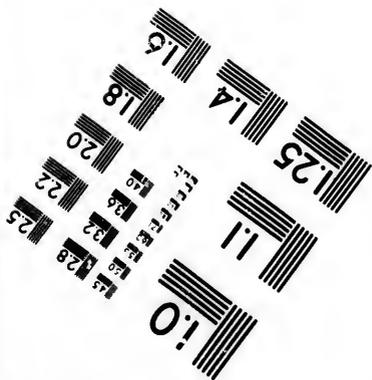
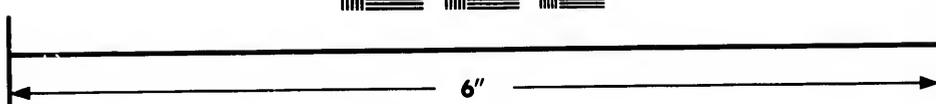
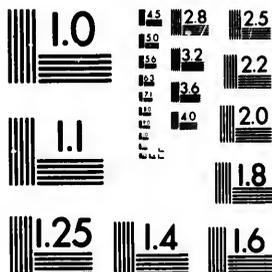


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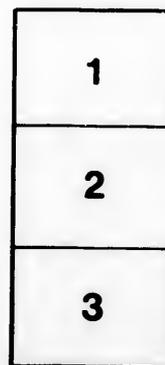
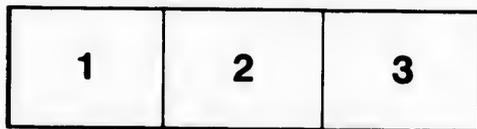
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eighteen millions found its way to Montreal. The mode of transport must always be greatly influenced by the cheapness and other advantages of the respective routes which would be available. Montreal is now only second to New York on this continent as a grain-exporting port.

For 1862 the quantity of wheat shipped from Montreal was, according to the best information, over fifty bushels. As is shown by the evidence herewith submitted, the St. Lawrence line of navigation suffers a disadvantage of return freights for the vessels which come with grain from the West. In consequence of this drawback, the receipts at Montreal are not so large as they otherwise would have been. But whether the produce of the Western States be shipped from Huron and Michigan Lake ports for the market and consumption in the Eastern States, or for shipment to the Eastern Provinces of British America, or for shipment to the proper route will be the shortest and cheapest. In New York from ports on Lake Michigan, the canals and the State of New York are the principal available modes of transport between the great lakes and New York city. Since the Ottawa navigation opened, the proposed Champlain Canal, if constructed and the Northern Canal enlarged, this route would be 150 miles shorter than any other, and by reason of its very superior capacity would afford the best possible mode of transport between the Great West and New York, inasmuch as it does many advantages as regards distance, time, and cost, and when compared with existing routes, it seems clear that it would command a very large portion of the trade. In consequence of the subject of this magnitude and peculiar character, your Commission are sensible of the necessity for exercising due caution in arriving at conclusions. On this point, however, they feel that the evidence which is herewith presented is full and convincing.

The character of the country through which this proposed line of navigation passes is varied. The easterly portion, being more than half the total distance—lies in a well-settled, cultivated country, and is at present navigated by large steamers. The westerly portion is through a wilderness, which as yet is unexplored, and is frequented by the hunter, the voyager, or the lumberer. But the westerly wilderness, it is the very heart of the finest pine forest in the world, and would yield immense amounts of lumber for export; at the present time the trade in lumber is the largest and most valuable of home products in Canada, and the supply in this region, with judicious management, almost inexhaustible. The opening of this line of navigation would afford a market for lumber, none in the world, for the sawed lumber of that immense country. The country is of the granitic formation, rather hilly, and from seventy to seventy-five per cent. of the land is better adapted to timber-growing than tillage. There are many extensive tracts of good arable land, beautifully situated and well watered, which will eventually, and perhaps at no very distant day, support a large population; but the general character of the region is such that when it is considered that the tract of country

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The Grain

Memorial of the Illinois Commissioners.

TO HIS EXCELLENCY THE GOVERNOR-G
CANADA.

THE Legislature of the state of Illinois, on the 14th day of February, 1853, passed a resolution, which was on the same day duly approved by the Governor, creating a commission composed of five citizens of Illinois, appointed by the Governor, with full authority on behalf of the state to proceed personally to the Provincial Government and Parliament of Canada, and, if deemed by the Commissioners advisable, to the Government of Great Britain, for the purpose of procuring from those Governments, in any proper manner, statistics of the trade and production of the North-Western States of the American continent, which are seeking enlarged and cheapened routes to the tide-water, by way of the lakes, and new or enlarged canals of Canada, and to solicit from those Governments their consideration of and early action upon a project of such great and rapidly growing importance to them as well as to the North-Western States.

In compliance with the requirements of a joint resolution referred to, and under the authority of the Governor of Illinois, we respectfully and briefly to present to you, through you to the Provincial Parliament of Great Britain, the importance of the project of Great Britain and the United States of America, and perfecting the navigation of the St. Lawrence, as to afford to the commerce of both countries a cheap communication between the ports on the North-Western lakes and Great Britain. The growing and already vitiated for enlarged and cheaper avenues between the North-Western States and the Atlantic, comparatively neglected, because those producing states were sparsely populated, only a few scattered hamlets and farms, and of the last treaty between the two countries within the last half-century the agricultural resources of these states have been developed with a rapidity unparalleled in the history of the world. The surplus of products furnished by them with their present population of nine millions already immense, and, with the increase of population, increased with a rapidity even beyond that of the past twenty-five years. With one-third of the arable surface under cultivation, the production of wheat of the North-Western States in 1852 estimated at one hundred and fifty millions of bushels; and of Indian corn at five hundred millions of bushels; and from our own state of Illinois there has been shipped annually, for the past twenty years, a surplus of food sufficient to feed ten millions of people.

