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1891

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VOLUME II.

FOURTH SESSION OF THE FIRST PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1871.



VOLUME IV

OTTAWA : Printed by I. B. TAYLOR, 29, 31, & 33, Rideau Street.

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TABLES

OF THE

TRADE AND NAVIGATION

OF THE

DOMINION OF CANADA

FOR THE FISCAL YEAR ENDING 30TH JUNE,

1870.

COMPILED FROM OFFICIAL RETURNS.

Presented to both Houses of Parliament by Command of His Excellency.

S. L. TILLEY, MINISTER OF CUSTOMS.



OTTAWA:
PRINTED BY I. B. TAYLOR, 29, 31, & 33, RIDEAU STREET.

1871.

To His Excellency the Right Honorable JOHN, BARON LISGAR, G.C.B., G.C.M.G.,
Governor General of the Dominion of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honor to present to Your Excellency the Tables of the TRADE AND NAVIGATION of the Dominion of Canada, for the Fiscal Year ending 30th June, 1870, as prepared from Official Returns, and laid before him by the Commissioner of Customs.

All which is respectfully submitted.

S. L. TILLEY,
Minister of Customs

OTTAWA, 1st February, 1871.

To the Hon. S. L. TILLEY, C. B.,
 Minister of Customs,
 &c., &c., &c.

SIR,—The Customs Returns transmitted to this Department for the Fiscal Year ending on the 30th June last (1870) by the various Ports of Entry of the Dominion, and from which are deduced the statements or tables of the Trade and Navigation of Canada, which I have now the honor of laying before you, show a considerable increase over the previous year in the general trade of the country, both in Imports and Exports and their concomitants—Revenue and Shipping.

Statements Nos. 12 and 13, on pages 380 and 381—which exhibit in a condensed form the commerce of the Dominion with other British and with Foreign countries—the tonnage employed in that commerce and the revenue derived from importations from, or exports to, such countries—show that the gross value of goods imported during the last Fiscal Year was \$74,814,339; that the goods entered for consumption during the same period was \$71,237,603; and that the value of exports was \$73,573,490. We have thus a sum of \$148,387,820 representing the gross aggregate value of the trade of the Dominion with countries outside of its boundaries.

The tonnage engaged in carrying on that trade—including in such tonnage the vessels engaged in the inland trade with the United States—is stated as hereunder in the column of totals, Table No. 13, p. 381.

Entered inwards.	Entered outwards.
5,796,125 tons.	5,619,745 tons.

Rather more than two-thirds of which consists of British vessels. The Duties of Customs for the Fiscal Year under review amount to \$9,462,940.

In comparing the year 1868-69 with the year 1869-70, we find the following results:—

	Entered for Consumption.	Duties Collected.	Value of Exports.	Shipping aggregate. Tons inw'rd & outw'd.
1869-70.....	\$71,237,603	9,462,940	73,573,490	11,415,870
1868-69.....	67,402,170	8,298,909	60,474,781	10,461,044
Increase in 1869-70.	3,835,433	1,164,031	13,098,709	945,826

This increase in the inward and outward trade, and consequent increase in the duties—the latter being partially attributable also to the changes in the tariff—is observable under all the various classifications of the tariff, which is certainly indicative

of a general and satisfactory commercial progression. This will be illustrated by a reference to the Recapitulation (p. 275), Statement No. 4, being "A Comparative Statement of the quantity and value of the principal Articles of British and Foreign Merchandise entered for consumption in the Dominion of Canada, during the Fiscal Years ending respectively on the 30th June, 1869 and 1870."

If we consider the imports with reference to the countries from which those imports were made, we find that the largest actual increase has been in our importations from Great Britain; the value of goods entered for consumption from that country having risen from \$35,764,470 in 1868-69 to \$38,595,433 in 1869-70—showing an increase of \$2,830,963, or about 8 per cent. From British and Foreign West Indies the ratio of increase is considerably larger, the returns showing an increase of 23½ per cent. in the amount of imports last Fiscal Year over the year preceding. There is also some increase in our imports from France, and from the Provinces of Newfoundland and Prince Edward Island.

