion inspired all classes with thankfulness and resolution,—returning prosperity in the United States gave a fresh impetus to some departments of trade here; and it may fairly be said that 1880 was entered upon with a more cheerful outlook than was the case in any of the preceding five or six years.

Of course, MONTREAL participated to some extent in the “good times” that began to manifest themselves in the latter half of 1879. The commercial and shipping interests felt the stimulus; and the Custom House record at this Port showed that the shipments of Wheat were 3,859,308 bushels in excess of the largest quantity in any former year. Other branches of trade also gave signs of improvement,—notably the wholesale trade in Tea, Sugar, &c. It appeared that the revenue from Customs collected at this Port in the year 1879 amounted to \$4,512,475.15, against \$3,644,385.36,—showing an increase of \$868,089.76 over the year 1878. The manufacturing industries in this City may also be said to be at least moderately prosperous, with hopeful prospects before them; and, but for the propensity to “strike” which manifests itself here and there, the working classes would be permanent participators in the success of the establishments which provide them with a livelihood. The wave of improvement touched the Lumber and Timber trade early in the present year, and contracts to a large extent were made at advanced rates. The general Grocery trade has also prospered.

The building trade in MONTREAL had a better prospect before it in the Spring of 1880 than at the same time in 1878 and 1879. While contracts for stone and brick work were made shortly since at about the same rates as in the two preceding years,—lumber work has advanced 30 per cent.,—iron work and general hardware were 40 to 50 per cent. dearer. Plaster work was the same as in 1878 and 1879,—but painting and glazing were 15 to 20 per cent. higher. Workmen’s wages showed a rise of 25 to 30 per cent.

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Bank of Toronto.  
Bank of Hamilton  
Canadian B. of Co  
Dominion Bank .  
Ontario Bank . . .  
Standard Bank . .  
Federal Bank . . .  
Bank of Ottawa . .  
Imperial Bank of

QUEBEC

Bank of Montreal.  
Bank of British N  
Banque du Peuple.  
Banque Nationale.  
Banque Jacques-C  
Banque Ville-Mari  
Banque de St. Hy  
Banque de St. Jean  
La Banque d'Hoche  
Eastern Townships  
Exchange Bank of  
Molson's Bank . . .  
Merchants' Bank o  
Quebec Bank . . . .  
Union Bk. of Lowe  
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BANKS AND BANKING.

There were some interesting features in the official Bank return for December 31st, 1879, which made it appear that the requirements of the Banking Law were likely to be more exactly complied with,—so far as to make them really useful. A reference to pp. 91, 92 of the Report for 1877 will show what was then said about a large discrepancy (\$1,370,266) between the figures intended to show amounts due to and from other banks. But the most gratifying evidence afforded by the return in question was the fact that the Banks were strengthening their reserves. The entire available assets,—exclusive of Government stocks, loans to Government, loans on bank stocks, bonds, &c., were \$3,116,000 in excess of what they were in the preceding month, and about \$20,000,000 above what they were in December, 1878; that is to say, the specie on hand and immediately available was equal to nearly \$2.35 for every dollar of the circulation.

Two institutions have disappeared from the list of Quebec Banks, the *Mechanics'* and the *Consolidated*. The latter is in liquidation. It stopped payment at the end of July, 1879; and the estate, under careful management, may not be so disastrous to the shareholders as was at first feared. The suit against the Directors, for making alleged false returns to Government, ended, as is well known, in a verdict against the President, Sir Francis Hincks; but it was quashed in review before a full Bench. The affairs of the *Mechanics'* are in the hands of an assignee.

The *Exchange* and *Ville Marie* Banks suspended payment, taking advantage of the 90-day provision in the General Banking Law. Both institutions opened their doors again within the stipulated time, and are doing business again. A special Act was obtained to permit the *Ville Marie* to go into liquidation when the Directors and Stockholders shall so determine.

The following is a statement relating to the Banks acting under charter in the Provinces of Ontario and Quebec, according to returns furnished by them to the Auditor of Public Accounts at close of the year 1879:—

NAME OF BANK.	Capital Authorized.	Capital Subscribed.	Capital Paid up.	Total Liabilities.	Total Assets
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO.</b>					
Bank of Toronto.....	2,000,000 00	2,000,000 00	2,000,000 00	3,405,506 00	6,306,722 00
Bank of Hamilton.....	1,000,000 00	1,000,000 00	744,350 00	1,570,809 00	2,434,975 00
Canadian B. of Commerce..	6,000,000 00	6,000,000 00	6,000,000 00	14,127,626 00	22,204,850 00
Dominion Bank.....	1,000,000 00	970,250 00	970,250 00	3,712,788 00	5,052,668 00
Ontario Bank.....	3,000,000 00	3,000,000 00	2,996,756 00	3,490,026 00	6,613,145 00
Standard Bank.....	1,000,000 00	509,750 00	509,750 00	1,209,171 00	1,745,800 00
Federal Bank.....	1,000,000 00	1,000,000 00	1,000,000 00	4,269,682 00	5,504,259 00
Bank of Ottawa.....	1,000,000 00	582,200 00	569,817 00	502,410 00	1,083,893 00
Imperial Bank of Canada ..	1,000,000 00	912,800 00	885,812 00	2,781,185 00	3,749,535 00
<b>QUEBEC.</b>					
Bank of Montreal.....	12,000,000 00	12,000,000 00	11,999,200 00	26,292,047 00	43,638,085 00
Bank of British N. America	4,866,666 00	4,866,666 00	4,866,666 00	6,445,538 00	10,214,817 00
Banque du Peuple.....	1,600,000 00	1,600,000 00	1,600,000 00	1,553,180 00	3,292,945 00
Banque Nationale.....	2,000,000 00	2,000,000 00	2,000,000 00	2,165,244 00	4,349,910 00
Banque Jacques-Cartier.....	500,000 00	500,000 00	500,000 00	615,903 00	1,197,495 00
Banque Ville-Marie.....	1,000,000 00	1,000,000 00	919,055 00	580,514 00	1,294,448 00
Banque de St. Jean.....	1,000,000 00	540,000 00	224,120 00	213,403 00	461,873 00
Banque de St. Hyacinthe...	1,000,000 00	504,600 00	234,830 00	645,716 00	928,985 00
La Banque d'Hochelaga....	1,000,000 00	800,000 00	639,130 00	420,475 00	932,391 00
Eastern Townships Bank...	1,500,000 00	1,469,600 00	1,381,989 00	1,687,497 00	3,850,453 00
Exchange Bank of Canada..	1,000,000 00	1,000,000 00	1,000,000 00	609,361 00	1,620,794 00
Molson's Bank.....	2,000,000 00	2,000,000 00	1,999,095 00	3,967,086 00	6,168,734 00
Merchants' Bank of Canada	6,000,000 00	5,798,267 00	5,511,040 00	10,439,849 00	16,812,209 00
Quebec Bank.....	3,006,000 00	2,500,000 00	2,500,000 00	3,612,968 00	6,615,210 00
Union Bk. of Lower Canada	2,000,000 00	2,000,000 00	1,992,990 00	1,696,747 00	3,802,691 00
Stadacona do.....	1,000,000 00	1,000,000 00	991,890 00	95,959 00	1,118,497 00
Total Ont. and Que.....	58,486,666 00	55,554,133 00	54,086,740 00	95,980,703 00	160,544,497 00

The condition of these Banks on 31st December, 1878 and 1879, also on April 30, 1880, as deduced from the official returns, is shown in the following summary:—

	Dec. 31, 1878.	Dec. 31, 1879.	April 30, 1880.
Capital Subscribed .....	\$59,826,557	\$55,554,133	\$55,554,133
“ Paid up.....	58,098,996	54,036,740	54,060,652
Circulation .....	19,186,300	19,891,211	17,503,021
Dominion Gov. Dep. on demand .....	3,717,369	2,792,718	3,814,001
“ “ “ payable after notice ..	344,400	6,607,047	5,929,880
Provincial “ “ on demand .....	473,352	481,365	309,704
“ “ “ payable after notice ..	296,348	116,374	315,874
Other Deposits on demand .....	33,365,047	36,265,387	35,511,044
“ “ “ payable after notice.....	26,687,985	26,129,936	29,379,015
Due to other Banks in Canada.....	1,637,513	2,888,387	2,062,780
“ “ “ in Foreign Countries...	254,739	53,950	86,309
“ “ “ in United Kingdom...	1,059,819	512,914	910,831
Other liabilities.....	158,664	241,411	125,396
Total Liabilities.....	87,181,539	95,980,703	95,977,861
Specie .....	5,079,806	6,273,946	6,235,184
Dominion Notes.....	7,530,402	8,462,801	9,616,017
Notes and Checks on other Banks.....	4,037,573	4,212,295	3,294,703
Bal. due from Banks in Canada.....	3,950,413	4,115,018	3,636,830
“ “ “ other Banks not in Canada...	5,294,480	19,029,981	26,224,810
“ “ “ “ in U. Kingdom..	922,952	4,699,942	3,117,922
Government Debentures or Stock .....	1,869,208	1,855,167	2,267,086
Loans to Dominion Government.....	11,324	42,390	103,752
“ Provincial “ .....	1,613,526	478,219	1,087,884
Advances secured by Bank Stock.....	2,547,341	1,123,874	503,328
Loans secured by Bonds.....	5,096,510	5,260,075	3,541,250
“ &c., to Corporations .....	3,450,871	4,216,008	4,122,284
Notes and Bills Discounted, current.....	106,835,461	87,110,271	98,388,291
“ Overdue and not specially secured..	2,268,148	2,419,132	2,824,669
Overdue Debts secured.....	3,436,760	2,775,274	3,228,028
Real Estate (not Bank Premises) .....	2,037,838	2,344,109	2,461,776
Bank Premises.....	3,181,419	3,014,469	3,305,361
Other Assets.....	1,341,973	3,111,518	5,592,469
Total Assets .....	160,505,952	160,544,497	179,551,651
Directors' Liabilities .....	5,862,160	5,030,482	6,542,135

#### RENEWING THE BANK CHARTERS.

A Bill was brought down by Government, at last session of the Dominion Parliament, to amend the Banking Law, and provide for the renewal of existing Bank Charters. It will not be contended that the measure, in all its aspects, was thoroughly discussed before enactment, although it received a good deal of attention from an influential representation of bankers, in conjunction with the Minister of Finance, the parties on both sides expressing satisfaction at the result. Before next session, experience will probably afford reason for submitting some amendments.

One section (2) exempts from personal liability as a stockholder any person holding stock as a trustee for another, provided the person represented is named in

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the books of the bank; and the following section (3) provides that banks shall not hold less than 40 per cent. of their cash reserves in Dominion notes, the former limit being 33½ per cent.

Some important changes are provided for in section 4, in the nature of the returns to be made to Government, furnishing all the particulars that may properly be asked to be disclosed for the public information. It is hardly worth while criticising the *form* of the returns until some, at least, of its results can be clearly seen; but, it may be said, as so far satisfactory, that the new schedule would doubtless have prevented much of the alleged manipulation of statements with which the public have within a year or two been somewhat familiar. One excellent provision of the new Act is that which gives to the Minister of Finance authority to call for special returns from any particular bank, whenever he believes that step necessary to a thorough knowledge of its condition. Circulation is made a first charge upon assets, and proxies must be renewed at the end of every three years.

After the Act was passed, attention was directed to one of the changes which it had effected. For example,—section 51 of the Act 1871 provided that “the bank shall not make loans or grant discounts on the security of its own stock, but shall have a privileged lien for any *overdue debt* on the shares and unpaid dividends of the debtor *thereof*,” &c. By the new Act this section is repealed, and one substituted which reads thus: “The bank shall not make loans or grant discounts on the security of its own stock, but shall have a privileged lien for any *debt or liability for any debt to the bank* on the shares and unpaid dividends of the debtor *or party so liable*,” &c. The words omitted in the repealed section, and the substituted or added words in the new, are printed in italics. It is said that some Bankers interpret the new clause to sanction in a round-about way the advancing of money upon the security of their own shares. A bank’s lien under the old law upon the stock of a shareholder, to whom it had lent money, was not operative until maturity of the loan, but the section as it now stands makes the bank’s claim upon the borrower’s stock good from the moment of borrowing.

A clause was added to the Bill before it passed the Commons, making it a misdemeanor for any private banker to transact business under a name or style likely to convey the impression that the business was conducted under a Charter. This was eminently proper,—but it only affects such as would, under false colors, sail into public favor. On this the *Shareholder* aptly says:—

“Private banking has its field of usefulness; it was the genesis of the great banking systems of the world. The private bankers of Great Britain hold their own to-day in defiance of all competition, and enjoy a virtual monopoly of all monetary transactions of a confidential nature. Without the Glynns, Barings, Rothschilds and the other great banking houses of England, the great national loans demanded to open up new regions of the world’s surface could scarcely have been negotiated. We expect to see the principle of private banking asserted in Canada before long by the establishment of large houses in Montreal, which may make themselves very useful to the different Governments—Dominion and Provincial.”

An Act was also passed at last session which extended the Charters of Savings Banks for one year, or until the close of the session 1881.

also on April  
summary:—

April 30, 1880.

\$55,554,133  
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910,831  
125,396

95,977,861

6,235,184  
9,616,017  
3,294,703  
3,636,830  
26,224,810  
3,117,922  
2,267,086  
103,752  
1,087,884  
503,328  
3,541,250  
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BANK STOCKS AND DIVIDENDS.—A POPULAR LOAN TO GOVERNMENT.

The following statement shows the maximum prices of Stocks of certain Banks, during the year, and on 31st December, 1871, 1872, 1878, and 1879.

	1871.		1872.		1878.		1879.	
	Max.	Dec. 31.	Max.	Dec. 31.	Max.	Dec. 31.	Max.	Dec. 31.
Bank Montreal..	285	251	269	182	173	138 $\frac{1}{4}$	150	137 $\frac{3}{4}$
Bank Toronto ..	193	193 $\frac{1}{2}$	220	194 $\frac{1}{2}$	140 $\frac{1}{2}$	118 $\frac{1}{4}$	123	121 $\frac{1}{4}$
Bank Commerce	146	129 $\frac{1}{4}$	139	116 $\frac{3}{4}$	119	101	120	115 $\frac{1}{4}$
Bank B.N. A...	116	116	128	110	...	...	...	...
Merchants' Bank	145	133 $\frac{1}{2}$	137	107 $\frac{1}{4}$	99	79	96	86 $\frac{1}{2}$
Ontario Bank...	122	111	115	98	97 $\frac{1}{4}$	67 $\frac{3}{4}$	75 $\frac{1}{2}$	70
Consolidated (2).	106	81	105	80 $\frac{1}{2}$	81	57 $\frac{1}{2}$	57 $\frac{1}{4}$	...
Dominion.. ....	110	109	112	107	...	...	...	...
Molsons.....	127	115	116	109	101	81	84	77
Quebec.....	127	113	115	108	...	...	...	...
Union.....	122	105 $\frac{1}{2}$	112	100	62 $\frac{1}{2}$	...	61 $\frac{1}{2}$	...

In the face of clamor for large dividends by shareholders, it is saying a good deal in favor of Bank Directors to find them declaring somewhat smaller ones, so as to keep the year's outlay within the amount earned. It is clear enough that the "flush times" of the past are not likely soon to recur; and it is quite as evident that there is a large and increasing amount of Canadian capital inadequately employed, not a little of it possibly earning nothing. It cannot have been forgotten already how vast was the recuperative energy manifested by France after the disastrous conflict she waged with Germany. The multitudes of millions of money exacted by the victors were speedily contributed in form of popular loans by the people of France; and that country is as prosperous to-day as ever. Such a project has been suggested in former Reports of this Series,—and the following from the *Shareholder* is *à propos* :—

"It has always appeared to us that the Canadian Government might utilize a considerable portion of the surplus funds that the banks don't know what to do with, by the issue of a popular loan: A bond at five, ten, or fifteen years, at 4 or 5 per cent. interest, would be eagerly taken up by our people. The amount of surplus capital in Canada is enormous. Excluding Government notes held, and deposits in Government Savings Banks and in other savings banks, the deposits and circulation of our issuing banks is now \$113,185,188, against \$54,101,348 ten years ago, taking the returns of the 31st March in the respective years; and if all the other accumulations were reckoned, we venture to say that the savings of the people are nearly three-fold what they were ten years ago. With twenty-five or thirty millions of bank capital seeking investment in American cities, it seems very desirable to furnish the means by which our money could be kept in the country. A Government loan, held largely by our own people, would form a powerful bond of union, would stimulate our patriotism, excite a more powerful interest in all public questions, and furnish a solution to many of the dangers which now threaten us."

The following House of shows the nu

1878.
Ontario.....
Quebec.....
New Brunswick
Nova Scotia..
P. E. Island..
Manitoba.....
British Colum

Total ..

1879.

Ontario.....
Quebec.....
New Brunswick
Nova Scotia..
P. E. Island..
Manitoba.....
British Colum

Total ..

Besides the following an

Average of do  
Total Claim  
Hypotheca  
Total Asset  
Commission  
Percentage  
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After the ex  
has been repeale  
Parliament in  
yielding at the r  
sion, however, th  
the equitable dis  
it is now evident  
into Charybdis.

\* NOTE.—Of thi  
Ontario, 65; Quebec

## BUSINESS FAILURES IN 1878 AND 1879.

The following statement is condensed from a return made to an Order of the House of Commons in the early part of the recent Session of Parliament, and shows the number of Insolvencies reported during the past two years.

1879.		Number of Insolvencies.	Liabilities as furnished by Insolvents.	Claims Proved.	Receipts on all Estates.	Receipts on Estates Liquidated.	Net Assets.
Tax.	Dec. 31.						
1878.							
50	137½	752	\$ 10,929,622	\$ 7,453,307	\$ 1,462,303	\$ 1,011,770	\$ 937,409
23	121½	518	11,081,035	6,720,446	1,526,119	873,664	771,474
20	115½	56	579,054	393,440	73,352	28,161	24,648
..	..	130	1,824,144	1,406,347	305,568	134,604	130,714
96	86½	29	331,055	178,437	55,592	53,243	51,748
75½	70	7	74,402	67,556	21,128	561	519
57½	..	3	17,047	9,363	1,033	773	737
..	..						
84	77						
..	..						
61½	..						
Total ....		1,495	24,836,359	16,228,896	3,445,095	2,102,776	1,917,249
1879.							
		788	8,612,907	6,244,815	1,476,984	845,663	755,812
		638	13,659,914	9,360,442	1,721,412	990,931	893,825
		85	994,629	712,970	216,484	160,934	151,232
		177	2,642,557	1,811,131	282,626	225,189	220,015
		55	656,786	560,849	56,131	32,996	30,172
		10	57,980	31,234	4,162	..	..
		9	259,892	176,217	110,819	107,142	104,123
Total ....		*1,762	26,875,665	18,897,658	3,868,618	2,362,855	2,155,179

Besides the details contained in this table, the return gives details of which the following are the totals:

	1878.	1879.
Average of Liabilities for each Estate .....	\$ 16,613	\$ 15,253
do Claims proved do .....	10,855	11,651
Total Claims proved and liquidated .....	6,534,359	6,034,484
Hypothecary and Preferential Claims paid ..	41,654	73,973
Total Assets .....	2,061,122	2,288,882
Commissions, Law Costs, &c .....	143,873	133,703
Percentage of do do to Assets .....	7.0	5.8
Average dividend per cent. on claims .....	29.3	35.7

After the experience of about fifteen years or so, the Insolvent Law of Canada has been repealed. This result would have been accomplished during the session of Parliament in 1879 but for the intervention of the Senate,—that House probably yielding at the recent session to what seemed a popular demand, under the impression, however, that there would be such immediate legislation as would provide for the equitable distribution of the assets of insolvent traders. This did not occur; and it is now evident that, in avoiding Scylla, the advocates of repeal have been drawn into Charybdis. So palpable was the mistake, that just before the close of the session

\* NOTE.—Of this Total of Insolvencies there were 140 returned incomplete—divided as follows:—Ontario, 65; Quebec, 18; New Brunswick, 19; Nova Scotia, 36; and Manitoba, 2.



strong representations were made to Government, earnestly joined in by influential men who had favored repeal, to procure the passage of a measure that would avoid the inevitable difficulties which must arise from diverse Provincial legislation, and prevent fraudulent dispositions of property and preferential assignments by dishonest debtors. It was too late; for, in meeting the deputations, the Minister of Justice said that while he sympathized with the views expressed, and personally concurred as to the action recommended, the Government felt that Parliament would not sustain them in such an effort as that recommended.

## LIFE INSURANCE.

The Superintendent of Insurance at Ottawa (J. B. Cherriman, Esq.) recently issued an Abstract of Life Insurance in Canada, for the year 1879,—in which is shown in detail the amount and value of business done in the Dominion by seven Canadian, sixteen British, and ten American companies. The statement was published "subject to revision;" but it is of course approximately correct. The following is a summary of the information:—

	Canadian Companies.	British Companies.	U. S. Companies.
Premiums for year.....	918,298	532,298	1,109,243
Amount of new policies.....	6,112,706	1,880,668	3,363,600
Net amount in force at date.....	33,390,987	18,299,555	32,997,079
Net amount of policies which have become claims.....	240,114	303,150	385,170
Claims paid.....	220,609	304,652	395,242
Unsettled claims, not resisted.....	81,772	118,705	64,790
do do resisted.....	None	None	30,500

Besides the Institutions referred to in the foregoing analysis, two British Companies and one in the United States made no return.

Of the total amount of premiums paid during 1879 (\$2,559,839), \$918,298, or 35·87 per cent., was to Canadian Companies,—\$532,298, or 20·80 per cent., to British Companies, and \$1,109,243, or 43·33 per cent., to companies in the United States.

The only claims resisted during the year were in connection with Policies in American Companies.

An important inference from the table seems to be that a very considerable amount of money might be kept for use in Canada, were the Government to adopt a good system of Life Insurance, and intrust the management of it to a first-class Actuary.

DATE.

January

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February

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March

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April

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May

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July

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August

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September

..... 5

..... 12

..... 19

..... 26

October

..... 3

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..... 17

..... 24

..... 31

November

..... 7

..... 14

..... 21

..... 27

December

..... 4

..... 11

..... 18

..... 24

STERLING EXCHANGE DURING 1878 AND 1879.