For several years past a lamentable decrease in the crops actually harvested has occurred, the consequence of the inability of the railways leading to the seaboard to take off the excess of the North-West seems already to have arrived at a point of production beyond any possible outlet for transportation which can be provided by the great natural outlets. It has for successive years crowded the canals and rivers with more than one hundred millions of bushels of grain, besides immense quantities of provisions and vast numbers of cattle and horses, and the increasing volume of business cannot be accommodated without recourse to the natural outlets of the lakes.

The future prosperity of these states upon the great lakes depends, in a great measure, upon cheap transportation to foreign markets; hence, they are vitally interested in the project of opening the St. Lawrence, the great thoroughfare from the lakes to the ocean, and by which the people of England may obtain their supplies of breadstuffs and provisions at a cost not exceeding the quantity heretofore received from the United States, at one-fourth less cost than has heretofore been obtained. From the experience derived from shipments of grain from Chicago to Liverpool, it is shown that the freight charges often cover seven-eighths of the value of a bushel of corn at Liverpool. The cost of one-half of the cost of wheat is also shown to be assumed by the present very inadequate mode of transportation.

The annually increasing receipts of grain into the United Kingdom are ch

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The Grain Trade of the North-West.

PROPOSED SHIP CANAL THROUGH CANADA.

Supplement to the Free Press, August, 1863.

Memorial of the Illinois Commissioners.

HIS EXCELLENCY THE GOVERNOR-GENERAL OF CANADA.

The Legislature of the State of Illinois, on the 10th day of February, 1863, passed a joint resolution, which was on the same day duly approved by the Governor, creating a commission to be composed of five citizens of Illinois, to be appointed by the Governor, with full power and authority on behalf of the state to petition or to proceed personally to the Provincial Government of the Parliament of Canada, and, if deemed by the Commissioners advisable, to the Government of Great Britain, for the purpose of presenting to the Governments, in any proper manner, statistics of the trade and productions of the North-Western States of the American Union, which are seeking enlarged and cheaper outlets for the tide-water, by way of the lakes, and rivers, and new or enlarged canals of Canada, and to solicit from those Governments their earnest consideration and early action upon a subject of so great and rapidly growing importance to them as well as to the North-Western States.

In compliance with the requirements of the said resolution referred to, and under the appointment of the Governor of Illinois, we have come respectfully and briefly to present to you, and through you to the Provincial Parliament and the British Government, the importance, both to Great Britain and the United States of so opening and perfecting the navigation of the St. Lawrence to afford to the commerce of both countries cheap communication between the shipping ports on the North-Western Lakes and Great Britain. The growing and already vital necessity for enlarged and cheaper avenues between the North-Western States and the Atlantic has been comparatively neglected, because those great food-producing states were sparsely populated, with only a few scattered hamlets and forts, at the date of the last treaty between the two countries. But within the last half-century the agricultural riches of these states have been developed with rapidity unparalleled in the history of the world, and the surplus of products furnished by these states, to their present population of nine millions, is already immense, and, with the increased facilities for reaching a market, that surplus will be increased with a rapidity even beyond that of the last twenty-five years. With one-tenth of the available surface under cultivation, the product of the North-Western States in 1862 is estimated at one hundred and fifty million bushels of Indian corn at five hundred million bushels; and from our own state of Illinois alone there has been shipped annually, for the last two years, a surplus of food sufficient to feed ten millions of people.

For several years past a lamentable waste of our actually harvested has occurred in consequence of the inability of the railways and canals to dispose of the surplus to take off the excess. The North-West seems already to have arrived at a stage of production beyond any possible capacity of transportation which can be provided, except the great natural outlets. It has for two successive years crowded the canals and railways with more than one hundred millions of bushels of grain, besides immense quantities of other products and vast numbers of cattle and hogs. This increasing volume of business cannot be maintained without recourse to the natural outlet of the sea.

The future prosperity of these states bordering the great lakes depends, in a great measure, on cheap transportation to foreign markets; and, they are vitally interested in the question of opening the St. Lawrence, the great natural outflow from the lakes to the ocean, through which the people of England may enlarge their supplies of breadstuffs and provisions, greatly increasing the quantity heretofore received from the United States, at one-fourth less cost than it has heretofore been obtained. From actual experience derived from shipments of Indian corn to Chicago to Liverpool, it is shown that the freight charges often cover seven-eighths of the value of a bushel of corn at Liverpool. More than one-half of the cost of wheat is also often covered by the present very inadequate means of transportation.

The annually increasing receipts of foreign goods into the United Kingdom are chiefly made

up of increased receipts from the United States. The freight charges upon our American breadstuffs amount in the aggregate to more than double the average charges on all the grain imported there from the continental markets, yet increased supplies are annually being drawn from America. The European customer for our breadstuffs determines their price in all of our markets. The surplus of grain derived from the North-West is fifty or sixty millions of bushels beyond the demand of the Eastern States, and when the surplus is carried to their markets the foreign quotations establish the value of the entire harvest.

