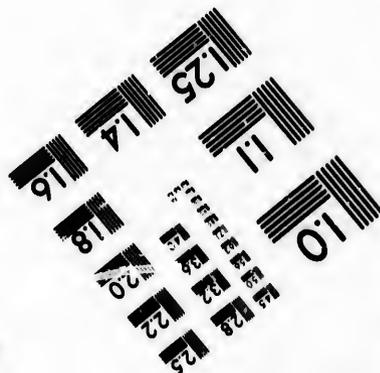
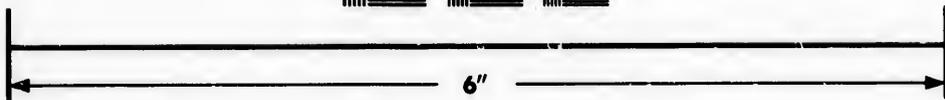
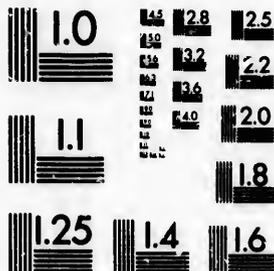


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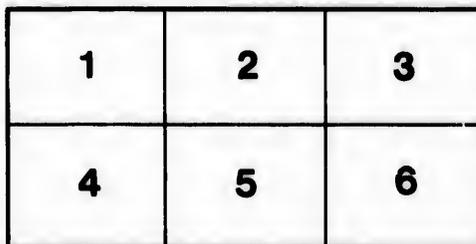
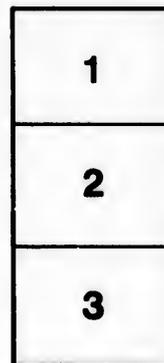
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STATEMENTS
CONCERNING THE
TRADE AND COMMERCE
OF THE
CITY OF MONTREAL,
For 1862;

BEING A REPRINT OF THREE ARTICLES FROM THE "DAILY WITNESS,"

VIZ.:

- I.—THE PRODUCE TRADE.
- II.—THE SHIPPING INTERESTS.
- III.—FINANCIAL MATTERS.

MONTREAL:

PUBLISHED AT THE "DAILY WITNESS" OFFICE, GREAT ST. JAMES STREET.

1863.



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INTRODUCTION.

The general business of the City of Montreal, during the year 1862, has been spoken of by those best qualified to form an estimate of what has been done in the various branches of trade and commerce, as much greater than that of any preceding year. The aim of the *DAILY WITNESS*, in originally giving the articles which constitute the following pages, was only to furnish some details of the main departments of commerce; and the reprinting of them affords an opportunity for adducing a few additional facts. It would have been a very easy matter to have indulged in lengthy comments upon the tables; that, however, was unnecessary. What has been adduced goes far to confirm the truth of a remark made recently in the *London Illustrated News*, that our city "has established herself as the second port of export on the Atlantic seaboard,—that is, ahead of Boston and Philadelphia." We have no statement of the first-named city at hand; but, according to the annual report of the Corn Exchange of Philadelphia, the trade in Breadstuffs of that city, last year, was:—

ARRIVALS.		SHIPMENTS.	
Wheat Flour, brls. - - -	970,654	Flour, brls. - - -	464,290
Rye Flour, brls. - - -	11,162	Corn Meal, brls. - - -	70,149
Corn Meal, brls. - - -	54,116	Wheat, bushels - - -	1,967,673
Wheat, bushels - - -	3,059,515	Corn, bushels - - -	778,525
Corn, bushels - - -	1,732,121		
Oats, bushels - - -	1,408,450		

Rendering Flour into Wheat, the arrivals were equal to 11,379,745 bushels, or less than half the receipts in this city, as shown in the following pages; the exports being equal only to 5,418,393 bushels, while for Montreal the quantity was equal to nearly seventeen million bushels, as shown on page 9.

The fact that Montreal occupies a most commanding geographical situation, on the great commercial highway which connects Lakes Superior and Michigan with all the ports of Europe, has begun to attract attention. The St. Lawrence Canals, which form a very small portion of the navigation, are free to vessels of every nation; and the Canadian route to the ocean is superior in this, that the passage of laden boats through the Erie Canal not unfrequently occupies thirteen days between Buffalo and the Hudson,—while a sailing-vessel can pass from the Welland Canal to Montreal in less than half that time.

Another important consideration is that the St. Lawrence route, from the Far West to Europe, is shorter by 430 miles than *via* Oswego and New York city; while Montreal is nearer Liverpool than New York is, by 300 miles. The advantages of sending merchandise and passengers, intended for the North-Western States, must be obvious,—especially so far as emigrants are concerned, for they can reach their destination in less time, be subject to fewer mishaps and annoyances incident to frequent changes of conveyance, and withal travel much more economically, than those who are landed at other Atlantic ports. To make the St. Lawrence navigation as safe as that of the open sea, and most materially to lessen the expense of voyages inward and outward, the River and Gulf only require to have a sufficient number of lighthouses properly placed. A most competent authority says the River and Gulf of St. Lawrence, to the north of Newfoundland and Gaspé, are much more free from fogs than the coast of Nova Scotia and New Brunswick; and there is no reason why the whole route should not be made as safe as the sailing from Boston or New York. Why should not the requisite improvements be made without delay? But, besides the duty devolving upon the Provincial Government to adopt instant measures to enable mariners to choose the shortest route with perfect safety,—*viz.*, by placing lights and buoys at all necessary points of the River and Gulf, including the Straits of Belleisle,—there is a very weighty obligation resting upon the commercial community of Montreal to make adequate provision for the increased number

of sea-going vessels coming to this port. We look forward to the time when the numerous importers in the North-Western States will bring all their merchandise up the St. Lawrence, instead of having it forwarded by other devious routes,—and to that day when the bulk of their surplus grain will find its natural outlet to the ocean by our noble river; but, properly to accommodate that flow of inward and outward commerce, double our present harbor accommodation may before long be needed. It is therefore the dictate of wisdom that the business-men of Montreal should unite on some project for increased harbor accommodation, that will be adequate to the wants of commerce, and yield us all the advantages of that position in which Providence has placed us,—the key to the North-West, the Red River country and the Hudson's Bay region,—while it also forms the gateway of the future route to the Pacific Ocean.

In regard to the Wholesale Grocery Market of our city, it may be remarked that a decidedly better position has been attained, in consequence of direct importations by the St. Lawrence. The improvement has been specially manifest in regard to Tea, and buyers throughout Canada have generally been satisfied both with the qualities and prices. In other groceries the same influence has been experienced, and the Trade are determined to merit its continuance. There has been a considerable extension of business connections,—buyers of groceries from the Western States having been attracted hither, who have operated freely during the past year.

Our Financial article will enable the merchants and manufacturers of Europe to form some idea of the amount of capital concentrated in Montreal; and it may be further stated, that large additions are by and by to be made to our pecuniary wealth. In fact, our city is not only the commercial, but the monetary capital of Canada; and thus a vast advantage is enjoyed by all kinds of business centering here,—for the very best arrangements can be made in all branches of finance, as well as in the buying, selling, and shipping of Produce, &c.

The immense increase of our grain trade,—the quadrupling of the tonnage of the port in six years,—the great extent of the inland freighting arrangements,—the increase of manufactures in existing establishments, and the springing up of new branches of industry,—the increase of new buildings within the past few years,—taken in connection with the rapidly increasing population,—combine to attest the enterprise and prosperity of Montreal, not only present but prospective. For instance, the number of new buildings of all descriptions erected in 1856, was 543; in '57, 376; in '58, 292; in '59, 342; in '60, 594; in '61, 579; and in '62, 552;—making a total of 3,278 in seven years. As regards population, the census of 1851 gave Montreal 57,715 inhabitants; and the census of 1861 gave 91,169 in the nine wards, with 10,433 in the continuation of the suburbs,—the aggregate being 101,602. The increase in the wards in ten years was 33,454, or 58 per cent.; and as the ratio of augmentation has been increasing, it is believed that the aggregate population now is between 115,000 and 120,000. According to the census figures, Montreal stands tenth in order of the North American cities. The following statement shows the population of the cities named, in 1861:—

New York,	-	-	814,277	Boston,	-	-	177,902	Chicago,	-	-	109,420
Philadelphia,	-	-	568,034	New Orleans,	-	-	170,766	Montreal,	-	-	101,602
Brooklyn,	-	-	273,425	St. Louis,	-	-	121,179	Buffalo,	-	-	84,132
Baltimore,	-	-	214,037	Cincinnati,	-	-	160,060				

Many more important items might be added, did not limited space forbid. In presenting our pamphlet to the public, we altogether disclaim the idea that it is exhaustive as a statement of the few branches of commerce which have been reviewed. We believe, however, that our compilation of facts relating to maritime interests will help considerably to dispel some misconceptions which exist in Europe respecting the St. Lawrence navigation, our harbor, length of the shipping season, &c.; and if spared to prosecute our labors, we hope to be able to extend the investigations respecting the current year. We cannot close, however, without repeating here, that it behooves the Board of Trade, and the Directors of the Corn-Exchange Association, as representing the commercial interests of Montreal, to make arrangements for the future that will enable the Press to do justice to its Trade and Commerce.

DAILY WITNESS OFFICE,
Montreal, February 14th, 1863.

I.—The Produce Trade.

(From the Daily Witness, Jan. 9.)

There were anticipations in the summer of last year, particularly in the North-Western States, that the cereal crops would nearly equal those of 1861; but it was subsequently seen that the yield was about one-third less than an average one, while according to some estimates it was nearly as much as 50 per cent. less. It is now well enough known, that, though last season's grain crops in Canada were on the whole satisfactory, they did not come up to previous expectations. In the Fall, therefore, the arrivals of Grain and Flour in this city by the Grand Trunk Railway and Lachine Canal,—which had shown a handsome increase during May, June, and part of July,—began to diminish; and, during some weeks at the close of the season, the arrivals were less than in the year previous. Among the causes tending to produce this decline, the fact may be mentioned that in the British markets Wheat was about 10s. per quarter lower last Fall than in the preceding Spring. Our figures show, however, that on the whole there has been a gratifying enlargement of the season's receipts.

RECEIPTS OF FLOUR AND GRAIN BY LACHINE CANAL.