DATE.	MONTREAL.		NEW YORK.		Rate of DISCOUNT at BANK OF ENGLAND.		
	Sixty Days' BILLS.	Sixty Days' BILLS.	Sixty Days' BILLS.	Sixty Days' BILLS.			
	1878	1879	1878	1879	1878	1879	
January 2	108 <sup>5</sup> / <sub>8</sub> a	108 <sup>1</sup> / <sub>2</sub> a	108 <sup>5</sup> / <sub>8</sub>	4.82	4.82	4 p.c.	5 p.c.
..... 9	108	108 <sup>3</sup> / <sub>8</sub>	108 <sup>3</sup> / <sub>8</sub>	4.82	4.83 <sup>1</sup> / <sub>2</sub>	3 "	5 "
..... 16	108	109	109	4.81 <sup>1</sup> / <sub>2</sub>	4.85	3 "	5 "
..... 23	108	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	4.86 <sup>1</sup> / <sub>2</sub>	3 "	4 "
..... 30	108	109	109	4.83	4.86 <sup>1</sup> / <sub>2</sub>	2 "	4 "
February 6	108	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	4.86	2 "	3 "
..... 13	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.82	4.86 <sup>1</sup> / <sub>2</sub>	2 "	3 "
..... 20	109	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	4.86	2 "	3 "
..... 27	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.84	4.86	2 "	3 "
March 6	109	109 <sup>7</sup> / <sub>8</sub>	109 <sup>7</sup> / <sub>8</sub>	4.84 <sup>1</sup> / <sub>2</sub>	4.87	2 "	3 "
..... 13	109	109 <sup>5</sup> / <sub>8</sub>	109 <sup>5</sup> / <sub>8</sub>	4.85 <sup>1</sup> / <sub>2</sub>	4.87	2 "	3 "
..... 20	109	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.87 <sup>1</sup> / <sub>2</sub>	4.87	2 "	2 <sup>1</sup> / <sub>2</sub> "
..... 27	109	109	109	4.87 <sup>1</sup> / <sub>2</sub>	4.85 <sup>1</sup> / <sub>2</sub>	2 "	2 <sup>1</sup> / <sub>2</sub> "
April 3	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.87	4.86 <sup>1</sup> / <sub>2</sub>	3 "	2 <sup>1</sup> / <sub>2</sub> "
..... 10	109	109 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.87	4.86 <sup>1</sup> / <sub>2</sub>	3 "	2 <sup>1</sup> / <sub>2</sub> "
..... 17	109	110 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.87	4.87	3 "	2 <sup>1</sup> / <sub>2</sub> "
..... 24	109	110 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.87	4.87	3 "	2 "
May 1	109	109	109	4.87	4.87	3 "	2 "
..... 9	109	109 <sup>1</sup> / <sub>2</sub>	109	4.86 <sup>1</sup> / <sub>2</sub>	4.87 <sup>1</sup> / <sub>2</sub>	3 "	2 "
..... 16	109	109	109	4.86	4.88	3 "	2 "
..... 23	109	109	109	4.85 <sup>1</sup> / <sub>2</sub>	4.88 <sup>1</sup> / <sub>2</sub>	3 "	2 "
..... 30	108	108 <sup>7</sup> / <sub>8</sub>	109	4.83 <sup>1</sup> / <sub>2</sub>	4.88	3 "	2 "
..... 6	109	109	109	4.85	4.88 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub> "	2 "
..... 13	109 <sup>1</sup> / <sub>2</sub>	109	109	4.85 <sup>1</sup> / <sub>2</sub>	4.88	2 <sup>1</sup> / <sub>2</sub> "	2 "
..... 20	109 <sup>1</sup> / <sub>2</sub>	109	109	4.85 <sup>1</sup> / <sub>2</sub>	4.88	2 <sup>1</sup> / <sub>2</sub> "	2 "
..... 27	109 <sup>1</sup> / <sub>2</sub>	109 <sup>3</sup> / <sub>8</sub>	109	4.86	4.87	2 <sup>1</sup> / <sub>2</sub> "	2 "
July 4	109 <sup>1</sup> / <sub>2</sub>	109	109	4.86	4.86 <sup>1</sup> / <sub>2</sub>	3 "	2 "
..... 11	109 <sup>1</sup> / <sub>2</sub>	109 <sup>3</sup> / <sub>8</sub>	109	4.84 <sup>1</sup> / <sub>2</sub>	4.86 <sup>1</sup> / <sub>2</sub>	3 "	2 "
..... 18	108 <sup>1</sup> / <sub>2</sub>	108 <sup>3</sup> / <sub>4</sub>	109 <sup>1</sup> / <sub>2</sub>	4.83 <sup>1</sup> / <sub>2</sub>	4.86 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub> "	2 "
..... 25	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.83	4.85	3 <sup>1</sup> / <sub>2</sub> "	2 "
August 1	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82	4.83 <sup>1</sup> / <sub>2</sub>	4 "	2 "
..... 8	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	109 <sup>1</sup> / <sub>2</sub>	4.83 <sup>1</sup> / <sub>2</sub>	4.83	4 "	2 "
..... 15	109	109	108 <sup>1</sup> / <sub>2</sub>	4.85	4.82 <sup>1</sup> / <sub>2</sub>	4 "	2 "
..... 22	108 <sup>5</sup> / <sub>8</sub>	108 <sup>7</sup> / <sub>8</sub>	108 <sup>5</sup> / <sub>8</sub>	4.84 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	5 "	2 "
..... 29	108 <sup>5</sup> / <sub>8</sub>	108	108 <sup>5</sup> / <sub>8</sub>	4.84	4.82	5 "	2 "
September 5	108 <sup>5</sup> / <sub>8</sub>	108 <sup>5</sup> / <sub>8</sub>	108 <sup>5</sup> / <sub>8</sub>	4.83	4.82	5 "	2 "
..... 12	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82	4.82	5 "	2 "
..... 19	108	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	5 "	2 "
..... 26	108	109	108 <sup>1</sup> / <sub>2</sub>	4.82	4.82	5 "	2 "
October 3	108 <sup>5</sup> / <sub>8</sub>	109	108 <sup>5</sup> / <sub>8</sub>	4.81	4.82	5 "	2 "
..... 10	108	108	108	4.80	4.82	5 "	2 "
..... 17	108 <sup>1</sup> / <sub>2</sub>	108	108	4.79 <sup>1</sup> / <sub>2</sub>	4.82	6 "	2 "
..... 24	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82	4.81 <sup>1</sup> / <sub>2</sub>	6 "	2 "
..... 31	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82 <sup>1</sup> / <sub>2</sub>	4.81 <sup>1</sup> / <sub>2</sub>	6 "	3 "
November 7	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.80 <sup>1</sup> / <sub>2</sub>	4.81 <sup>1</sup> / <sub>2</sub>	6 "	3 "
..... 14	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	108 <sup>1</sup> / <sub>2</sub>	4.82	4.80 <sup>1</sup> / <sub>2</sub>	6 "	3 "
..... 21	108 <sup>1</sup> / <sub>2</sub>	108	108	4.82	4.81 <sup>1</sup> / <sub>2</sub>	5 "	3 "
..... 27	108 <sup>1</sup> / <sub>2</sub>	108	108	4.82	4.81	5 "	3 "
December 4	108 <sup>1</sup> / <sub>2</sub>	108	108	4.82	4.81 <sup>1</sup> / <sub>2</sub>	5 "	3 "
..... 11	108	108	108	4.83	4.82 <sup>1</sup> / <sub>2</sub>	5 "	3 "
..... 18	108	108 <sup>7</sup> / <sub>8</sub>	108	4.83 <sup>1</sup> / <sub>2</sub>	4.82	5 "	3 "
..... 24	108 <sup>1</sup> / <sub>2</sub>	108 <sup>5</sup> / <sub>8</sub>	108 <sup>5</sup> / <sub>8</sub>	4.83 <sup>1</sup> / <sub>2</sub>	4.82	5 "	3 "

## II.—THE PRODUCE TRADE.

### SUMMARY OF THE MONTREAL GRAIN TRADE.

The Produce Statements in this Section of the Report have been re-formed; and, while they are more concise than formerly, they are, at the same time, more comprehensive and perspicuous. The following summary gives the results deducible from the tables:—

The aggregate receipts and shipments of Grain, Flour and Meal, at MONTREAL, during the past three calendar years, are shown in the following statements:—

RECEIPTS.			
	1879.	1878.	1877.
Wheat, bushels.....	11,313,634	7,390,095	7,218,092
Corn, ".....	4,389,291	6,117,326	4,617,015
Pease, ".....	2,026,379	1,611,433	810,901
Oats, ".....	490,541	723,103	323,075
Barley ".....	365,789	429,416	1,230,486
Rye, ".....	329,025	18,952	39,200
Flour, bbls.....	771,384	916,379	823,773
Meal, bbls.. :.....	42,117	106,195	46,705
Totals in bushels.....	23,192,749	21,934,170	18,825,184
SHIPMENTS.			
	1879.	1878.	1877.
Wheat, bushels.....	10,461,221	6,802,822	5,848,363
Corn, ".....	4,052,307	5,664,835	4,226,296
Pease, ".....	2,621,592	2,226,792	1,127,245
Oats, ".....	645,485	957,376	400,142
Barley, ".....	418,375	335,846	1,091,473
Rye, ".....	333,491	38,371	39,134
Flour, bbls.....	725,109	716,793	749,247
Meal, bbls.....	59,793	128,918	86,779
Totals in bushels.....	22,725,946	20,899,187	17,346,678

As regards the *receipts*, the figures for Wheat in 1879 show an increase of 53·09 per cent. over 1878; the increase in the latter year over 1877 was 2·38 per cent. In Corn, there was a decrease in 1879 of 28·25 per cent. from the total of 1878; the latter showing an increase over 1877 of 32·50 per cent. Coarse Grains show an increase, in 1879, of 423,830 bushels as compared with 1878,—Flour having decreased in 1879 by 144,995 barrels. The *aggregate receipts* (Flour and Meal in bushels) show an

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Receipts  
past three year

In 1877  
In 1878  
In 1879

It appear  
1879 included  
United States  
The shipm  
past three year

Wheat,  
Corn,  
Peas,  
Oats,  
Barley,  
Rye,  
Flour,  
Meal,

Tota



increase in 1879 of 5.74 per cent. over 1878, those of the latter year showing 16.51 per cent. over 1877.

On looking into the *shipments*, it will be seen that Wheat in 1879 showed an increase of 53.77 per cent. over 1878,—the increase in the latter year over 1877 being 16.32 per cent. The decrease in Corn in 1879 was 28.46 per cent. from 1878,—the latter showing an increase over 1877 of 34.03 per cent. Coarse Grains shipped in 1879 show an increase of 460,568 bushels over 1878,—Flour indicating an increase in 1879 of 8,316 barrels. The *aggregate* shipments (Flour and Meal in bushels) show an increase in 1879 of 8.88 per cent. over 1878,—those of the latter year showing 20.40 per cent. over 1877. It should not be overlooked, however, that the movement of cereals from the sea-board to transatlantic ports has been greatly augmented within the past eight years, (as shown in a table on page 81,) while the proportion of these shipments from MONTREAL has been decreasing. For instance:—

In 1873, the proportion from Montreal was.....	19.98	per cent.
1874, do do .....	15.55	“
1875, do do .....	16.87	“
1876, do do .....	14.12	“
1877, do do .....	13.53	“
1878, do do .....	9.54	“
1879, do do .....	8.82	“

The largest totals in previous years, were:

Receipts.....	1873.	19,989,094	bushels.
Shipments.....	1876.	18,167,642	“

The largest receipts and shipments of Wheat in any year prior to 1879 were recorded in 1873, and afford the following comparison:—

	1873.	1879.	
Receipts.....	9,788,730	11,313,634	inc. 15.58 per cent.
Shipments.....	8,225,649	10,461,221	inc. 27.17 per cent.

Receipts of Grain in barges, *via* Lachine Canal, during season of navigation in past three years were:—

In 1877.....	8,547,132	bush.
In 1878.....	9,237,986	“ ..inc. 8.08 per cent.
In 1879.....	12,781,775	“ ..inc. 38.36 per cent.

It appears that the arrivals of Grain at Kingston during season of navigation in 1879 included 5,925,690 bushels of Wheat and 3,915,420 bushels of Corn from the United States.

The shipments of Grain, in sea-going vessels, *via* River St. Lawrence, during past three years were as follows:—

	1879.	1878.	1877.
Wheat, bush.....	9,417,051	5,557,743	5,555,221
Corn, “ .....	4,011,986	5,546,906	4,070,282
Peas, “ .....	2,376,606	1,894,240	1,001,978
Oats, “ .....	601,299	904,475	345,313
Barley, “ .....	378,646	81,564	1,078,532
Rye, “ .....	321,890	38,222	39,132
Flour, brls.....	351,067	316,569	314,395
Meal, “ .....	31,760	76,643	49,925
Total in bush.....	19,180,413	16,372,425	14,161,683



QUANTITIES OF FLOUR AND GRAIN RECEIVED AT AND SHIPPED FROM MONTREAL DURING A PERIOD OF THIRTY-FOUR YEARS.

YEARS.	FLOUR.		WHEAT.		CORN.		PEAS.		BARLEY.		OATS.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
	Barrels.	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	.....	Bushels.
1846.....	582,922	202,821	439,177	376,852	.....	.....	1,350	94,360	489	.....	.....	.....
1847.....	627,137	271,559	540,957	560,858	.....	.....	50,184	86,069	10,213	24,120	Bushels.	30,992
1848.....	546,292	154,908	482,645	130,187	44,150	.....	59,035	64,678	7,291	200	15,505	155,074
1849.....	485,901	535,593	357,900	481,768	51,965	5,719	48,637	6,985	2,911	357	12,001	.....
1850.....	483,603	182,988	845,277	71,359	96,930	26,912	21,256	98,006	512	350	18,243	12,001
1851.....	510,738	255,546	443,477	129,114	92,199	300	22,770	59,921	2,372	.....	29,189	1,061
1852.....	575,938	215,524	724,056	307,656	83,421	.....	60,592	98,514	4,239	734	21,873	.....
1853.....	595,698	244,400	906,989	485,609	651,149	146,748	75,654	175,847	7,415	37,770	38,894	7,494
1854.....	484,684	97,724	431,785	122,636	622,208	28,629	10,098	67,264	21,457	.....	11,197	.....
1855.....	433,011	53,383	634,317	45,707	437,154	158,234	33,956	105,215	17,938	1,799	49,728	9,366
1856.....	589,757	196,731	1,340,705	774,167	330,084	28,631	52,932	218,116	24,194	2,075	43,063	8,643
1857.....	573,445	239,301	1,667,724	859,912	105,087	14,967	16,773	186,142	19,410	4	15,007	120
1858.....	669,064	197,742	1,774,464	669,241	105,087	14,967	177,908	423,018	23,881	300	113,566	32,160
1859.....	575,810	105,973	635,424	58,005	71,430	3,015	113,186	344,189	27,925	29,068	63,093	12,600
1860.....	577,196	277,567	2,622,602	1,645,209	138,214	24,387	776,129	1,298,845	27,483	252	37,637	206,732
1861.....	1,095,339	605,042	7,738,084	5,584,727	1,555,477	1,477,114	1,409,879	1,529,136	132,749	Incom-	122,399	1,040,085
1862.....	1,174,602	597,477	8,534,172	6,500,796	2,661,261	1,774,546	534,679	711,192	236,930	plete.	106,792	979,639
1863.....	1,193,286	616,021	5,509,143	3,741,146	862,534	638,281	668,265	745,414	307,261	709,239	403,972	3,086,835
1864.....	858,795	858,071	4,194,217	2,406,531	158,564	21,974	357,207	499,629	371,055	854,770	232,616	3,437,810
1865.....	782,216	637,001	2,648,674	787,938	935,421	734,849	436,751	681,910	317,688	1,010,392	163,694	3,251,566
1866.....	704,376	595,198	773,208	83,278	1,117,208	1,870,223	1,036,315	1,141,733	336,951	427,322	2,122,305	3,383,536
1867.....	738,518	569,021	2,939,295	1,576,528	891,605	681,708	1,302,306	1,761,960	413,320	901,037	309,268	1,425,950
1868.....	790,311	683,612	2,426,869	1,081,958	1,086,152	682,497	520,395	663,545	267,416	451,366	215,075	903,024
1869.....	975,295	966,057	7,462,033	5,595,332	141,982	108,018	550,984	576,984	66,238	163,372	84,086	330,738
1870.....	1,061,273	975,513	6,508,315	5,973,048	83,656	6,043	892,969	1,747,723	40,465	250,609	172,449	635,830
1871.....	951,760	908,844	8,224,805	7,680,834	3,171,757	2,870,998	292,308	796,143	83,256	57,601	122,946	86,818
1872.....	921,973	832,931	4,665,314	3,818,450	7,656,440	7,546,390	652,649	1,175,026	129,064	118,496	211,684	436,446
1873.....	1,130,666	863,569	9,788,730	8,225,649	3,544,514	3,520,918	455,799	917,761	194,872	153,362	163,069	331,439
1874.....	1,075,353	830,256	7,692,284	7,556,566	2,803,284	2,561,375	1,144,739	1,763,306	175,652	45,426	283,004	261,377
1875.....	1,023,551	840,699	8,615,238	7,117,159	1,804,010	1,724,220	1,157,040	1,544,665	181,935	176,950	258,098	343,565
1876.....	915,331	842,885	6,388,130	5,097,694	3,932,031	3,834,602	1,030,043	1,362,731	270,677	201,796	2,616,174	3,022,874
1877.....	823,873	749,247	7,218,092	5,848,363	4,617,015	4,226,296	810,901	1,127,245	1,230,486	1,091,473	323,075	400,142
1878.....	916,379	716,793	7,390,095	6,802,822	6,117,326	5,664,835	1,611,433	2,226,792	429,416	5,846	723,103	957,376
1879.....	771,384	725,109	11,313,634	10,461,221	4,389,291	4,052,307	2,026,379	2,621,592	365,789	8,375	490,541	645,485

CITY OF MONTREAL, IN 1879.



MOVEMENTS OF PRODUCE BY RIVER ST. LAWRENCE.

Shipments of Produce to particular Ports, viâ River St. Lawrence, from the opening of Navigation (May 1) to the close (Nov. 24).

PORT.	Wheat, bush.	Corn, bush.	Peas, bush.	Oats, bush.	Barley, bush.	Rye, bush.	Flour, brls.	Meal, brls.	Ashes, brls.	Butter, kegs.	Cheese, boxes.	Pork, brls.	Lard, brls.	Meats, pkgs.
Liverpool.....	2,895,674	1,304,078	566,658	391,287	89,816	.....	49,955	15,707	5,928	144,636	392,719	176	3,228	7,021
London.....	2,701,525	624,465	891,507	56,603	140,588	.....	12,015	833	1,212	1,705	57,524	....	18	427
Glasgow.....	1,468,880	929,524	376,540	36,091	62,751	.....	139,483	8,973	1,534	24,203	19,807	84	3,958	2,407
Cork, for orders.	725,161	319,500	291,900	.....	17,901	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belfast.....	15,433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bristol.....	790,221	339,328	162,204	34,246	53,534	.....	5,412	.....	180	12,930	44,531	.....	.....	.....
Bridgwater.....	10,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dublin.....	29,498	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dundalk.....	.....	37,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester.....	60,214	.....	9,235	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull.....	152,433	95,941	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leith.....	43,380	55,419	15,733	6,924	.....	.....	1,075	82	.....	.....	.....	.....	.....	.....
Londonderry ..	.....	43,463	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Malpas.....	16,451	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newcastle.....	73,128	.....	21,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newry.....	25,672	149,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penarth Roads.	34,369	80,238	16,941	12,833	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunderland.....	.....	.....	15,411	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wadebridge.....	8,930	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterford.....	26,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yarmouth.....	23,692	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antwerp.....	161,778	.....	.....	46,026	13,860	321,890	51	.....	17	39	.....	.....	.....	.....
Bordeaux.....	109,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rotterdam.....	44,809	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Santander.....	.....	31,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Ports....	9,417,021 30	4,010,746 1,240	2,367,909 8,697	594,010 7,289	378,450 196	321,890 .....	207,991 143,076	25,595 6,165	8,871 2	183,513 8,528	514,581 1,482	260 3,029	7,204 19	9,855 125
Total for 1879..	9,417,051	4,011,986	2,376,606	601,299	378,646	321,890	351,067	31,760	8,873	192,041	516,063	3,289	7,223	9,980
Total for 1878..	5,557,743	5,546,906	1,894,240	904,475	81,564	38,222	316,569	76,643	8,130	119,268	464,416	6,218	489	2,381
Increase.	3,859,308	1,534,920	482,366	303,176	297,082	283,668	34,498	44,883	743	72,773	51,647	2,929	6,734	7,599
Decrease.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SUMMARIZED STATEMENT OF RECEIPTS AND SHIPMENTS OF FLOUR AND GRAIN AT MONTREAL.

RECEIPTS.				SHIPMENTS.	
				EUROPEAN.	NEWFOUNDLAND, RIVER AND GULF PORTS.

Lower Ports...	30	1,240	8,697	7,289	196	.....	143,076	6,165	2	8,528	1,482	3,029	19	125
Total for 1879..	9,417,051	4,011,986	2,376,606	601,299	378,646	321,890	351,067	31,760	8,873	192,041	516,063	3,289	7,223	9,980
Total for 1878..	5,557,743	5,546,906	1,894,240	904,475	81,564	38,222	316,569	76,643	8,130	119,268	464,416	6,218	489	2,381
	3,859,308	1,534,920	482,366	303,176	297,082	283,668	34,498	44,883	743	72,773	51,647	2,929	6,734	7,599
	Increase.	Decrease	Increase.	Decrease	Increase.	Increase.	Increase.	Decrease	Increase	Increase	Increase	Dec'se	Inc'se	Inc'se

**SUMMARIZED STATEMENT OF RECEIPTS AND SHIPMENTS OF FLOUR AND GRAIN AT MONTREAL.**

	RECEIPTS.					SHIPMENTS.					
	Via Lachine Canal.	Grand Trunk Ry.	Via Quebec, Mont., O. & C. Ry.	Via South Eastern Ry.	TOTAL.	EUROPEAN.		NEWFOUNDLAND, RIVER AND GULF PORTS.		Via Grand Trunk & Champlain Rys.	TOTAL.
						Via River St. Lawrence.	Via Portland and Halifax.	Via River St. Lawrence.	Ex-Canal.		
Flour, brls..	162,245	608,329	810	.....	771,384	207,991	70,286	143,076	214,122	89,634	725,109
Oatmeal, " ..	2,079	31,788	6,922	.....	40,789	25,545	8,513	2,154	403	2,625	39,240
Cornmeal, " ..	359	849	120	.....	1,328	50	1	4,011	5,574	10,917	20,553
Wheat, bush..	9,522,379	1,791,151	104	.....	11,313,634	9,417,021	997,934	30	40,449	5,787	10,461,221
Corn, " ..	4,357,844	31,447	.....	.....	4,389,291	4,010,746	4,530	1,240	23,332	12,459	4,052,307
Peas, " ..	1,563,512	404,725	58,142	.....	2,026,379	2,367,909	237,526	8,697	5,656	1,804	2,621,592
Oats, " ..	293,206	120,046	77,289	.....	490,541	594,010	7,154	7,289	670	36,362	645,435
Barley, " ..	280,557	82,608	2,624	.....	365,789	373,450	3,557	196	31,835	4,337	418,375
Rye, " ..	309,442	19,583	.....	.....	329,025	321,890	.....	.....	11,582	19	333,491
Flour to bush.	16,326,940	2,449,560	138,159	.....	18,914,659	17,090,026	1,250,701	17,452	113,524	60,768	18,532,471
Meal to bushels	881,225	3,041,645	4,050	.....	3,856,920	1,039,955	351,430	715,380	1,070,610	448,170	3,625,545
	22,585	322,125	69,820	.....	414,530	255,700	85,135	41,595	31,900	80,835	495,165
Total bus. 1879	17,160,750	5,813,330	212,029	.....	23,186,109	18,385,681	1,687,266	774,427	1,216,034	589,773	22,653,181
" 1878	14,259,999	7,627,891	.....	.....	21,887,890	15,481,331	2,176,758	870,267	1,460,271	789,645	20,778,272
" 1877	13,650,804	5,083,883	.....	.....	18,734,687	13,150,355	*22,509	1,006,797	1,735,920	*1,229,995	17,145,576
" 1876	12,720,169	6,347,616	.....	.....	19,067,785	13,646,148	*63,443	1,518,217	1,694,685	*1,195,419	18,117,912
" 1875	11,654,284	5,761,106	.....	.....	17,415,390	11,075,837	*110,546	1,571,240	2,051,618	*660,428	15,469,669

\* In 1877 and previous years, the return of shipments via G. T. Ry. probably included quantities which were afterwards exported from Portland, and should therefore have appeared under that head; and no records of local and provincial by the G. T. Ry. were obtained previous to the opening of the Intercolonial Ry. in the fall of 1877.







WHEAT.

RECEIPTS.	1879	1878	1877	1876	1875
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Via Lachine Canal.....	9,522,379	5,475,692	6,382,902	5,532,110	7,457,187
“ Grand Trunk Railway .....	1,791,151	1,914,408	835,190	856,020	1,158,051
“ Quebec, Montreal, Ott. & O. Ry. ....	104	.....	.....	.....	.....
“ South Eastern Railway.....	.....	.....	.....	.....	.....
Total Receipts.....	11,313,634	7,390,195	7,218,092	6,388,130	8,615,238

SHIPMENTS.	1879		1878		1877		1876		1875	
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
European {	Via River St. Lawrence...	9,417,021	5,552,992	5,576,785	4,718,752	6,856,424	Included in	European	72,554	8,520
	“ Portland or Halifax..	997,934	1,069,017	115,035	282,117	236,591				
Newfound- and, Gulf & River Ports. }	Via Riv. St. Lawrence	30	4,751	3,035	82,113	.....	.....	.....	.....	.....
	do do ex. Canal ...	40,449	178,098	161,496	.....	.....				
Quebec & Lower Provinces pr G. T. R.	5,787	6,964	2,021	14,712	8,520	.....	.....	.....	.....	.....
Total Shipments.....	10,461,221	6,802,822	5,848,363	5,097,694	7,174,089	.....	.....	.....	.....	.....

Prices per bushel of 60 lbs.	\$ c. \$ c.		\$ c. \$ c.		\$ c. \$ c.		\$ c. \$ c.	
	1879	1878	1877	1876	1875	1874	1873	1872
January	2 118 α 1 22	0 00 α 0 00	1 03 α 1 10	1 05 α 1 08	.....	.....	.....	.....
February	6 1 01 1 02	.....	1 03 1 10	1 05 1 08	.....	.....	.....	.....
March	13 1 01 1 02	.....	1 03 1 10	1 05 1 08	.....	.....	.....	.....
April	17 1 01 1 02	.....	1 03 1 10	1 05 1 08	.....	.....	.....	.....
May	24 98 1 01	1 20 1 25	1 12 1 14	1 08 1 10	.....	.....	.....	.....
June	30 1 02 1 04	1 03 1 08	1 15 1 16	1 00 1 01	.....	.....	.....	.....
July	4 1 01 1 03	94 98 1 54 1 57	1 10 1 12½	1 08½ 1 09	.....	.....	.....	.....
August	11 1 11 1 12	98 1 01½ 1 52½ 1 57½	1 08 1 10	1 20 1 22	.....	.....	.....	.....
September	18 1 10 1 12	1 02 1 06 1 57½ 1 62½	1 02 1 05	1 17½ 1 18	.....	.....	.....	.....
October	1 1 07 1 09	1 06 1 10 1 48 1 50	1 08 1 11	1 16 1 18	.....	.....	.....	.....
November	8 1 03 1 05	1 06 1 10	1 07 1 10	1 15 1 18	.....	.....	.....	.....
December	15 1 03 1 04	1 10 1 15	1 05 1 08	1 13 1 15	.....	.....	.....	.....