Our prairie soils are filled with the same facility as the alluvial soils of the valley of the Nile. In their natural state they have an abundant growth of the most nutritious grasses, which furnish the farmer with food for his cattle and horses at a nominal cost. The cultivation of these lands so largely by improved mechanical means reduces the first cost of our grain below that of any of the European countries; hence, our products have entered largely into competition with the products of other countries, upon which the freight charges form a small part of the English importer's expenses. These North-Western States furnished one-third of 16,094,914 quarters of grain imported into England in the year 1861, a season of extremely high freights on the lakes and canals as well as upon the ocean. The official returns of 1862 are not yet published; it is believed, however, that the proportion of American grain was still larger than in 1861. In this view we may safely conclude that the question of devising cheaper and more expeditious routes for the transportation of this grain to England has become of equal importance to Great Britain and the United States.

It is the opinion of your Memorialists that the cost of transportation may be reduced ten shillings per quarter, or thirty cents per bushel. One-half of this sum added to the income of our farmers would give a remarkable stimulus to the production of grain, and would lead in a few years—within five years at the farthest—to the production of a surplus exceeding the total of the present importation of grain into England from all countries. And it is equally true that the present heavy freight charges, consequent upon the inadequacy of the means of transportation, will diminish the production of grain and divert agricultural labour and enterprise into some other and more remunerative channel. We think we are warranted in expressing the opinion that a moderate expenditure devoted to connecting the Canadian Rivers with the great lakes in Canada, so as to permit steam navigation to Montreal and, if practicable, a direct trade with Liverpool, will open to England a supply of breadstuffs as large as she now imports from every other country, at a lower rate of first cost, and thus give the control of the grain markets of the world to the largest purchaser.

The interior of North America is drained by the St. Lawrence, which furnishes for the country bordering upon the lakes a natural highway to the sea. Through its deep channels must pass the agricultural productions of the vast lake region. The commercial spirit of the age forbids that international jealousy should interfere with great natural thoroughfares, and the Governments of Great Britain and the United States will appreciate this spirit and cheerfully yield to its influence. The great avenue to the Atlantic through the St. Lawrence being once opened to its largest capability, the laws of trade, which it has never been the policy of the Federal Government to obstruct, will carry the commerce of the North West through it.

In concluding, we will say that we come as agents of the Government of the State of Illinois, not intending to transcend the limits of our power, and carefully avoiding the assumption of any of the functions of the Federal Government in its international relations, but to present to the Provincial Government of Canada, and through it to the British Government, such facts concerning the resources of the North-Western States, their capacity for production of the cereals, and the difficulty in reaching tide-water with their products, as will tend to the opening of direct trade between those states and Liverpool.—Respectfully submitted,
W. B. OGDEN, W. H. OSBORN,
J. S. W. SINGLETON, W. H. GREEN.
J. YOUNG SCAMMON,

Chicago, Illinois, March 10, 1863.

The Canadian Government and the Illinois Memorial.

THE following is from a private letter, dated June 15:—

"I have now to report the information I have obtained from the American agencies in London respecting the Illinois proposal. The first application was to the American Congress for a canal completing the communication with Europe by the Mississippi. Congress refused the appropriation, and Commissioners were then appointed by the State of Illinois to propose to the Government of Canada, and, if necessary, to that of England, a ship canal from Lake Huron to the river Ottawa, so as to enable vessels to go direct from Chicago to Liverpool. By this course the transit would be effected without touching, at any point, on the territory of the United States, and would pass entirely through the territory of Great Britain. The Commissioners were not to set out for Quebec till the 30th of May. In the face of the general election in Canada, and the defect of the Ministry, they will doubtless have postponed their journey for a month or two. Their Memorial to the Governor of Canada was, however, forwarded from Chicago on the 10th of March. A Committee of the Canadian Parliament reported, not indeed on the Memorial, but on the proposed Canal on the 30th of April. This report was favourable to the project on every point. The Canadian Government, however, anticipated the report by a negative of a most extraordinary nature, which requires a word of explanation. Up to the year 1859 there were tolls on all the Canadian Canals. There was, however, an exception in favour of grain and flour. After paying toll on the Welland Canal these were allowed to pass free through the St. Lawrence Canals. In 1859 the tolls were abolished by an Act of the Legislature.

"On the 16th of April last the Canadian Government issued a Proclamation reimposing the tolls while repealing the exemption in favour of grain. The result is the annulling of all the contracts made for the year respecting the transport of grain through British territories, and the throwing back of the exporters of grain upon the Erie Canal which goes through the United States. This proceeding, which is essentially a measure for increasing the revenue, is exactly analogous to the export duty imposed on the products of Turkey by the Commercial Treaty of 1838. It annihilates the export, and of course, with the export, destroys the export duty. The effect of this measure upon all persons in England interested in Canada is to excite their indignation against Canada, and to arrest all investment of more of English capital. They consider the Government and a large section of the people of Canada as under influences originating at Washington, which must end in destroying the Colony. Their only hope is that the electors may return representatives who will repeat the vote of 'No Confidence' just given by their predecessors against the Administration. Otherwise, they say, Canada is doomed."

Article of the London Times.

ARTICLE OF THE TIMES, APRIL 29, 1863.

As the vessel of the American Commonwealth labours more and more heavily in the revolutionary ocean on which, in an evil hour, she has embarked, the tendency to separation between her straining timbers becomes daily and hourly more manifest. Interesting and exciting as the coming events may be, the future begins to occupy more of men's minds than the present; and while we hear nothing but the most frantic declarations that the Union must, shall, and will be preserved at the cost, if necessary, of the depopulation of half a continent, and the slavery of the other half, the actions of men are beginning to show how little confidence they repose in their own most solemn declarations. Of course, by the Constitution of the United States, that Government to which everybody is so loudly professing unconditional loyalty has supreme power over the foreign relations of the Republic, and it is only through it that foreign nations can be approached. Liverpool and Glasgow have exactly as much right to establish diplomatic or quasi-diplomatic relations with France as Russia as Illinois or Michigan to open negotiations with the British Government. Yet this, or something very like it, has actually been done. We have now before us a paper addressed to the Governor-General of Canada, signed by five influential citizens of Illinois, among whom we observe the name of Mr. OSBORN, the President of the Illinois Central Railway, which looks exceedingly like an attempt to establish on a plausible basis the means of a regular diplomatic communication between the State and the Colony.