This Table shows the quantities of Flour, Wheat, Corn, &c., received in Montreal by the Lachine Canal, during each week, from the opening of Navigation in 1862, until its close:—

For Week ending	Flour. brls.	Wheat. bush.	Peas. bush.	Barley. bush.	Oats. bush.	Oat-meal. brls.	Corn. bush.	Rye. bush.	TOTAL, in bushels.
May 10..	39,744	200,518	6,360	400	....	....	31,566	....	437,564
" 17..	41,482	278,753	26,694	22,034	12,724	....	42,233	....	589,848
" 24..	42,677	217,125	53,745	12,218	15,540	....	15,090	11,448	538,551
" 31..	49,067	520,678	46,151	1,176	3,400	27	46,729	....	863,664
June 7..	42,396	424,944	20,064	42	856	....	33,333	....	691,219
" 14..	33,204	425,726	34,168	1,932	....	....	10,837	....	638,673
" 21..	32,581	255,423	19,393	....	400	....	57,403	144	495,668
" 28..	28,837	313,024	30,026	42	224	....	80,618	2,482	570,595
July 5..	29,451	202,901	15,374	1,050	....	....	69,021	....	431,601
" 12..	17,484	242,720	5,957	....	36	....	111,809	....	447,942
" 19..	30,971	343,328	12,375	378	224	....	136,391	....	647,551
" 26..	28,972	250,985	7,062	....	....	....	112,155	36	515,098
Aug. 2..	25,075	491,921	3,581	....	288	....	141,030	....	762,195
" 9..	24,944	368,532	9,842	42	....	....	160,047	....	663,183
" 16..	11,551	287,031	990	....	112	45	156,256	....	502,369
" 23..	20,996	194,234	1,073	124	....	....	66,386	17,925	384,722
" 30..	19,938	78,594	1,568	378	392	....	139,775	....	320,397
Sept. 6..	19,221	198,886	1,007	84	224	9	23,780	....	320,131
" 13..	13,945	276,241	1,996	368	502	117	64,503	28,286	442,200
" 20..	18,548	84,974	2,376	19,824	392	18	112,828	....	313,222
" 27..	15,050	298,308	3,261	21,490	224	15	232,093	10,584	646,240
Oct. 4..	22,109	396,201	15,270	24,050	1,120	9	124,674	2,214	674,119
" 11..	22,055	240,065	38,443	45,984	200	36	222,615	....	657,762
" 18..	27,356	525,783	30,180	24,714	1,540	27	140,967	180	866,288
" 25..	9,294	217,557	31,546	5,964	3,808	45	102,206	....	407,776
Nov. 1..	26,979	99,498	27,443	14,873	12,405	18	120,711	3,344	413,259
" 8..	17,088	194,613	24,604	14,405	6,754	27	77,445	....	403,296
" 15..	28,191	72,805	39,465	10,605	17,834	36	29,766	....	311,610
" 22..	19,505	46,089	3,663	2,377	5,573	....	....	....	160,726
" 29..	9,980	32,270	261	....	8,827	....	3,006	4,392	98,656
Dec. 6..	2,710	....	....	....	....	....	....	....	13,550
Total..	772,381	7,779,727	524,872	225,054	93,598	432	2,661,261	81,029	15,229,615

RECEIPTS OF FLOUR AND GRAIN BY GRAND TRUNK RAILWAY.

This Table shows the quantities of Flour, Wheat, &c., received in Montreal by the Grand Trunk Railway, during each week of 1862:—

For Week ending	Flour. brls.	Wheat. bush.	Peas. bush.	Barley. bush.	Oats. bush.	Oatmeal. brls.	Corn. bush.	Rye. bush.	TOTAL, in bushels.
Jan. 4..	8,468	16,009	....	....	12	....	....	....	58,361
" 11..	11,972	30,590	826	....	106	200	....	....	92,382
" 18..	10,232	21,841	....	....	....	150	....	....	73,751
" 25..	8,047	13,376	....	....	....	81	....	....	54,021
Feb. 1..	5,416	11,512	....	....	....	....	....	....	38,592
" 8..	5,222	11,239	....	....	....	306	....	....	38,849
" 15..	6,324	21,114	122	700	....	90	....	....	54,006
" 22..	4,014	7,877	....	....	126	13	48	....	28,186
March 1..	4,122	6,883	....	....	992	10	....	....	28,535
" 8..	1,537	1,050	....	....	....	....	....	....	8,735
" 15..	7,305	5,204	....	....	....	39	....	....	41,924
" 22..	5,711	9,297	350	30	....	....	....	....	38,232
" 29..	8,303	12,426	431	1,125	....	14	....	....	55,587
April 5..	8,001	21,233	....	670	164	7	....	....	62,107
" 12..	12,309	24,851	118	190	....	117	....	748	88,037
" 19..	4,233	12,505	....	190	350	6	....	350	34,590
" 26..	6,986	23,134	....	....	34	....	....	490	58,588
May 3..	6,331	20,730	....	590	50	230	....	....	54,175
" 10..	16,266	25,450	....	....	....	....	....	....	106,780
" 17..	11,146	20,627	409	476	....	406	....	....	79,272
" 24..	8,493	25,350	....	....	450	200	....	....	69,265
" 31..	7,377	14,749	536	....	750	....	....	....	52,920
June 7..	5,785	10,991	1,050	....	1,190	....	....	....	42,156
" 14..	3,775	6,300	....	....	1,380	....	....	....	26,556
" 21..	3,799	6,852	....	....	....	....	....	....	24,847
" 28..	4,706	1,945	153	....	....	100	....	....	26,130
July 5..	3,200	3,725	....	....	....	....	....	....	19,725
" 12..	2,860	10,500	....	....	....	....	....	....	24,800
" 19..	3,013	8,000	....	....	....	....	....	....	23,065
" 26..	5,176	9,061	....	....	....	....	....	....	34,941
Aug. 2..	6,625	7,215	....	....	....	....	....	....	40,340
" 9..	3,659	7,893	....	....	....	....	....	....	26,188
" 16..	2,761	7,354	....	....	....	....	....	....	26,159
" 23..	4,427	5,169	120	....	....	....	....	....	27,424
" 30..	2,495	3,954	....	....	....	....	....	....	16,429
Sept. 6..	2,838	6,508	....	....	....	....	....	....	20,698
" 13..	2,829	10,174	....	....	....	....	....	....	24,319
" 20..	4,658	15,823	....	350	....	....	....	....	39,463
" 27..	5,592	39,046	....	....	....	....	....	....	67,006
Oct. 4..	11,100	36,227	350	1,750	....	....	350	....	94,177
" 11..	12,985	32,979	....	350	....	....	....	....	98,254
" 18..	12,693	27,243	922	1,050	700	....	....	....	93,381
" 25..	9,650	25,701	300	550	350	....	....	....	75,160
Nov. 1..	11,602	27,215	....	350	....	....	....	....	85,575
" 8..	16,980	24,592	350	....	....	....	....	....	109,842
" 15..	14,004	19,289	1,058	855	....	....	....	....	91,222
" 22..	11,937	7,655	131	1,750	....	....	....	....	69,221
" 29..	13,462	3,221	....	200	3,740	....	....	....	74,471
Dec. 6..	13,294	5,250	....	350	....	....	....	....	72,070
" 13..	12,513	7,503	2,569	350	....	....	....	....	72,987
" 20..	9,308	7,003	....	....	2,450	....	....	....	55,993
" 27..	9,252	9,460	....	....	350	....	....	....	56,070
29, 30, 31..	6,428	4,550	....	....	....	....	....	....	36,690
Total..	402,221	754,445	0,807	11,676	13,194	1,964	350	1,636	2,812,233

As compared with 1861, the foregoing arrivals of Flour show an increase of 65,755 barrels; Wheat, a decrease of 433,263 bushels; Peas, a decrease of 46,134 bushels; Oatmeal, a decrease of 6,682 brls.; Ashes, an increase of 5,815 brls.; Butter, an increase of over 8,000 kegs, or equal to about 650,000 lbs.; and an increase in Pork, of over 10,000 brls.

COMPARATIVE VIEW OF PRODUCE RECEIPTS.

The Table following affords a Comparative View of the Total Receipts of Principal Articles of Produce received in Montreal by Canal and Grand Trunk Railway, during the years 1861 and 1862:—

TOTAL, bushels.	ARTICLES.	ARRIVALS IN 1861.			ARRIVALS IN 1862.		
		By Lachine Canal.	By G. T. R.	Totals.	By Lachine Canal.	By G. T. R.	Totals.
58,361	Flour, barrels.....	758,873	336,466	1,095,339	772,381	402,221	1,174,602
92,382	Wheat, bushels.....	6,550,376	1,187,708	7,738,084	7,779,727	754,445	8,534,172
73,751	Peas, ".....	1,353,938	55,941	1,409,879	524,872	9,807	534,679
54,021	Barley, ".....	125,818	6,931	132,745	225,054	11,876	236,930
38,592	Oats, ".....	104,107	18,292	122,399	93,598	13,194	106,792
54,006	Oatmeal, barrels.....	12,488	8,646	21,134	432	1,984	2,396
28,186	Corn, bushels.....	1,565,477	....	1,565,477	2,661,261	350	2,661,611
28,535	Rye, ".....	24,710	102	24,812	81,029	1,636	82,865
8,735	Ashes, barrels.....	11,402	10,611	22,013	10,772	16,426	27,198
41,924	Butter, kegs.....	36,659	35,216	71,875	42,504	43,398	85,902
38,232	Pork, barrels.....	10,089	10,567	20,646	23,402	20,663	44,065
55,567	Lard, ".....	338	1,730	2,068	1,548	2,005	3,553
62,107	Beef, tics. and brils.....	189	926	1,115	491	354	845
88,037	Tallow, brls.....	979	3,214	4,193	778	1,613	2,391
34,590	Lumber, feet.....	55,097,000	....	55,097,000	54,837,500	....	54,887,500
58,588							
54,175							
106,780							
79,272							
69,265							
52,920							
42,156							
26,555							
24,847							
26,130							
19,725							
24,800							
23,065							
34,941							
40,340							
26,188							
26,159							
27,424							
16,429							
20,898							
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36,690							
2,812,233							

These tables show the weekly arrivals of Flour and Grain during the past year, by Canal and Railway. It appears that the receipts of Flour by the Lachine Canal were considerably greater than in 1861, and that there were about a million and a half bushels more of Wheat,—the increase in Corn also being over a million bushels; but there was a very large decrease in Peas, and the same remark applies to Oats and Oatmeal. The actual differences can easily be ascertained, by looking at the foregoing comparative table. The largest arrivals of Wheat for any one week during the season, was in the one ending October 18,—and of Flour in week ending May 31. The Canal totals for 1862, show an increase, as compared with '61, equal to 1,648,384 bushels. The arrivals of Flour by Grand Trunk Railway, indicate a goodly increase, but there is a large diminution in Wheat and Oatmeal; and the totals show a decrease during the past year equal to 182,301 bushels.

The entire arrivals of Grain (rendering Flour into Wheat) by Canal and Railway, during 1862, were equal to 18,041,839 bushels; for '61, the aggregate was 16,575,765 bushels,—showing an excess in favor of last year of 1,466,074 bushels. But there are some arrivals to be added from ports below, which are nearly equal to 200,000 bushels, as shown in the subjoined statement of receipts and shipments by river craft plying between Montreal, Three Rivers, &c. :—

ARTICLES.	SEASON OF 1861.		SEASON OF 1862.	
	Receipts.	Shipments.	Receipts.	Shipments.
Flour, barrels.....	....	292,189	....	242,363
Wheat, bushels.....	....	176,281	....	199,482
Peas, bushels.....	18,193	28,009	20,045	21,155
Barley, bushels.....	12,513	22,587	41,598	6,060
Oats, bushels.....	153,104	8,605	103,569	10,332
Oatmeal, barrels.....	4,312	2,220	5,148	3,407
Corn, bushels.....	....	4,488	....	30,785
Ashes, barrels.....	893	32	1,852	....
Butter, kegs.....	4,332	1,871	5,780	1,911
Pork, barrels.....	48	7,059	....	12,732
Lard, barrels.....	....	78	....	....
Beef, tics. and brils.....	12	897	....	620
Tallow, barrels.....	....	115	....	....

There are also indirect sources whence very large quantities of Grain and Flour are received at warehouses in this city, of which no record has been kept; and in 1861 it was estimated that the

755 barrels;
decrease of
, or equal to

arrivals in that way would probably amount to 7,000,000 bush. If a similar estimate may be made for last year, the aggregate receipts would foot up to about 25½ million (say, 25,237,791) bushels, rendering Flour into Wheat,—or nearly two million bushels more than in 1861. The gross arrivals of Flour and Grain in Montreal during '61, showed an increase over '60 of about 100 per cent. There is some dubiety about the figures for '59; but a statement before us shows the totals for '58 to have been equal to 5,215,194 bushels; for '57, 4,392,453 bushels; and for '56, 4,509,243 bushels.