Via Lachine Canal  
 " Grand Trunk Railway  
 " Quebec, Montreal, Ott. & O. Ry.  
 " South Eastern Railway

Total

SHIPMENTS

European { Via River St. Lawrence  
 " Portland or Halifax

Newfound-land, River & Gulf Ports. }

Quebec and Lower Provinces pr G. T. R.

Total S

Prices per bushel of 60 lbs.

January

February

March

April

May

June

July

August

September

October

November

December

CORN.

1875		1879	1878	1877	1876	1875
Bushels.		Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
<b>RECEIPTS.</b>						
Via Lachine Canal.....		4,357,844	6,011,828	4,439,565	3,355,471	1,764,600
" Grand Trunk Ry.....		31,447	105,498	177,450	546,560	39,410
" Quebec, Montreal, Ott. & O. Ry.....						
" South Eastern Ry.....						
Total Receipts.....		4,389,291	6,117,326	4,617,015	3,902,031	1,804,010
<b>SHIPMENTS.</b>						
European { Via Riv. St. Lawrence.....		4,010,746	5,546,615	4,068,937	3,755,315	1,685,848
" " Portland or Halifax.....		4,530	96,038		44,699	2,580
Newfound-land, River & } Via Riv. St. Lawrence		1,240	291	106,116	24,204	28,335
Gulf Ports. } do do ex Canal.....		23,332	17,931			
Quebec and Lower Provinces by G T. & Champlain Railways.....		12,459	3,960	51,249	10,383	7,257
Total Shipments.....		4,032,307	5,644,832	4,226,296	3,834,601	1,724,020

	Prices per bushel of 56 lbs.		cts.		cts.		cts.		cts.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January	2	46 a 47½	62½ a 65	57 a 58	cts.	cts.	cts.	cts.	cts.	cts.
do.	9	46 47½	62½ 65	60 62½	..	65	..	65	82½ a.	..
do.	16	46 47½	62½ 65	60 62½	..	65	..	65	77½ 80	..
do.	23	46 47½	62½ 65	60 62½	..	65	..	65	77½ 80	..
do.	30	46 47½	62½ 65	..	59	..	65	..	77½ 80	..
February	6	46 47½	62½ 65	..	59	..	65	..	77½ 80	..
do.	13	46 47½	62½ 65	..	59	..	65	..	77½ 80	..
do.	20	..	62½ 65	..	59	..	65	..	77½ 80	..
do.	27	..	62½ 65	..	59	..	65	..	77½ 80	..
March	6	..	..	..	59	..	65	..	77½ 80	..
do.	13	..	..	..	59	..	65	..	77½ 80	..
do.	20	..	..	..	59	..	65	..	77½ 80	..
do.	27	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
do.	1	..	..	..	59	..	65	..	77½ 80	..
do.	8	..	..	..	59	..	65	..	77½ 80	..
do.	15	..	..	..	59	..	65	..	77½ 80	..
do.	22	..	..	..	59	..	65	..	77½ 80	..
do.	29	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
April	3	..	..	..	59	..	65	..	77½ 80	..
do.	10	..	..	..	59	..	65	..	77½ 80	..
do.	17	..	..	..	59	..	65	..	77½ 80	..
do.	24	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
May	1	..	..	..	59	..	65	..	77½ 80	..
do.	8	..	..	..	59	..	65	..	77½ 80	..
do.	15	..	..	..	59	..	65	..	77½ 80	..
do.	22	..	..	..	59	..	65	..	77½ 80	..
do.	29	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
June	6	..	..	..	59	..	65	..	77½ 80	..
do.	13	..	..	..	59	..	65	..	77½ 80	..
do.	20	..	..	..	59	..	65	..	77½ 80	..
do.	27	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
July	4	..	..	..	59	..	65	..	77½ 80	..
do.	11	..	..	..	59	..	65	..	77½ 80	..
do.	18	..	..	..	59	..	65	..	77½ 80	..
do.	25	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
August	1	..	..	..	59	..	65	..	77½ 80	..
do.	8	..	..	..	59	..	65	..	77½ 80	..
do.	15	..	..	..	59	..	65	..	77½ 80	..
do.	22	..	..	..	59	..	65	..	77½ 80	..
do.	29	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
September	6	..	..	..	59	..	65	..	77½ 80	..
do.	13	..	..	..	59	..	65	..	77½ 80	..
do.	20	..	..	..	59	..	65	..	77½ 80	..
do.	27	..	..	..	59	..	65	..	77½ 80	..
do.	30	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
October	3	..	..	..	59	..	65	..	77½ 80	..
do.	10	..	..	..	59	..	65	..	77½ 80	..
do.	17	..	..	..	59	..	65	..	77½ 80	..
do.	24	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
November	7	..	..	..	59	..	65	..	77½ 80	..
do.	14	..	..	..	59	..	65	..	77½ 80	..
do.	21	..	..	..	59	..	65	..	77½ 80	..
do.	28	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..
December	4	..	..	..	59	..	65	..	77½ 80	..
do.	11	..	..	..	59	..	65	..	77½ 80	..
do.	18	..	..	..	59	..	65	..	77½ 80	..
do.	25	..	..	..	59	..	65	..	77½ 80	..
do.	31	..	..	..	59	..	65	..	77½ 80	..



PEAS.

RECEIPTS (Exclusive of arrivals by Teams.)		1879 Bushels.	1878 Bushels.	1877 Bushels.	1876 Bushels.	1875 Bushels.
Via Lachine Canal .....		1,563,512	1,089,189	752,901	733,527	869,778
" Grand Trunk Railway .....		404,725	522,244	58,000	296,507	287,270
" Quebec, Montreal, Ott. & O. Ry....		58,142	.....	.....	.....	.....
" South Eastern Ry.....		.....	.....	.....	.....	.....
Total Receipts .....		2,026,379	1,611,433	810,901	1,030,044	1,157,048

SHIPMENTS.		1879	1878	1877	1876	1875
European { Via Riv. St. Lawrence.....		2,367,909	1,881,582	990,702	1,251,348	1,378,438
" " Portland or Halifax....		237,526	323,282	21,592	3,979	25,412
Newfound-land, River & } { Via Riv. St. Lawrence.....		8,697	12,658	11 276	31,755	43,935
Gulf Ports. } { do do ex. Canal....		5,656	6,842	31,252		
Quebec & Lower Provinces by G.T.R. & Champlain Railways.....		1,804	2,428	72,423	75,649	128,398
Total Shipments .....		2,621,592	2,226,792	1,127,245	1,362,731	1,576,183

Prices per bushel of 60 lbs.	1879		1878		1877		1876		1875	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January	2	66 a 67	71	73	78 a 79	77 a 78	89 a 91	86	87	86
February	6	66 67	71	73	78 79	77 78	85 86	85	86	85
March	13	66 67	71	73	78 79	77 78	84 85	84	85	84
April	10	66 67	71	73	78 79	77 78	86 88	86	87	86
May	9	66 67	71	73	78 79	77 78	97 99	97	98	97
June	6	66 67	71	73	78 79	77 78	91 92	91	92	91
July	4	66 67	71	73	78 79	77 78	82 83	82	83	82
August	1	66 67	71	73	78 79	77 78	83 84	83	84	83
September	5	66 67	71	73	78 79	77 78	88 89	88	89	88
October	3	66 67	71	73	78 79	77 78	80 81	80	81	80
November	7	66 67	71	73	78 79	77 78	82 83	82	83	82
December	4	66 67	71	73	78 79	77 78	83 84	83	84	83

RE  
[Exclusive of  
Via Lachine Can  
" Grand Trun  
" Quebec, Mo  
" South Easter

Total Re

SHIP

European { Via R  
" " P

Newfound-land, River & }  
Gulf Ports. }  
Via G.T. & Cham

Total Sh

Prices per b

January

February

March

April

May

June

July

August

September

October

November

December

BARLEY.

1875					
Bushels.					
869,778					
287,270					
1,157,048					
<b>RECEIPTS</b>					
[Exclusive of arrivals by Teams.]					
Via Lachine Canal . . . . .	280,557	258,338	1,056,286	79,609	88,135
" Grand Trunk Railway . . . . .	82,608	171,078	174,200	191,068	98,800
" Quebec, Montreal, Ott. & O. Ry. . . . .	2,624				
" South Eastern Ry . . . . .					
Total Receipts . . . . .	365,789	429,416	1,230,486	270,777	181,935
<b>SHIPMENTS.</b>					
European { Via Riv. St. Lawrence . . . . .	378,450	81,564	1,078,440	62,588	1,086
" " Portland or Halifax . . . . .	3,557	124,328	3,022	4,248	
Newfound-land, River & { Via Riv. St. Lawrence . . . . .	196	78	92		
Gulf Ports. { do do ex. Canal . . . . .	31,835	125,476	4,507	102,167	131,869
Via G.T. & Champlain Railways . . . . .	4,337	4,400	5,412	82,793	54,501
Total Shipments . . . . .	418,375	335,846	1,091,473	201,796	187,456

Prices per bushel of 48 lbs.						
	cts.	cts.	cts.	cts.	cts.	cts.
January	2	55 a 65	60 a 65	55 a 60	95	1 00
	9	55 65	55 60	55 60	95	..
	16	55 65	55 60	55 60	90	95
	23	55 65	55 60	55 60	90	95
	30	55 65	57 62½	55 60	87½	92½
February	6	55 65	57 62½	55 60	85	90
	13	55 65	57 62½	55 60	82½	87½
	20	55 65	57 62½	55 60	82½	87½
	27	55 65	57 62½	55 60	77½	82½
March	6	.. ..	.. ..	55 60	75	..
	13	.. ..	.. ..	55 60	75	..
	20	.. ..	.. 65	55 60	70	75
	27	.. ..	.. 65	55 60	70	75
April	3	.. ..	.. 65	55 60	65	70
	10	.. ..	.. 65	55 60	65	70
	17	55 65	.. 65	.. ..	65	70
	24	55 65	.. 75	.. ..	65	70
May	1	55 65	.. 75	.. ..	80	..
	9	55 60	.. 75	.. ..	80	..
	16	55 60	65 75	50 55	80	85
	23	55 60	65 75	50 55	80	85
	30	55 60	65 75	50 55	80	85
June	6	55 60	65 ..	50 55	80	85
	13	50 55	65 ..	55 65	80	85
	20	47½ 52½	60 65	55 65	80	85
	27	47½ 52½	60 65	55 65	80	85
July	4	50 55	60 65	55 65	80	85
	11	50 55	60 65	55 65	80	85
	18	50 55	60 65	55 65	80	85
	25	50 55	60 65	55 65	80	85
August	1	50 55	60 65	55 65	80	85
	8	.. ..	60 65	55 65	80	85
	15	.. ..	60 65	55 65	80	85
	22	.. ..	60 65	55 65	80	85
	29	.. ..	60 65	55 65	.. ..	.. ..
September	5	.. ..	.. ..	55 65	.. ..	.. ..
	12	.. ..	55 65	.. ..	.. ..	.. ..
	19	.. ..	55 65	.. ..	72½	75
	26	.. ..	55 65	.. ..	74	75
October	3	85 90	55 65	70 75	74	75
	10	57½ 60	55 65	67½ 72½	80	85
	17	57½ 60	85 90	55 62½	65 70	80 85
	24	55 65	75 85	55 62½	65 70	80 85
	31	60 70	75 85	55 62½	65 70	85 90
November	7	60 70	75 85	55 62½	60 65	.. 85
	14	60 70	75 85	55 62½	60 65	.. 85
	21	55 65	75 85	55 62½	60 65	.. 85
	27	55 65	75 85	55 62½	60 65	.. 85
December	4	55 65	75 85	55 62½	60 65	.. 85
	11	55 65	70 80	55 62½	60 65	.. 85
	18	60 70	70 80	55 62½	60 65	80 85
	24	55 65	70 80	55 62½	60 65	70 80
	31	55 65	.. ..	.. ..	.. ..	.. ..

1875  
Bushels.  
869,778  
287,270  
1,157,048

cts. cts.  
89 a 91  
86 87  
86 87  
85 86  
85 86  
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86 87  
85 87  
82 83  
82 83  
80 81  
78 80  
79 80  
80 82  
77 79  
77 78  
77 78  
77 78  
77 78  
77 78  
.. ..

OATS.

RECEIPTS (Exclusive of arrivals by Teams.)	1879	1878	1877	1876	1875
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Via Lachine Canal.....	293,206	609,110	180,875	1,685,358	155,898
“ Grand Trunk Ry.....	120,046	113,993	142,200	930,816	102,200
“ Quebec, Montreal, Ott. & O. Ry....	77,289				
“ South Eastern Ry.....					
<b>Total Receipts.....</b>	<b>490,541</b>	<b>723,103</b>	<b>323,075</b>	<b>2,616,174</b>	<b>258,098</b>

SHIPMENTS.						
European	Via Riv. St. Lawrence....	594,010	904,156	344,385	2,958,552	96,150
	“ Portland or Halifax....	7,154	41,933	1,265		
Newfound-land, River & Gulf Ports..	Via Riv. St. Lawrence	7,289	319	928	17,681	180,697
	{ do do ex. Canal ..	670	544	15,179		
	Via Grand Trunk & Champlain Rys....	36,362	10,424	38,385		
<b>Total Shipments.....</b>	<b>645,485</b>	<b>957,376</b>	<b>490,142</b>	<b>3,022,874</b>	<b>364,577</b>	

Prices per bushel of 32 lbs.	cts. cts.		cts. cts.		cts. cts.		cts. cts.		cts. cts.	
	January	28	a 29	28	a 30	37	a 38	30	a 32	41
February	28	29	28	30	37	38	30	32	42	44
March	28	29	28	30	37	38	30	32	42	44
April	28	29	28	30	37	38	30	32	42	44
May	28	29	28	30	37	38	30	32	42	44
June	28	29	28	30	37	38	30	32	42	44
July	28	29	28	30	37	38	30	32	42	44
August	28	29	28	30	37	38	30	32	42	44
September	28	29	28	30	37	38	30	32	42	44
October	28	29	28	30	37	38	30	32	42	44
November	28	29	28	30	37	38	30	32	42	44
December	28	29	28	30	37	38	30	32	42	44

RECEIPT

Via Lachine Ca	
“ Grand Trun	
“ Quebec, Mo	
“ South Easte	
<b>Total R</b>	

RECEIPT

Via Lachine Ca	
“ Grand Trun	
“ Quebec, Mo	
“ South Easte	
<b>Total R</b>	

SHIPMEN

European	{ Via I	
Newfound-	{ “ P	
land, Gulf &	{	
River Ports.	{	
Quebec & Lower	{	
<b>Total Sh</b>		

SHIPMENT

European	{ Via I	
Newfound-	{ “ P	
land, Gulf &	{	
River Ports.	{	
Quebec & Lower	{	
<b>Total Sh</b>		

Prices per bushel of 196 lb

January	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
February	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
March	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
April	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
May	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
June	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
July	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
August	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
September	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
October	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
November	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
December	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2



OAT AND CORN MEAL.

	1879 Barrels.	1878 Barrels.	1877 Barrels.	1876 Barrels.	1875 Barrels.
<b>RECEIPTS, OATMEAL.</b>					
Via Lachine Canal.....	2,079	15,196	10,372	7,220	9,172
" Grand Trunk Railway.....	31,788	81,743	18,233	16,306	8,061
" Quebec, Montreal, Ott. & O. Ry....	6,922				
" South Eastern Ry.....					
Total Receipts.....	40,789	96,939	28,605	23,526	17,233

	1879 Barrels.	1878 Barrels.	1877 Barrels.	1876 Barrels.	1875 Barrels.
<b>RECEIPTS, CORNMEAL.</b>					
Via Lachine Canal.....	359	227		1,163	800
" Grand Trunk Railway.....	849	9,029	18,100	2,600	2,500
" Quebec, Montreal, Ott. & O. Ry....	120				
" South Eastern Ry.....					
Total Receipts.....	1,328	9,256	18,100	3,763	2,800

	1879	1878	1877	1876	1875
<b>SHIPMENTS, OATMEAL.</b>					
European } Via Riv. St. Lawrence.....	25,545	70,258	37,473		
} " Portland or Halifax....	8,513	27,849		28,603	
Newfound- } Via Riv. St. Lawrence	2,154	2,204	3,029		
land, Gulf & } do do ex. Canal...	403	894		2,687	
River Ports. } do do ex. Canal...					
Quebec & Lower Provinces per G.T.Ry	2,625	3,729	3,987	2,116	
Total Shipments.....	39,240	104,934	46,759	33,406	

	1879	1878	1877	1876	1875
<b>SHIPMENTS, CORNMEAL.</b>					
European } Via Riv. St. Lawrence.....	50	40			
} " Portland or Halifax....	1			7,397	
Newfound- } Via Riv. St. Lawrence	4,011	4,141	9,423		
land, Gulf & } do do ex. Canal..	5,574	5,989	9,402	603	
River Ports. } do do ex. Canal..					
Quebec & Lower Provinces per G.T.Ry	10,917	13,814	21,195	1,946	
Total Shipments.....	20,553	23,984	40,020	9,946	

OATMEAL.

CORNMEAL.

Prices per barrel of 196 lbs.	OATMEAL.			CORNMEAL.		
	1879	1878	1877	1879	1878	1877
January .....	3 75 a 4 00	4 70 a 4 75	5 30 a 5 50	2 75 a 3 00	2 75 a 3 00	2 75 a 3 00
February .....	3 75 4 00	4 70 4 80	5 35 5 50	3 10 .....	3 10 .....	3 10 .....
March .....	3 75 3 90	4 65 4 80	5 40 5 50	3 10 .....	3 10 .....	3 10 .....
April .....	3 75 3 90	4 50 4 70	5 40 5 60	3 10 .....	3 10 .....	3 10 .....
May .....	3 75 3 90	4 50 4 70	5 45 5 65	3 10 .....	3 10 .....	3 10 .....
June .....	3 75 3 90	4 50 4 60	5 50 5 85	3 10 .....	3 10 .....	3 10 .....
July .....	4 00 4 00	4 50 4 60	5 70 5 85	2 90 .....	2 90 .....	2 90 .....
August .....	4 20 4 30	4 50 4 60	5 70 5 85	2 75 2 90	2 75 2 90	2 75 2 90
September .....	4 25 4 30	4 35 4 45	6 00 6 75	2 75 2 85	2 75 2 85	2 75 2 85
October .....	4 20 4 30	4 35 4 45	6 25 6 50	2 50 2 85	2 50 2 85	2 50 2 85
November .....	4 20 4 25	3 75 4 00	6 20 6 50	2 50 2 60	2 50 2 60	2 50 2 60
December .....	4 20 4 25	3 95 4 00	6 10 6 35	2 40 2 60	2 40 2 60	2 40 2 60
.....	4 25 4 45	4 00 4 20	6 10 6 35	2 40 .....	2 50 2 60	2 90 3 15
.....	4 25 4 45	4 00 4 15	6 10 6 35	2 40 .....	2 25 2 50	2 90 3 15
.....	4 75 .....	4 00 4 15	6 00 6 35	2 40 2 50	2 25 2 50	2 90 3 10
.....	4 75 .....	4 00 4 15	5 80 6 00	2 50 2 50	2 25 2 50	3 00 3 15
.....	4 75 4 80	4 00 4 15	5 50 5 75	2 50 2 50	2 35 2 50	3 00 3 15
.....	4 75 4 80	4 00 4 15	4 90 5 10	2 50 2 50	2 35 2 50	2 90 3 00
.....	4 75 4 80	4 00 4 15	4 90 5 10	2 50 2 50	2 35 2 50	2 90 3 00
.....	4 65 4 80	4 00 4 15	4 90 5 10	2 50 2 50	2 35 2 50	2 60 3 00
.....	4 50 4 60	4 00 4 15	4 70 4 85	2 50 2 60	2 35 2 50	2 60 2 80
.....	4 40 4 75	3 90 4 15	4 30 4 50	2 70 3 00	2 35 2 50	2 60 2 80
.....	4 50 4 75	3 90 4 00	4 40 4 45	2 90 3 00	2 25 2 40	2 60 2 80
.....	4 50 4 65	3 80 4 00	4 40 4 75	2 90 3 00	2 25 2 40	.....
.....	4 60 4 65	3 75 4 00	4 70 4 75	2 90 3 00	2 25 2 40	.....
.....	4 70 4 75	3 75 4 00	4 70 4 75	2 90 3 00	2 25 2 40	.....
.....	4 70 4 75	3 75 4 00	4 70 4 75	2 90 3 00	2 25 2 40	.....
.....	4 70 4 75	3 75 4 00	4 70 4 75	2 90 3 00	2 25 2 40	.....

ASHES.

RECEIPTS, POTS. (From inspection returns.)	1879	1878	1877	1876	1875
	brls. per c.	brls. per c.	brls. per c.	brls. per c.	brls. per c.
Firsts .....	7,823 or 88 03	8,002 or 95.00	12,046 or 96.12	12,717 or 93.90	13,659 or 91.04
Seconds .....	971 10.93	323 3.84	374 2.98	705 5.20	1,030 6.87
Thirds .....	87 1.00	97 1.15	100 0.80	114 0.84	257 1.71
Unbrandable .....	6 .04	1 .01	13 0.10	8 0.06	58 0.38
Total Receipts .....	8,887	8,423	12,533	13,544	15,004

RECEIPTS, PEARLS. (From inspection returns.)	1879	1878	1877	1876	1875
	brls. per c.	brls. per c.	brls. per c.	brls. per c.	brls. per c.
Firsts .....	1,710 or 96.23	1,206 or 96.71	1,676 or 97.96	12,990 or 93.32	2,151 or 86.52
Seconds .....	67 3.77	41 3.29	35 2.04	93 6.68	334 13.44
Thirds .....					1 .04
Unbrandable .....					
Total Receipts .....	1,777	1,247	1,711	1,392	2,486

SHIPMENTS, POTS.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
	European { Via Riv. St. Lawrence.....	7,698	7,262	10,748	11,465
{ " Portland or Halifax....	1,160	388	2,091	1,256	698
Via G.T. & Champlain Railways.....	504	1,147	1,922	1,842	616
Total Shipments .....	9,362	8,797	14,761	14,563	13,452

SHIPMENTS, PEARLS.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
	European { Via Riv. St. Lawrence.....	1,173	866	1,053	899
{ " Portland or Halifax....	125	86		42	125
Via G.T. & Champlain Railways.....	153	304	6	88	119
Total Shipments.....	1,451	1,253	1,059	1,029	1,991

Prices per 100 lbs.	POTS.			PEARLS.		
	1879	1878	1877	1879	1878	1877
January .....	3 67½ a 3 80	3 72½ a 3 80	4 40 a 4 50	5 50 a 5 60	.... 4 4 80½	.... a....
February .....	4 00 4 50	3 72½ 3 90	4 20 4 35	5 35 5 50	.... 5 00	....
March .....	4 05 4 50	3 75 3 82½	4 05 4 20	5 40 5 60	5 00 5 50	.... 6 25
April .....	3 90 4 00	3 82½ 3 90	4 00 4 10	5 60 5 70	5 25 5 50	....
May .....	3 75 3 80	3 87½ 3 90	4 05 4 20	5 60 6 00	....	....
June .....	3 65 3 75	3 90 4 02½	4 15 4 25	.... 5 65	5 75 6 00	....
July .....	3 65 3 75	3 92½ 4 02½	4 15 4 30	.... 5 65	.... 5 75	....
August .....	3 60 3 75	3 90 4 02½	4 20 4 30	.... 5 75	5 75 5 85	....
September .....	3 55 3 65	3 77½ 3 87½	4 07½ 4 17½	5 60 5 65	4 75 5 75	....
October .....	3 50 3 60	3 70 3 80	4 12 4 17½	.... 5 75	5 60 5 70	....
November .....	3 40 3 55	3 70 3 80	4 07½ 4 17½	.... 5 75	5 70 5 80	5 00 5 10
December .....	3 40 3 67½	3 70 3 77½	4 05 4 12½	.... 6 15	5 50 5 80	5 00 5 10
January .....	3 52½ 3 70	3 70 3 77½	4 05 4 12½	6 15 6 35	5 45 5 50	4 90 5 05
February .....	3 65 3 77½	3 77½ 3 95	4 07½ 4 12½	6 20 6 50	5 30 5 35	4 75 4 90
March .....	3 70 3 85	4 05 4 12½	4 00 4 12½	5 65 5 90	5 10 5 35	4 50 4 60
April .....	3 70 3 80	3 90 4 10	4 00 4 12½	5 50 5 65	4 95 5 05	4 50 4 60
May .....	3 70 3 80	3 87½ 4 00	4 05 4 12½	5 15 5 30	.... 4 90	4 42½ 4 50
June .....	3 75 4 20	3 80 3 95	4 00 4 12½	5 00 5 15	4 90 5 05	4 35 4 50
July .....	4 50 4 65	3 80 3 87½	3 80 3 92½	5 10 5 30	5 00 5 30	4 35 4 50
August .....	4 60 4 80	3 75 3 85	3 70 3 85	5 25 5 45	5 25 5 30	4 40 4 50
September .....	4 50 4 75	3 70 3 75	3 72½ 3 77½	.... 5 40	5 40 5 45	4 45 4 50
October .....	4 35 5 05	3 75 4 00	3 70 3 75	.... 5 60	5 45 5 80	4 47½ 4 50
November .....	4 85 5 05	3 90 4 00	3 72½ 3 80	5 50 5 55	5 50 5 80	4 47½ 4 70
December .....	4 65 4 85	3 67½ 3 80	3 72½ 3 80	.... 5 60	5 50 5 60	4 70 4 80

III.