We are the more strengthened in this conviction from the very earnest disclaimer with which the document ends. "We come," say those who sign it, "not intending to transgress the limits of our power, and carefully avoiding the assumption of any other functions of the Federal Government in its international relations, but to present to the Provincial Government of Canada, and through it to the British Government, such facts concerning the vast resources of the North-Western States, their capacity for the production of the cereals, and the difficulty of reaching tide-water with their produce, as will tend to the opening of direct trade between those States and Liverpool."

The Commission must be delicate indeed which requires to be so expressly guarded. The authority is nothing less than an Act of the Governor and Legislature of Illinois authorising the Commissioners to proceed to Canada, and to England if necessary, in order to present statistics of the trade and productions of the North-Western States, and to solicit from these Governments early consideration and early action on the subject. The case is a wonderfully strong one, and though the fact of such a Mission having been sent to enforce it might pass without observation in times less eventful than those in which we are living, the remarkable coincidence between this movement and the events which seem to prove that the North-West must give up for the future the hope of seeing the Mississippi again open to their commerce, seems to point to motives yet more urgent than a mere wish to increase an already existing trade. The North-West, in fact, seems, however tardily, to be awakening to the real urgency of its situation. It has taken upon itself, with a gallantry equal to its ill-fortune, the task of fighting the battle of the whole Confederacy. It has bled freely at every pore, without receiving any of the consolation which the public plunder has afforded to the fervid patriots of New York; and the return which it receives for its gallantry and devotion is that it has alienated the South who are its natural customers, without any hope of restoring that Union for which it has fought and bled. The North-West seems to have arrived at the conclusion that nothing but a ship canal which shall open the farthest extremities of Lake Huron and Lake Michigan can enable it to pour its produce on a scale commensurate with its abundance into the lap of Europe. The canals at present connecting the Lake States with the Atlantic are small, shallow, and, though fit for lake craft, quite unsuited for sea-going vessels. The railway communication is entirely inadequate, and large quantities of Indian corn are described as left in sheels, one of which was two miles long, by the side of the railways, from the harvest of one year to the harvest of the next, because the railway is unequal to the transport of so vast a mass of food. In 1861 the United States—which may for this purpose be considered to mean the North-Western States, since the Eastern States consume more corn than they produce—imported into England alone 2,607,744 quarters of wheat, 1,723,334 quarters of Indian corn, and 3,794,865 hundredweights of flour, the whole of which are computed to have been sold in England for 12,643,918*l*. But this wheat, flour, and Indian corn was worth in Chicago only 4,817,567*l*, so that the difference between the value at Chicago and the value in London is no less than 7,826,351*l*. The freight from the North-West to Liverpool is, on wheat, one-half its price; on flour, one-third; and on Indian corn, seven-eighths of its price. It is calculated that were a ship canal to be made, so as to allow a direct communication, without transshipment, between Chicago and Liverpool, the grain might be brought to market for one-fourth of its present price. But this calculation, stupendous as it is, fails to give the least idea of what we may reasonably expect the future to be. The State of Illinois is the most thickly populated of these regions, and yet even there only one-tenth of the arable land which it possesses is under cultivation. Its surface, naturally cleared, watered by noble rivers, and possessing the same rich quality of soil as the black country of Russia, or as that which made the deltas of the Nile, the Ganges, the Euphrates, and the Tigris, the seats of the earliest civilisation known to us, is capable of yielding through almost any number of years ten times its present amount of grain.

In ordinary times such statements as these would fill the hearts of all patriotic Americans with joy and exultation. Their lot has, indeed, fallen in pleasant places. They are the heirs of all the ages, and have come in the fulness of time to reap a glorious inheritance, such as never fell to the lot of any other people. Unfortunately, man has lent himself with almost unexampled perversity to mar and destroy the blessings which nature tries in vain to shower upon him. It is proposed that the canal should be cut from Lake Huron to the

Ottawa, and it is estimated that the expense on the canal, together with the deepening of the river, would amount to some 4,000,000*l*. But where is the money to come from? It is not likely that Canada would contribute largely to such an object—first, because she is only incidentally interested in its completion, the persons mainly interested being the producer and consumer; and, secondly, because a long course of extravagance and waste has reduced Canada to a position in which, on her own showing, she is incapable of contributing to any object, however necessary or however beneficial. In England there is always capital for any undertaking which holds out a fair less brilliant prospect, and yet nothing is more improbable than that England should contribute a single farthing for such a purpose. America must not hope to enjoy at the same time the excitement of civil war and the blessings of peace. If she is offering human hontombs every day to the demons of strife and war, she must content herself with that satisfaction. If the North are still bent on restoring the Union, at whatever price, and extending their dominion to the mouth of the Mississippi, let them abide by their election, and give up as worse than hopeless the chance of carrying their trade down the waters of the St. Lawrence. What English company will be frantic enough to sink its capital in a land where every one's attention is absorbed in the single thought of how to alienate, to ruin, and to exterminate his neighbour?