It deserves to be particularly noticed here that the augmented arrivals from the West have been provided for at Kingston, by additional facilities to receive and forward Grain; so that at no time throughout last season has there, at that point, been any serious detention either of vessels or Produce. The arrangements in the harbor of Montreal for loading grain-vessels consist of seven steam Elevators, their united capacity being 19,000 bushels per hour. Five of them are the property of the Montreal Steam Elevator Company. It may be incidentally remarked here, that two new Elevators are being built at the Caledonian Foundry in this city for parties in Quebec, each capable of moving 3000 bushels per hour. These will be the first Elevators brought into operation in that city.

The quantity of Flour and Grain remaining in store in Montreal, on 1st December last, was:—Flour, 70,718 brls.; Wheat, 170,839 bushels; Peas, 12,759 bushels; Corn, 88,246 bushels. The Storage capacity of the city is stated elsewhere.

There has been a remarkable increase in the arrival of Ashes and Pork during 1862, compared with 1861, as shown in a preceding table. It was recently calculated that there were nearly 17,000 barrels of Pork in store here; since which the imports have about balanced the shipments. The estimate may, therefore, still be considered good,—including about 3,000 barrels held by the Commissariat Department.

EXPORTS OF FLOUR AND GRAIN VIA THE RIVER ST. LAWRENCE.

This Table shows the quantities of Flour, Wheat, Corn, &c., shipped from the Port of Montreal, in Sea-going Vessels, during each week, from the opening of Navigation in 1862, until its close:—

For Week ending	Flour. brls.	Wheat. bush.	Peas. bush.	Barley bush.	Oats. bush.	Oat-meal. brls.	Corn. bush.	Rye. bush.	TOTAL, in bushels.
May 10..	12,128	47,010	1,438	30	....	423	....	....	111,233
" 17..	15,077	122,395	150	....	....	30	9,000	....	207,080
" 24..	30,313	205,867	20,414	....	....	193	....	....	378,911
" 31..	37,844	282,368	74,199	....	....	606	25,413	....	574,200
June 7..	32,325	228,303	40,274	....	....	599	83,117	....	518,314
" 14..	33,711	419,689	12,327	....	....	52	7,964	....	608,795
" 21..	39,752	317,512	61,024	....	....	80	....	....	577,696
" 28..	8,340	166,565	28,187	....	....	....	40,616	....	277,068
July 5..	13,584	236,741	47,334	....	....	....	62,323	....	414,318
" 12..	16,365	158,969	41,315	....	....	600	93,338	....	377,937
" 19..	13,474	295,407	42,119	....	....	20	65,465	....	470,461
" 26..	10,437	146,190	1,500	....	....	....	70,682	....	270,557
Aug. 2..	22,759	270,411	20,606	....	....	45	50,949	....	455,986
" 9..	25,127	256,301	11,535	....	....	50	91,379	....	485,100
" 16..	14,731	179,417	266	....	....	....	50,948	....	304,286
" 23..	13,468	222,329	7,819	....	....	15	800	....	298,363
" 30..	13,999	107,292	27,030	....	....	10	82,671	....	287,038
Sept. 6..	22,065	168,808	....	....	....	....	10,297	....	289,430
" 13..	15,784	205,126	2,040	....	....	200	18,367	....	305,463
" 20..	22,066	271,932	703	75	....	....	59,477	....	442,517
" 27..	20,672	289,363	615	6	....	200	78,247	....	473,591
Oct. 4..	29,815	448,861	....	....	12	....	176,958	....	774,906
" 11..	9,492	176,145	210	262	....	20	74,046	....	298,223
" 18..	16,615	341,827	31,096	....	....	500	115,696	....	574,194
" 25..	24,045	320,826	29,488	....	....	....	82,260	....	552,799
Nov. 1..	26,211	230,839	50,192	....	....	50	272,152	....	684,488
" 8..	24,653	206,243	67,138	....	....	....	75,797	206	482,643
" 15..	20,378	100,468	75,135	....	....	275	75,784	....	354,652
" 22..	8,094	70,321	26,216	....	....	....	....	....	137,007
" 29..	4,153	7,281	822	....	8,060	178	800	....	38,618
Total..	597,477	6,500,796	711,192	373	8,072	4,040	1,774,546	200	12,002,764

COMPARATIVE VIEW OF SHIPMENTS FOR THE SEASONS OF 1861 AND 1862.

The subjoined Table gives a Comparative View of the Total Shipments of Principal Articles of Produce, via the River St. Lawrence and Lachine Canal, during the Seasons of 1861 and 1862:—

ARTICLES.	SHIPMENTS IN 1861.			SHIPMENTS IN 1862.		
	By Riv'r St. Lawrence.	By Lachine Canal.	Totals.	By Riv'r St. Lawrence.	By Lachine Canal.	Totals.
Flour, barrels.....	605,942	10,341	616,283	597,477	28,593	626,070
Wheat, bushels.....	5,584,727	17,041	5,601,771	6,500,776	37,257	6,538,053
Peas, ".....	1,529,136	2,029	1,531,165	711,192	1,626	712,818
Barley, ".....	2,472	105	2,577	373	84	457
Oats, ".....	276,375	2,800	279,175	8,072	16,716	24,788
Oatmeal, barrels.....	25,158	....	25,158	4,040	963	5,003
Corn, bushels.....	1,477,114	....	1,477,114	1,774,547	....	1,774,546
Ashes, barrels.....	22,147	244	22,391	23,135	700	23,835
Butter, kegs.....	49,546	176	49,722	59,804	....	59,804
Pork, barrels.....	626	2,677	3,303	3,225	4,581	7,806
Lard, ".....	178	....	178	455	17	472
Beef, tics. and brls.....	1,618	....	1,618	222	....	222
Tallow, brls.	112	28	140	154	35	189

EXPORTS OF PRODUCE VIA PORTLAND, BOSTON, &c.

The quantities of Produce shipped, via Portland and Boston, in the Montreal Ocean Steamship Company's vessels, and in sailing vessels of Frew, Boyd & Co.—also in ships of Page, Richardson & Co.'s "Merchant Line,"—from 1st Jan., 1862, until the opening of navigation; and from the close of navigation until 31st December last, are given in the following table:

EXPORTS FROM PORTLAND AND BOSTON.			ENTERED OUTWARDS AT THE PORT OF ST. JOHNS.		
ARTICLES.	From Portland.	From Boston.	ARTICLES.	Quantities in 1861.	Quantities in 1862.
Flour, barrels.....	59,682	15,461	Flour, barrels.....	613	26
Grain, bushels.....	350,854	127,741	Wheat, bushels.....	....	3,297
Ashes, barrels.....	7,046	64	Peas, bushels.....	17,025	9,488
Butter, kegs.....	9,555	100	Barley, bushels.....	239,829	652,144
Pork, barrels.....	1,273	....	Oats, bushels.....	763,710	971,567
Lard, ".....	3,633	....	Oat and Corn Meal, brls.	1,002	....
Beef, tics.....	1,154	....	Ashes, barrels.....	200	150
			Butter, lbs.....	20	....
			Lumber, feet.....	24,78,662	42,612,012

The shipments of Flour and Grain last year, in sea-going vessels, via the St. Lawrence, are shown in the preceding tables to have been equal to 12,206,027 bushels,—the figures for '61 being 12,099,007 bushels, or a difference of 107,020 bushels in favor of '62. But, adding the exports in what may be called the local river trade, (the shipments in '61 being equal to 1,712,015 bushels; in '62, 1,496,664 bushels,) the totals would be,—for '61, 13,811,022 bushels; for '62, 13,702,691 bushels; or a decrease last year equal to 108,331 bushels. The exports from Portland and Boston foot up to 809,210 bushels; the entries outwards at St. Johns, C.E., are equal to 1,636,626 bushels; and the shipments of breadstuffs by Montreal and Champlain Railway, as reported from Rouse's Point, amount to 614,099 bushels. The following recapitulation shows the entire exports on Montreal account in 1862:—

Shipments via St. Lawrence in sea-going vessels	-	-	12,206,027 bushels.
" " " to River ports	-	-	1,496,664 "
" " via Portland and Boston	-	-	809,210 "
" " via Chumbly Canal	-	-	1,636,626 "
" " via Montreal and Champlain Railway	-	-	614,099 "

Total export of Breadstuffs - - 16,762,626 bushels.

PRICES OF FLOUR, WHEAT, AND CORN, IN 1862.

The following Table shows the range of Prices in the Montreal Market for No. 1 Superfine Flour, Upper Canada Spring and Fall Wheat, and Indian Corn, on Friday of each week during the past year:—

DATE OF QUOTATION.	No. 1 Superfine Flour.		Upper Canada Spring Wheat.	Upper Canada Fall Wheat.	Indian Corn.
	Per Barrel.	@ \$5.10	Per Bushel.	Per Bushel.	Per Bushel.
Friday, Jan. 3.....	\$5.05	@ \$5.10	\$1.06	.....	.....
" " 10.....	4.95	- 5.00	1.05	.....	.....
" " 17.....	4.75	- 4.80	1.00 @ \$1.01	.....	.....
" " 24.....	4.75	- 4.80	1.02 - 1.03	.....	.....
" " 31.....	4.75	- 4.80	1.02 - 1.03	.....	.....
Friday, Feb. 7.....	5.00	- 5.05	1.05 - 1.06	.....	.....
" " 14.....	5.00	- 5.05	1.05 - 1.06	.....	.....
" " 21.....	5.00	- 5.05	1.06 - 1.07	.....	.....
" " 28.....	5.00	- 5.05	1.07	.....	.....
Friday, March 7.....	5.05	- 5.10	1.07 - 1.08	.....	.....
" " 14.....	4.96	- 5.00	1.05	.....	.....
" " 21.....	4.90	- 4.95	1.04	.....	.....
" " 28.....	4.85	- 4.90	1.02 - 1.03	.....	.....
Friday, April 4.....	4.85	- 4.90	1.01 - 1.02	.....	.....
" " 11.....	4.65	- 4.70	1.00	.....	.....
" " 18.....	4.45	- 4.55	1.00	.....	.....
" " 25.....	4.65	- 4.70	.....	.....	.....
Friday, May 2.....	5.00	- 5.05	1.00 - 1.03	.....	.....
" " 9.....	4.75	- 4.80	1.00 - 1.03	.....	.....
" " 16.....	4.50	- 4.60	1.00 - 1.03	\$1.17½	.....
" " 23.....	4.45	- 4.55	0.96 - 0.98	.....	.....
" " 30.....	4.20	- 4.25	0.94 - 0.96	.....	.....
Friday, Jun 6.....	4.25	- 4.40	0.90 - 0.97½	1.05 @ 1.10	46 cts.
" " 13.....	4.50	- 4.55	0.92 - 0.96	1.07½ - 1.12½	46 @ 48
" " 20.....	4.50	- 4.60	0.92 - 0.93½	1.05 - 1.12½	46 - 47
" " 27.....	4.50	- 4.55	0.94 - 1.00	1.05 - 1.12	48 - 49
Friday, July 4.....	4.55	- 4.60	0.94 - 0.98	.....	48 - 49
" " 11.....	4.55	- 4.65	1.04 - 1.05	1.05 - 1.15	48 - 49
" " 18.....	4.50	- 4.60	1.00 - 1.02	1.05 - 1.15	46 - 48
" " 25.....	4.45	- 4.65	0.99 - 1.03	1.05 - 1.12½	45 - 46
Friday, Aug. 1.....	4.45	- 4.50	0.97½ - 1.00	1.05 - 1.12½	45
" " 8.....	4.45	- 4.55	0.99 - 1.00	.....	45 - 46
" " 15.....	4.65	- 4.75	0.99 - 1.00	.....	44 - 45
" " 22.....	4.70	- 4.80	1.00 - 1.03	1.07½ - 1.12½	45 - 46
" " 29.....	4.60	- 4.70	0.98 - 1.00	.....	45 - 46
Friday, Sept. 5.....	4.65	- 4.70	0.98 - 1.00	.....	46 - 47
" " 12.....	4.80	- 4.85	1.00 - 1.01	1.02 - 1.17	48 - 49
" " 19.....	4.80	- 4.90	1.00	.....	48 - 49
" " 26.....	4.75	- 4.90	0.96 - 0.99	1.07	47 - 48
Friday, Oct. 3.....	4.55	- 4.60	0.92 - 0.93	1.05 - 1.10	45 - 46
" " 10.....	4.70	- 4.20	0.93 - 0.93	1.02	.....
" " 17.....	4.45	- 4.50	0.91 - 0.92	1.00 - 1.04	42 - 43
" " 24.....	4.60	- 4.70	0.91 - 0.94	1.00 - 1.05	44 - 45
" " 31.....	4.45	- 4.50	0.93 - 0.97	1.02 - 1.06	44 - 45
Friday, Nov. 7.....	4.40	- 4.45	0.92 - 0.93	.....	44 - 45
" " 14.....	4.35	- 4.40	0.92 - 0.93	1.00 - 1.06	.....
" " 21.....	4.52½	- 4.67½	0.92 - 0.96	1.02 - 1.04	44 - 45
" " 28.....	4.40	- 4.45	0.92 - 0.96	1.02 - 1.04	44 - 45
Friday, Dec. 5.....	4.25	- 4.35	0.92 - 0.94	1.02 - 1.04	47 - 49
" " 12.....	4.35	- 4.45	0.92 - 0.94	1.02 - 1.04	47 - 49
" " 19.....	4.50	.....	0.92 - 0.94	1.02 - 1.04	47 - 49
" " 26.....	4.45	- 4.50	0.92 - 0.94	1.02 - 1.04	47 - 49