Via Lachine  
" Grand Tr  
" Quebec,  
" South Bas

Total

SE

European {  
" "  
Newfound-  
land, Gulf &  
River Ports,  
Quebec & Low

Total

Prices new

January .....

February .....

March .....

April .....

May .....

June .....

July .....

August .....

September .....

October .....

November .....

December .....

### III.—PROVISIONS AND DAIRY PRODUCE.

#### PORK.

1875	
brls. per c.	
13,659	91.04
1,030	6.87
257	1.71
58	0.38
15,004	

RECEIPTS.	1879	1878	1877	1876	1875
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Via Lachine Canal.....	1,529	639	942	1,456	810
" Grand Trunk Railway.....	8,677	15,070	19,216	14,010	21,538
" Quebec, Montreal, Olt. & O. Ry. ....					
" South Eastern Ry.....					
Total Receipts.....	10,206	15,709	20,158	15,466	22,348

1875	
brls. per c.	
2,151	or 86.52
334	13.44
1	.04
2,486	

SHIPMENTS.	1879		1878		1877		1876		1875	
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
European { Via River St. Lawrence ....	258	1,520	2,254							
" " Portland or Halifax....	560									
Newfound-land, Gulf & { Via Riv. St. Lawrence	4,567	6,602	13,346							
River Ports.. { do do ex Canal....										
Quebec & Lower Provinces per G.T.Ry.	3,298	3,803	5,700							
Total Shipments.....	8,683	11,925	21,300							

1875	
Barrels.	
12,138	
698	
616	
13,452	

Prices new Mess per bbl. of 200 lbs.	1879		1878		1877		1876		1875	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January	2	10 50	11 50	15 00	15 75	19 50	21 00	21 50	23 00	23 50
February	6	11 00	12 00	13 50	14 50	20 00	20 50	21 50	22 00	22 50
March	13	13 50	14 00	13 50	14 50	19 00	19 50	22 00	21 50	22 00
April	8	14 00	14 25	13 00	13 75	17 50	18 00	23 50	24 00	23 00
May	9	13 50	14 00	12 25	13 00	18 00	18 50	23 50	24 00	23 00
June	16	13 50	14 00	12 00	12 50	17 75	18 25	22 50	22 75	22 50
July	20	13 50	14 50	12 25	12 75	17 00	17 50	21 00	21 50	21 25
August	18	13 00	14 50	12 50	13 00	16 50	17 00	21 50	22 00	21 00
September	29	13 00	13 25	13 50	14 00	16 00	16 50	20 50	21 00	20 50
October	3	13 00	13 50	12 50	13 00	17 50	18 00	20 00	20 50	20 00
November	7	14 50	15 50	11 00	12 00	17 75	18 00	19 50	20 00	23 75
December	4	16 00	16 50	11 00	12 00	16 50	17 25	18 75	19 00	23 00

1877	
Barrels.	
1,747	
125	
119	
1,919	

1877	
brls. per c.	
5 00	5 10
5 00	5 10
4 90	5 05
4 75	4 90
4 50	4 62½
4 50	4 60
4 42½	4 50
4 35	4 50
4 35	4 40
4 40	4 50
4 45	4 50
4 47½	4 50
4 47½	4 70
4 70	4 80



The Table of comparative prices on preceding page affords sufficient data for an estimate of the current of the trade. Although Iron experienced much improvement in the latter half of 1879, and Timber and Lumber generally follow it, the demand for Pork for lumberers' supplies did not meet expectations; there is, however, a somewhat better prospect for the autumn trade of 1880. Local packing in MONTREAL has manifested some improvement in the past two years, as shown in the following statement of quantities packed and inspected during seven years:—

	1879.	1878.	1877.	1876.	1875.	1874.	1873.
Mess..... brls.	11,621	10,826	1,968	1,582	14,769	13,569	14,900
Thin Mess..... "	1,997	2,183	406	95	1,693	2,062	2,204
Prime Mess..... "	827	928	36	8	.....	395	901
Prime..... "	5	2	16	42	.....	.....	1,061
Extra Prime..... "	2,113	2,252	216	25	800	1,187	31
English Prime Mess.. "	84	.....	43	55	1,202	.....	.....
Unbrandable..... "	1,150	1,048	431	146	655	1,832	3,653
	17,797	17,239	3,116	1,953	19,119	19,045	22,750

DRESSED HOGS.

RECEIPTS.	Season. 1879-80.	Season. 1878-79.	Season. 1877-78.	Season. 1876-77.	Season. 1875-76.
Via G. T. R.	21,442	22,427	21,310	30,954	24,338
" Q. M. O. & O. R.	1,674	566	.....	.....	.....
" S. E. R.	114	.....	.....	.....	.....
Total Rcpts.	23,230	22,993	21,310	30,954	24,338
Shipments . Total ....	546	1,014	1,249	1,053	324

Prices per 100 lbs.

	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Dec..... 4	0 00	0 00	0 00	0 00	5 50	0 00	6 50	7 00	7 50	0 00	0 00
..... 11	0 00	0 00	0 00	0 00	5 50	5 75	6 75	7 00	8 00	0 00	0 00
..... 18	5 75	5 90	3 95	4 00	5 50	5 75	7 00	7 10	7 50	7 70	7 70
..... 24	6 20	6 25	3 70	3 75	5 50	0 00	7 05	7 15	7 37½	7 50	7 50
..... 31	6 40	6 60	3 60	3 70	5 50	0 00	7 05	7 20	7 37½	7 45	7 45
Jan..... 8	6 70	6 80	3 70	3 80	5 25	5 50	7 35	7 50	7 35	7 45	7 45
..... 15	6 60	6 70	3 95	4 10	5 00	5 25	7 45	7 55	7 35	7 45	7 45
..... 22	6 35	6 50	4 05	4 15	4 85	4 90	7 10	7 20	7 40	7 50	7 50
..... 29	5 90	6 00	0 00	0 00	5 00	5 10	7 00	7 10	7 55	7 60	7 60
Feb..... 5	5 70	5 90	0 00	0 00	4 80	4 90	6 75	6 90	7 70	7 80	7 80
..... 12	5 60	5 75	5 00	5 25	4 80	4 85	6 75	6 85	8 25	8 50	8 50
..... 19	5 00	5 50	5 50	5 75	4 90	4 95	6 50	6 65	8 75	9 00	9 00
..... 26	5 25	5 50	4 60	4 75	5 35	5 55	6 50	0 00	0 00	0 00	0 00

Via Lachine C  
" Grand Tr  
" Quebec, M  
" South East

Total R

SHH

European  
Newfound-  
land Gulf &  
River Ports..

Total S

Prices. Fal  
January.....  
.....  
February.....  
.....  
March.....  
.....  
April.....  
.....  
May.....  
.....  
June.....  
.....  
July.....  
.....  
August.....  
.....  
September.....  
.....  
October.....  
.....  
November.....  
.....  
December.....

BUTTER.

RECEIPTS.	1879. pkgs.	1878. pkgs.	1877. pkgs.	1876. pkgs.	1875. pkgs.
Via Lachine Canal.....	22,716	13,890	15,26	27,601	21,729
" Grand Trunk Railway.....	217,039	179,322	109,695	112,094	140,083
" Quebec, Mont., Ottawa & O. Ry.	26,670				
" South Eastern Railway.....	14,063				
<b>Total Receipts</b> .....	<b>280,479</b>	<b>193,202</b>	<b>124,955</b>	<b>139,695</b>	<b>161,812</b>

SHIPMENTS	1879. pkgs.	1878. pkgs.	1877. pkgs.	1876. pkgs.	1875. pkgs.
European { Via River St. Lawrence	183,513	109,456	94,471	170,448	125,916
{ " Portland or Halifax	64,392	60,218	26,837	23,167	19,697
Newfound- { " River St. Lawrence	8,528	9,812	10,910	Included in	European
land Gulf & { " " ex Canal....	615	863	718	1,225	500
River Ports.. { Per Grand Trunk & Champlain Railways.	2,953	6,463	3,407	120	1,396
<b>Total Shipments</b> .....	<b>259,901</b>	<b>186,812</b>	<b>136,343</b>	<b>194,960</b>	<b>147,509</b>

Prices. Fair to fine. Per lb.	1879.		1878.		1877.		1876.		1875.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
January.....	2	0 12 0 18	0 15 0 20	0 22 0 24	0 18 0 22	0 26 0 26½	0 12 0 19	0 15 0 20	0 22 0 24	0 21 0 23	0 24 0 26
February.....	6	0 15 0 20	0 15 0 20	0 22 0 24	0 21 0 23	0 21 0 24	0 13 0 19	0 15 0 20	0 22 0 24	0 21 0 23	0 21 0 24
March.....	6	0 15 0 20	0 15 0 20	0 22 0 24	0 21 0 23	0 21 0 22	0 13 0 19	0 15 0 20	0 22 0 24	0 21 0 23	0 21 0 22
April.....	3	0 00 0 00	0 16 0 19	0 20 0 22	0 21 0 23	0 15 0 20	0 00 0 00	0 16 0 19	0 20 0 22	0 21 0 23	0 15 0 18
May.....	9	0 12 0 16	0 15 0 17	0 00 0 00	0 00 0 00	0 15 0 18	0 12 0 16	0 14 0 16½	0 19 0 22	0 21 0 22	0 15 0 18
June.....	6	0 12 0 15	0 13 0 15	0 18 0 20	0 20 0 21	0 18 0 17	0 12 0 15	0 13 0 16	0 17 0 19	0 19 0 20	0 20 0 22
July.....	4	0 10 0 13	0 13 0 16	0 17 0 19	0 19 0 20	0 18 0 20	0 10 0 13	0 13 0 16	0 16 0 19	0 18 0 19	0 18 0 20
August.....	1	0 09 0 12½	0 12 0 16	0 17 0 19	0 18 0 19	0 18 0 20	0 09 0 12½	0 12 0 16	0 16 0 19	0 18 0 19	0 18 0 20
September.....	5	0 09 0 12½	0 12 0 16	0 19 0 22	0 20 0 22½	0 21½ 0 22½	0 09 0 12½	0 12 0 16	0 19 0 22	0 20 0 22½	0 21½ 0 22½
October.....	3	0 13 0 17	0 12 0 16	0 19 0 21½	0 23 0 25	0 22 0 22½	0 13 0 17	0 12 0 16	0 19 0 21½	0 23 0 25	0 22 0 22½
November.....	7	0 18 0 25	0 13 0 17	0 17 0 21	0 22 0 25	0 20 0 22½	0 18 0 25	0 13 0 17	0 17 0 21	0 22 0 25	0 20 0 22½
December.....	4	0 21 0 26	0 12 0 17	0 16 0 20	0 22 0 26	0 21 0 21½	0 21 0 26	0 12 0 17	0 16 0 20	0 22 0 26	0 21 0 21½

data for an improvement the demand however, a MONTREAL the following

1874.	1873.
569	14,900
062	2,204
395	901
.....	1,061
187	31
.....	.....
332	3,653
1874	22,750

Season.	1875-76.
.....	24,338
.....	.....
.....	.....
.....	24,338

\$ c.	\$ c.
7 50	0 00
8 00	0 00
7 50	7 70
7 37½	7 50
7 37½	7 45
7 35	7 45
7 40	7 50
7 55	7 60
7 70	7 80
8 25	8 50
8 75	9 00
0 00	0 00

CHEESE.

RECEIPTS.		1879.	1878.	1877.	1876.	1875.
		boxes.	boxes.	boxes.	boxes.	boxes.
Via Lachine Canal.....		76,669	71,520	39,299	70,604	49,089
" Grand Trunk Railway.....		476,097	412,866	212,465	276,538	498,102
" Quebec, Mont., Ottawa & O. Ry.		772				
" South Eastern Railway.....		5,365				
Total Receipts.....		558,903	484,396	251,764	346,692	542,191

SHIPMENTS.						
European	Via River St. Lawrence	514,581	462,362	409,058	473,099	534,626
	" Portland or Halifax	50,341	32,492	36,688	25,907	6,273
Newfound-	" River St. Lawrence	1,482	2,054	2,691		
land Gulf &	" " ex Canal	1,158	1,890	2,875	2,241	1,221
River Ports	" G. T. & Champ. Kys	4,442	3,149	1,868	187	116
Total Shipments.....		571,704	501,943	453,116	501,384	542,256

	Prices. Per lb.		cts.		cts.		cts.		cts.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January.....	2	0 8 0 8 1/2	0 12 0 13	0 12 0 13 1/2	0 10 0 11	0 10 0 11	0 13 1/2 0 14	0 13 1/2 0 14	0 13 1/2 0 14	0 13 1/2 0 14
February.....	6	0 8 0 9	0 12 0 13 1/2	0 12 0 13 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2
March.....	6	0 8 0 9 1/2	0 14 0 15 1/2	0 14 0 15 1/2	0 11 0 12	0 11 0 12	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2
April.....	3	0 7 0 8 1/2	0 14 0 15 1/2	0 13 1/2 0 15	0 11 0 12	0 11 0 12	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2	0 14 0 14 1/2
May.....	1	0 7 0 8 1/2	0 13 0 14	0 13 0 14	0 11 0 12	0 11 0 12	0 13 1/2 0 14 1/2	0 13 1/2 0 14 1/2	0 13 1/2 0 14 1/2	0 13 1/2 0 14 1/2
June.....	6	0 6 0 7 1/2	0 8 0 8 1/2	0 10 0 11	0 9 0 10	0 9 0 10	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2
July.....	4	0 5 0 6	0 7 0 8	0 8 0 9	0 9 0 9 1/2	0 9 0 9 1/2	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2
August.....	1	0 5 0 6 1/2	0 7 0 8	0 9 0 10	0 8 0 8 1/2	0 8 0 8 1/2	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2	0 10 0 10 1/2
September.....	5	0 4 0 5 1/2	0 7 0 8 1/2	0 10 0 11 1/2	0 8 0 8 1/2	0 8 0 8 1/2	0 9 0 9 1/2	0 9 0 9 1/2	0 9 0 9 1/2	0 9 0 9 1/2
October.....	3	0 10 0 11	0 8 0 9	0 11 0 12 1/2	0 11 0 12 1/2	0 11 0 12 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2
November.....	7	0 12 0 13	0 7 0 8 1/2	0 11 0 12 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2
December.....	4	0 12 0 13	0 7 0 8 1/2	0 11 0 12 1/2	0 12 0 13 1/2	0 12 0 13 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2	0 10 0 11 1/2

As a re  
57,030,970  
taken for re  
at 8 1/2 c. to 9  
when they a  
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in view of th  
year; but, as  
since been w

YEARS

1870.....
1871.....
1872.....
1873.....
1874.....
1875.....
1876.....
1877.....
1878.....
1879.....

RAW SUGA

MONTHS.

April.....
May.....
June.....
July.....
August.....
September.....
October.....
November.....
December.....



1875.  
boxes.

49,080  
493,102  
.....  
.....  
542,191

## IV.—THE GROCERY TRADE.

### SUGARS.

As a result of the new scale of duties on sugar the Importations during 1879 were 57,030,970 lbs., being more than double the quantity for 1878. Most of this was taken for refining purposes. In the month of January, 1879, Granulated was selling at 8½c. to 9c.; prices were maintained at about these rates till the month of October, when they advanced to 10½c. to 11c., and in November to 11c. to 11½c., but declined somewhat at the close of the year. The large stocks of American refined brought here in view of the change in the Tariff, helped to keep down prices in the early part of the year; but, as soon as this pressure was removed, prices began to advance, and have since been well maintained.

YEARS.	SUGARS.		MOLASSES AND CANE JUICE.	
	Quantity.	Value.	Quantity.	Value.
	lbs.	\$	lbs.	\$
1870.....	51,857,741	2,342,539	38,283,093	884,147
1871.....	35,966,334	1,758,597	2,464,806	144,284
1872.....	36,853,320	2,428,254	10,418,666	119,582
1873.....	36,680,630	1,682,198	19,849,914	391,261
1874.....	48,729,790	2,052,655	18,134,677	424,466
1875.....	50,542,078	1,948,742	15,379,374	259,085
1876.....	33,073,038	1,569,137	15,860,653	251,411
1877.....	25,782,724	1,568,590	11,687,736	254,403
1878.....	27,595,700	1,406,336	11,868,695	209,482
1879.....	57,030,970	1,920,244	1,130,191	118,243

RAW SUGARS.—The following table gives average prices during three years:—

MONTHS.	1877.		1878.				1879.					
	Porto Rico.		Cuba.		Porto Rico.		Cuba.		Porto Rico.		Cuba.	
	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	
April.....	9¾	10	9½	9¾	7½	7½	7½	7½	7½	7½	7½	
May.....	9	9½	9	9½	7½	7½	7½	7½	7½	7½	7½	
June.....	10	10½	9½	9½	7½	7½	7½	7½	7½	7½	7½	
July.....	8½	9	8½	9	7½	7½	7½	7½	7½	7½	7½	
August.....	8½	8½	8½	8½	7½	7½	7½	7½	7½	7½	7½	
September.....	8½	8½	8½	8½	7½	7½	7½	7½	7½	7½	7½	
October.....	8½	8½	8½	8½	7½	7½	7½	7½	7½	7½	7½	
November.....	8½	8½	8½	8½	7½	7½	7½	7½	7½	7½	7½	
December.....	8½	8½	8½	8½	7½	7½	7½	7½	7½	7½	7½	

REFINED SUGARS.—The following were the average prices of Refined Sugars during 1879:—

MONTHS.	Scotch Refin'd		Granulated.		Dry Crushed.	
	cts.	cts.	cts.	cts.	cts.	cts.
January.....	6½	a 8½	8½	a 9	9½	9½
February.....	6½	8½	8½	8½	9½	9½
March.....	6½	8½	8½	8½	9½	9½
April.....	6½	8½	9	9½	10½	10½
May.....	6½	8½	8½	8½	9½	10
June.....	6½	8	8½	8½	9½	10
July.....	6½	7½	8½	8½	9½	9½
August.....	6½	7½	8½	8½	9½	9½
September.....	6½	7½	8½	8½	9½	9½
October.....	8	8½	10½	11	10½	11
November.....	..	..	11	11½	..	..
December.....	..	..	10½	10	..	..

MOLASSES.—The following quotations show the current prices in this market during 1879:—

MONTHS.	Barbadoes.		Trinidad.		Porto Rico.		Sugar House.	
January.....	35	a 37	33	a 34	27½	a 32	22½	a 23
February.....	35	37½	33	34	27½	32	22½	23
March.....	35	36	27½	30	30	32½	22½	23
April.....	35	36	27½	30	29	31½	21½	22
May.....	35	36	27½	30	29	31½	21½	22
June.....	35	36	27½	30	29	31½	21½	22
July.....	35	36	27½	30	29	31½	21½	22
August.....	35	36	27½	30	29	31½	21½	22
September.....	35	36	27½	30	29	31½	21½	22
October.....	35	36	..	..	32	34	..	..
November.....	40	..	..	..	34	38	..	..
December.....	40	..	33	35	34	38	25	27

## TEA.

The following is a statement of the quantities and values of Teas imported at Montreal during the past ten years:—

CALENDAR YEAR.	QUANTITY	VALUE.	IN BOND 31ST DEC.
1870.....	6,269,061 lbs.	\$1,846,601	2,711,574 lbs.
1871.....	5,285,433 "	1,564,977	2,664,519 "
1872.....	7,947,428 "	2,703,214	21,639 "
1873.....	5,095,251 "	1,663,387	104,948 "
1874.....	5,323,121 "	1,691,414	1,170,102 "
1875.....	3,758,929 "	1,189,831	1,108,238 "
1876.....	5,216,562 "	1,402,901	923,196 "
1877.....	3,368,575 "	754,523	759,469 "
1878.....	3,906,253 "	821,086	202,936 "
1879.....	4,732,894 "	995,443	912,681 "

The quantity of Tea imported into MONTREAL during 1878 was 3,906,253 lbs. valued at \$821,086, against 4,732,894 lbs., valued at \$995,443, in 1879, being the largest

quantity in  
weak, and p  
all the year  
Black and  
the former  
into consum  
quantity re

April.....  
May.....  
June.....  
July.....  
August....  
September ..  
October ..  
November ..  
December ..

Wholesale

Dry Codfish.  
Pickled Cod  
Split Herring  
Split Herring  
Split Herring  
Round Herring  
Salmon.....  
Cod Oil.....  
Pale Seal Oil  
Whale Oil...

quantity imported in any one year since 1876. The Tea market during the year was weak, and prices were not satisfactory to Importers; but a fair demand was experienced all the year, especially for low-priced Japans. The new duty of 2 cents per lb. on Black and 3 cents on Green and Japans, and 10 per cent. ad val., although less than the former duty, has not materially affected prices. The amount of Tea which went into consumption during 1879 was 3,820,213 lbs. against 3,703,317 in 1878; and the quantity remaining in Bond in 1879 was 912,681 lbs., against 202,936 lbs. in 1878.

SALT.

Prices during the past two years.

MONTHS.	COARSE.		FACTORY FILLED.	
	1878.	1879.	1878.	1879.
	Per bag.	Per bag.	Per bag.	Per bag.
April.....	.. a ..	60 a 65	\$.... a ....	\$0 85 a 1 00
May.....	60 65	60 65	0 90 1 00	0 85 1 00
June.....	54 56	50 52½	0 90 1 05	0 85 1 00
July.....	52 54	50 52½	0 90 1 05	0 80 1 15
August.....	53 55	50 52	0 85 1 00	0 80 1 15
September.....	60 70	50 52	0 85 1 00	0 80 1 15
October.....	60 65	57½ 60	0 87½ 1 00	1 00 1 10
November.....	62½ 65	60 65	0 85 1 00	1 00 1 10
December.....	62½ 65	62½ 65	0 85 1 00	1 10 1 15

FISH AND FISH OIL.

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

	1877.		1878.		1879.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Dry Codfish..... per qtl.	4 50	a 5 75	4 25	a 4 56	3 75	a 4 00
Pickled Codfish..... per brl.	3 50	6 50	4 00	4 56	5 00	6 25
Split Herrings, Labrad'r "	5 00	5 75	4 50	4 75	6 50	0 00
Split Herrings, Canso.. "	.....	.....	.....	.....	.....	.....
Split Herrings, Common "	.....	.....	.....	.....	.....	.....
Round Herrings..... "	.....	.....	.....	.....	.....	.....
Salmon..... "	9 50	12 75	10 00	11 00	15 50	17 50
Cod Oil..... per gall.	0 47½	0 57½	0 47½	0 55	0 45	0 50
Pale Seal Oil..... "	0 50	0 55	0 50	0 52½	0 52½	0 55
Whale Oil..... "	.....	.....	.....	.....	.....	.....

Refined Sugars

Dry Crushed.

cts.	cts.
9½	9¾
9½	9¾
9½	9¾
10½	10¾
9½	10
9¾	10
9¾	10
9¾	10
9¾	10
9¾	10
9¾	10
9¾	10
10¾	11
..	..
..	..

this market

Sugar House.

22½ a	23
22½	23
22½	23
21½	22
21½	22
21½	22
21½	22
21½	22
21½	22
21½	22
21½	22
..	..
..	..
25	27

s imported at

1st Dec.

4 lbs.
9 "
9 "
8 "
02 "
8 "
06 "
09 "
06 "
31 "

3,906,253 lbs.  
ing the largest



## V.—MISCELLANEOUS DEPARTMENTS.

### DRY GOODS.

As remarked elsewhere (p. 34), statements of imports which relate to the fiscal year 1878-'79 do not afford a fair criterion by which to judge of the influence of changes made in the Customs Tariff,—though a remarkable decrease is shown in the item of Woollens. The lines of staple goods may show greater differences in the figures for 1879-'80.

For special particulars relating to the manufacture of Woollens, Cottons, Silks, Clothing, &c.,—see the Section entitled, "A few of the Industries in which MONTREAL is interested."