These things are so evident that we cannot believe the men of Illinois would have opened negotiations on the subject had they intended to stay exactly as they are. The very fact of their insisting so loudly on the necessity of farther openings for their produce seems to show that, whatever may be the case in New York, there is on the still peaceful plains of the West a disposition to look with no unfriendly eye on the restoration of peace upon the basis of existing boundaries and rights. It is very singular to find that while in the East the estrangement from England is growing greater and greater every day, that estrangement seems to be counterbalanced by a desire in the West to draw closer to this country. These are the first faint indications of tendencies which may be destined to play a prominent part in the history of the future. They concern England, as a great American Power, and point to the time when America shall have a political system of her own, as varied and as complicated as that of Europe. It is useless to speculate on the expediency of such a state of things, for it is clearly inevitable. All we can desire is that the change which is coming may be allowed to take place without two or three more years of fruitless misery and wanton bloodshed.

Sheffield Memorial in Favour of the Ottawa Canal.

At the Monthly Meeting of the Council of the Borough of Sheffield, July 8, 1863, it was

RESOLVED UNANIMOUSLY, that a Memorial from the Council be addressed to His Grace the Duke of NEWCASTLE, Her Majesty's Colonial Secretary, requesting that the support of the British and Canadian Governments may be given to the proposed Ship Canal from Lake Huron to the Ottawa, by which the immense produce of the Western States of America would be brought direct from Chicago to England, and the expense of transit thereby diminished to one-fourth of the cost by the present route.

To THE MOST NOBLE HIS GRACE THE DUKE OF NEWCASTLE, HER MAJESTY'S COLONIAL SECRETARY.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Sheffield, in Council assembled, Sheweth,

That, on the 14th of February last, the State Legislature of Illinois authorised the appointment of a Commission, with plenary powers to appeal to the Canadian and British Governments, in favour of enlarged and cheaper outlets for the great and rapidly-increasing produce of the North-Western States of America, by way of Canada, to England.

That on the 10th of March, the Commissioners addressed a Memorial to the Governor-General of Canada, setting forth the facts of the case, and soliciting earnest attention thereto.

That, thereupon a Select Committee of the Canadian Parliament was appointed to "investigate the subject of a navigable line of communication by way of the Ottawa and Mattawan rivers, Lake Nipissing, and French River, between Montreal and Lake Huron."

That, on the 30th of April, the Committee issued their report, wherein they stated that their inquiry had been divided into seven branches, and that upon each of them the evidence was full and conclusive in favour of a ship canal from Lake Huron to the Ottawa.

That, from these and other official documents it appears, on incontestable evidence,

1. That the surplus products of the North-Western States have increased during the last half century with an unparalleled rapidity, and that the increase will even be much greater in the future.

2. That, in 1862, the produce of wheat in these States was estimated at one hundred and fifty millions of bushels, and of Indian corn at five hundred millions of bushels.

3. That, for several years a lamentable waste of this produce has taken place, in consequence of the inability to move it by the present means of transit; the existing canals and railways having been crowded, for the last two years, with more than one hundred million bushels of grain, besides immense quantities of other provisions, together with vast numbers of cattle and hogs.

4. That an enormous quantity of produce is left in sheds at Chicago, from one harvest to another, to take its chance of being moved; and one shed alone is two miles in length, which is filled therewith.

5. That the present annual quantity of grain which requires moving from Chicago is not less than one hundred and twenty millions of bushels, or fifteen millions of quarters.

6. That the present mode of moving this produce from Chicago to England is by way of Lake Michigan, Lake Huron, across to Lake Erie, by a lake and two passages, Lake Erie, the Erie canal, and the Hudson to New York, a distance of 1300 miles, there being several transshipments, in consequence of the canals being small, shallow, and quite unsuited for sea-going vessels.

7. That the present cost of the transit of wheat is equal to one-half the value at Liverpool; of flour to one-third the value, and of Indian corn to seven-eighths the value.

8. That, notwithstanding these serious disadvantages, the import of wheat from these States to England in 1861, was 2,507,744 quarters of wheat as compared with 713,182 quarters in 1853; and 3,794,865 cwts. of flour as compared with 3,043,107 cwts. in 1853, together with 1,723,334 quarters of Indian corn.

9. That the cost of this produce at Chicago was 4,817,567*l*, and was sold in Liverpool at 12,643,918*l*, the expense of transit being no less than 7,826,351*l*.

10. That the direct distance between the Georgian Bay of Lake Huron and the Ottawa, is less than 200 miles, and the intervening country is perfectly adapted for a ship canal, which is proposed to be made, thereby reducing the extreme distance of deep water communication from Chicago to Montreal, by not less than 500 miles, as compared with the present inefficient water communication to New York.

11. That the cost of making the canal would not exceed 4,000,000*l*, and the expense of conveying produce from Chicago to England would be reduced to one-fourth of the present amount by means of the canal. That in presenting the facts herein rehearsed, to your Grace, your Memorialists submit, that as the proposed canal would be carried entirely through British territory, it could not be made without the concurrence of the British and Canadian Governments.

That as England is unable to grow sufficient food for her population, the quantity of wheat at present yearly imported into England being nearly seven millions of quarters, and nearly seven million cwts. of flour—it is indispensable to facilitate the making of this canal by which the surplus of fifty million quarters of grain, now annually produced in the Western States of America may be brought in a cheap and direct manner to England.

That Sheffield is peculiarly interested in the canal being made, as a great portion of her manufactured goods are taken by the Western States of America, and her artisans have severely suffered for several years in consequence of the American trade being paralysed.

Your Memorialists therefore earnestly press this case on the serious attention of Your Grace, in order that the support—not however in a pecuniary sense—of the British and Canadian Governments, and the utmost facilities they possess, may be promptly given to the promoters of the undertaking.