As affording some data for comparison with the prices noted in the foregoing table, it may be mentioned that No. 1 Superfine Flour opened on 1st May, 1861, at \$5.10 to \$5.20; and declined until towards the end of June, when transactions took place at \$3.85 to \$3.90. The price advanced in July to about \$4.75,—going down again early in August to \$4.25; but it soon

rallied, and in September advanced from \$4.50 to \$5.40,—ranging from \$5.35 to \$5.65, until the close of navigation. After that, prices receded, and the year closed with Super. at \$5.15 to \$5.20. During the first four or five months of '62, there was little or nothing doing in U. C. Fall Wheat and Indian Corn,—quotations would, therefore, be nominal.

STANDARD WEIGHTS, PER BUSHEL, OF GRAIN, &c.

The weights per bushel according to which Grain, Seeds, &c., should be bought and sold in Canada,—unless otherwise stipulated,—are fixed by statute as follows:—

Wheat	60 lbs.	Onions	60 lbs.	Castor Beans	40 lbs.
Peas	60 "	Indian Corn	56 "	Malt	36 "
Feas	60 "	Rye	56 "	Oats	34 "
Clover Seed	60 "	Salt	56 "	Dried Peaches	33 "
Potatoes	60 "	Flax Seed	50 "	Dried Apples	22 "
Turnips	60 "	Barley	48 "	Blue Grass Seed	14 "
Carrots	60 "	Timothy Seed	48 "	A ton	2,000 "
Parsnips	60 "	Buckwheat	48 "	A hundred l	100 "
Beets	60 "	Hemp Seed	44 "		

INSPECTIONS OF FLOUR, GRAIN, ASHES, PORK, &c., IN 1862.

The following is a Comparative Statement of the Flour inspected in Montreal during the years 1861 and 1862:—

Grade.	Brls. in 1861.	Brls in 1862.
Superior Extra, -	5,869	10,517
Extra Superfine, -	22,941	41,506
Fancy, -	12,074	38,921
Superfine, No. 1, -	505,139	439,338
Do. No. 2, -	42,731	36,106
Fine, -	12,155	10,461
Middlings, -	7,818	7,053
Pollards, -	2,647	2,609
Sour, -	25,215	20,298
Rejected, -	14,601	19,511
Rye, -	647	371
Totals, -	651,837	626,691

WHEAT.

From the Western States.

	Bushels
Chicago Red Winter, No. 1 -	17,300
Chicago Spring, No. 1 -	423,933
" " No. 2 -	6,600
Milwaukee Spring, No. 1 -	599,818
" " No. 2 -	45,842
Amber Iowa -	8,557
Michigan White Winter, No. 1 -	12,200
" " No. 2 -	19,300
Michigan Red Winter, No. 1 -	329,194
" " No. 2 -	11,000
Ohio Red Winter, No. 1 -	21,456
" " No. 2 -	7,110

Canadian.

White Winter, No. 1 -	30,090
" " No. 2 -	39,150
Extra Spring Wheat -	9,000
Spring, No. 1 Bright -	49,842
" No. 1 -	82,313
" No. 2 -	20,256
Rejected Wheat of all kinds -	205,655

CORN.

Mixed Western, No. 1 -	252,437
Rejected -	264,827
Total -	2,455,880

ASHES.

	1862.	1861.
Pots in Store on Jan. 1	346	2,253
Pearls " " "	259	1,126
Receipts of Pots, from Jan. 1 to Dec. 31, inclusive	28,325	22,855
Receipts of Pearls, " " "	10,408	8,030
	<u>39,338</u>	<u>34,267</u>
Deliveries of Pots, from Jan 1 to Dec. 31, inclusive	28,337	22,161
Deliveries of Pearls " " "	10,415	7,608
	<u>38,752</u>	<u>29,769</u>

According to the foregoing figures, re-arranged from the Inspectors' annual official Statement, it appears that the receipts of Ashes Curing 1862 exceeded those of 1861 by 7,848 barrels; while the deliveries last year show an increase of 8,983 brls. over '61. The quantities in Store on Jan. 1, '63, were:—Pots, 334 brls.; Pearls, 259 brls.; Total, 593 brls.

PORK, HERR, BUTTER.

Returns from Mr. Eager, and Messrs. Rees & Co., show the following business during 1862:

Pork, barrels (inspected) -	44,057
Beef, barrels (packed in Fall) -	2,726
Beef, tere:s do. do. -	1,427
Butter, kegs (weighed) -	4,600
Butter, kegs (inspected) -	500

LEATHER.

The Inspector of Leather in this city has supplied weekly reports of his inspections during 1862, summary of which is given in the following totals:—

Sides, No. 1 -	75,343
Sides, No. 2 -	23,942
Sides, No. 3 -	2,981

Total for 1862, - 102,266

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STORAGE FOR FLOUR AND GRAIN.

The Storage capacity in Montreal, for Flour and Grain, is as follows:—

	Wheat. bush.	Flour. brls.		Wheat. bush.	Flour. brls.
Ira Gould & Sons, . . .	250,000	20,000	Gillespie & Co., . . .	....	12,000
Grant, Hall & Co., . . .	200,000	15,000	T. & D. Brown, . . .	....	30,000
J. McDougall, . . .	150,000	8,000	W. W. McClellan, . . .	....	10,000
Jas. Holiday & Brother, . . .	150,000	120,000	William McGibbon, . . .	....	9,000
McDonald & Co., . . .	30,000	20,000	Black & Perry, . . .	....	4,000
Jas. Harvey, . . .	80,000	3,000	J. McDougall, . . .	....	4,000
J. F. McCuaig, . . .	40,000	20,000	Glassford & Co., . . .	....	2,000
Henry Robertson, . . .	8,000	1,600	Other Stores, . . .	....	20,050
Jaques, Tracy & Co., . . .	....	25,000	Caral Sheds, . . .	....	27,000
D. Murray & Co., . . .	....	14,000	Floating Storage, . . .	100,000	....
A. & D. Ferguson, . . .	....	10,000			
T. M. Bryson, . . .	....	17,000	Totals, . . .	1,008,000	391,600

This is a tolerably accurate statement of the available Grain and Flour Storage in Montreal. It should be stated, however, that the principal Commission Merchants of this city have storage connected with their own business, amounting in the aggregate probably to over 100,000 bushels of Grain, and more than 51,000 barrels of Flour. There will also, we understand, be accommodation at Cote St. Paul, by the 1st of next May, for 100,000 bushels of Wheat and 3,000 brls. of Flour. The great increase in the Produce Trade within the past two or three years has rendered additional capacity an imperative necessity. A good deal has been said on the subject; it is sincerely hoped that something will be done. As to rival enterprises, there will be room enough for all, if the grain trade continues to augment in the ratio of 1861 and '63; we take this occasion, however, to say, that Produce Merchants in Britain have called attention to the fact, that the system of storing Wheat and Corn in large quantities in bins is very injurious. One firm of considerable standing assures us that thousands of dollars per annum would be saved to Canada, if the British system of grain storage were adopted,—viz. to place the Wheat or Corn from three to four feet deep on floors, where, especially in case of winter-storage, it could be turned over with shovels, perhaps once a week,—thus greatly lessening the danger of heating, and often preventing heavy loss. It is believed that the expense might, during the winter season, be 8c. to 10c. per bushel, but that the saving would average 25c. per bushel,—or a clear gain of 15c. to 17c.

II.—The Shipping Interests.

(From the Daily Witness, Jan. 23.)

We deem it proper to state that arrangements were nearly complete to issue this section of our Annual Statement on Friday last, in time for the British mail. After our tables of Arrivals and Departures, however, had been made up from the books of the Trinity House—the source, as was supposed, of the fullest information on the subject of our port interests—it was discovered that there were some discrepancies in the results compared with figures in the Custom-House, and especially as contrasted with copious and clear statements found in the Harbor-Master's Office. On deliberation it was concluded that there was but one course to pursue, viz., delay publication, undo the labor of several days, and make use of the information kindly placed at our disposal by Capt. Rudolf. The following are the conclusions arrived at in the different offices concerning the arrivals and departures of sea-going vessels in 1862:—

TRINITY HOUSE.			CUSTOM HOUSE.			HARBOR-MASTER'S OFFICE.		
	Vessels.	Tonnage.		Vessels.	Tonnage.		Vessels.	Tonnage.
Arrivals . . .	493	246,145	Arrivals . . .	523	242,443	Arrivals . . .	571	265,243
Departures . . .	523	260,103	Departures . . .	517	242,442	Departures . . .	571	265,243

The figures in the two following tables have been adopted in the conviction that they are the most accurate. Among the great interests of Montreal, the shipping business is vital to her commercial prosperity, and its details ought to be matter of careful and comprehensive record; but, in behalf of the Press, which has ever been the willing chronicler of our city's progress, we claim that Editors should not be compelled to toil through the difficult and ungracious drudgery of disentangling or reconciling what ought to be harmonious statements. The merchants, or their representatives the Board of Trade, should make an effort without delay to place the commercial statistics of Montreal beyond ordinary risk of disagreement.

ARRIVALS OF SHIPPING AT MONTREAL IN 1862.