The following comparative table shows the value of certain descriptions of goods imported at Montreal during the past five years:—

	1879.	1878.	1877.	1876.	1875.
	Value.	Value.	Value.	Value.	Value.
Cottons, Yarns & Warps	\$2,149,074	\$2,024,946	\$2,310,482	\$2,312,444	\$2,732,541
Linens	365,351	414,605	421,902	346,138	485,192
Woollens	1,670,795	2,452,146	3,017,116	2,785,802	3,686,022
Carpets & Hearth Rugs	149,846	178,511	252,702	21,222	365,500
Hats, Caps and Bonnets	323,687	312,130	309,584	317,723	286,890
Hosiery	231,621	214,818	250,424	267,563	355,675
Shawls	36,980	31,733	41,565	53,368	119,707
Silks, Satins & Velvets..	625,949	641,217	622,079	566,791	818,217
Parasols and Umbrellas	70,683	95,175	133,396	81,183	119,725
Cloth'g or Wear'g App'l	134,664	136,423	194,915	172,479	226,665
Small Wares	157,885	601,067	637,754	569,816	590,810
Mach. Linen Thread, &c.	93,046	66,354	106,242	105,984	117,295
Cotton Thread	226,970	264,173	173,889	124,348	96,609
Totals	\$6,236,551	\$7,433,298	\$8,472,050	\$7,724,861	\$10,000,848

### THE WOOLLEN MANUFACTURING TRADE IN 1879.

The business of the first nine months was unsatisfactory to manufacturers. Prices were very low, with limited demand,—caused by exceptionally large importations, in anticipation of the tariff changes; and several extensive and well-conducted mills were shut down for two months, that being considered the most prudent course to pursue under the circumstances. The last quarter of the year, however, showed a decided improvement; prices of wool, dyestuffs, and all other manufacturers' supplies advanced suddenly as much as 25 per cent.;—this, with increased demand in the general trade for manufactured goods, soon cleared out the stocks on hand at very fair prices. In consequence of all that, the year 1880 opened with bright prospects for the Woollen industry,—there was no accumulation of stocks; and many, if not all, the factories had orders on their books for several months' production for the coming season,—the repeat orders keeping them engaged fully a month longer

than usual. will be mu proportion t exhausted, rise on the r

There i to the futur formerly im similar hon turers in C their hope, change. Th industry, fo turers.

In the g for many ye

The val were as follow

Leather. Sheep, C

The valu \$286,579 in 1873, to \$176

For spec Board, and th

STATE OF the United St were discoura

Boot and Sho English mark From Januar

No. 1 B.A., w September. firmness to th

vanced their r closing at 28c rates of May.

Of course impossible to tively high, m

some shut dow medium and h 25c.,—Buffed

than usual. It will be seen, therefore, that the supply of Canadian woollen goods will be much less in 1880 than in former years. Values have not yet advanced in proportion to the rise in prices of raw materials; but, as stocks of them become exhausted, and they have to be replaced by purchases at enhanced rates, the full rise on the manufactured article will no doubt be established.

There is an important circumstance calling for notice here, as adding brightness to the future of Canada's Woollen industry. The Wholesale Clothing Trade, which formerly imported the lower class of goods, is now using a very large quantity of similar home-made articles, to the advantage of all concerned. Woollen manufacturers in Canada had long wished, and they have not been disappointed in their hope, that the new tariff would materially tend to bring about the desired change. The Clothing Trade,—as noticed elsewhere,—is a very large and important industry, for which supplies were formerly drawn from the Yorkshire manufacturers.

In the general wholesale trade, Canadian Woollens have had the firmest hold for many years.

THE LEATHER TRADE.

The values of Leather, &c., imported at Montreal during the past three years were as follows :—

	1879.	1878.	1877.
Leather.....	\$ 21,497	\$ 50,417	\$ 49,865
Sheep, Calf, Goat and Chamois Skins, d'sd	156,453	185,200	178,787
	<u>\$177,950</u>	<u>\$235,617</u>	<u>\$228,652</u>

The values of exports of Leather from Montreal, in 1877, were \$380,165, against \$286,579 in 1876; they amounted, in 1875, to \$515,899; in 1874, to \$199,174; in 1873, to \$176,083.

For special information relating to the manufacture of Boots and Shoes, Leather Board, and the Tanning of Leather,—see future pages.

STATE OF TRADE IN 1879.—The year began with large stocks of Sole in Canada and the United States; and the prospects in both countries for an increased consumption were discouraging. In addition to this there was a series of disastrous failures in the Boot and Shoe trade which very materially interfered with business. Then, too, the English market was exceptionally low,—and the whole outlook was discouraging. From January until May or June, prices of Sole, beginning at about 22c. to 23c. for No. 1 B.A., went down to 21c., and a shade under,—remaining steady until early in September. The assurance of good crops in the United States and Canada imparted firmness to the market; and as stocks had everywhere been reduced, holders advanced their rates, a demand from England establishing a decided rise—the year closing at 28c. to 29c. for No. 1, or an advance of about 35 per cent. above the ruling rates of May.

Of course, 1879 opened unfavorably also for Upper Leather. Tanners found it impossible to get remunerative rates for their stock; and, as raw material was relatively high, most of the establishments worked in as few hides as possible, while some shut down nearly altogether. In the first half of the year, Waxed Upper of medium and heavy substance, in round lots, brought 29c. to 32c.,—Splits, 21c. to 25c.,—Buffed Cow, 12½c. to 14c.—Pebble, 11c. to 13c.—Harness, 22c. to 24c. Prices

improved a little in July and August, and continued to advance, until at the close of the year quotations were:—Upper, 38c. to 42c.—Splits, 28c. to 34c.—Buffed Cow, 15c. to 18c.—Pebble, 14c. to 17c.—Harness, 27c. to 32.

**EXPORTATION OF LEATHER.**—The shipments of Sole Leather from MONTREAL to England were light in 1879 until towards the close of the year, when, owing to a rise in prices in the British and Continental markets, exportation assumed larger proportions, and shippers obtained favorable prices. This outlet enabled Tanners to clear the home-market pretty well of light and common kinds of Sole, which were in excess of requirements. The exports of Black Leather were trifling, because prices here were better than those abroad. The year, therefore, closed with a much better feeling than had characterized the opening months, and the leather industry in the present year (1880) is in a very healthy condition.

#### THE COAL TRADE IN 1879.

As regards the increased receipts of Coal at the Port of MONTREAL, it may be remarked that there were some exceptional circumstances in 1879 which increased the effect of the Government policy in imposing a duty of 50c. per ton upon the foreign article. These were the reopening of works which had been closed for a time, while others increased their consumption; in this way, on a rough estimate, about 55,000 tons were probably added to what may be called the ordinary increase. There was a slight falling off in imports at Quebec, arising doubtless from depression in the square timber trade, and absence of demand for vessels. The imports at this city included about 65,000 tons of foreign Bituminous Coal, and 75,000 tons from the Maritime Provinces. Prices were very low in the early part of the season, owing to great scarcity of heavy freight from Great Britain,—Coal being brought out as ballast, and sold in this market to cover cost and handling, *without charging freight*. The newly imposed duty enabled the Provincial Coal owners to get cost for their product,—having, however, to pay the heavy freight rate of about \$1.75 per ton, the lowest being \$1.50.

The consumption of Coal in the Dominion in 1879 amounted to 1,731,900 tons, of which 1,119,220 tons were imported, and 612,770 tons were home product;—the increase over 1878 was 266,462 tons, or 15 per cent.,—the increased consumption of Canadian Coal was  $7\frac{1}{2}$  per cent., and the total duty paid upon the imported article from 15th March to 31st December, 1879, was \$393,370. As some indication of the future course of the Coal trade, it is believed that the Pictou and Springhill mines in Nova Scotia will have additional calls upon their resources,—the demand for the Londonderry Steel Co. and for the Intercolonial Railway being likely to amount to 200,000 tons. As for Cape Breton, contracts have been made for supplies of Bunker Coal for freight steamers; and the demand from the United States for Gas Coal is expected to be considerable.

#### IRON AND HARDWARE.

*Values of certain articles of Hardware imported at Montreal during the past Five Years:*

DESCRIPTION.	1879.	1878.	1877.	1876.	1875.
	Value.	Value.	Value.	Value.	Value.
	\$	\$	\$	\$	\$
Polished Cutlery . . . . .	822,362	612,444	769,382	780,666	1,437,337
Britannia Metal Ware, &c.					
Spades, Shovels, Axes, &c.					
Spikes, Nails, Tacks, &c.					
Stoves & other Iron Cast'gs					
Other articles . . . . .					



Further information regarding the imports of Iron may be found in the yearly Customs Statements, given on pages 116 to 120 inclusive.

The following statement shows the exports of Iron from Great Britain to British North America during the first five months of 1880, and four preceding years:—

	1876.	1877.	1878.	1879.	1880.
Iron—Bar, Angle, &c..... tons	4,160	11,634	7,971	8,570	17,813
“ Railroad..... “	11,990	9,175	10,583	11,921	17,742
“ Hoops, Sheets, &c.... “	1,044	3,531	2,223	2,748	4,539
“ Wrought or Cast..... “	2,233	4,739	3,370	2,894	5,711
“ Pig..... “	2,610	7,479	7,771	4,955	31,174
Tin Plates..... “	892	3,090	2,067	1,932	3,686

An improvement took place in 1879 in the English market, towards mid-summer in some lines especially those mentioned below. The lowest and highest price in this market for the first and last months of that year, show the temper of the market, as follows:—

<i>Pig Iron.</i> —Summerlee,	per ton....	\$17.00	a \$29.00	—inc.	70.59	p. c.
Gartsherrie,	“ ....	17.50	29.00	“	65.71	“
Eglinton,	“ ....	16.00	27.50	“	71.87	“
Cambroe,	“ ....	16.50	28.00	“	69.70	“
Hematite,	“ ....	25.00	30.00	“	20.00	“
<i>Bar Iron.</i> —Scotch,	per cwt....	1.65	2.25	“	36.36	“
Staffordshire,	“ ....	1.65	2.25	“	36.36	“
do Best	“ ....	2.10	2.75	“	30.95	“
Swedes & Norway,	“ ....	4.00	4.75	“	18.75	“
Lowmoor & Bowling	“ ....	5.50	6.50	“	18.18	“

ive Years :

1875.
Value.
\$
1,437,337



PORT OF MONTREAL.—IMPORTS.—Continued.

ARTICLES.	1878.		1879.		Remaining in Bond 31st December, 1879.	
	TOTAL IMPORTS.		TOTAL IMPORTS.			
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Manufactures of Furs		\$		\$		\$
“ Hair		103,677		101,189		3,584
“ Gold, Silver and Electro-plated ware.		15,598		20,441		243
“ Leather, or Imitation thereof.		49,899		77,089		10,158
“ Leather Boots and Shoes		208,050		169,690		3,427
“ Leather Harness and Saddlery		21,924		14,721		
“ Wood—not elsewhere specified.		9,715		2,844		
Musical Instruments		37,199		69,508		686
Mustard	lbs.	79,708		72,729		
Machinery		96,473	122,213	22,658	1,294	304
Oil Cloths.		114,627		111,732		229,163
Oil—in any way rectified or prepared	gals.	28,577		18,329		
Packages		275,916	174,739	552,180	312,627	97,870
Paints and Colors.		174,739		119,875		64,677
Paper of all kinds.		119,875		66,632		30,521
Paper Hangings.		159,265		90,250		7,422
Parasols and Umbrellas.		43,173		146,703		7,627
Shawls		95,175		39,125		5,407
Silks, Satins and Velvets		31,733		70,688		1,084
Stationery		641,217		36,980		604
Smallwares		105,344		625,949		5,617
Tobacco Pipes.		601,067		37,761		125
Tcys		43,624		157,885		
Woolens		15,363		26,509		1,358
Spirits of Turpentine		2,452,146		6,275		281
Unenumerated 17½ per cent. Articles		36,288	142,456	1,670,795		22,939
Books, Periodicals, &c., printed.		98,467		42,544		
Iron, at 5 per cent.		209,713		47,835		
Lard and Tallow	lbs.	842,978		138,316		6,095
Malt	bus.	58,222	405,826	93,281		10,811
Meats, Salted or Smoked.	lbs.	757,912	1,440	30,047		
Rice	“	2,853,791	1,440	58		
Sole and Upper Leather.		147,913	2,173,479	104,521	800	108
Cane Juice and Melado.	lbs.	2,363,563	64,342	3,943,764	102,231	1,112,832
Fruits, all kinds, Green		70,086		72,654		29,162
Cotton and Woollen Netting for India		1,175,244		745,737		
Rubbers and Shoes		161,549		12,936	1,242,263	24,773
Felt, Prunella and Plush, for Hats, Boots and shoes		13,472		110,322		1,174
Machine Linen Thread and Silk Twist.		91,049		19,642		
Machinery, for Mills and Factories.		66,354		74,085		
Cotton Thread in Hanks and Spools.		24,321		93,046		455
Cables, Hemp, Grass, Cordage, &c., for Ships' use.		264,173		57,395		
Locomotive Engine Frames, Axles, &c.				226,970		
Salt	bush.	12,247		1,523		
Coal and Coke	tons	103,470		33,687		
Wheat	bush.	142,534	450,143	189,739	399,288	811
Indian Corn	“	1,125,431	1,105,581	68,028,117	7,166,318	171,929
Brass, in Bars, Rods, Sheets, &c.		740,488	362,120	4,294,944	2,064,070	152,409
Copper, in pigs, bars, rods, bolts and sheets.			7,316		7,640	63,027
Copper, Brass or Iron Tubes and Piping		31,269		30,589		
Cotton and Flax Waste		85,641		108,538		
Iron, pig		7,165		285,489		
Lead—in sheet, pig and litharge		230,694		199,542		38,341
Lead—Red and White—Dry		6,610		56,907		336
Steel—Wrought or Cast.		84,489		123,459		2,287
Spelter and Zinc, in sheets, blocks and pigs.		113,919		163,032		
Settlers' Effects.		47,959		48,791		1,208
		49,875		67,171		

PORTED.

Merchandise  
and 1879, and

Remaining in Bond  
December,  
1879.

Quantity. Value.

962 142,383  
144 28,629  
738 1,673  
575 20,938  
17 113,795  
345 26,585  
714 5,438  
377 363,674  
381 216,032  
346 29,436  
214 37,630  
31 4,631  
959 19,723  
265 2,362  
387 14,337  
60 153  
7,404  
1,108  
234  
12,855  
10 623  
75 882  
50 2,978  
1,056  
10,106  
67  
1,549  
9,168  
469  
65,055  
8,685  
6  
128  
268  
7,892  
4,317  
334  
5,002  
48,783  
50  
3,026  
6,435  
1,317



PORT OF MONTREAL.—IMPORTS—Continued.

ARTICLES.	1878.		1879.		Remaining in Bond 31st December, 1879.	
	TOTAL IMPORTS.		TOTAL IMPORTS.		Quantity.	Value.
	Quantity.	Value.	Quantity.	Value.		
Acids, Alum, Antimony and Argol		\$ 27,849		\$ 23,947		
Aniline Salts, Barks, Berries, &c., Dye Stuffs		55,097		47,066		
Bleaching Powder and Borax		12,911		21,147		
Cream of Tartar, in Crystals		67,832		67,342		
Nitre, Sal Ammoniac, Sal Soda, Caustic, &c		96,035		129,637		
Ochres and Metallic Oxides—Dry Gro'd Oils—Cocoonut, Pine, Palm—in Crude state		5,958		4,561		
Phosphorus, Brimstone and Sulphur		31,004		22,979		
Whiting or Whitening		9,672		11,391		
Bookbinders' Tools and Implements		7,497		13,835		
Fire Bricks		11,415		5,176		
Rags		8,962		8,242		
Collar Cloth Paper		18,058		12,275		
Anchor, Chains and Cables		23,062		21,436		
Wire of Brass or Copper, round or flat		3,755		18,761		
Railroad Bars and Frogs, Steel Chairs and Fish Plates, &c		6,651		1,671		
Caoutchouc or India Rubber, raw, &c., unmanufactured		540,231		1,427,233		
Fish—Fresh, Salted or Smoked		105,926		128,096		
Flour of Wheat and Rye		86,165		64,681		
Flax, Hemp and Tow—Undressed		302,577		62,772		
Furs, Skins and Tails—Undressed		95,537		120,713		
Grease and Grease Scrap		97,641		85,061		
Gum, Copal, Damar, Mastic, Shellac and Sandarac		63,945		32,997		
Hides, Horns and Pelts		27,625		55,229		
Tar and Pitch		202,701		76,336		
Canvas, for manufacture of Floor Oil Cloth		11,882		3,519		
Fishing Hooks, Nets, Seines, Lines and Twines		2,734		6,899		
Junk and Oakum		19,214		9,780		
Printers' Implements, &c., viz.: Presses, Electrotpe and Stereotype Blocks, Inks, &c.		8,761		7,197		
Wool		35,856		11,852		
Coin and Bullion		134,771		255,152		
		1,289,070		1,824,221		
Total Dutiable Goods		17,757,389		26,659,841		2050,045
Total Free Goods including Coin and Bullion		7,336,745		6,515,744		
Grand Total		25,094,134		33,175,585		2064,383

FREE GOODS.

Comparative Statement of "Free Goods" imported at this Port, during the past three Calendar Years.

Amounts against which an asterisk is placed indicate Values of Imports up to 15th March, 1879, after which date duty was imposed, and quantities appear in list of dutiable articles.

ARTICLES.	1877.	1878.	1879.
	Value.	Value.	Value.
Anatomical Preparations		\$ 147	\$
Busts, Casts and Statues	31	147	....
Drawings not in Oil	465	1,158	15
Gems, Medals and Cabinets	615	1,394	228
Paintings in Oil	1,977	606	1,734
	5,326	3,527	468,842

Specimens of B  
Acids, Alum, A  
Aniline Salts, I  
Bichromate of  
Bleaching Pow  
Blue Black and  
Brimstone and  
British Gum...  
Cream of Tartar  
Indigo.....  
Lakes—Scarlet  
Lead—Red and  
Metallic Oxides  
Nitre and saltp  
Oils—Cocoonut,  
Paris and Fern  
Phosphorus...  
Roots, Medicin  
Satin and Fine-  
Sal Ammoniac,  
Ultra Marine  
Umber, Raw...  
Vitriol, Blue...  
Whiting and W  
Zinc, White, dr  
Ashes, Pot...  
Biscuit and Brea  
Bolting Cloth  
Bookbinders' To  
Burrstones...  
Canvas for Manu  
Cotton Thread in  
Cotton Wool and  
Cotton Candlew  
Cotton and Flax  
Church Bells and  
Clothing Donati  
Cocoa Paste, &c  
Collar Cloth Pap  
Duck for Belting  
Farming Implem  
Fire Bricks...  
Fishing Hooks,  
Hoop Skirts, Art  
Junk and Oakum  
Lithographic Sto  
Lumber, &c...  
Nails, Compositio  
Oil Cake.....  
Printers' Presses.  
" Electrot  
Philosophical Ins  
Rags.....  
Straw Plaits, &c  
Veneering of Wo  
Weaving or Tram  
Wire Cloth, of Br  
Anchors, Chains of  
Brass, Bar, Rod, &  
Cranks and Shaft  
Copper, Bar, Rod  
Iron—Fig...  
Lead—Fig, Sheets  
Litharge.....  
Railroad Bars, &  
Silver—German S  
Spelter, in Sheets,  
Steel, Wrought or  
Tin—in Bars, Bloc  
Tubes and Piping,  
Type Metal in bloc

FREE GOODS.—IMPORTS—Continued.

ARTICLES.	1877.	1878.	1879.
	Value.	Value.	Value.
Specimens of Botany, &c.....	3,348	3,335	\$ 638
Acids, Alum, Antimony and Argol.....	34,231	27,849	24,301
Analine Salts, Barks, Berries, &c., for dy'ng purposes.....	84,368	55,097	37,526
Bichromate of Potash.....	9,861	5,900	9,026
Bleaching Powders and Borax.....	20,394	19,406	21,150
Blue Black and Chinese Blue.....	1,546	830	1,860
Brimstone and Sulphur.....	10,344	9,397	8,723
British Gum.....	471	76	212
Cream of Tartar in Crystals.....	58,771	67,812	67,342
Indigo.....	7,716	4,622	8,471
Lakes—Scarlet and Maroon in pulp.....	186	475	1,685
Lead—Red and White, Dry and Sugar of.....	127,341	86,091	30,187
Metallic Oxides and Ochres, &c.....	17,455	8,958	1,142
Nitre and Saltpetre.....	11,810	5,370	.....
Oils—Cocanut, Pine, and Palm, in Natural State.....	35,573	31,004	22,979
Paris and Permanent Greens.....	17,196	23,585	29,003
Phosphorus.....	721	275	2,668
Roots, Medicinal.....	4,571	6,373	2,494
Satin and Fine-washed White.....	113	832	755
Sal Ammoniac, Sal Soda, Soda Ash, Soda Caustic, &c.....	138,080	100,439	130,142
Ultra Marine.....	5,570	5,976	7,695
Umber, Raw.....	82	108	16
Vitriol, Blue.....	11,507	8,564	11,185
Whiting and Whitening.....	13,810	5,897	13,885
Zinc, White, dry.....	7,863	3,925	2,452
Ashes, Pot.....	1,208	346	212
Biscuit and Bread from Gt. Britain and Newfoundland.....	.....	75	.....
Bolting Cloth.....	2,280	1,055	2,053
Bookbinders' Tools and Implements.....	8,488	11,418	2,031
Burrstones.....	1,947	2,612	2,543
Canvas for Manufacture of Floor Oilcloth.....	.....	2,734	6,899
Cotton Thread in hanks.....	14,420	.....	.....
Cotton Wool and Waste.....	211,651	187,969	315,260
Cotton Candlewick.....	3,657	3,372	547
Cotton and Flax Waste.....	17,373	7,165	4,140
Church Bells and Communion Plate.....	4,044	11,129	4,859
Clothing Donations, &c.....	.....	10	756
Cocoa Paste, &c.....	4,799	4,767	.....
Collar Cloth Paper, &c.....	22,139	23,062	2,922
Duck for Belting and Hose.....	5,436	9,034	9,469
Farming Implements.....	88	.....	.....
Fire Bricks.....	14,537	8,962	.....
Fishing Hooks, &c.....	14,330	19,214	9,780
Hoop Skirts, Articles for Manufactures.....	28	349	.....
Junk and Oakum.....	9,038	8,761	7,197
Lithographic Stones.....	476	542	.....
Lumber, &c.....	20,000	17,217	21,515
Nails, Composition, &c.....	.....	.....	.....
Oil Cake.....	620	962	.....
Printers' Presses.....	21,460	21,085	2,190
Electrotype and Stereotype Blocks, Ink.....	11,864	14,771	3,499
Philosophical Instruments.....	758	604	506
Rags.....	17,907	18,058	12,275
Straw Plaits, &c.....	3,374	1,616	4,677
Veneering of Wood or Ivory.....	2,349	3,195	2,304
Weaving or Tram Silk, &c.....	696	295	501
Wire Cloth, of Brass or Copper.....	2,731	3,270	674
Anchors, Chains and Cables.....	3,586	3,725	37
Wire Rigging, &c.....	1,196	29	.....
Brass, Bar, Rod, Hoop, Sheet, &c.....	5,398	7,316	1,300
Cranks and Shafts for Steamboats, &c.....	.....	211	.....
Copper, Bar, Rod, Pig, Sheets, &c.....	42,333	31,269	4,379
Iron—Fig.....	266,111	280,694	1,643
Lead—Fig, Sheets, &c.....	78,419	60,610	13,644
Litharge.....	15,870	9,588	754
Railroad Bars, &c., Fish Plates, &c.....	1,041,357	540,231	1,404,273
Silver—German Sheet.....	292	9	.....
Spelter, in Sheets, Blocks and Pigs.....	3,708	752	.....
Steel, Wrought or Cast.....	130,118	153,27	163,032
Tin—in Bars, Blocks, Pigs, &c.....	43,041	23,330	4,364
Tubes and Piping, of Brass or Copper—drawn.....	13,220	.....	.....
Type Metal in blocks and Pigs.....	.....	.....	.....

ning in Bond  
December,  
1879.

ity. Value.