Given under the Corporate Common Seal of the said Borough this 8th day of July, 1863. (Corporate Seal.) JOHN BROWN, Mayor.

The Select navigable River Ottawa and Lake Report:—

In proceeding to open communication between Ottawa and your Comm. branches of

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THE PROPOSED OTTAWA CANAL.

THE Select Committee appointed to investigate the subject of a navigable line of communication by way of the Ottawa and Mattawan Rivers, Lake Nipissing and French River, between Montreal and Lake Huron, beg leave to make the following as their Report:—

In proceeding to investigate the subject of a navigable line of communication between Montreal and Lake Huron by way of the Ottawa and Mattawan Rivers, Lake Nipissing and French River, your Committee agreed to direct attention to the following branches of enquiry:—

1st. As to the character of the route, and its adaptation to being made navigable, first, for steamers and propellers of large size, and second, for barges and other vessels of less draught of water, and the cost of opening the route in both points of view.

2nd. The advantages and disadvantages of this route as compared with other existing lines of communication.

3rd. The extent of the trade at present between the Western States, the Great Lakes, especially Lake Huron, and the ocean, and its increase and development, and the proportion of that trade that would probably be attracted to this line if opened.

4th. The character of the region through which the line passes.

5th. The probable effect upon the commerce and settlement of the country, of the opening of the line of intercommunication.

6th. Its advantages as a means of military defence.

7th. The means to be adopted for the execution of the work. The evidence obtained on the several heads is herewith submitted.

As regards the character of the route, the facts presented are so well established, and the evidence so full and conclusive, that your committee do not feel called upon to take up much space on the subject. Very superior facilities are shown to exist for opening a first class navigation on the line proposed. The surveys made under the direction of Messrs. H. SHANLY, T. C. CLARKE, and H. B. GALLWAY, enable them to give minute and accurate information respecting the whole line from St. Anne's, near Montreal, through to Lake Huron, and the information afforded by Captain SCLATER, respecting the section below St. Anne's Lock, make the evidence on that portion of the subject complete. From actual surveys the fact is established beyond any question that there are no engineering difficulties to overcome in opening the through navigation by this route for vessels of any class up to twelve feet draught of water, and between Montreal and Chicago this line is more than three hundred and fifty miles shorter than the existing line of navigation.

The difference of cost between a deep water navigation and one for vessels of light draught of water is very considerable. In 1857 Mr. SHANLY estimated the cost of constructing the works and carrying out a scale of construction, allowing ten feet draught of water on the mitre sills, and with locks 250,850 feet chamber at 24,000,000 dollars. This estimate included the enlargement of the canal between Lachine and Montreal, and was made from the surveys then made of the westerly portion of the route, and a cursory examination of the eastern portion, between Ottawa and Montreal. On this lower or eastern section it was believed that there existed considerable engineering difficulties, which were fully considered in that estimate. For reasons stated in the evidence herewith submitted, Mr. SHANLY says, "he never had the opportunity either of surveying or making a general examination of the Lower Ottawa from the city of Ottawa to St. Anne's." Since that estimate was made it has been shown by surveys that the lake of Two Mountains affords a straight deep natural channel of thirteen feet least depth, where it was believed a good deep channel could only be obtained by very expensive excavation, and for that expected obstruction a large amount forms part of this estimate. On this fact Mr. SHANLY says in the evidence herewith submitted:—"An important and highly favourable fact has been established by the surveys of Mr. T. C. CLARKE. I was apprehensive that a natural channel of sufficient depth did not exist through the lake of Two Mountains (page 25 of Report), and could only be obtained at very great expense." Mr. SHANLY, for these reasons, in his evidence, reduces the estimate of cost to 21,000,000 dollars, and by modifying the style of work in some cases the cost may be still further reduced very considerably. As shown in the evidence, Mr. SHANLY left the survey before it was completed, and as stated in his report, only estimated approximately from the examination then made. Mr. CLARKE, who succeeded Mr. SHANLY, and completed the survey, and reported on the subject to the Government, is of opinion, as stated in his evidence, that the cost of opening a barge navigation of, say, five or six feet water, would be about five millions of dollars. His estimate

for the cost of nine feet draught of water is 12,057,380 dollars. In Mr. SHANLY's report of 1857 the total length of canal is assumed to be 58 miles, but the surveys subsequently made show that the channels were greatly more favourable than was supposed, and that so great a distance of canal was not required. Twenty-two miles of "close canal" is the distance computed by Mr. CLARK, and this is based upon the complete surveys made between St. Anne's and Lachine. Captain SCLATER's evidence shows that a moderate outlay will afford a good channel on this section if there be not a good natural channel existing. It is clear that the scale of navigation decided upon will determine the extent of outlay required, and whether a barge navigation of six feet draught, in the locks 250 in length by 30 feet in breadth, be adopted, or ten feet water at least depth, with locks the same length and width as stated, will determine whether the work will cost six millions or twenty millions of dollars. Ten feet was regarded by Mr. SHANLY as the extreme depth, by reason of the harbours of the ports on Lake Michigan at that time allowing of no greater draught of water. It was his opinion that the greatest depth of water in these harbours should be the extreme measure of the draught in this navigation, and when it is considered that vessels navigating these waters must receive their cargoes from those ports, it is clear that his reasoning is correct.