The following Statement indicates the Ports from whence the shipping arrived at Montreal last year, showing the number of Vessels, and amount of Tonnage,—in some instances compared with 1861 :—

FROM	IN 1862.		IN 1861.		FROM	IN 1862.		IN 1861.	
	No. of Vessels	Tonnage	No. of Vessels	Tonnage		No. of Vessels	Tonnage	No. of Vessels	Tonnage
Liverpool.....	105	91,820	125	102,487	Malaga.....	2	564	..	....
Glasgow.....	67	46,281	55	36,201	Santander.....	1	360	..	....
London.....	46	24,383	29	12,214	Lisbon.....	3	721	..	....
Greenock.....	15	7,235	..	..	Oporto.....	3	610	1	191
Sunderland.....	22	7,769	13	4,458	Bergen.....	6	2,475	..	....
Bristol.....	4	2,574	9	4,901	Tonsberg.....	1	507	..	....
Dundee.....	8	2,228	..	..	Christiana.....	3	1,119	1	350
Adrossau.....	5	1,713	3	4,781	Drummen.....	1	404	..	....
Newcastle.....	7	2,091	6	1,723	Arendal.....	1	364	..	....
Gloucester.....	4	1,359	8	3,070	Mandal.....	1	246	..	....
Limerick.....	4	1,326	..	..	Hamburg.....	4	1,249	1	739
Maryport.....	4	1,219	5	1,210	Bremen.....	2	844	..	....
Newry.....	3	1,388	..	..	Shanghai.....	3	1,378	..	....
Belfast.....	3	1,183	3	1,209	Canton.....	1	304	..	....
Newport.....	1	895	..	..	Matanzas.....	1	146	..	....
Hartlepool.....	3	867	3	1,080	Havana.....	1	135	..	....
Cork.....	2	723	..	..	Bermuda.....	2	746	..	....
Cardiff.....	2	680	..	..	Barbadoes.....	1	155	..	....
Leith.....	2	605	3	1,092	Cienfuegos.....	2	505	..	....
Shields.....	2	577	7	2,325	Porto Grande.....	1	641	..	....
Hull.....	2	522	2	620	Rio de Janeiro.....	1	203	1	109
Falmouth.....	1	423	1	460	St. Nazaire.....	1	799	..	....
Granton.....	1	367	..	..	Boston.....	3	2,520	6	5,384
Llanelly.....	1	365	..	..	New York.....	2	1,390	6	2,173
Southampton.....	1	348	..	..	Sea and Quebec.....	28	10,238	..	....
Montrose.....	1	328	..	..	Halifax.....	24	5,471	..	....
Westport.....	1	259	..	..	St. John's, N.F.....	15	2,178	..	....
Troon.....	1	277	..	..	Pictou.....	2	945	..	....
Plymouth.....	1	205	3	1,141	Bathurst, N.F.....	1	300	..	....
Aberdeen.....	1	174	..	..	Prince Ed. Island.....	2	348	..	....
Ezzer.....	1	130	..	..	Yarmouth, N.S.....	1	230	..	....
Havre.....	4	2,243	2	1,133	Sea & Lower Ports.....	68	5,365	..	....
Bordeaux.....	4	1,241	5	1,240	Cansl. Lower Ports.....	27	3,828	..	....
Marseilles.....	2	723	2	623	Sarcia.....	4	991	..	....
Palmbœuf.....	1	227	..	..	Detroit.....	1	398	..	....
Charente.....	1	204	2	469	Buffalo.....	1	149	..	....
Antwerp.....	5	2,711	7	3,370	Winter Quarters.....	8	585
Cadia.....	3	1,476	1	858					
Carthagena.....	1	781	1	902					
					Totals.....	571	265,243		

Flour.
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DEPARTURES OF VESSELS FROM MONTREAL IN 1862.

The following is a Statement of the Departures of Vessels with Produce, from the Port of Montreal, during the season of Navigation in 1862, showing the numbers of Vessels to various ports, and amount of tonnage,—in some instances compared with 1861:—

For	IN 1862.		IN 1861.		For	IN 1862.		IN 1861.	
	No. of Vess'ls	Tonnage	No. of Vess'ls	Tonnage		No. of Vess'ls	Tonnage	No. of Vess'ls	Tonnage
Liverpool.....	135	115,266	146	126,327	South Alloa	1	252	..	..
Glasgow.....	94	57,704	68	45,883	Montrose	1	238	..	..
London.....	52	27,522	57	27,551	Perth	1	126	..	..
Cork, for orders..	79	23,469	40	14,732	Bremerhaven	1	400	..	..
Gloucester.....	16	6,228	20	7,686	Bergen (Norway)...	1	190	..	..
Bristol.....	13	6,031	20	8,532	Australia	1	241	..	..
Dundee	10	2,632	5	1,275	Demerara	1	120	..	..
Aberdeen.....	9	2,396	..	..	New York.....	2	547	..	..
King's Road, f. or.	4	1,427	1	431	Boston.....	1	121	..	..
Belfast.....	3	1,342	2	963	Quebec and sea . . .	10	3,038	3	1,579
Waterford.....	2	874	..	..	St. John's, N.F....	22	2,181	..	..
Kirkaldy.....	2	734	..	..	Halifax	22	2,104	..	..
Leith	2	633	..	..	Other Lower Ports.	39	2,373	..	..
Ipswich.....	1	348	..	..	Canal	31	4,514	..	..
Southampton . . .	1	299	1	289	Cleveland	1	287	..	..
Truro.....	1	293	..	..	Winter Quarters . .	8	513	..	..
Exeter	2	280	4	876					
Newry	1	260	1	291					
Newcastle	1	252	..	..	Totals.....	571	285,243		

The quantities of Flour, Grain, and other Produce, carried away from Montreal in the vessels above-mentioned, are shown in the Table on page 8. It is worthy of remark here, that 17 of the departures during the shipping season of 1862 consisted of vessels loaded with Petroleum, most of them having taken their cargoes here,—some clearing at Port Sarua in Western Canada. The capacity thus employed was 5,076 tons; and if the craft were full, which was probably the case, the export of this new Canadian product during 1862, would amount to 35,532 brls., or 1,279,152 gallons. The ports of destination were:—Cork, "for orders," 6 cargoes; Liverpool, 3; London, 3; Glasgow, 1; Dundee, 1; Bremerhaven, 1; Demerara, 1; Australia, 1. These figures show the amount of business done, during what may be termed the first year of our Petroleum export trade. A great increase is anticipated, even though the "flowing wells" should cease. The "pumping wells," it is supposed, will supply a greatly enlarged demand. So far as we have heard, the export to Europe from this Province is expected to be much increased in the present year; and, of course, there will be more demand for tonnage to transport the article. Arrangements are said to be in progress at New York for carrying it across the Atlantic in bulk.

It may be interesting to state here that the export of Petroleum from the United States in 1862 amounted to 10,514,441 gallons; in 1861, 1,800,000 gallons. The shipments were to the following places:—Liverpool, London, Glasgow, Dublin, Cork, &c., Havre, Marseilles, Bordeaux, Cette, Dioppe, Antwerp, Bremen, Hamburg, Rotterdam, Stockholm, Gibraltar, Palermo, Genoa and Leghorn, China and East Indies, Africa, Canary Islands, Madeira, Australia, Otago, N.Z., Sydney, N. S.W., Brazil, Mexico, Cuba, Argentine Republic, Cisplatine Republic, Chili, Peru, British Guiana, British West Indies, British N. Am. Colonies, Danish West Indies, Dutch West Indies, French West Indies, Central America, Hayti, Venezuela, New-Grenada, Porto-Rico, Cape of Good Hope, Buenos Ayres, Sandwich Islands.

CLASSIFICATION OF SEA-GOING VESSELS.

	1861.	1862.
Steamers,	40	53
Ships,	138	124
Barques,	160	161
Brigs,	58	79
Brigantines,	47	48
Schooners,	131	106
	574	571

FOREIGN VESSELS.

Norwegian Vessels, in 1862,-	-	-	20
German " " "	-	-	10
United States " " "	-	-	5
Russian " " "	-	-	2
Portuguese " " "	-	-	2
Danish " " "	-	-	1

NUMBER OF VOYAGES BY VESSELS IN 1862.

	Liverpool.	Voyages.
Steamship North American,		4
" " Nora Scotlan,		4
" " Jura,		4
" " Arglo-Saxon,		4
" " Hibernian,		4
" " Bohemian,		4
" " Norwegian,		2
" " Damascus,		2
" " Pactolus,		2
" " Copernicus,		1
<i>Glasgow.</i>		
Steamship St. Andrew, - - - -		4
" " St. George, - - - -		4
" " John Bell, - - - -		3
" " United Kingdom, - - - -		4
" " Caledonia, - - - -		4
<i>London.</i>		
Steamship Mavrocordatos, - - - -		1
Ship Shandon, - - - -		3
" " Iona, - - - -		3
" " Toronto, - - - -		3
Barque Harlequin, - - - -		3

COMPARATIVE STATEMENT OF VESSELS AND TONNAGE.

The following table gives a comparative view of the number of Steam and Sailing Sea-going Vessels, with total Tonnage, arriving in the Port of Montreal during the past nine years:—

YEAR.	Arrivals of Ocean Steamers.	Tonnage	Arrivals of Sailing Vessels.	Tonnage	Vessels from Lower ports.	Tonnage.	Total Sea-going Vessels.	Gross Tonnage	Greatest number of Sea-going Vessels in port at one time.
1854.....	6	5,545	174	58,416	78	6,949	258	70,910	21 on 16th Oct.
1855.....	6	5,545	90	38,433	107	9,721	197	48,154	30 " 14th June.
1856.....	16	14,276	117	47,497	114	9,548	247	71,321	26 " 9th June.
1857.....	9	7,541	123	51,795	95	8,404	227	67,740	26 " 13th June.
1858.....	16	17,887	127	53,553	82	7,369	225	78,809	22 " 5th June.
1859.....	35	43,704	118	43,705	77	7,251	230	94,660	23 " 3rd June.
1860.....	37	45,387	149	69,742	73	6,470	259	121,559	35 " 7th Oct.
1861.....	40	51,298	433	202,601	101	7,894	574	261,793	117 " 6th June.
1862.....	53	62,912	430	195,348	88	6,983	571	265,243	78 " 16th Oct.

We ascertain that the sea-going vessels which arrived in the port of Montreal in 1852 numbered 182. The increase of shipping in subsequent years, is attributable to the deepening of Lake St. Peter, so as to admit of the passing up of vessels of greater draught of water. That important improvement was commenced on 12th of June, 1851, and the channel has been deepened from 11 feet at that date, to over 20 feet now at low water. On 8th November, 1851, the ship "City of Manchester" was loaded down to 14 feet; on 24th August, 1853, the ship "California" was loaded down to 16 feet 2 inches. In 1862, the ship "Liverpool Packet," 993 tons, passed out of the harbor on May 29, drawing 22 feet water; the "Esmacalda," 1183 tons, June 1, drawing 22 feet; the "Louisa," 780 tons, Oct. 2, drawing 19 feet; the "Ardmillan," 987 tons, Oct. 24, drawing 19 feet; and the "Clydesdale," 1355 tons, Nov. 16, drawing 10 feet 4 inches.

The following Statement shows the length of time during which the Harbor of Montreal was open in each of the past fifteen years:—

Opened.		Closed.		Opened.		Closed.	
In 1848	April 18	Dec. 22	In 1856	April 24	Dec. 3		
" 1849	April 17	Dec. 9	" 1857	April 18	Dec. 13		
" 1850	April 16	Dec. 11	" 1858	April 9	Dec. 12		
" 1851	April 13	Dec. 6	" 1859	April 4	Dec. 11		
" 1852	April 28	Dec. 21	" 1860	April 10	Dec. 7		
" 1853	April 18	Dec. 18	" 1861	April 24	Dec. 22		
" 1854	April 25	Dec. 6	" 1862	April 23	Dec. 7		
" 1855	April 28	Dec. 12					

It thus appears that the harbor was open 249 days in 1848; 238 days in '49; 240 in '50; 238 in '51; 238 in '52; 245 in '53; 226 in '54; 229 in '55; 224 in '56; 240 in '57; 248 in '58; 252 in '59; 243 in '60; 243 in '61; and 229 in '62. The longest time was in '59; and the average of the 15 years is about 239 days, or very nearly eight months.

The first arrival in this harbor from sea, in 1861, was on April 27; and the last departure seaward was on Dec. 4. The first arrival from sea last year was the "Shandon," on April 28; and the last sea-going departure was on Nov. 27.