2050,045

2064,383

past three

March, 1879,

1879.
Value.
\$
15
226
1,734
408,842

## FREE GOODS.—IMPORTS—Continued.

ARTICLES.	1877.	1878.	1879.
	Value.	Value.	Value.
Wire of Brass or Copper.....	7,943	\$ 5,651	* \$ 673
Yellow Metal, in Bolts, Bars and Sheets.....	65,221	47,207	15
Zinc in Sheets, Blocks and Sheets.....	1,076	1,999	6,408
Annato—Liquid or Solid.....	1,882	1,838	591
Bristles.....	13,198	11,780	1,835
Broom Corn.....	2,784	3,149	7,788
Bulbs.....	168,010	105,926	128,096
Caoutchouc—Unmanufactured.....	1,638	195	1,210
Citrons, Lemons and Oranges, in Brine, &c.....	469,838	450,702	* 1,588
Coal, &c.....	179	39	40
Cocoa, Bean and Shell.....	608	14,477	6,721
Corkwood and Bark.....	7,846	11,816	14,218
Diamonds and Precious Stones—Unset.....	5,966	8,640	4,254
Earths—Clay and Sand.....	581	775	960
Eggs.....	1,224	1,007	1,565
Emery.....	7,599	3,922	434
Fibrilla, Mexican Fibre, Tampico, &c.....	1,409	2,539	897
Fire Clay.....	75,215	75,088	60,783
Fish—Fresh.....	26,749	30,348	28,456
“ Salted or Smoked.....	2,875	2,782	421
“ Oil—Cod.....	23,461	26,568	5,132
“ “ other.....	143,932	95,537	120,713
Flax, Hemp and Tow—Undressed.....	125,004	97,641	85,061
Furs, Skins and Tails.....	1,168	19	1,844
Gravels.....	1,867,158	1,468,155	600
Grain, &c.....	759,798	302,577	* 46,097
Flour of Wheat.....	65,765	7,431	589
Indian Meal, &c., &c.....	48,410	63,945	80,555
Grease and Grease Scrap.....	33,227	27,625	55,229
Gum, Copal, Damar, Mastic, &c., &c.....	.....	1,157	342
Gypsum, not Ground, &c.....	7,854	6,570	* 1,921
Hair—Curled.....	2,166	1,885	1,537
“ Horse, Hog, Human, Goat, &c.....	248,398	202,701	76,336
Hides, Horns and Pelts.....	519	.....	.....
Manilla Grass and Sea Grass.....	116	132	46
Manures.....	21,696	21,493	618
Marble—Unwrought.....	3,041	3,106	2,591
Moss, for Upholstery purposes.....	145	84	171
Ores—Of Metals, all kinds.....	181	.....	.....
Oriers or Willow.....	452	1,639	1,316
Pipe Clay.....	1,385	1,503	1,136
Rattan, for Chairmakers, &c.....	1,110	64	584
Rennet.....	21,241	18,862	25,884
Rosin.....	46,711	103,470	116,024
Salt.....	28,313	33,508	42,550
Silk—Raw, or as reeled from Cocoon.....	25,104	3,308	.....
Stone, Unwrought.....	12,694	11,882	3,519
Tar and Pitch.....	286	398	126
Turpentine, other than Spirits of.....	415	1,489	4
Wood—Unmanufactured.....	128,814	134,771	255,152
Wool.....	6,723	3,799	3,157
Animals for Improvement of Stock.....	200	130	926
Articles of British Subjects domiciled in Canada, &c.....	.....	53	.....
Articles for the use of the Governor General.....	49,190	49,645	16,566
“ “ public use of the Dominion.....	383	460	242
“ “ use of Foreign Consuls General.....	300	.....	29,114
“ “ the Army and Navy.....	61,381	49,875	67,171
Settlers' Effects.....	3,047	2,320	1,186
Presents for Children at School.....	211,041	166,206	110,639
Fish & Products of Fish & Fish Oil, from Newfoundl'd.....	.....	3	.....
Green and Dried Fruits from Newfoundland.....	380,029	362,340	365,107
Leaf Tobacco for Excise purposes..... lbs.	.....	.....	.....
Total Free Goods.....	7,883,444	6,047,675	\$4,691,523
Coin and Bullion.....	67,460	1,289,070	1,824,221
Grand Total.....	\$7,950,904	\$7,336,745	\$6,515,744

Compara

Copper Ore  
Mineral or  
Slate.....  
Other ArticCod Fish...  
Fish Oil...  
Lobsters...  
Salmon...  
Other Fish.Ashes, Pot...  
Deals.....  
Planks and  
Logs.....  
Other Wood  
Staves.....

PROD

Horned Cattle  
Horses.....  
Sheep.....  
Bacon and H  
Beef.....  
Butter.....  
Cheese.....  
Eggs.....  
Furs.....  
Hides and Sk  
Lard.....  
Pork.....  
Preserved Me  
Tallow.....  
Wool.....  
Other Articles

AGRICUL

Balsam.....  
Bran.....  
Barley.....  
Beans.....  
Flour.....  
Fruit, Green.



PORT OF MONTREAL.

Comparative Statement of Exports from this Port by Sea for the years 1878 and 1879.

1879.	Value.
651	\$ 678
...	15
207	6,408
999	591
838	1,835
780	7,788
149	...
926	128,006
195	1,210
702	1,588
89	40
477	6,721
816	14,218
640	4,254
775	960
007	1,565
92	494
599	897
088	60,783
348	28,456
782	421
568	5,132
537	120,713
641	85,061
19	1,844
155	600
577	46,097
431	589
945	30,555
025	55,229
157	342
570	1,921
385	1,537
701	76,336
192	46
493	618
106	2,591
84	171
639	1,316
503	1,136
64	584
862	25,884
470	116,024
568	42,550
308	3,519
882	126
908	4
1,489	255,152
4,771	3,157
3,739	926
130	...
53	16,566
9,645	242
460	29,114
9,875	67,171
2,320	1,186
6,206	110,839
3	...
2,840	365,107
7,675	\$4,691,523
9,070	1,824,221
6,745	\$6,515,744

ARTICLES.	1878.		1879.	
	Quantity.	Value.	Quantity.	Value.
<b>THE MINE.</b>				
Copper Ore..... tons.	71	\$ 4,500		\$
Mineral or Earth Oil..... galls.				
Slate..... tons				
Other Articles.....				
Total.....		86,584		62,853
<b>THE FISHERIES.</b>				
Cod Fish..... brls.	148	474	48	129
Fish Oil..... galls.	953	1,001		
Lobsters..... lbs.	5,300	576	25,080	2,144
Salmon..... brls.	991	9,964	1,906	35,089
Other Fish.....		40,211		20,633
Total.....		52,226		57,995
<b>THE FOREST.</b>				
Ashes, Pot and Pearl..... brls.	11,645	261,910	10,126	254,509
Deals..... stand. hund.	875	34,126	1,749	44,462
Planks and Boards..... M. feet.	15,513	246,633	20,760	277,730
Logs..... do		242		
Other Woods.....		6,215		12,791
Staves..... mille.	945	11,319		609
Total.....		560,445		590,101
<b>PRODUCE OF ANIMALS.</b>				
Horned Cattle..... No.	10,537	869,835	20,078	1,599,181
Horses..... do.	6,668	491,975	4,308	355,498
Sheep..... do.	35,015	208,476	61,708	412,858
Bacon and Hams..... cwt.	8,491	56,580	25,837	157,627
Beef..... do.	2,077	18,140	1,851	15,561
Butter..... lbs.	10,001,481	1,513,874	12,969,426	2,044,312
Cheese..... do.	25,282,126	2,063,947	23,902,969	2,144,859
Eggs..... doz.	351,876	32,730	254,939	38,503
Furs.....		112,089		52,010
Hides and Skins.....		69,963		133,351
Lard..... lbs.	69,900	7,471	186,019	13,090
Pork..... cwt.	2,317	11,118	6,883	31,008
Preserved Meats..... lbs.	385,259	46,084	545,587	61,488
Tallow..... do.	171,516	13,538	597,039	38,183
Wool..... do.	368,869	77,938	254,957	48,913
Other Articles.....		48,028		63,229
Total.....		5,641,786		7,209,671
<b>AGRICULTURAL PRODUCTS.</b>				
Balsam.....		728		
Bran..... cwt.	24,820	23,282	32,291	25,582
Barley..... bush.	175,732	138,146	426,194	238,362
Beans..... do.				
Flour..... brls.	275,315	1,296,784	267,944	1,352,387
Fruit, Green..... do.	38,874	78,791	72,237	176,772

EXPORTS FROM MONTREAL.—Continued.

ARTICLES.	1878.		1879.	
	Quantity.	Value.	Quantity	Value.
<b>AGRICULTURAL PRODUCTS.</b>				
		\$		\$
Hops..... lbs.	88,844	5,506	193,806	27,074
Hay..... tons	2,277	29,966	3,815½	35,325
Meal..... brls.	78,882	337,618	26,055	108,308
Oats..... bush.	807,128	279,645	563,019	184,336
Peas..... do.	1,883,671	1,480,076	2,490,133	1,971,430
Other Seeds.....		10,046		648
Vegetables.....		1,395		2,591
Wheat..... bush.	2,741,471	3,064,927	2,901,051	3,083,442
Other Articles.....		41,500		324,184
Malt..... bush.				
Total.....		6,788,410		7,530,381
<b>MANUFACTURES.</b>				
Books.....		4,807		5,470
Biscuits..... cwt.	480	43	1,124	350
Carriages..... No.	38	5,049	48	4,350
Candles.....				
Cordage.....		15,125		7,664
Clothing.....		3,176		2,086
Extract of Bark..... brls.	1,990	31,361	1,433	15,615
Iron and Hardware.....		88,071		59,126
Leather.....		436,758		244,300
Machinery.....		26,437		21,837
Musical Instruments.....		6,040		5,185
Oil Cake.....		14,058		16,895
Rags.....		7,983		3,337
Steel.....		1,113		6,043
Sewing Machines..... No.	915	18,605	1,980	19,608
Soap.....		5,969		1,501
Tobacco..... lbs.	268,391	46,026	253,465	18,096
Wood.....		58,680		60,394
Woollens.....		23,643		23,188
Ale and Beer.....		411		154
Miscellaneous.....		163,443		166,829
Total.....		956,798		682,028
Coin and Bullion..... Total.....		143,522		1,043,245

RECAPITULATION.

	1878	1879.
Produce of the Mine.....	91,084	62,853
Do. do Fisheries.....	52,226	57,995
Do. do Forest.....	560,445	590,101
Animals and their Produce.....	5,641,786	7,209,671
Agricultural Products.....	6,788,410	7,530,381
Manufactures.....	956,798	682,028
Coin and Bullion.....	143,522	1,043,245
Total Produce of Canada.....	\$14,234,271	\$17,176,274
“ Not “ “.....	7,433,006	9,480,525
Grand Total.....	\$21,667,277	\$26,656,799

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1871.

Aerated Wa  
Agricultura  
Bakeries of  
Baking Pow  
Basket mak  
Bellows mak  
Belting and  
Blacking ma  
Blacksmithi  
Boiler makin  
Book Bindin  
Boots and Sh  
Breweries...  
Brick and T  
Broom and B  
Cabinet and  
Carpenters an  
Carriage mak  
Carving and  
Chemical Est  
Cooperage...  
Cordial and S  
Cork Cutting  
Cotton Factor  
Distilleries...  
Dressmaking  
Dyeing and Sc  
Edge Tool Ma  
Engine Buildin  
Engraving and  
Fire-Proof Saf  
Fittings and  
in Brass, Iron  
Floor Oil Cloth  
Flour and Gris  
Foundries and  
Furriers, Hatt  
Gas Work....  
Glass work...  
Glue making...  
Gold and Silver  
Gum making...  
India Rubber F  
Jewellers and V  
Last Factory...

## VII.—A FEW OF THE INDUSTRIES IN WHICH MONTREAL IS INTERESTED.

The following is a list of the manufacturing and other industries in Montreal, with the number of establishments engaged in each, as shown by the Census of 1871.

Value.
\$
27,074
35,325
108,308
184,336
1,971,430
648
2,591
3,083,442
324,184
.....
7,530,381
.....
5,470
350
4,350
.....
7,664
2,086
15,615
59,126
244,300
21,837
5,185
16,895
3,337
6,043
19,608
1,501
18,096
60,394
23,188
154
166,829
.....
682,028
1,043,245
.....
853
995
101
671
381
028
245
.....
274
525
.....
799

DESCRIPTION.	No. of Firms 1871.	DESCRIPTION.	No. of Firms 1871.
Aerated Water making.....	4	Lead Pipe Works.....	1
Agricultural Implements.....	3	Lime Kiln.....	1
Bakeries of all sorts.....	56	Mathematical Instrument making.....	2
Baking Powder making.....	1	Mattress making.....	2
Basket making.....	3	Meat Curing Establishments.....	2
Bellows making.....	2	Miscellaneous Wares.....	35
Belting and Hose making.....	3	Musical Instrument making.....	5
Blacking manufactory.....	1	Nail and Tack Factories.....	5
Blacksmithing.....	49	Oil Refineries.....	2
Boiler making.....	2	Paint and Varnish Works.....	2
Book Binding.....	10	Painting and Glazing.....	13
Boots and Shoes.....	117	Paper Collar Factory.....	1
Breweries.....	6	Photographic Galleries.....	12
Brick and Tile making.....	4	Plaster and Stucco Works.....	4
Broom and Brush making.....	8	Pot and Pearl Asheries.....	3
Cabinet and Furniture.....	35	Printing Offices.....	26
Carpenters and Joiners.....	74	Railway Car Factory.....	1
Carriage making.....	34	Rope and Twine making.....	3
Carving and Gilding.....	9	Saddle and Harness making.....	23
Chemical Establishments.....	16	Sash, Door and Blind Factories.....	15
Cooperage.....	23	Saw and File Cutting.....	2
Cordial and Syrup Manufacturers.....	5	Saw Mills.....	3
Cork Cutting.....	2	Scale Factories.....	5
Cotton Factories.....	1	Sewing Machine Factories.....	4
Distilleries.....	1	Ship Material making.....	2
Dressmaking and Millinery.....	100	Ship Yards.....	4
Dyeing and Scouring.....	4	Soap and Candle making.....	8
Edge Tool Manufactures.....	2	Spike and Railway Chair Factory.....	1
Engine Building.....	4	Straw Works.....	2
Engraving and Lithographing.....	9	Stone and Marble Cutting.....	17
Fire-Proof Safe making.....	2	Sugar Refineries.....	2
Fittings and Foundry Workings in Brass, Iron, Lead, &c.....	12	Surgical Appliances.....	3
Floor Oil Cloth Factory.....	1	Tailoring and Clothing.....	100
Flour and Grist Mills.....	5	Tanneries.....	10
Foundries and Machine Working.....	16	Tin and Sheet Iron Working.....	41
Furriers, Hatters, &c.....	38	Tobacco Pipe Factories.....	2
Gas Work.....	1	Tobacco Working.....	17
Glass work.....	1	Trunk and Box making.....	13
Glue making.....	1	Type Foundries.....	2
Gold and Silversmithing.....	3	Wig making.....	7
Gum making.....	4	Wood Turning.....	2
India Rubber Factory.....	3	Wool Cloth making.....	1
Jewellers and Watchmakers.....	1		
Last Factory.....	22		
	1	Total.....	1,104



## EXPLANATION.

When the volume of the Census (1871), relating to the manufacturing industries of Canada, was published, a good deal of perseverance and care were exercised in gathering out of it the particulars relating to MONTREAL, formulating them into a table given on pp. 119, 120, of the Report for 1875. The following is a summary of that statement:—

Total number of Establishments .....	1,104
Persons employed,—Males .....	13,811
Females .....	7,364
Total amount of wages paid per annum .....	\$ 5,195,465
Aggregate value of Raw Material per annum.....	\$19,028,062
Total value of Productions                                   do .....	\$32,727,946

The accuracy of these figures was,—it would seem, very properly,—challenged at the time; they were, nevertheless, given for whatever they might be worth. The results of much special inquiry are embodied in the statements on the following pages, and it is hoped they may be interesting to readers generally.

## I.—LEATHER AND KINDRED MANUFACTURES.

## BOOTS AND SHOES.

The importance and extent of this branch of MONTREAL'S manufacturing industry will be appreciated upon considering the following statements. There are nineteen (19) establishments in the city for the making of boots and shoes; nine of these may be designated as large, and ten otherwise,—all the latter, however, not being fairly called small. The aggregate number of persons employed in these factories is about 2,250, including both sexes; and the number dependent for subsistence upon this department of handicraft may be fairly set down as 7,500. There are not less than 150 different kinds of goods produced,—the average number of pairs made by the larger firms being 1,000 to 1,200 per day, while the average production daily of all the concerns may be estimated at 10,000 pairs of all descriptions,—the value of that large and varied per diem yield being nearly, if not quite, \$12,000, or a fair average of \$1.20 per pair.

Reckoning 300 working days to a year, the average production per annum of the nineteen factories in this city would be 3,000,000 pairs, valued at \$3,600,000; and on the supposition that 1,500,000 pairs are made elsewhere in Canada (valued at \$1,800,000), the entire product would amount to 4,500,000 pairs, worth at lowest wholesale rates \$5,400,000. It is reckoned that 94 per cent. of the quantity manufactured in MONTREAL (2,820,000 pairs, valued at \$3,384,000) is consumed in Canada; 4 per cent. (120,000 pairs, valued at \$144,000) going to Great Britain, and 2 per cent. (60,000 pairs, worth \$72,000) to foreign countries.

A comparison of the details of the present statement with those of the somewhat similar one given in the Annual Report for 1867 shows some interesting differences. The present average value (\$1.20 per pair) is 4 per cent. *less* than in that year,—the price then (\$1.25 per pair) showing an *advance* of 30c per pair as compared with 1863, the increase being 32·6 per cent. The totals afford the following comparison:

	Production.	Value.	Per pair.
1863 .....	1,840,000	\$1,729,000	95c.
1867 .....	2,400,000	3,000,000	\$1.25 inc. 32·6 pr.c
1879 .....	3,000,000	3,600,000	1.20 dec. 4 per ct

Prices  
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saving mac  
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factories in

Sewin  
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Prices of labor and stock were much lower in 1863 than in 1867. Labor in 1879 was higher in the latter year than in 1867; but the increase of improved labor-saving machinery seems to have been to the advantage of the general public.

The following enumeration indicates, with tolerable accuracy, the numbers of the various labor-saving machines in use, by steam power, in the boot and shoe manufacturing in this city:

	Numbers.
Sewing Machines.....	500 to 600
Pegging do .....	30
Sole-sewers.....	25
Sole-cutters.....	20
Heeling Machines (Bigelow and Mackay patents).....	7
Eyeleting Machines.....	40
Punching do .....	25
Skiving do (for sole leather).....	20
do do (other purposes).....	50
Rolling do .....	30
Heel-burnishing Machines.....	20
Edge-burnishing do .....	20
Sand paper Buffing do .....	25
Beating out Machines .....	15

#### LEATHER BOARD.

The manufacture of Leather Board in Canada was begun in 1863 by a company in this city,—now the “Dominion Leather Board Company of Montreal,”—and about the same time a firm in St. John, N.B., commenced business in the same line. Previously, all of that article used in Canada was imported from the United States, and considerable importations continued to be made until the change in Customs Tariff in 1879. The chief circumstance that enabled the MONTREAL Company to maintain its ground during fifteen years against the sharp competition of the foreign article, was that its product was of superior quality; and this was evidenced by the prizes awarded at the United States Centennial Exhibition in 1876,—at the Sydney Exhibition, and at Berlin (Germany) in 1877,—at the Universal Exhibition, Paris, 1878,—as well as at Exhibitions in Toronto and Ottawa before and after these dates.

The manufactory is adjacent to the city,—about 200 tons per annum is the present yield,—30 persons are employed in making the Leather Board, and 15 more are constantly occupied in cutting and forming it for special uses in the Boot and Shoe factories. It is also used considerably in the making of Chair Seats, and in Hat and Cap factories.

#### TANNERIES FOR SOLE LEATHER.

There is probably no industry engaged in, in Canada, so well adapted to the circumstances of the country as the manufacture of Leather. It has steadily increased during the past few years, until now that it supplies all home-requirements,—with the trifling exception of a little English Oak-sole for the finer kinds of work;—and not only so, the exportation of sole and upper leather to England in large quantities goes on at paying prices. The following particulars will enable the ordinary reader to form a fair estimate of the magnitude of this tanning industry, and how much the producers are indebted to MONTREAL for a market.

There are about fifty sole leather tanneries in the Dominion,—probably the larger number being located in the Province of Quebec; and of these not less than thirty supply the trade of this city. The annual value of the sole leather sent here for all uses is estimated to amount to \$1,000,000,—the value of upper leather being \$1,500,000 in round numbers.

The approximate value of all kinds of Leather manufactured in the Dominion has been variously stated at from \$7,500,000 to \$10,000,000. On the first hypothesis, 33½ per cent. of the whole goes into consumption in MONTREAL,—on the other estimate, 25 per cent. Opinions vary widely respecting the number of persons employed in the Canadian tanneries.

A most important consideration in connection with the tanning industry is the great quantity of hemlock bark used in the process. The annual aggregate consumption amounts, on an average, to 120,000 cords,—the average annual exportation to the United States being estimated by competent persons to amount to 80,000 cords;—as regards the latter, the official figures given below do not show quite so great an average. The shipments of bark referred to are chiefly from the Eastern Townships, in this Province, where hemlock forests abound. From five to six trees, according to size, are required to furnish a single cord of bark; it would, therefore, appear that *nearly a million and a quarter of trees are cut down annually* to supply the demand for home-consumption and for export. At that rate, it is calculated that the valuable hemlock forests will be completely destroyed in from 10 to 15 years.

But that is not quite all. The subjoined table shows that a product for use in tanning, the "Extract of Hemlock Bark,"—first noticed in the Report of this series for 1864, as having found access to the English market from the Port of MONTREAL,—is exported in very considerable quantities, although comparatively it is but little used in Canada. Quantities exported from 1864 to 1871 inclusive are not recorded; but from 1872 to 1879 inclusive the aggregate shipments were 132,745 brls., or a yearly average of 16,600 brls. This enterprise, prosecuted with fair success in the Eastern Townships, constitutes another drain upon the hemlock forests, and affords an additional argument in favor of their economical use. The exports have been as follows:

	Bark for Tanning.		Ext. of Hemlock Bark.		Hemlock Logs.	
	Cords.	\$	Brls.	\$	M. Ft.	\$
1879	65,892	227,986	10,602	101,897	1,375	3,408
1878	106,374	360,259	19,442	187,840	2,202	8,350
1877	76,497	301,699	15,823	161,637	599	2,863
1876	43,224	170,632	28,725	379,258	1,493	2,102
1875			22,632	230,229		
1874			9,776	95,717		
1873			13,629	106,264		
1872			12,116	117,823		

It will be evident on the face of it that the hemlock bark question is a serious one, not to tanners alone, but to every person in the Dominion; for, while the average price during the past four years was but \$4 per cord, the time seems to be not distant when prices will advance, sole leather will become proportionately dearer,

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and the value of boots and shoes will of course be enhanced. Tanners in the Eastern States understand the question, and are reserving their own hemlock forests, naturally preferring to draw their present supplies from Canada. Persons in the trade here think an export duty of \$2 a cord should be imposed; but, in answer to a suggestion on the subject, the Finance Minister said:—"The subject has been engaging the attention of the Government, but it is an exceedingly difficult one." According to the foregoing facts, the difficulty is likely to become more striking every year. If an export duty on bark and extract were levied, some allowance (by way of drawback) might be made to those who marketted hemlock lumber.

## II.—MANUFACTURE OF TEXTILE FABRICS.

### WOOLLENS.

There are 169 Woollen Manufactories of all kinds in the Province of Ontario. That number includes 73 which have each a single set of cards, and are mainly employed in carding and manufacturing for farmers and others in the several neighborhoods, the annual value of the work done by each of them averaging from \$8,000 to \$10,000. The other 96 includes factories containing from one set of cards up to 12 sets, the goods manufactured being as follows:

	Factories.		Factories.
Tweeds.....	35	Cassimeres, Doeskins, &c.....	1
Fancy Tweeds.....	7	Shoddy.....	3
Fine Tweeds.....	1	Carpets.....	2
Tweeds and Flannels.....	7	Kidderminster Carpet (closed)....	1
Tweeds and Etoffes.....	3	Presidents, Naps, and Blankets....	1
Tweeds and Shoddy.....	1	Etoffes.....	1
Tweeds and Carpets.....	1	Flannels.....	1
Tweeds and Check Flannels.....	1	Blankets.....	1
Tweeds and Heavy Woollens.....	1	Hosiery.....	1
Tweeds, Knit Goods, and Fancy Flannels.....	1	Shirts, Drawers and Yarn.....	2
Fancy Tweeds and Blankets.....	1	Knit Goods.....	9
Tweeds and Yarns.....	1	Knit Goods and Yarn.....	1
		Felt Hats.....	1

There are 21 Woollen Manufactories of various kinds in the Province of Quebec. Of that number, one or two have each a single set of cards, and are chiefly employed in neighborhood work. The others are factories having from one to six sets of cards, one large establishment containing 20 sets. The goods manufactured are:

	Factories.		Factories.
Tweeds.....	4	Tweeds and Etoffes.....	1
Fancy Tweeds.....	1	Flannels.....	2
Tweeds, Blankets, &c.....	1	Fancy Flannels.....	1
Tweeds and Heavy Woollens.....	1	Blankets and Flannels.....	1
Tweeds and Yarn.....	1	Shirts and Drawers.....	2
Heavy Tweeds and Grey Goods.....	1	Waterproof Cloth.....	1
Tweeds and Flannels.....	1		

There are five Woollen Factories in the Province of New Brunswick,—thirteen in the Province of Nova Scotia,—five in Prince Edward Island, and one in Manitoba. None of these are of much importance, except in so far as they may benefit the district around them. No information from British Columbia.

The whole number of Woollen Factories in the six Provinces is 215.

The following is a summary of detailed information specially furnished relating to ten of the larger Woollen Factories included in the foregoing enumeration:—

Capital employed .....	\$1,644,000
Sets of Cards in use.....No.	60
Wool used per annum.....lbs.	3,212,000
Quantity of Cloth produced.....yds.	1,995,000
Blankets.....pairs	30,000
Value of one year's production.....	\$1,571,300
Chemicals and Dyes .....	\$160,600
Number of Looms, 102 broad and 243 narrow.....	345
Employees.....No.	1,306
Aggregate Wages per annum.....	\$297,400
Goods manufactured:—Tweeds, Cassimeres, Etoffes, Flannels, Blankets, Serges, Beaver, Presidents, Diagonal and Nap Coatings, Shoe Cloth.	