In any enquiry of the kind under consideration, distance must always be regarded as of importance. In this case assuming that Montreal and the entrance to Lake Michigan, are points that are common, to better the existing and this proposed means of water communication between Montreal and Chicago, we find the distance to be:

From Montreal to Mackinaw by way of the St. Lawrence route	Miles. 1018
From Montreal to Mackinaw by way of the Ottawa route	650
Difference in favour of the Ottawa route is	368

For estimating the time required to make the passages respectively, we may take Mr. SHANLY's Report on the subject as a fair mode of estimating. He says, "Allowing a vessel to make 8 miles an hour on the river or lake, 3 on the canal, and giving her 1½ minutes for each foot of lockage, we obtain:

1st. Welland voyage, requires	Hours. 196
2nd. Georgian Bay, requires	176
3rd. Ottawa.	149"

This estimate is based, however, upon the assumed 58 miles of "close canal," which, when reduced to 23 miles or less, makes the time required for canal passage proportionately less on the Ottawa route.

The difference in point of safety between lake and river navigation involves risk, and consequently greater expense for insurance. This proposed route by the Ottawa between Lake Huron and Montreal, is entirely free from such risks and expense.

In all systems of inland navigation where vessels must be raised and lowered from one level to another, an abundant supply of water is an absolute necessity. However favourable the position of a route may be, or however great or profitable the traffic offered or required to be upon it, a limited supply of water must accordingly limit the services which the works can perform. The engineers who have examined this proposed route, agree in opinion that Lake Nipissing and the lakes near the source of the Mattawan River should be united and be made the summit feeder to supply both westward to Lake Huron fifty miles, and eastward to the Ottawa River thirty-three miles. This, we are informed by Mr. CLARKE, in his evidence, affords a supply many times greater than can ever possibly be used for lockages. On this point, it being of vital importance, it became the duty of your Committee to enquire specially; and the result of the enquiry is as stated.

Respecting the harbourage that can be afforded at the mouth of French River, the evidence of the engineers is very favourable. A clear channel is found from the open lake, passing in deep water and free from any obstruction into the mouth of French River, and the formation of the shore is such as to afford good harbourage and protection for vessels. Several lights will be required at the harbour entrance to guide vessels coming in, but it does not appear that further outlay in respect to the harbour is required.

The trade between the Western States and the seaboard has now become so great, that increased facilities for transport of produce are urgently asked for. We find from the information obtained from various sources with respect to that trade, that the quantity of wheat and other grain which requires movement, may be set down at present as not less than 120,000,000 bushels per annum. This fact, and the very great progressive increase during the past four years, are shown very fully by the accompanying tables which were obtained from the statistical branch of the Financial Department. Of that immense quantity, over

eighteen millions found its way to Montreal. The movement of this produce must always be greatly influenced by the relative cheapness and other advantages of the respective routes that would be available. Montreal is now only second to New York on this continent as a grain-exporting port.

For 1862 the quantity of wheat shipped from Montreal in that year was, according to the best information, over fifteen million bushels. As is shown by the evidence herewith submitted, the St. Lawrence line of navigation suffers a disadvantage for want of return freights for the vessels which come with grain from the West. In consequence of this drawback, the receipts and shipments of Montreal are not so large as they otherwise would have been. But whether the produce of the Western States that will be shipped from Huron and Michigan Lake ports be destined for market and consumption in the Eastern States, or in the Eastern Provinces of British America, or for shipment to Europe, the proper route will be the shortest and cheapest. In reaching New York from ports on Lake Michigan, the canals and railways of the State of New York are the principal available means of transport between the great lakes and New York city. With the Ottawa navigation opened, the proposed Champlain Canal constructed and the Northern Canal enlarged, this Northern line would be 150 miles shorter than any other, and by reason of its very superior capacity would afford the best possible line of transport between the Great West and New York, possessing as it does many advantages as regards distance, time, and expense; when compared with existing routes, it seems clear that it would command a very large portion of the trade. In considering a subject of this magnitude and peculiar character, your Committee are sensible of the necessity for exercising due caution in arriving at conclusions. On this point, however, they feel that the evidence which is herewith presented is full and convincing.

The character of the country through which this proposed line of navigation passes is varied. The easterly portion, being rather more than half the total distance—lies in a well-settled, populous country, and is at present navigated by large steamers. The westerly portion is through a wilderness, which as yet is only frequented by the hunter, the voyager, or the lumberer. But though a wilderness, it is the very heart of the finest pine forest known in the world, and would yield immense amounts of lumber for export; at the present time the trade in lumber is the largest export trade of home products in Canada, and the supply in this quarter is, with judicious management, almost inexhaustible. The opening of this line of navigation would afford a market, second to none in the world, for the sawed lumber of that immense region. The country is of the granitic formation, rather hilly, and perhaps from seventy to seventy-five per cent. of the land is better adapted to timber-growing than tillage. There are many extensive tracts of good arable land, beautifully situated and well watered, which will eventually, and perhaps at no very distant day, support a large population; but the general character of the region is different. When it is considered that the tract of country here spoken of exceeds in area the whole of the five New England States together, it will be apparent that there is room for varieties as regards quality of soil.

One uniform feature, however, prevails. The country throughout is covered with heavy forest, and the largest portion of that forest would become marketable wood; only the superior qualities of pine are worth the cost of manufacture and transport at present, and even that is limited to the portion of the region whose waters flow to the Ottawa.

With this navigation opened through to Lake Huron, the wood of all kinds would be marketable; even the coarsest qualities would furnish fuel for the Prairie Counties. The trade in wood for fuel at the port of Chicago alone, in 1862, exceeded 500,000 dollars, and the demand must increase and continue.