It has been remarked to us that more vessels are expected here this year from Europe than ever before. Possibly the depredations of Confederate cruisers on Northern commerce, may cause more Produce from the Western States to seek an outlet by the St. Lawrence in neutral bottoms; and the tax of 10c. per ton on foreign vessels going into Federal ports, (excepting craft in the coasting trade, and vessels of the B. N. A. Colonies,) may tend in some degree to influence vessels hither. It should not be forgotten, however, that according to most reliable accounts, there is a good deal less of last year's crop to come forward, than at one time was calculated on. This much, at any rate, is said to be a fact,—that Canadian ship-agents and owners are making arrangements to provide for additional trade; and the oft-repeated inquiry comes up,—What is to be done about more harbor-accommodation? Recent extensions have been altogether inadequate to the demands of Montreal's increasing business; and so far as can be anticipated this year, the demand for more wharf-room will be greater than ever before. So far as they go, the harbor-improvements are well enough; but the only adequate provision that can be made is to enter upon the best dock-scheme, whatever that may be, and push it forward to completion.

It is very desirable, also, that effectual means should be adopted to reduce the expenses incident to St. Lawrence navigation. There is a flagrant inefficiency in the tow-boats; of 25 or 30 used in harbor and river service, there being only three really competent ones. We are told, that,—excepting those just referred to,—the very best two of the others would be needed to take a ship of 1000 tons down to Quebec safely! As might be expected, high rates have to be submitted to, where the aid of the best tugs is wanted; and vexatious delays have been frequently complained of. The insufficient staff of Pilots is another serious embarrassment. For instance, in 1859 there were 20 Pilots on the Frigate House roll, and 22 in 1860; while in 1861 and 1862, with more than double the arrivals and departures, there were only about 30 Pilots!

COMPARATIVE STATEMENT CONCERNING RIVER-CRAFT.

The subjoined statement gives the number of calls made to, or departures from, the Port of Montreal in 1861 and 1862, by steamers plying on the River,—also, sail-craft, barges, &c. Of course, it does not include the steamers plying hence to the Upper St. Lawrence, which are enumerated on page 18, and the number of their trips noticed in connection with the business of the Lachine Canal on page 17:—

VESSELS AND TONNAGE IN 1861.				VESSELS AND TONNAGE IN 1862.			
	No.	Tons.		No.	Tons.		
Sail-craft, &c., - - -	4,265	377,352	Sail-craft, &c., - - -	3,993	342,564		
Steamers, - - - - -	982	152,872	Steamers, - - - - -	882	181,427		
	<u>5,247</u>	<u>530,224</u>		<u>4,875</u>	<u>523,991</u>		
Greatest number of River-craft in Port on one day, - - - - -	"	198	Greatest number of River-craft in Port on one day (1st November), - - - - -	"	164		
Greatest number of Steamers " " " " " "	"	28	Greatest number of Steamers in one day (23rd Sept. and 18th Oct.), - - - - -	"	29		
The first vessel arrived in Port on 24th April.			The first vessel arrived in Port on 23rd April.				
Last vessel departed on 22nd December.			Last vessel departed on 11th December.				

RATES OF FREIGHT FROM MONTREAL TO BRITISH PORTS, IN 1862.

The following Table shows the Rates of Freight for Grain, Flour, and Ashes, from Montreal to Ports in Great Britain, and to Cork "for orders," on Thursday of each week during the Season of Navigation on the River St. Lawrence:—

DATE.	TO	GRAIN.			FLOUR.			ASHES.			DATE.	TO	GRAIN.			FLOUR.			ASHES.			
		Stg. price per qr. of 480 lbs.	s. d.	s. d.	Stg. price per brl.	s. d.	s. d.	Stg. price per ton.	s. d.	s. d.			Stg. price per qr. of 480 lbs.	s. d.	s. d.	Stg. price per brl.	s. d.	s. d.	Stg. price per ton.	s. d.	s. d.	
May 1	Liverpool	6 9	7 0	3 3	3 4	0	27 6	52 0	30 0	Aug. 21	London...	9 6	10 0	4 6	3 19	40 0	4 6	3 19	40 0	4 6	3 19	40 0
" 8	Liverpool	6 9	7 0	2 9	3 6	0	27 6	52 0	30 0	" 26	Liverpool	9 6	10 0	4 0	4 37 6	47 6	9 6	10 0	4 0	4 37 6	47 6	
" 15	Glasgow	6 9	7 0	2 9	3 6	0	27 6	52 0	30 0	" 26	Glasgow...	9 6	10 0	4 3	4 6 40 0	50 0	9 6	10 0	4 3	4 6 40 0	50 0	
" 22	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0	" 26	Cork f. or.	10 0	10 6	4 0	4 6 40 0	50 0	10 0	10 6	4 0	4 6 40 0	50 0	
" 29	Liverpool	6 9	7 0	2 9	3 6	0	27 6	52 0	30 0	Sept. 4	London...	9 3	9 6	3 0	4 6 40 0	45 0	9 3	9 6	3 0	4 6 40 0	45 0	
June 5	Glasgow	6 9	7 0	2 9	3 6	0	27 6	52 0	30 0	" 11	Liverpool	9 0	9 6	4 0	4 3 40 0	45 0	9 0	9 6	4 0	4 3 40 0	45 0	
" 12	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0	" 18	Liverpool	9 0	9 3	3 9	4 0 45 0	50 0	9 0	9 3	3 9	4 0 45 0	50 0	
" 19	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	" 25	Glasgow...	9 0	9 3	4 0	4 3 40 0	45 0	9 0	9 3	4 0	4 3 40 0	45 0	
" 26	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	Oct. 2	London...	9 0	9 3	3 3	3 9 40 0	47 0	9 0	9 3	3 3	3 9 40 0	47 0	
July 3	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0	" 9	Liverpool	9 0	9 3	3 6	3 9 40 0	47 0	9 0	9 3	3 6	3 9 40 0	47 0	
" 10	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	" 16	Glasgow...	9 0	9 3	3 6	3 9 40 0	45 0	9 0	9 3	3 6	3 9 40 0	45 0	
" 17	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	" 23	Cork f. or.	10 0	10 6	4 0	4 0 40 0	45 0	10 0	10 6	4 0	4 0 40 0	45 0	
" 24	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0	" 30	Liverpool	9 0	9 3	3 9	4 0 40 0	45 0	9 0	9 3	3 9	4 0 40 0	45 0	
Aug. 7	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	Nov. 6	Liverpool	9 0	9 3	3 9	4 0 40 0	45 0	9 0	9 3	3 9	4 0 40 0	45 0	
" 14	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0	" 13	Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0	" 20	Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Cork f. or.	10 0	10 6	4 0	4 3 50 0	60 0	10 0	10 6	4 0	4 3 50 0	60 0	
	Glasgow	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		London...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	London...	7 0	7 3	3 0	3 3	0	27 6	52 0	30 0		Liverpool	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Liverpool	6 9	7 0	3 0	3 0	0	27 6	52 0	30 0		Glasgow...	9 0	9 3	4 0	4 3 50 0	60 0	9 0	9 3	4 0	4 3 50 0	60 0	
	Glasgow	6 9																				

The following table contains the dates on which the Lachine Canal was opened and closed in the past fifteen years:—

Opened.		Closed.		Opened.		Closed.	
1848 . . .	24th April	11th December.		1856 . . .	1st May	3rd December,	
1849 . . .	21st April	8th December.		1857 . . .	4th May	27th November.	
1850 . . .	27th April	10th December.		1858 . . .	25th April	1st December.	
1851 . . .	23rd April	10th December.		1859 . . .	21st April	30th November.	
1852 . . .	3rd May	10th December.		1860 . . .	20th April	5th December.	
1853 . . .	30th April	15th December.		1861 . . .	24th April	4th December.	
1854 . . .	1st May	5th December.		1862 . . .	5th May	6th December.	
1855 . . .	1st May	30th November.					

The following Statement shows the inland Freight capacity for Flour and Grain employed during the past year:—

STEAMERS.		STEAMERS.		STEAMERS.	
<i>Jaques, Tracy & Co.</i>	Brls.	<i>Royal Mail Line.</i>	Brls.	<i>De Salaberry Line.</i>	Brls.
Huron, - - -	4,000	Kingston, - - -	2,000	Salaberry, - - -	1,000
Colonist, - - -	4,000	Magnet, - - -	2,000	Richelieu, - - -	750
Avon, - - -	4,000	Passport, - - -	1,500		1,750
Indian, - - -	3,600	Champion, - - -	1,500		
St. Lawrence, - - -	3,500	New Era, - - -	1,000		
Ottawa, - - -	3,000	Banshee, - - -	1,000		
	22,100		9,000		
		<i>J. & H. McLennan.</i>		<i>Glassford, Jones & Co.</i>	Bushels.
<i>Cowan & Holcomb.</i>		Wellington, - - -	3,600	31 Barges, 1 Schr., -	387,800
West, - - -	4,000	Boston, - - -	2,700	Chartered, 16 craft,	127,225
Brantford, - - -	3,900		6,300		515,025
Clyde, - - -	2,500			<i>Cowan & Holcomb.</i>	
George Moffatt, - - -	2,500	<i>Am. Express and Bay of Quinte.</i>		Barges and Schrs., -	439,500
	12,900	St. Lawrence, - - -	1,600	<i>Jaques, Tracy & Co.</i>	
		St. Helen, - - -	1,750	Berry & Co.'s Barges,	200,000
<i>Black, Perry & Co.</i>		Castor, - - -	1,500	<i>J. & H. McLennan.</i>	
Bowmanville - - -	3,500		4,850	15 Barges, - - -	165,000
Whitby, - - -	3,200	<i>Osborne Smith.</i>		<i>M. K. Dickinson.</i>	
Ranger, - - -	2,900	Protection, - - -	2,200	45 Barges—capacity, 3,150 M.	
Magnet, - - -	2,900	<i>M. K. Dickinson.</i>		of Lumber, or 45,000 brls.	
	12,500	2 Steamers, - - -	2,000	Flour.	

The capacity of the steamers employed in the inland carrying trade thus appears to be 75,400 barrels of Flour, besides barges equal to 45,000 barrels,—making a total of 120,400 barrels, in 1862. The grain-carrying capability of the fleet of barges and schooners, owned or chartered by the various Transportation Companies, foots up to 1,313,525 bushels, as enumerated above. Another firm expect to have ready, by opening of navigation, 8 barges capable of carrying 14,000 bushels of grain each; so that the available tonnage next season, so far as ascertained, could start on a single trip with the equivalent of more than two million bushels,—say, Grain, 1,431,525 bushels; Flour, 120,400 brls. We are informed that, notwithstanding the large quantities forwarded from the West last year, some of the heaviest forwarders could easily have made more trips, but for the detentions occurring here.

LIST OF VESSELS, WITH CARGOES FROM MONTREAL, LOST OR NOT HEARD OF.