It is understood that as much as three-fourths of the capital mentioned in this summary is held by parties in MONTREAL.

While all the items are note-worthy, as affording a basis on which to estimate the magnitude of a single branch of Canadian industry, the item "chemicals and dyes" gives some insight into another department, noticed on p. 135.

#### COTTONS.

Next in magnitude and importance to the Woollen Manufacturing industry comes that of Cotton Weaving and Spinning,—not, of course, so extensive in its ramifications, but, nevertheless, involving great pecuniary interests, and affording means for occupation to a large number of persons. The extent of this industry will be appreciated, if the particulars stated in these paragraphs are considered. The information summarised relates to seven Weaving Factories, located as follows:—At Cornwall, Stormont, Dundas, Merritton, in Ontario, and at MONTREAL, Valleyfield, Coaticook, in Quebec. The Yarn Mills referred to are those at Merritton, Ont. and St. John, N.B.,—particulars of two or three Batting Factories being of less importance.

One of the Weaving Mills is represented as preparing to enter upon the manufacture of Canton Flannel.

A similar remark applies here to that made in the section relating to Woollens, viz., that most of the establishments here referred to represent a very considerable amount of Montreal capital.

The subjoined aggregates relate to the seven Weaving Mills above-mentioned and are taken from special information:—

Total Capital employed.....	\$ 2,100,000
Aggregate quantity of raw material used per annum, lbs.	12,800,000
Quantity of Cloth produced.....yds.	38,400,000
Approximate value of annual production.....	\$ 3,250,000
No. of Spindles.....	134,000
No. of Looms.....	2,940
No. of Employees.....	2,265
Amount of Wages paid per annum.....	\$ 496,000

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Value of Fuel consumed.....	\$42,000
Value of Chemicals (in a single factory).....	\$20,000
Value of products of two Yarn Factories.....	\$495,000
Amount of Wages paid per annum.....	\$60,000
Value of Fuel used.....	\$3,000

Particulars were not obtained of the Batting Mills at Cornwall and St. Catharines.

The goods manufactured at the Weaving Mills consist of,—Sheetings, Shirtings, Fine Shirtings, Denims, Duck, Ticks, Cottonades, Checks, Grey Cottons, Domestic Cottons. The products of the Yarn Mills include—Yarns, Carpet Warps, Twines, Bags, Black Wadding, &c.

After these paragraphs were written, it was reported in the newspapers that steps have been taken towards establishing Cotton Factories at Brantford and London, Ont., and that a commodious building for another one is being erected in Hamilton.

#### SILKS.

A Silk Factory was established in MONTREAL in 1876, for the production of Sewing Silk, Machine Twist, &c., the Company owning it having imported the machinery from the United States. The raw silk used in the establishment from the commencement has been Canton, Tsatlee, and the best Japan; and the success of the venture was so speedy that the product of the works had soon to be doubled. By careful management and attention, the capacity of the manufactory was doubled again in 1879; and the prospect is that Weaving will by-and-by become a regular branch of the Silk industry. Former attempts by others in this direction were on a limited scale, the silk used having all been manufactured in the United States, and duty paid on it here; the experiments were, therefore, made under serious disadvantages,—one of which was the lack of skilled labor, another being the *quality* of the goods imported from England and France. In this connection it is worthy of remark that, at the commencement of their enterprise in MONTREAL, the firm above mentioned brought employees from Connecticut; but Canadian operatives have shown such aptitude for the particular kind of work that, with the exception of the Superintendent, all the hands now employed are native.

Under the present Customs tariff, raw silk, or as reeled from the cocoon, of duty. The value of labor upon a pound of silk is about \$3, as follows:

Throwing (preparing the thread).....	\$1.50
Dyeing.....	1.50

This would yield 8 yards of an average quality of silk, the weaving of which costs 10c. per yard.

The present consumption of raw silk, in the establishment above referred to, is 300 lbs. weekly; when looms are put in, the capital invested will be doubled. There are at present 80 employees, and the amount of wages paid is \$20,000 per annum.

Of course, the Silk Manufacturing industry could not be expected to remain long in the hands of a single firm; and now that success is assured, it is stated that a Silk Weaving Factory is about to be erected in this city, the machinery for which is understood to have been ordered. Another concern is also said to be contemplated,—the “Canada Silk Company,” for both Spinning and Weaving.



## III.—MANUFACTURE OF CLOTHING, &amp;c:

## CLOTHING.

The Wholesale Clothing trade in MONTREAL is steadily increasing. There are six establishments engaged in this industry,—besides some of minor importance,—the annual sales of these large ones amounting in the aggregate to \$1,335,000,—the region of their business extending from the Maritime Provinces all the way west to British Columbia. Reference has elsewhere been made to the effect of recent tariff changes upon this department of business.

The average number of persons employed by the firms here referred to is over 2,000;—the average amount of wages paid weekly by them is \$3,475; or, counting fifty weeks to the working year, the sum of \$173,750 per annum.

## SHIRTS, COLLARS AND CUFFS.

This industry is expanding into large proportions in MONTREAL, as contrasted with the smaller establishments that have heretofore been known to exist in most of the cities and towns in Canada. The larger centres of wholesale trade, however, are now the points whence such supplies are mainly drawn. The enterprise in this city consists of three distinct branches,—viz. : 1st. Manufacturing from Linen and Cotton; 2nd. Manufacturing from "Cotton-cloth Paper"; and 3rd. The production of Paper Boxes.

## I.—Manufactures from Linen and Cotton.

There are four large factories in full operation in this city, besides eight or ten small ones; and a careful approximate statement, as to quantities and values of their productions, is as follows:—

No. of Shirts per month, in dozens .....	10,000
No. of Collars do do .....	20,000
No. of Cuffs do do .....	10,000
Persons employed inside the Factories, about .....	600
do outside do about .....	1,500
Average amount of Wages monthly, about .....	\$13,500
Average annual value of Shirts produced .....	\$700,000
do do Collars and Cuffs .....	\$30,000
Linen for facing (imported) and Spool Thread .....	\$100,000

It is stated that this branch of industry has always been more or less profitable, the recent tariff changes having contributed to its prosperity by a 17½ per cent. duty on articles of similar manufacture when imported.

## II.—Paper Collars, Cuffs, &amp;c.

The value of "Collar-cloth Paper" imported for use of an establishment in MONTREAL, where this description of work is carried on, averaged about \$2,000 per month, in three past years. That material came in *free* from Boston, Mass., until March, 1879,—the manufactured goods, when imported, being then subject to a duty of 17½ per cent. Under the new Tariff, "Collar-cloth Paper" pays 20 per cent., and the articles manufactured from it, 30 per cent.

The total is estimated boxes, which Collars produced latter being

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The total value of the goods, as manufactured here, and placed on the market yearly, is estimated to have been about \$130,000,—including, of course, the cost of paper boxes, which is not an insignificant item of expense. There were 15 different styles of Collars produced in 1879;—5 or 6 styles of Cuffs;—and several kinds of Tags,—the latter being made from the pieces left by the blocking process.

### III.—Paper Boxes.

This is a distinct branch of handicraft in each of the departments above mentioned; and the *labor* involved may be comprehended, if it is remembered that the number of boxes needed for the collars and cuffs in the first section would amount nearly to three-quarters of a million yearly! A Paper-Box Factory which had been established for some time at Brockville, Ont., and which had supplied immense numbers of tack-boxes, &c., to the Wholesale Hardware Trade, is to be transferred immediately to MONTREAL.

### RUBBER GOODS.

Works for the manufacture of Rubber Goods were first established in MONTREAL in 1854, and the present "Canadian Rubber Company" in 1866. The products of this manufactory consist of Rubber Shoes, Felt Boots, Belting, Packing, Hose, and all kinds of mechanical goods. The capital invested is \$700,000.

The value of the goods sold during the year 1879 amounted to \$536,000, being an increase of about 25 per cent. as compared with the business of 1878; but the augmentation was mainly attributable to the enhanced cost of the raw material. The goods manufactured all find a market in the Dominion. As the consumption increases, the Company here can supply the demand, for their producing capacity can be doubled if need be.

The average number of employees in the works is 300,—the amount of wages paid per annum amounting to \$65,000.

There is a Rubber Factory in the city of Quebec, but only Shoes are made there.

### IV.—PAPER-MAKING INDUSTRIES.

#### PAPER MAKING, &c.

Notices have appeared in former issues of this Report concerning the progress and importance of the Paper-making industry, and its recent development makes a reference to it more interesting than ever before. The following particulars are noteworthy:—There are now 26 Paper Mills in the Dominion, in which there are 30 machines of different kinds in use, and the estimated capital invested amounts to \$1,280,000. The total number of persons employed, directly and indirectly, is not less than 1,500; their aggregate wages per annum may be computed at \$465,000, and the product of all the Mills is probably equal to 12,000 tons of Paper yearly, in about the following proportions:—news, 5,400 tons; wrapping, 6,200 tons; writing and envelope, 400 tons.

Nine of the Paper Mills above referred to are understood to be owned by parties in MONTREAL.

The chemicals used in the manufacture of Paper form a considerable item in the imports of Canada, viz., bleaching powder, soda ash, caustic soda, alum, etc., besides a variety of dye-stuffs. Sulphuric acid is also largely used; it had formerly to be imported, but now almost all that is consumed is the product of a growing native industry, as referred to on page 136. Farina is also used.

The raw material employed by paper makers a few years ago was greatly augmented by the importation of cargoes of Esparto from Spain and Algeria; but they now use instead of it that grass known as *Herbe-a-lieu*, and cultivated by farmers on the banks of the River St. Lawrence and its confluents, between MONTREAL and Three Rivers. Its supply may be equal to almost any demand, for it can be sown to a great extent. But there is another substitute largely used in Canada instead of the old-fashioned article *rags*, and which may now be designated the standard raw material, or basis, for the production of Paper,—that is, *wood*, either chemically or mechanically prepared. Treated by the first method, an excellent fibre is yielded, as may be proved by a close examination of the products of some of the Canadian Paper Mills.

A much better quality of Papers is now being made in the Provinces of Ontario and Quebec than formerly, to meet the increasing requirements of trade, and Canadian Paper makers are exerting themselves to supply the demand.

#### PAPER BAG FACTORY.

Since the establishment of this industry in MONTREAL, in 1870, its progress has been such as to make it necessary to erect a Paper Mill not far from the city to supply the different grades of Paper used. The patent machinery in the establishment is equal to the production of one million grocery bags per week; but, in addition to that specialty, the other articles manufactured are,—flour sacks, drug bags, seed bags, envelopes, etc., for which there is a large and increasing demand.

The local business in MONTREAL and vicinity is great; but the goods manufactured enter into consumption, and experience a growing popularity, in all the Provinces, from Newfoundland to Manitoba.

### V.—SUGAR REFINING AND MISCELLANEOUS INDUSTRIES.

#### SUGAR REFINERIES.

The importance of the Sugar Refining industry to MONTREAL may be gathered from the subjoined particulars, which have been carefully gathered together; and which, by their very terseness, will convey the information intended far more effectively than by elaborate paragraphing,—enabling the reader to judge for himself how far the welfare and prosperity of the city is linked with the success of that enterprise.

The Canada Sugar Refining Company (late Redpath & Sons) recommenced operations in April, 1879, after having been closed for a considerable time; and the

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St. Lawrence Sugar Refining Company began business in September. The actual business of these establishments, so far as noted below, does not include the transactions of a full year.

The following particulars relate to the two firms collectively:—

No. of Employees in the various departments.....	475
Average amount of Wages paid monthly, about .....	\$15,500
Annual cost of Cartage service, about.....	\$55,000
Average value of Staves, Hoops and Cooperage labor per annum.....	\$140,000
Quantity of Refined Sugar produced per day, about .... lbs.	300,000
Annual cost of Railway transport, inward and outward, ab't.	\$ 60,000
Calculation of cost of Ocean and River Freightage (employing over 50 vessels).....	\$160,000
Cost of Bones used, about.....	\$ 22,000
There were 22 cargoes of Coal imported in 1879.	
Aggregate value of raw material imported in 1879, more than	\$5,000,000
Tons register of shipping employed.....	42,989

The subjoined items relate to the Canada Sugar Refining Company:—

Civic Assessments paid in 1879.....	\$2,401
Water Rates per annum.....	\$ 820
Wharfage Dues in Harbor, 1879, about.....	\$5,500

The following statement respecting the product of the Canada Sugar Refining Company, by Dr. J. Baker Edwards, Public Analyst in this city, appears in a Report on Adulteration of Food, issued by the Department of Inland Revenue:—

“The examination of several samples of moist sugar of American make, during last winter, proved that a gradual deterioration in the quality of sugar imported was observed. On the other hand, the new stocks produced from the Montreal Refinery, examined in May last, show a large average amount of crystalline cane sugar and a small amount of moisture and organic impurities, the average of six samples being thus stated:—

	Average.
“Crystallized Cane Sugar .....	90.33
“Glucose .....	5.00
“Moisture and impurity .....	4.66
	<u>99.99</u>

“These are superior to the average qualities of the American and Scotch Sugars recently sold in the Montreal market.”

#### MECHANICAL AND INDUSTRIAL EMPLOYMENT IN CONNECTION WITH RAILWAYS.

Apart altogether from the important purposes for which railway companies are organized, the carrying of passengers and transportation of merchandise,—the value of railways in other respects is very seldom adequately appreciated. The amount of money spent in constructing a line through a tract of country is a never-to-be-forgotten event. The profit or loss to shareholders is always patent from the traffic returns; but the steady, silent outflow of money in every city, town, village, and hamlet through which passengers and traffic are carried is overlooked or

unknown. Take, for example, the Grand Trunk Railway. Three items of the company's expenditure in Montreal during 1879 were:—

Civic Assessments.....	\$11,598.76
Water Rates.....	8,483.28
Gas Account.....	4,136.50
	\$24,218.54

A large amount of skilled labor is constantly employed by the Company in MONTREAL,—the whole number of its employees here being 2,105, as follows:—

General Offices .....	166	Fuel Department.....	17
Traffic Department.....	519	Stores do .....	28
Engineers' do .....	70	Stationery Department.....	5
Mechanical do .....	1,300		

The estimated number of the population of MONTREAL dependent for wages, as well as subsistence, on the G.T.R., including contractors, is about 10,000 persons. The wages paid in 1879 to these employees amounted to very nearly a million of dollars (\$941,700),—the wages disbursed in MONTREAL during five years (1875 to 1879 inclusive) being \$4,800,000. The Company's dealings with business firms in this city in five years amounted to \$5,500,000.

The following additional particulars show how close is the relationship of a large Railway Corporation to the country through which it passes; and, could similar items of information be obtained from other Companies, the feeling inspired would certainly be astonishment. The figures below are for the year 1879, and refer exclusively to Canada:—

No. of G.T.R. Station Masters.....	176
“ Telegraph Operators.....	227
“ Other Employees at Stations.....	1,275
Total number of Employees at all workshops, Engineers' departments, &c.....	2,390
No. of Locomotive Engineers.....	306
do Firemen.....	308
“ Passenger Train Conductors.....	44
“ Freight do do .....	198
“ Brakesmen and Train hands.....	551
“ Employees not enumerated.....	276
Estimated number of persons dependent on the G.T.R. for employment as well as subsistence, including contractors, ab't	25,000
Gross amount of all Wages paid in 1879 .....	\$3,022,000
Estimated value of Station Buildings, exclusive of land.....	\$3,000,000
Paid for Cord Wood in 1879.....	\$401,434
Expenditure for Coal in same year, including \$189,775 to Maritime Province Mines.....	\$635,429

As helping further to show how much money railways distribute in the regions through which they pass, the following extract is cited from a valuable paper by A. T. Drummond, Esq., in the “Fourth Annual Report of the Montreal Horticultural Society,” on “Canadian Timber Trees” :—

“There are in the Dominion about 6,000 miles of railroads, which originally required in their construction 18,000,000 of sleepers or railway ties, and, taking the life of a tie at five years, the annual requirements of these railways must be towards

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3,500,000 ties. Each railway has its telegraph system requiring originally the cutting down of 175,000 young trees to supply the requisite poles, and a large annual addition to replace those which become decayed or otherwise unserviceable. On the sides of the railways would be probably 12,000 miles of fencing, necessitating 9,000,000 pickets, and over 60,000,000 feet of sawn timber in its construction."

OILS, PAINTS, CEMENTS, PATENT MEDICINES, PERFUMERY, DRUGS,  
CHEMICALS, &c.

For the sake of convenient reference, some brief notices relating to the manufacture of the above-mentioned articles in MONTREAL are grouped here into a single section. While an estimate of the aggregate capital invested in them has not been attempted, it may be easily imagined that it is great, the employees numerous, the wages paid forming a large total.

LINSEED OIL.—Prior to 1879, while the Customs duty was  $17\frac{1}{2}$  per cent., Linseed Oil could be imported from England at low prices; the manufacturers in Canada could not, therefore, afford to pay a remunerative price to farmers for Flax-seed, and of course the area sown for its growth began gradually to decrease, the farmer preferring to cultivate better-paying crops. In the Province of Ontario, too, where some attention had been given to working up the fibre, there was difficulty in disposing of it at even very moderate rates, because imported cordage could be sold cheaply. The tariff change in 1879, which raised the duty on the Oil to 25 per cent., charging also 25 per cent. on twines, was an alteration for the better; and in the present year (1880), so far as can be ascertained, a greater breadth has been put under Flax, and a larger quantity of Oil will be produced than during any of the past three or four years. The probable yield of Flax-seed in Canada during six years was,—

1874.....80,000 bush.	1877.....40,000 bush.
1875.....35,000 “	1878.....32,000 “
1876.....30,000 “	1879.....45,000 “

The advance in duty did not occur soon enough in 1879 to admit of farmers reaping immediate advantage;—but there is reason to believe that the yield this year will, at any rate, be equal to that of 1874,—good seed averaging about two (2) wine gallons of Oil to the bushel.

There are four Linseed Oil Mills in Canada,—two in Ontario, one in MONTREAL, and one in Quebec. Probably one half of all the seed is marketed and crushed in this City.

PAINTS.—The manufacture of Paints in Canada is not in so satisfactory a condition as was hoped for,—it being alleged that there are too many establishments for the amount of business to be done. The advance of the duty from  $17\frac{1}{2}$  per cent. to 25 per cent. curtailed importations; but a number of the articles which are constituents of Paints have also been subjected to a rise from  $17\frac{1}{2}$  per cent. to 20 per cent.,—White Lead, formerly free, having now to pay 5 per cent.,—and all this has neutralized the expected advantage.

There are nine (9) Paint Manufacturers in MONTREAL more or less well-known to the trade,—including a new one, just established, a branch of L. Berger & Sons (limited) of London and Sheffield.



**CEMENTS.**—Hydraulic Water Limes of good quality are manufactured at Napanee, Ont., Hull, Q., and Hochelaga,—the latter being practically a MONTREAL industry. The products of these works are, to a large extent, supplanting the same kinds of cement which used to be imported from the United States. Very considerable quantities of special brands of Portland and Roman Cement are, however, still imported from England.

**GYPNUM.**—This is brought to MONTREAL in considerable quantities from Nova Scotia,—Cape Breton being the principal source of supply. There are two manufactories in this City, where it is manufactured into Land Plaster for agricultural purposes, and into Plaster of Paris for Plastering and Stucco-work. The quantities passing through the factories here will aggregate from 4,000 to 5,000 tons,—besides which a good deal is brought up from New Brunswick in a manufactured state.

**PATENT MEDICINES.—PERFUMERY.**—There is a large establishment in this City for the extensive manufacture of Perry Davis & Son & Lawrence's preparations, Fellow's Syrup, Burnett's preparations, Wyeth's preparations, and a number of others. Radway & Company, of New York, have a manufactory here. Curtis & Son, of New York, have also an establishment for the preparation of Winslow's Soothing Syrup, Brown's Bronchial Troches, &c. The local firms, too, control a considerable number of American proprietary articles, which are put up in this city, so as to save import duty,—which is 25 per cent. upon dry preparations, and 50 per cent. upon liquid ones. It is believed that the duty thus lost to Government is more than compensated for by the Excise duty on the Alcohol used.

This remark will also apply to PERFUMERY, which is now an article of manufacture here to a considerable extent. The duty was, in 1879, raised from 25 per cent. to 40 per cent. for bottled Perfumery, a reduction having been made on the crude material,—POMADES, the basis of the Spirit Perfumes, being admitted at 15 per cent. This admits of their profitable manufacture. As in a before-mentioned instance, large revenue accrues to Government from the Spirits,—the home production of all the articles referred to involving great outlay for labor, machinery, &c.

**DRUG MILLS.**—There are three establishments here for the powdering of Drugs, where there are about 25 run of stones in use,—besides probably 8 run of large mill-stones, used for heavier articles, such as Spices, Cream Tartar, &c. The machinery for this department has been greatly increased within the past few years.

There are five establishments in Montreal in which operations are confined to the grinding and preparation of Coffee and Spices.

**CHEMICALS.**—1. *Ammonia.* Liquid Ammonia and Carbonate of Ammonia are now manufactured in MONTREAL from gas-work products,—the former taking the place of the English article, which formerly supplied this market. Of the Carbonate, the manufacture of which has only recently begun, there is scarcely enough made to supply the market; but it is expected that, in a year or two, there will be sufficient produced for that purpose.

2. *Sulphuric, Muriatic, and Nitric Acids.* These are manufactured extensively at Brockville, and London, Ont., of commercial qualities,—the trade in this City now drawing their supplies from Brockville. These products have entirely taken the place of the English and Scotch Acids.

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**GLASS WARE.**—The manufacture of Green and Flint Glass Bottles, for Druggists' use, will be commenced shortly in Montreal. An extensive establishment for this purpose is now in course of erection; and, when it is completed, the plant in the works at St. Johns, Q., will be transferred to the new building here.

**FLOOR OIL CLOTHS.**—The manufacture of this class of goods was commenced in this City a few years ago. The products compare favorably and compete with those imported from England.

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## VI—LUMBER MANUFACTURES, &c.

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### LUMBER MANUFACTURING, AND KINDRED INDUSTRIES.

**SAW MILLS.**—There are six saw-mills in MONTREAL, engaged in the manufacture of Lumber, three of the largest being in constant operation. About one-fourth of the "dimension timber" produced finds a market in the United States, that description not being classed in the United States Customs' tariff as "manufactured" lumber.

**SASH AND DOOR FACTORIES.**—There are eight of these establishments in MONTREAL,—four of the larger class being in constant operation. The products all find a market in Canada,—the duty and heavy freight-rates effectually preventing shipments to the United States. Ventures in Doors, Sashes, &c., to Great Britain have been tried; but there were two obstacles, which have not yet been overcome,—(1) the high freights, and (2) a prejudice in favor of the products of Norway and Sweden. The hard, cheap Pines of these countries stand in the way of Builders and Architects in England adopting the finer and more durable Pine-products of Canada, which are undoubtedly the cheapest in the long-run.

There are about 500 persons employed in the manufacture of these articles here, the annual value of them being about \$37,500.

**PACKING CASES, BOXES AND TRUNKS.**—There are thirteen (13) establishments in MONTREAL engaged in making these articles,—9 of them turning out multitudes of Packing Cases and Boxes, and 4 are employed in Trunk-making. The number of persons who find employment in these factories is from 350 to 400, the minimum amount per annum paid for wages being \$100,000.

The extent and importance of this business may be appreciated when it is remembered that all the wholesale houses in this city require "packages" of one kind or another; and that dealers in Woollens and Cottons, and general Dry Goods, Hardware firms, Tobacco factories, &c., are the special patrons of the industry in question. There are, probably, about 275,000 boxes of different dimensions required in the Tobacco Factories alone in the course of a year.

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### AGRICULTURAL IMPLEMENTS.

There are seven establishments in MONTREAL, of one kind or another, in which Agricultural Implements are exclusively made,—none of them large, the amount of capital invested only amounting in the aggregate to about \$75,000. There are some works where such implements form but a portion of the occupation. The machines made include Mowing Machines, Threshing Machines, Straw-Dressers, Ploughs,

Harrows, &c. This market, however, is not an inconsiderable one, if a judgment may be formed from the number of agencies here on behalf of manufacturers located in other parts of Canada.

The importations from the United States into Canada during the fiscal year 1879 were valued at \$242,702; the entries for consumption were valued at \$241,750, the duty amounting to \$47,621. The exports of Canadian Implements in same year were worth \$79,911.

## VII.—MANUFACTURE OF EXCISABLE ARTICLES.

### TOBACCO FACTORIES.

There is a pretty general idea prevalent, though not a very well defined one, that the manufacture of Tobacco is large and profitable. Whatever may be the return made for the capital invested, there can be no doubt but that a considerable amount of money finds employment in it. The extensiveness of this enterprise is clearly demonstrated by the following particulars, which are mainly actual; or when otherwise are approximated by those who are thoroughly conversant with the business.