From these facts disclosed by the evidence before us, it is apparent that the traffic on the St. Lawrence route is stated at much less than it would be if vessels from Upper Lake ports were sure of return cargo. The uncertainty in that respect has a serious effect, and greatly influences the course of traffic. On the Ottawa route no such disadvantage could arise; return cargo of lumber would always be certain. The supply of lumber is practically unlimited, and the demand and consumption in the Prairie States will always be immense. To supply the Chicago market at the present time would employ a large fleet of vessels.

The effect to the country generally of the opening of this navigation could not fail to be highly beneficial. With the increase of the carrying trade there would be, of necessity, increase of tonnage and of commerce generally in our sea ports.

Along the line of the navigation, water-power is abundant most easily and cheaply available for manufacturing. With the facilities of communication provided, no site could be found more favourable for manufactories; it would settle on the arable lands and at the favourably situated spots for manufactories, and afford opportunity for the employment of productive industry and capital throughout the interior of the country. The cities and towns along the frontier road would be opened up, communication was maintained at all seasons, and the vast extent of wilderness in rear of our narrow frontier strip of cultivated country would be speedily settled (at least in all portions fit for settlement) in this manner greatly increase the trade in that direction, and generally lead to the prosperity of the country. It cannot possibly be regarded as local or sectional. From Lake Huron, both on the frontier and in the rear, the effects would be sensibly felt, and could not be otherwise. And, as regards effects immediately on the Ottawa belonging alike to Upper and Lower Canada, the portion of the route must be alike beneficial to both.

Your Committee feel that this proposed work is of more than ordinary importance to the country by reason of the advantages it would afford as a means of military communication between tidewater in the West and the western Lakes by the very shortest and most direct route, gives to it a high value in that respect. Not wishing to discuss in detail in this place, or to enter upon particulars in relation to the advantages in that line they humbly submit merely, that they deserve the best and most favourable consideration of the part of the Legislature and Government of Canada, and the Imperial authorities. While the advantages of the line, if opened, would be great and general, as regards the benefits resulting to the Western States would also be considerable commercially. Their commerce and the carrying trade to the West and the seaboard can only be secured by affording them facilities superior to those afforded elsewhere, and at more favourable rates to outlay. But their produce, and their commerce, would be more valuable commercially to them when means of transport are afforded, and as this work would present advantages of more than ordinary importance, it therefore would yield them benefits beyond what they enjoy at present.

As regards the best means by which to accomplish this work, your Committee humbly submit, in the existing circumstances, they believe that a company for the purpose, appears to be the best course to be adopted, but under provisions such as to fully secure to the Crown on that important thoroughfare, and to time afford the company needful powers, for the purpose of affording aid in lands or otherwise as may be considered to promote the success of the undertaking.

Thursday, 30th April, 1862.

Wheat and Wheat-Meal imported into from 1853 to 1861.

(From the Returns of the Board of Trade.)

	Wheat—Quarters.						
	1853	1854	1855	1856	1857	1858	1859
Ottoman Empire.....	854,363	585,708	527,709	808,294	240,890	664,794	450,904
Russia.....	1,070,901	506,838	—	759,459	706,375	612,216	885,469
Other parts of Europe, &c.....	2,212,413	1,802,929	1,878,467	1,114,112	1,725,653	2,669,244	2,827,700
United States.....	718,182	417,607	348,906	1,270,150	590,754	594,644	86,900
British North America.....	64,571	18,150	14,570	111,518	114,785	100,821	—
Other parts of America.....	—	—	—	—	—	—	—
Total.....	4,915,430	431,227	2,627,702	4,072,838	4,317,907	4,241,719	4,000,992

	Wheat-Meal—Cwts.						
	1853	1854	1855	1856	1857	1858	1859
Ottoman Empire.....	—	—	—	94,238	—	—	—
Russia.....	—	—	—	—	—	—	—
Other parts of Europe.....	1,286,523	898,422	1,149,409	712,710	584,204	40,969	2,867,825
Australia.....	—	72,088	—	—	—	—	—
United States.....	3,048,107	2,570,970	684,126	2,582,617	1,464,867	1,761,795	219,460
British North America.....	292,076	115,960	10,928	304,115	179,077	212,756	118,330
Other parts of America.....	—	—	—	59,788	36,525	—	87,581
Total.....	4,621,506	3,640,665	1,904,224	3,970,100	2,178,168	1,856,127	3,282,920

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ROBERT BELL,
Chairman.

April, 1862.

Wheat-Meal imported into England
from 1853 to 1861.

Returns of the Board of Trade.)

Wheat—Quarters.						
	1855	1856	1857	1858	1859	1861
8	837,759	808,294	940,385	664,794	450,847	861,244
9	—	750,459	706,375	612,316	855,660	1,331,146
0	1,876,467	1,114,112	1,725,653	2,269,244	2,627,709	2,336,741
1	246,906	1,279,150	650,734	894,644	36,906	1,499,883
2	14,570	111,818	114,795	100,821	—	183,422
3	—	—	—	—	—	649,024
4	—	—	—	—	—	41,203
5	72,667,702	4,072,839	3,437,957	4,241,719	4,000,922	5,880,958
6	—	—	—	—	—	612,813

Wheat-Meal—Cwts.						
	1855	1856	1857	1858	1859	1861
7	—	24,233	—	—	—	17,838
8	1,149,402	712,710	884,204	1,409,963	7,967,825	7,388,054
9	684,126	3,897,017	1,464,807	1,761,795	216,462	2,254,392
0	10,920	304,115	178,077	212,758	118,858	419,658
1	58,766	36,025	—	87,581	11,178	13,956
2	1,904,224	9,970,100	2,178,148	3,856,127	3,828,224	5,086,220
3	—	—	—	—	—	615,937