In December, 1861, we gave a list of vessels in the Fall fleet of that year, which had been lost or were detained by accident or otherwise from reaching their trans-Atlantic destinations. Thirteen vessels had left this port between October 14 and December 3, their cargoes in the main consisting of,—Flour, 14,302 brls.; Wheat, 201,186 bushels; Peas, 5,280 bushels; Oatmeal, 286 brls.; Corn, 95,227 bushels; Ashes, 400 brls. The aggregate Breadstuffs (rendering Flour into Wheat) was equal to 374,663 bushels. As the result of a good deal of labor, we give the sub-joined list of vessels which have sailed from this port during the entire season of 1862, collected from a variety of sources,—it being rather remarkable that in a city like Montreal, with so great a shipping interest, a regular list of marine losses is not kept. The vessels named, we believe, have been nearly all wrecked or abandoned,—one or two not having been heard of at all. There are some vessels unenumerated, which, although not heard from, are not out sufficiently long to

excite apprehensions for their safety. Our list is necessarily incomplete; but we can amend it as information comes to hand:—

NAMES OF VESSELS.	Date of Clearance.	Port of Destination.	Flour.	Wheat.	Pet. s.	Corn.	Ashes.	Petroleum.
			brls.	bush.	bush.	bush.	brls.	
Araby Maid.....	June 7	Cork or Falm'th	..	19,373	..	..	..	....
John C. Ives.....	July 30	Queenstown ...	..	..	..	13,800	..	....
Patica	Aug. 22	Glasgow	128	28,681	..	..	..	....
Thames	Sept. 2	Glasgow	4,054	..	..	10,197	1,209	....
Hornby	Sept. 10	London	300	15,597	..	..	..	....
Hindoo.....	Sept. 17	Liverpool .....	..	..	..	..	..	{ 2,451 brls Crude 110 " Refin'd 593 cases "
Kate McLea.....	Oct. 2	Exeter	40	7,751	..	..	..	....
Marina.....	Oct. 29	Aberdeen	550	8,439	..	..	..	....
Sarah.....	Oct. 31	Gloucester .....	..	..	..	16,260	..	....
Independence.....	Oct. 31	Halifax	650	..	..	..	..	....
Snow Bird	Nov. 1	Cork for orders	..	..	..	..	..	{ 506 brls Crude 87 cases " 320 bis Refin'd
Elizabeth.....	Nov. 3	Q'instown or Fal.	..	..	..	13,966	..	....
Saml. Boddington	Nov. 10	Liverpool	2,502	..	23,905	..	..	....
Mary Almida	Nov. 11	St. John's, N.F.	940	..	6,600	..	..	....
* Wash'g'tn Irving	Nov. 20	London	2,520	19,098	6,981	..	..	....
* T. F. Parke	Nov. 21	Falmouth .....	..	..	..	..	..	{ 1,218 brls Crude 740 " Refin'd
			11,684	98,939	31,486	54,223	1,299	

The two vessels marked with an asterisk (*) are wintering at Quebec. If the foregoing are all the craft wrecked or missing, (and we request ship-owners or agents to favor us with corrections or additions.)—it appears that the aggregate of Breadstuffs cleared from Montreal in 1862, and which has not reached its destination, is equal to 244,568 bushels, rendering Flour into Wheat,—inclusive of 300 barrels of Oatmeal lost on the "Mary Almida." It is thought that the "Independence" may have gone into winter-quarters in some port in the Gulf. The "Snow-Bird" is not known to be lost, but she has not been heard from. The "Sirius" is, we understand, supposed to be lost: she cleared from Sarnia on the 8th Sept., direct for Liverpool, with some 1,500 brls. of Petroleum, and passed out of this harbor on October 2. The "Union," also loaded with Petroleum from Sarnia for Australia, (about 1,700 brls.) is, we understand, wintering at Quebec,—having left Montreal harbor on Nov. 6. The ship "Home," from Montreal, with Flour and Grain for the Clyde, was reported to have struck at Broadhaven, but was subsequently got off; and the "Marie Lucy," with Flour and Provisions for one of the lower ports, which had been reported ashore, is said to have ultimately reached its destination.

TRADE BETWEEN NORWAY AND THE ST. LAWRENCE.

The number of vessels sailing under the flag of Norway, and arriving in this port, has been previously referred to; but our trade with that country deserves more than a casual notice. Of 1,347 sea-going craft entered inwards at Quebec during 1862, 112 were reported to be Norwegian; while of 571 arrivals at Montreal, 20 were vessels of that nationality. Those which come direct to the St. Lawrence, from Bergen and Christians, bring emigrants; and have in general been chartered in England for return cargoes of breadstuffs or timber.

The first Norwegian vessel which visited this port came in 1853; and, on an average, two vessels arrived each succeeding year until 1860, when the arrivals increased to 7, including one emigrant vessel, with 347 passengers. In 1861, 25 Norwegian vessels reached Montreal, including 5 emigrant vessels, with 1,689 passengers. The emigrant vessels, in both the years mentioned, came from Bergen. In 1862, the arrivals of Norwegian vessels here amounted to 20, among which were included 7 craft, carrying 1,417 emigrants.—4 of the vessels from Bergen and 3 from Christians. The whole number of emigrant ships from Norway to the St. Lawrence last year, was 26; they carried 5,070 passengers, all of whom were destined for the North-Western States.

It is becoming more and more evident every year, that Montreal is the natural termination of the emigrants' voyage. Their landing here from the vessel which brought them from their Fatherland, would result in considerable saving of time and money both to vessels and passengers. That arrangement has already been found of material benefit to the new-comers, not only as regards convenience, but also comfort and economy.

In noticing the "Sleipner's" homeward cargo, last Fall, it was reported to consist of sample lots of Flour, Wheat, Corn, Rye, Pork, Sugar-Cured Hams, Butter, Ashes, Refined Petroleum, &c.; some of which she loaded here, notwithstanding she had just come down from an experimental trip to Chicago. The result of her venture, it is fully expected will demonstrate that Montreal is, after all, the most eligible market in which Norwegian traders could purchase these articles. Indeed, some Norwegian Captains who came here for the first time last year, have expressed a decided preference for this port, notwithstanding some inconveniences and drawbacks; and it is highly desirable that merchants and shippers in this city will hereafter turn more attention to these men with their good staunch craft,—among other note-worthy points, it being already known to some that freight engagements can be made with them on fully better terms than with many other vessels. We have alluded above to the fact, that Norwegian vessels are generally chartered on the other side of the Atlantic for cargoes here; there can be no doubt, however, that ship-owners in Norway would be gainers were they to send their craft here unchartered, as cargoes can, generally speaking, always be had on better terms than those made in European markets.

FOREIGN CONSULS IN MONTREAL.

Consul for Belgium—JESSE JOSEPH.	} THOMAS RYAN.	Consul for Sardinia	} HENRY CHAPMAN.
Consul for United States—Hon. J. R. GIDDINGS.		Consul for Hanover	
Vice-Consul for United States—J. W. HOWES.		Consul for Spain	
Consul for Denmark		Consul for Prussia	
Consul for France		Vice-Consul for Norway and Sweden—HENRY CHAPMAN.	
Consul for Lubeck		Vice-Consul to the Oriental Republic of the Uruguay—F. W. HANSHAW.	
Consul for Hamburg			
Consul for Bremen			

III.----Financial Matters.

(From the Daily Witness, Feb. 2.)

The following table shows the Banks, or Branches of Banks, doing business in Montreal,—the year in which they were established,—and the amounts of authorised and paid-up capital, circulation, and specie on hand, on 31st December, 1862:—

NAME OF BANK.	Estab-lished.	Managers, Cashiers, &c.	Authorized Capital.	Paid-up Capital.	Circulation.	Specie.
Bank of Montreal	1818	E. H. King, Manager..	\$6,000,000	\$6,000,000	\$2,466,269	\$2,019,775
Bank of U. Canada	—	E. T. Taylor, Manager	4,000,000	1,905,849	1,581,397	686,933
Commercial Bank	1832	Thos. Kirby, Manager.	4,000,000	4,000,000	1,239,837	537,185
City Bank.....	1333	F. Macculloch, Cashier	1,200,000	1,200,000	398,871	255,135
Bank of B. N. Am	1836	Thos. Paton, Manager.	4,866,666	4,866,666	926,115	781,337
Banque du Peuple	1835	B. H. Lemoine, Cashier	2,000,000	1,519,470	161,257	215,881
Molsons Bank....	1853	W. Sache, Cashier...	1,000,000	1,000,000	201,852	214,934
Bank of Toronto.	1856	A. Munro, Agent....	2,000,000	799,760	446,439	317,105
Ontario Bank....	1857	H. Starnes, Manager..	2,000,000	1,396,938	604,314	388,005
Banque J.-Cartier.	1862	H. Cotté, Cashier....	1,000,000	313,900	54,792	24,112
			\$28,066,666	\$22,972,643	\$8,069,143	\$5,440,402

The figures in the money-columns of this table are taken from the Auditor's Official Summary; but in reference to the Bank of Upper Canada, it should be remarked that the Stock has been reduced to \$3,000,000. The close of 1862 found our Banks in a most satisfactory condition. Their business with the States is now limited to a cash basis, and they are fully prepared for any emergency that may arise in that country. The apprehension that when the financial panic there culminates, the banking institutions of Canada will be forced to suspend specie payments, is, therefore, entirely groundless.

BANK DISCOUNT DAYS.

Bank of Montreal—Tuesday and Friday.	Banque du Peuple—Tuesday and Friday.
Bank of Upper Canada—Daily.	Molsons Bank—Tuesday and Friday.
Commercial Bank—Daily.	Bank of Toronto—Daily.
City Bank—Monday and Thursday.	Ontario Bank—Thursday.
Bank of B. N. America—Wednesday & Saturday.	Banque Jacques-Cartier—Daily.

The chief assets and liabilities of the following institutions on 1st January, 1834, were :-

	Capital paid up	Circulation.	Specie held.
Bank of Montreal,	\$1,000,000	\$761,191	\$295,483
City Bank,	336,486	136,741	60,976
Bank of Upper Canada,	731,390	793,634	198,613
Commercial Bank,	361,919	325,601	91,552

RATES OF EXCHANGE DURING THE YEAR 1862.

The following Table shows the Rates of Exchange in Montreal and New York, on Friday of each week during 1862; also, the Premium on Gold in the latter city :-