1st. The subjoined particulars relate to the Dominion:—

No. of Tobacco Factories in Canada.....	15
Approximate amount of Capital invested.....	\$1,300,000
No. of persons employed in them.....	1,800
Estimate of Wages paid per annum.....	\$175,000
The aggregate quantity of the products is estimated to be lbs.	8,000,000
Proportion for home consumption..... lbs.	7,500,000

2nd. The particulars which relate exclusively to MONTREAL are as follows:—

No. of Tobacco Factories in the city.....	6
Amount of Capital employed.....	\$1,100,000
Quantities produced per annum..... lbs.	6,200,000
No. of Employees.....	1,250
Amount of Wages paid per annum.....	\$150,000
The proportion of the product consumed in Canada is about..... lbs.	6,000,000

3rd. The following statement is collated from the annual report of the Commissioner of Inland Revenue, for the fiscal year ended 30th June, 1879; and is very suggestive as showing that by far the greater part of the Tobacco manufacturing enterprise is carried on in this city. The first column gives results in the Inland Revenue Division of Montreal,—the second column relates to the Province of Quebec,—the third to the whole Dominion:—

	Montreal.	Prov. Quebec	Dominion.
Leaf,—Product of Canada..... lbs.	5,849	5,849	7,528
do Foreign Product..... "	5,522,962	6,059,372	8,431,782
Other materials used..... "	1,275,044	1,339,076	1,552,439
Total Weight of all materials..... "	6,803,855	7,404,297	9,991,749
No. of Licenses.....	31	35	128
Amount derived from Licenses..... \$	1,500	1,675	6,075
Tobacco manufactured (at 20c per lb.)..... lbs.	4,890,625	5,287,435	6,898,792
do do (at 10c and 4c.)..... "	5,989	5,989	5,989
Amount of Duty paid..... \$	978,603	1,057,965	1,380,236
Cigars manufactured (at 40c per lb.)..... lbs.	170,696	173,131	401,670
Amount of Duty paid..... \$	68,278	69,252	160,668

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The total amount of Snuff manufactured in the Montreal Revenue Division was 5,111,092 lbs.,—the duty accruing being \$1,055,638.

The Customs import duty on Tobacco is 25c. per lb. and 12½ per cent. *ad val.*

The annual consumption of Tobacco, *per capita* of the population, deduced from Inland Revenue returns for eleven years, in four Provinces, was as follows:—

Ontario.....	1,839 lbs.	Nova Scotia.....	1,781 lbs.
Quebec.....	2,412 “	New Brunswick.....	2,340 “

If these percentages may be taken as a basis for estimating the consumption of the Dominion, the *per capita* rate would be 2.093 lbs.,—the quantity manufactured in MONTREAL being equal to five-eighths of the whole.

A new Company for the Manufacture of Tobacco has been organised in this City.

### MALTING AND BREWING.

The operations of Malting and Brewing are carried on in MONTREAL on an extensive sale. The official returns show that in this Revenue District, which includes Lachine, licenses were issued to 8 maltsters in the fiscal year ended 30th June, 1879, the fees amounting to \$850. The quantity of grain used during that twelve months was 5,997,082 lbs., which yielded 4,778,901 lbs. of malt. The total revenue from Licenses and Malt Duty amounted to \$10,947.

The extent of Brewing operations may be comprehended from the following particulars:—There are 12 licensed breweries in the District, 9 of which are within the City limits, the license fees amounting to \$575. There are over 300 persons employed in the various establishments, the amount of wages paid per annum falling but little short of \$150,000. There were 1,803,812 gallons of liquor manufactured during the year above-referred-to, and the quantity of Malt used was 5,430,919 lbs. The figures are official; the difference (652,018 lbs.) between the quantities used and the quantities manufactured, is no doubt accounted for by what remained in warehouse at close of preceding year. The approximate quantity of Hops used per annum is 285,000 lbs., and there are probably 3,600 tons of coal consumed annually.

The departmental returns set down the average consumption of Beer *per capita*, deduced from calculations by Provinces for eleven years, as follows:—Ontario, 3.030 gals.; Quebec, 2.131 gals.; Nova Scotia, 0.855 gals.; New Brunswick, 0.698 gals. An average of these figures for the Dominion would show 1.678 gals. *per capita*; and, on the supposition that the population now numbers four millions, the aggregate consumption of home-manufactured Malt Liquors in Canada would be 6,400,000 gals., of which 28 per cent. is produced in MONTREAL, and a very large proportion of that percentage by a single establishment.

## VIII.—MECHANICAL AND ENGINEERING INDUSTRIES.

### IRON AND STEEL WORKS.

The extensiveness and varied nature of the industries referred to in the present group, designated Mechanical and Engineering, make it very difficult to use, without

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seeming to be invidious, many particulars that have been kindly furnished. Classification, for the present, is all but impracticable. The information on page 134, relating to mechanical operations in connection with the Grand Trunk Railway, forms a good supplement to what is given below.

The following are among the principal establishments of the kind in MONTREAL:—

*Montreal Rolling Mills Company*:—Manufacture Cut Nails, Pressed Nails, Horse Shoes, Horse Nails, Tacks, Brads, &c.; also, White Lead, Paint, Putty, Shot, Lead Pipe, &c.

*The Pillow, Hersey & Co. Works*:—Produce Cut Nails, Spikes, Horse Shoes, and all kinds of Tacks, making some 1,500 varieties of the latter; and machinery is about to be added for Carriage and other Bolts, also Hot Pressed Nuts, &c.

*The Works of Peck, Benny & Company*:—Produce Nail Plate, Cut Nails, Clinch and Pressed Nails, Horse Shoe Nails, Ship and Railway Spikes, &c.

*The Côte St. Paul Manufactories*:—Produce Axes, Shovels, Spades, Augers, Cut Nails and Horse Nails.

The raw material used in these establishments consists of large importations of puddled bar iron;—for tack-making, the best quality of English charcoal-sheet-iron is imported and Swedes tack-slips; while very considerable quantities of pig-lead are imported for the manufacture of Shot and Lead Pipe. The following aggregates relate to the enterprises above-mentioned:—

Capital invested .....	\$1,500,000
Employees .....	No. 950
Wages, per annum.....	\$ 410,000
Raw Material used.....	Tons 20,600
Do do value of.....	\$1,675,000
Quantity of Coal consumed.....	Tons 18,000
Do do value (about).....	\$ 75,000

#### ENGINE AND MACHINE WORKS.

There are four establishments in MONTREAL which may properly be designated Engine-Works, and which are well able to undertake all that the name implies. Since the introduction of steam-engines and other machinery so extensively, a large number of machine-repair-shops have sprung up, in which a great deal of capital is invested, and many workmen employed. The work produced by the Machinists here includes: Steam Engines and Boilers; Steam Pumps; Hoisting Engines; Circular-Saw Mills; Bark and Shingle Mills; Water Wheels; Shafting, Hangers and Pulleys; Hand and Power Hoists, &c.

It may be incidentally mentioned here that one of the firms of Engineers and Machinists just alluded to has been busily engaged, during the past two years, in manufacturing machines designated "Newell's Patent Universal Grinder," which, it is claimed, is destined to supersede the use of mill-stones, inasmuch as new or damp Grain can be ground by it without kiln-drying, and Flour or Meal thus produced will "keep" in any climate. Machines of larger size are made, which are specially adapted to breaking Rock, Quartz, Phosphates, &c., which, it is alleged, if fed with "pieces

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as large as a common brick, they are reduced, at the rates of 6 to 10 tons per hour, to a product varying in size from a hickory nut down to dust." It is imagined that costly Stamp Mills will not be able to stand long before the Crusher, which is simple, inexpensive and economic in the item of motive power.

#### SEWING MACHINE MANUFACTORIES.

There are five establishments in Canada where Sewing Machines are made; and between home-manufacturers and the agents of foreign producers, there is very little room for doubting that the business is fairly prosperous and profitable. The number of home-made machines exported from Canada during twelve months ended 30th June, 1879, was 26,796, valued at \$218,601;—the number imported from Great Britain and the United States in the same period was 9,503, valued at \$126,632,—the number entered for consumption was 9,262, valued at \$126,262, the duty paid amounting to \$27,535. The duty on complete machines under the present Tariff is 20 per cent. *ad val.*, and \$2 each specific,—the duty on part of a machine being 25 per cent. *ad val.*

MONTREAL enterprise was early attracted to this industry; there are, at present, two manufactories in the city, and it appears that a manufacturer whose name designates a recently-organized Company has been identified with the business since 1850, his products being favorably known beyond the Dominion. The Companies operating in this city are the Lawlor and the Williams,—the latter being much the larger of the two, but both producing first-class articles. The two establishments have a present capacity of 300 machines per week, there are about 350 employees, and the annual value of the product may be placed at \$700,000. There are five or six different kinds of machines manufactured, all of which may be called popular,—and the impression is gaining ground that there is room for the profitable employment of additional capital in the existing works.

As an illustration of the different kinds of material which enter into the composition of a Sewing Machine, it appears that during a recent twelve months the Williams Company used 700 tons of pig iron, 600 tons of coal, 60,000 feet of black walnut lumber, and 100,000 feet of other kinds, 11 tons of steel, 100 barrels of oil and japan, besides a large quantity of brass and other materials.

#### PALLISER RIFLED GUNS, AND IMPROVED MACHINERY FOR SUBMARINE BLASTING.

Some of the latest evidences of Canadian enterprise are seen in the additions which Messrs. E. E. Gilbert & Son of this city have made to their works, for the production of Palliser Rifled Guns. The result of the test to which one of the guns recently converted by the Messrs. Gilbert from a smooth-bore 32-pounder to a Palliser 64-pounder was subjected about a year ago, in presence of competent judges, is well remembered. Speaking of the ordeal so successfully passed, Mr. Palliser, of London, Eng., (brother of Sir William) said at the time: "That 12 lb. R. L. G. must have given a pressure of 25 tons to the square inch,—and the 24 lb. charge





STATEMENT SHEWING THE DATE OF THE OPENING AND CLOSING OF NAVIGATION ON THE CANALS FROM 1850 TO 1879, INCLUSIVE.

YEAR.	LACHINE CANAL.			BEAUHARNOIS CANAL.			CORNWALL CANAL.			WILLIAMSBURG CANALS.			WELLAND CANAL.		
	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.	Opened.	Closed.	No. of days open.
1850.....	April 22	Dec. 7	230	April 26	Dec. 4	223	April 20	Dec. 7	232	April 27	Dec. 10	228	April 1	Dec. 12	255
1851.....	April 22	Dec. 10	233	April 25	Nov. 25	215	April 25	Dec. 12	232	April 25	Nov. 25	215	March 25	Dec. 12	261
1852.....	May 7	Dec. 16	224	May 2	Dec. 13	226	May 1	Dec. 16	230	April 13	Nov. 24	226	April 13	Dec. 14	245
1853.....	May 20	Dec. 2	197	April 29	Nov. 24	209	April 29	Dec. 14	230	May 1	Dec. 1	215	April 1	Dec. 17	261
1854.....	May 13	Dec. 2	204	May 1	Dec. 2	216	April 30	Dec. 10	225	May 3	Dec. 8	220	April 3	Dec. 4	246
1855.....	May 1	Nov. 28	212	May 1	Nov. 28	212	April 30	Dec. 18	233	April 20	Dec. 15	230	April 16	Dec. 12	241
1856.....	May 1	Dec. 3	217	May 1	Dec. 1	215	April 28	Dec. 6	223	April 28	Dec. 6	223	April 26	Dec. 13	232
1857.....	May 4	Nov. 27	208	May 2	Nov. 26	209	May 1	Dec. 12	226	May 1	Dec. 12	226	May 1	Dec. 15	229
1858.....	April 25	Dec. 1	221	April 26	Nov. 26	215	April 26	Dec. 7	226	April 25	Dec. 11	231	April 7	Dec. 7	245
1859.....	April 21	Nov. 30	224	April 19	Nov. 29	225	April 20	Dec. 7	232	April 30	Dec. 5	220	April 1	Dec. 8	252
1860.....	April 20	Dec. 5	230	April 19	Dec. 3	229	April 21	Dec. 10	234	April 21	Dec. 10	234	April 1	Dec. 6	250
1861.....	April 24	Dec. 4	225	April 24	Dec. 3	224	April 24	Dec. 12	233	April 24	Dec. 10	231	April 8	Dec. 12	249
1862.....	May 4	Dec. 6	216	April 30	Nov. 30	215	May 1	Dec. 12	226	April 29	Nov. 30	216	April 15	Dec. 15	244
1863.....	May 4	Dec. 10	220	May 2	Dec. 4	217	May 4	Dec. 12	222	May 1	Dec. 7	221	April 13	Dec. 13	244
1864.....	April 25	Dec. 10	229	April 24	Dec. 3	224	April 27	Dec. 10	227	April 26	Dec. 10	229	April 14	Dec. 11	242
1865.....	May 1	Dec. 12	226	April 25	Dec. 7	227	April 26	Dec. 13	231	April 29	Dec. 13	229	April 17	Dec. 15	242
1866.....	May 2	Dec. 13	226	April 30	Dec. 8	223	April 30	Dec. 13	227	May 1	Dec. 11	225	April 17	Dec. 11	238
1867.....	May 1	Dec. 2	216	April 29	Dec. 2	218	May 1	Dec. 1	215	May 1	Dec. 6	220	April 23	Dec. 7	229
1868.....	April 27	Dec. 5	223	April 27	Dec. 2	220	April 27	Dec. 8	226	April 26	Dec. 5	224	April 15	Dec. 9	239
1869.....	May 3	Dec. 7	218	May 3	Nov. 30	211	May 3	Dec. 7	218	May 1	Dec. 3	216	April 21	Dec. 10	233
1870.....	April 29	Dec. 10	225	April 28	Dec. 5	221	April 28	Dec. 8	224	April 23	Dec. 10	231	April 20	Dec. 16	240
1871.....	April 21	Dec. 6	226	April 19	Dec. 2	227	April 20	Dec. 8	232	April 21	Dec. 6	229	April 6	Dec. 9	247
1872.....	May 5	Dec. 4	218	May 1	Dec. 2	216	May 2	Dec. 8	221	May 1	Dec. 7	221	April 22	Dec. 10	233
1873.....	May 9	Nov. 24	209	May 1	Nov. 24	208	May 1	Dec. 4	218	May 1	Dec. 2	216	April 21	Dec. 15	239
1874.....	April 21	Dec. 4	228	May 3	Nov. 25	207	April 29	Dec. 4	220	May 1	Dec. 5	219	April 9	Dec. 10	246
1875.....	May 1	Dec. 1	215	May 3	Dec. 1	213	May 4	Dec. 6	217	May 4	Dec. 2	213	May 3	Dec. 14	226
1876.....	May 1	Dec. 2	216	May 1	Dec. 8	222	May 1	Dec. 8	222	May 1	Dec. 4	218	April 17	Dec. 11	239
1877.....	May 7	Dec. 1	209	May 6	Dec. 6	215	April 26	Dec. 8	227	May 1	Dec. 7	221	April 17	Dec. 5	234
1878.....	May 8	Dec. 5	212	April 24	Dec. 6	227	April 22	Dec. 8	231	April 29	Dec. 12	228	May 9	Dec. 14	220
1879.....	May 4			May 1			May 2			April 28			May 5		

Comparative Statement of the Opening and Closing of Navigation, Arrivals and Departures, Tonnage, &c., of Sea-going Vessels during the past Seventeen Years.

YEAR.	Opening of Navigation.	Close of Navigation.	First Vessel from Sea.	Last Vessel for Sea.	No. of Steamers.	Tonnage.	Vessels from Lower Ports.	Tonnage	Vessels to Lower Ports.	Tonnage.	Vessels to other Ports.	Tonnage.	Total No. of Vessels	Tonnage.	Greatest No. of Vessels in Port at one time.
1863..	April 25	Dec. 12	May 6	Nov. 26	54	56,460	101	13,664	81	8,179	369	134,584	504	209,224	86—June 13
1864..	April 13	Dec. 11	April 28	Dec.	51	59,071	75	9,039	90	8,628	237	94,202	378	161,901	32—June 23
1865..	April 10	Dec. 16	May 3	Nov. 24	63	78,015	114	13,066	113	11,152	182	63,725	358	152,943	42—Oct. 19
1866..	April 19	Dec. 15	May 1	Nov. 28	70	75,474	172	21,980	173	19,044	273	111,257	516	205,775	91—June 13
1867..	April 22	Dec. 6	May 4	Nov. 29	106	87,199	190	29,561	159	22,813	305	176,240	464	199,053	59—Oct. 21
1868..	April 17	Dec. 9	May 4	Nov. 27	105	101,566	178	22,413	177	23,034	301	175,725	478	198,759	51—June 24
1869..	April 25	Dec. 6	April 30	Nov. 24	117	117,965	222	37,648	198	27,177	359	232,686	557	259,863	61—Nov. 4
1870..	April 18	Dec. 18	April 22	Nov. 27	144	133,912	257	50,437	244	38,191	431	278,655	680	316,846	62—June 20
1871..	April 8	Dec. 1	April 22	Nov. 29	142	146,927	233	45,266	211	34,134	453	317,587	664	351,721	89—Oct. 27
1872..	May 1	Dec. 8	May 5	Nov. 28	115	217,713	296	77,640	220	47,227	727	351,573	947	398,800	84—Oct. 30
1873..	April 25	Nov. 26	May 4	Nov. 21	242	245,237	273	96,748	233	50,270	469	362,208	702	412,478	84—Aug. 28
1874..	April 25	Dec. 13	April 11	Nov. 21	266	262,096	286	88,781	252	59,225	...	...	731	423,423	76—July 6
1875..	May 3	Nov. 29	May 9	Nov. 22	256	255,435	279	98,852	...	...	...	...	642	386,112	60—Aug. 18
1876..	April 27	Dec. 10	May 8	Nov. 23	240	262,829	214	75,924	...	...	...	...	602	391,180	61—July 24
1877..	April 17	Jan. 2 '78	April 29	Nov. 24	247	261,764	160	64,575	...	...	...	...	513	376,859	59—Oct. 19
1878..	Marh 30	Dec. 23	April 20	Nov. 24	207	269,878	165	50,526	...	...	...	...	516	397,266	45—June 3
1879..	April 24	Dec. 19	May 1	Nov. 24	289	378,353	220	88,380	...	...	...	...	612	506,969	49—Aug. 13

DATE	MO
1879.	
Jan'y. 21	Liverpo
to J'y. 91	Liverpo
Jan. 161	Liverpo
to A'110	Liverpo
April. 24	L. pool
May 1 & 9	Cork, F
9 Cork, 1	L. pool,
16 L. pool,	Cork, 1
23 L. pool,	Cork, 1
30 L. pool,	Cork, 1
June...6	L. pool,
13 L. pool,	Cork, F
20 L. pool,	Cork,
27 L. pool,	Cork, 1
July...4	L. pool,
11 L. pool,	Cork,
18 L. pool,	Cork,
25 L. pool,	Cork,
Aug...1	L. pool,
8 L. pool,	Cork,
15 L. pool,	Cork,
22 L. pool,	Cork,
29 L. pool,	Cork,
Sept...5	L. pool,
12 L. pool,	Cork,
19 L. pool,	Cork,
26 L. pool,	Cork,
Oct...8	L. pool,
10 L. pool,	Cork,
17 L. pool,	Cork,
24 L. pool,	Cork,
31 L. pool,	Cork,
Nov...7	L. pool,
14 L. pool,	Cork,
Nov. 27	Liverpo
& Dec. 1	Liverpo
Dec. 11	Liverpo
18 & 24	Liverpo
31	Liverpo



TABLE OF OCEAN FREIGHTS.

DATE 1879.	MONTREAL TO	GRAIN. Sterling price per Qr.						FLOUR & MEAL. Sterling price pr brl			BUTTER & CHEESE. Per Gross Ton.	ASHES. Sterling Price per ton of 2240 lbs.		
		SAILING CLIPPERS.		STEAMERS.				STEAMERS.			STEAMERS.	Pots.	Pearls.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.	s. d.	s. d.		
<i>Via Portland.</i>														
Jan'y. 2 to J'y. 9	Liverpool .....	8	0	5	0	60	50	0	55	0				
Jan. 16 to A'110)	Liverpool .....	6	6	4	0	50	42	0	55	0				
<i>Via Rio. St. Lawrence</i>														
April. 24	L'pool and Glasgow..	4	6	4	9									
	Cork, f.o. ....	5	6	6	0									
May 1 & 9	L'pool, Gl'gow & Ldn	3	3	4	0									
	Cork, f.o. ....	5	0	5	6									
16	L'pool, G. & London.	3	3	4	0									
	Cork, f.o. ....	5	0	5	6									
23	L'pool, G. and London	2	6	3	6									
30	L'pool, G. and London	2	6	4	0									
	Cork, f.o. ....	5	0	5	6									
June...6	L'pool, G. & London.	2	9	4	0	2	3	35	20	0	22 6			
	Cork, f.o. ....	5	0	5	6	4	9	5	0					
13	L'pool, G. & London.	2	9	4	0	2	3	35	20	0	22 6			
	Cork, f.o. ....	5	0	5	6	5	0	5	6					
20	L'pool, G. & London.	3	3	4	3	3	3	4	3	2	0	2 6		
	Cork, f.o. ....	5	0	5	3	5	0	5	3					
27	L'pool, G. & London	3	3	4	3	3	3	4	3	2	0	2 6		
	Cork, f.o. ....	4	9	5	3	4	9	5	3					
July...4	L'pool, G. & London.	3	0	4	3	3	0	4	3	2	0	2 3		
	Cork, f.o. ....	4	9	5	3	4	9	5	3					
11	L'pool, G. & London.	2	9	4	0	2	9	4	0	2	0	2 3		
	Cork, f.o. ....	4	3	4	9	4	3	4	9					
18	L'pool, G. & London.	3	0	4	3	3	0	4	3	2	0	2 3		
	Cork, f.o. ....	4	9	5	0	4	9	5	0					
25	L'pool, G. & London.	3	9	5	0	3	9	5	0	2	0	2 3		
	Cork, f.o. ....	5	3	6	0	5	3	6	0					
Aug...1	L'pool, G. & London.	5	0	5	9	5	0	5	9	2	3	2 6		
	Cork, f.o. ....	5	3	6	0	5	3	6	0					
8	L'pool, G. & London.	5	0	6	0	5	0	6	0	2	3	2 6		
	Cork, f.o. ....	5	9	6	3	5	9	6	3					
15	L'pool, G. & London.	5	0	6	0	5	0	6	0	2	3	35		
	Cork, f.o. ....	5	9	6	3	5	9	6	3					
22	L'pool, G. & London.	5	0	6	0	5	0	6	0	2	3	35		
	Cork, f.o. ....	5	9	6	3	5	9	6	3					
29	L'pool, G. & London.	4	6	5	0	4	6	5	0	2	3	35		
	Cork, f.o. ....	6	3	6	9	6	3	6	9					
Sept...5	L'pool, G. & London.	5	0	5	9	5	0	5	9	2	3	35		
	Cork, f.o. ....	6	3	6	9	6	3	6	9					
12	L'pool, G. & London.	5	3	6	0	5	3	6	0	2	3	2 6		
	Cork, f.o. ....	6	3	6	9	6	3	6	9					
19	L'pool, G. & London.	5	3	6	0	5	3	6	0	2	3	2 6		
	Cork, f.o. ....	6	3	6	9	6	3	6	9					
26	L'pool, G. & London.	5	9	6	6	5	9	6	6	2	6	3 3		
	Cork, f.o. ....	6	3	6	6	6	0	6	6					
Oct...3	L'pool, G. & London.	6	6	7	0	6	6	7	0	2	6	3 3		
	Cork, f.o. ....	6	0	7	6	6	0	7	6					
10	L'pool, G. & London.	7	6	8	6	7	0	7	6	3	3	3 6		
	Cork, f.o. ....	7	0	7	6	7	0	7	6					
17	L'pool, G. & London.	7	6	8	9	7	0	7	6	3	3	3 6		
	Cork, f.o. ....	7	6	8	9	7	0	7	6					
24	L'pool, G. & London.	7	6	8	0	7	6	8	0	3	3	3 6		
	Cork, f.o. ....	7	3	7	9	7	3	7	9					
31	L'pool, G. & London.	6	6	7	6	6	6	7	6	3	3	3 6		
	Cork, f.o. ....	8	0											
Nov...7	L'pool, G. & London.	6	6	7	0	6	6	7	0	3	3	3 6		
	Cork, f.o. ....	7	6											
14	L'pool, G. & London.	6	0	6	6	6	0	6	6	3	3	3 6		
	Cork, f.o. ....													
<i>Via Portland.</i>														
Nov. 27 & Dec. 4	Liverpool .....	0	0	8	6	0	0	4	6	60	50	0	60	0
Dec...11	Do .....	0	0	7	6	0	0	4	4	55	50	0	60	0
18 & 24	Do .....	0	0	7	0	0	0	4	0	50	47	6	5	6
31	Do .....	0	0	7	6	0	0	4	0	50	47	6	5	6