DATE OF QUOTA-TION.	60-day Bank Stg. Exch'ge in Montreal.	60-day Priv'te Stg. Exch'ge in Montreal.	Bank demand drafts on New York	Priv'te dem'd drafts on New York.	Bank 60-day stg. Exch'ge in N. Y. City.	Premium on Gold in N. Y. City.
	Prem.	Prem.	Dis.	Dis.	Prem.	Prem.
Friday, Jan. 3....	10½ @ 11	9 @ 9½			12 @ 13½	
" " 10....	10½	9½ - 9½	3	4½	15 - 15½	4 @ 5
" " 17....	10½ - 10½	9 - 10	2	4	13½ - 14	1½ - 2
" " 24....	10½ - 10½	9 - 9½	3	4	14½ - 15	3½
" " 31....	10½ - 10½	9 - 9½	2	3	13 - 13½	3½ - 3½
Friday, Feb. 7....	10½ - 10½	9 - 9½	2½	3½	14½ - 15	...
" " 14....	10½	9½ - 10	3½	4½	14½ - 15	...
" " 21....	10½ - 11	9½ - 10	2½	3½	14 - 15	2 - 2½
" " 28....	10½ - 11	9½ - 10	2	3	14 - 14½	...
Friday, March 7....	10½ - 11	9½ - 10	1½	2½	13	2½
" " 14....	10½ - 11	9½ - 10	1	1½	....	1½
" " 21....	10½ - 11	9½ - 10	1½	2	....	1½
" " 28....	10½ - 11	9½ - 10	1½	1½	11½ - 12	1½
Friday, April 4....	10½ - 10½	9½ - 10	1	2	12 - 12½	1½ - 2
" " 11....	10 - 10½	9 - 9½	1	2	12½	....
" " 18....	10 - 10½	9 - 9½	1½ @ 2	2½	11½	....
" " 25....	10 - 10½	9½ - 9½	1	2	12½ - 12½	2
Friday, May 2....	10 - 10½	9 - 9½	1	1½	12½	1½ - 2
" " 9....	10½	9½ - 9½	1 - 1½	1½ @ 2	13½ - 14	2
" " 16....	10½ - 10½	9½ - 9½	2	2½	14	3½ - 3
" " 23....	9½ - 10	9½ - 9½	....	....	....	....
" " 30....	10	8½ - 9½	3 - 3½	4 - 4½	14½ - 15	4½
Friday, June 6....	10	9 - 9½	3 - 4	4	14 - 14½	3½
" " 13....	10½ - 10½	9 - 10	3½	4	16 - 16½	5½
" " 20....	10 - 10½	9 - 9½	5	5½ - 6½	17½ - 18	7½ - 8
" " 27....	10½	9½ - 10½	8	10	21	9 - 10
Friday, July 4....	10	9½ - 9½	8½	9 - 10	23 - 23½	12
" " 11....	9½ - 10	9 - 9½	12½	13½	28	16
" " 18....	10	9 - 9½	13 - 14½		30 - 31	17 - 18
" " 25....	9½ - 10	9 - 9½	16	16½	29 - 29½	17½ - 17½
Friday, Aug. 1....	9½ - 10	8½ - 9½	12½ - 13	13½ - 14½	26½ - 27	15½
" " 8....	9½ - 9½	8½ - 9	11 - 11½	12½ - 12½	26 - 26½	14½
" " 15....	9½ - 9½	8½ - 8½	12 - 13	12½ - 13½	27½ - 28	15½
" " 22....	9½ - 9½	8½ - 8½	13½	14½ - 15	27½	18½
" " 29....	9½ - 9½	8 - 8½	14½	14½ - 15	27	15½
Friday, Sept. 5....	9½ - 9½	8½ - 8½	15 - 15½	15½ - 16	30	17½ - 18½
" " 12....	9½ - 10	8½ - 9½	15 - 15½	15½ - 16	30½	18½
" " 19....	10	9 - 9½	13½ - 14½	15 - 15½	29	17½
" " 26....	10 - 10½	9½	15 - 15½	16 - 16½	33	22½
Friday, Oct. 3....	10½	9 - 9½	17½	18 - 19	35	22½
" " 10....	10½	9 - 9½	20	20½ - 21	43½	29
" " 17....	10½ - 11	9 - 9½	23 - 24	24½ - 26	48	35
" " 24....	10½ - 11	9½ - 9½	23	25	47	32½
" " 31....	10½ - 11	9½ - 9½	25	25 - 26	43½ - 44	29½ - 30
Friday, Nov. 7....	10½ - 11	9½ - 10	24	25	45½ - 46	31½ - 32
" " 14....	10½ - 11	9½ - 10	24	24½ - 25	46½ - 47	32½ - 33
" " 21....	10½ - 11	9½ - 10½	24	24½ - 25	44½ - 45	30½
" " 28....	10½ - 11	9½ - 10½	23 - 23½	23½ - 24	43 - 44	30½
Friday, Dec. 5....	10½ - 11	9½ - 10½	24	25	46	32
" " 12....	11	10 - 10½	23½ - 24	24 - 24½	45	31½
" " 19....	10½ - 11	10 - 10½	24½	24½ - 25	45½	32½
" " 26....	10½ - 11	10 - 10½	24½	24½	45	32

For the sake of comparison, we may remark that the average rate of premium on Sterling Exchange has ruled much higher in 1862 than in the year preceding. In the early part of 1861, Bankers' 60-day bills on London varied from 5 to 7½ per cent premium; and, although at the close the price touched 9 to 11 prem., yet the continuance of low rates for about three-quarters of the year reduced the average very considerably. It will be seen from our table that, during 1862, Sterling Exchange has been steady. The lowest rate touched was 9½ prem., and the highest 11 prem. There is not much prospect of a large amount of Exchange being made here for some time to come,—the St. Lawrence navigation being closed, and the discouraging accounts from Great Britain as to the prices of Produce operating to reduce shipments from Portland; so that, although the Exchange market has rather a drooping appearance,—mainly owing to the pressure of Commissariat 30-day Treasury drafts last week,—extremely low rates are not expected for some time to come. Of course, any change of events in the United States would depress or enhance rates.

In addition to the price of Sterling Exchange in Montreal during the past year, our table shows at a glance what the condition of the New York Money-Market has been. The quotations being restricted to a single day in each week of the year, we could not, of course, show the highest point attained by the descriptions of funds noted; it may be stated, therefore, that on October 15 or 16 the rate in New York City for Bankers' 60-day Sterling Bills was reported to have been up to 153, and Gold to 37 prem. On the 27th day of last month (January) our telegraphic advices from Wall Street quoted Sterling Exchange at the very high rate of 170; Gold, 53½ to 54 prem.; and Silver, 44½ prem. On 30th ult., the rates were reported to be,—Sterling Exchange, 173; Gold, 55½ prem.; Silver, 49½ prem.;—and on the following day Sterling Exchange, 176 to 177; Gold, 59½ to 60 prem.; Silver, 51½ prem.,—the value of American bank-notes being on that day (taking Gold as the standard) about 62c. on the dollar! Of course, demand-drafts on New York in this market have sympathized regularly with these variations. It has now become a matter of great importance to be able to keep pace with the relative values of Gold and American bank-notes; and we acknowledge our obligation to Mr. Aug. Girard for a copy in MS. of a very useful table drawn up by him, showing the depreciation of U. S. currency at every point of premium for Gold, from ¼th of 1 per cent. up to 75.

Our province, at this moment, is rather to state ascertained facts, than to speculate about the causes which have led to the fearful monetary crisis in the adjoining Republic, or to prophesy as to future results. It seems clear, for instance, that the advance above noticed is not really in Gold, but a depreciation in paper-money, consequent upon immense issues of U. S. Treasury currency, and enormous expansions by the Banks. It has been estimated that, in less than two months hence, the circulation of Treasury-notes and Postal-currency will amount to about \$450,000,000,—or double their present extent. We are aware that certain advocates of paper-money have endeavored to make people believe that the high premium on Gold was simply the result of speculation, and that the only rise was in the commodities of the Stock Exchange,—the chief articles of merchandise having experienced comparatively little alteration. Merchants, however, tell us that prices of staples have advanced precisely in the ratio of the so-called advance of Gold,—that is, really maintained their relative position to that standard; and, among the articles so affected, are Flour, Wheat, Corn, Staple Groceries, manufactured fabrics, &c. A very excellent authority (*Hunt's Merchants' Magazine*,—see number for February,) gives a statement of the prices of fifty-five articles in the New York market on 31st December, 1862, as compared with the same time in '61, showing the per centum of advance at the close of last year. We select the following:—Flour, 25 per cent. advance; Wheat, 15; Corn, 40; Barley, 60; Oats, 72; Coffee, 40; Sugar, 33; Molasses, 30; Whale Oil, 68; Refined Coal Oil, 33; Mess Pork, 10; Mess Beef, 28; Lard, 25; Cotton Shirting, 220; Cotton Sheetings, 120; Cotton Drills, 110; Satinets, 58; Flannels, 90; Prints, 80; Cloths, 116. Omitting Cotton, Turpentine, Rosin, and Tobacco, as directly more influenced by the war than by over-issues of paper, the average increase in the price of fifty-one articles was 51½ per cent.,—the range being from 10 to 220 per cent.!

The record we have kept did not include the premium on Silver in the New York market. The average difference between the prices of Gold and Silver, frequently ruled at about 7 per cent. comparatively recent coinages of the latter metal having been alloyed to that extent. Frequently, however, there has been a greater disparity, (as, for example, on 27th ult.,) caused, perhaps, by an increased demand for Gold to export, on account of maturing obligations in Europe, as well as by capitalists hoarding their specie. The difference in the price of Silver may also have been affected by a recently reported proposition to further reduce the value of U. S. small coin. And here comes an important consideration. The intrinsic value of U. S. Silver, at one time, induced its prompt acceptance at par in Canada,—it may be said, indeed, to have really become popular. But this very circumstance has latterly been seized as an eligible opportunity to flood the Province with what, we are assured, are really coins of less worth, until no small amount of the well-secured notes of our own Banks has been displaced by them!—glutting the market, and going down to 4½ per cent. discount.

The superabundance of silver coin in Canada has prompted some merchants, we understand, to send off considerable amounts in British shillings to England, to meet obligations in the manufacturing districts. The following figures show the amount of specie brought into Montreal from the States by the National Express Company,—also the exports,—during 1862:—

Sterling Ex-
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during 1862,
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October 15
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173; Gold,
177; Gold,
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	Imported.	Exported.		Imported.	Exported.
January, - - -	\$124,081	\$13,310	August, - - -	\$433,044	\$191,222
February, - - -	26,000	1,900	September, - - -	444,430	135,439
March, - - -	2,879	110,114	October, - - -	673,741	224,231
April, - - -	109,100	15,400	November, - - -	796,135	95,614
May, - - -	4,515	36,319	December, - - -	186,496	862,985
June, - - -	165,342	379,853			
July, - - -	139,039	787,233	Total, - - -	\$3,094,802	\$2,844,620

It is believed that these importations consisted mainly of American half and quarter dollars, and that the exports were chiefly Gold to pay for them. The amount brought in, however, would perhaps be increased by a million of dollars, if the amounts carried in private hands were ascertained.

VALUE OF MONTREAL STOCKS, ON 31st DECEMBER, 1862.

NAME OF STOCK.	Original Prices of Shares.	Amount Paid up.	Dividend for past 6 months.	Closing rates in 1862.
<i>Banks.</i>				
Bank of Montreal,	\$200	All.	4 per cent.	113½ @ 114
Bank of Upper Canada,	30	All.	3 per cent.	91 ex div.
Commercial Bank,	100	All.	3½ per cent.	94 @ 95
City Bank,	80	All.	3½ per cent.	98½ @ 99
Bank of B. N. America,	£50 sterling.	All.	3 per cent.	....
Banque du Peuple,	\$50	All.	4 per cent.	109½ @ 110
Molson's Bank,	50	All.	4 per cent.	115 @ 116
Bank of Toronto,	100	All.	4 per cent.	103 ex div.
Ontario Bank—Old,	40	All.	4 per cent.	101 @ 101½
Do., New,	40	10 per cent.	....	100½ @ 101
Banque Jacques-Cartier,	50	30 per cent.	4 per cent.	101½ @ 102
<i>Miscellaneous.</i>				
Champlain and St. Lawrence R.R.,	\$200	All.	....	3 to 4 dis.
Montreal Mining Consols,	20	\$15.10	30c. per share.	\$1.60
Montreal Telegraph Co.,	40	All.	5 per cent.	127 @ 128
Montreal City Gas Co.,	40	All.	4 per cent.	112½ ex div.
Richelieu Steamboat Co.,	100	70 per cent.	....	110 @ 111
Montreal City Passenger R.R.,	50	70 per cent.	6 per cent.	97½ ex div.

The closing rates in 1862 for the following descriptions of Bonds, were:—

Montreal City Bonds, 6 per cents, - - - -	95 @ 95½
Montreal Water Works, 6 per cents, - - - -	95½ @ 96
Montreal Harbor Bonds, 8 per cents, 1870, - - - -	110½ @ 111

Stocks which sell readily, without breaking down seriously, have lately been more freely offered,—the funds being profitably handled in Exchange operations; and this accounts for a comparatively recent slight declension in what might be termed "favorite Stocks." Others not so saleable, maintain their rise, or remain stationary at medium rates. Since the reduction of the stock of the Bank of Upper Canada, the quotations have improved.—53 dis. being the closing price in May,—in July, 12½ dis.—in December, 9 dis. The decision against the Great Western Railway in favor of the Commercial Bank, operated very favorably for that institution in the Stock market. We have heard it hinted that the London Directors of the Railway consider the suit as irretrievably against them, and that arrangements will soon be made accordingly.