With the United States, whilst the sum total of the trade in imports and exports has increased by upwards of \$4,300,000, the whole of this increase has been in our exports to that country, the imports from it having, on the contrary, fallen off. The comparative statement of imports from and exports to the United States, for the years referred to, is as follows:—

	1868-9.	1869-70.	
Imports	\$25,477,975	\$24,728,166	Decrease.....\$ 749,809.
Exports	27,846,461	32,984,652	Increase..... 5,138,191.

The returns would thus show that our trade with the United States has not been materially, and certainly not injuriously, affected by the abrogation of the Reciprocity Treaty. The aggregate amount of the trade between the two countries has been pretty steadily maintained—indeed, increased—whilst the relative positions as importers and exporters have been reversed; the United States, under the Reciprocity Treaty, having, as a general rule, been the larger exporters to the British North American Provinces, whilst Canada has, since the abrogation of the Treaty, imported less from the United States, and exported to that country considerably more.

As regards exports generally, the returns furnish evidence of the rapid development of the natural and industrial resources of the country. The percentage of increase, as regards value, in each of the six classes into which the products of Canada are divided in the tables, is (omitting fractions) as follows:—

Increase in 1869-70 over 1868-9.

1. Products of the Mine.....	19 per cent.
2. do Fisheries	11 "
3. do Forest	6 "
4. Animals and Products of	38 "
5. Agricultural Products	12 "
6. Manufactures.....	21 "

Of the products of "The Mine," the most remarkable increase is in the exportation of Mineral (or Earth) Oil, the quantity in 1868-9 being only 690,553 gallons, against 4,748,557 gallons in 1870. The exportation of Copper, Copper and Iron Ore, and Coal, has considerably decreased.

The falling off in the amount of coal exported stands sufficiently explained by the increased consumption at home of the products of our Nova Scotia Mines.

Under the head of Fisheries, the exports showing the largest increase are those of fresh and smoked Salmon; Fish, preserved and spiced; Fish, salted, dry and wet; and Furs or Skins, the produce of creatures living in the sea. The exports of Fish Oil have fallen from 271,762 gallons, to 87,043 gallons.

The Exports of Timber and of the Products of the Forest generally, were rather less during the last Fiscal Year than the year previous. The only exceptions of any note are to be found in the articles of Planks and Boards, and of Saw Logs, viz. :—

	1868-9.	1869-70.
Planks and Boards Value	\$6,690,956	\$8,256,599
Saw Logs (dutiable)..... „	53,092	158,252

The amount of duty collected on the Saw Logs exported last year was \$37,912 28.

Horses, Horned Cattle, Bacon, and Hams are the principal articles under Class 4 that have yielded the large increase in the percentage of exportation. The value of Bacon and Hams exported in 1869-70, \$1,553,323, as against \$869,746 in 1868-9, is deserving of notice, as evidence of the growing importance of the pork-packing trade, for which facilities have been given by the regulations sanctioned by the Privy Council, under the Law for Slaughtering Hogs in Bond.

The exports of Wheat, which in 1868-9 amounted to rather more than 2,800,000 bushels, rose in 1869-70 to upwards of 3,700,000 bushels. The coarser grains show an aggregate excess of 3,800,000 bushels exported during the last, compared with the antecedent Fiscal Year.

The increase in the quantity of Hops exported is somewhat remarkable :—

Exports in 1868-9.....	Lbs.	\$411,842
do 1869-70..... „		1,194,379

Equal to 190 per cent.

Apart from the large products of our magnificent and multiplied flouring mills, and of our vast and numerous establishments for the manufacture of all kinds of lumber, the manufactures of Canada are more diversified than extensive. Few manufactories, beyond those specially referred to, are either sufficient in number or magnitude to do more than supply or supplement the supplies of the Canadian home market. Hence the comparatively few articles of domestic manufacture that figure in the item of our export tables under the head of "Manufactures."

The operations of the two or three existing sugar refineries in Canada, although of acknowledged magnitude, appear to be confined to the home market, for it does not appear by the returns that any refined sugar is exported from any port in the Dominion.

Our exported manufactures, other than those of flour and of wood, are therefore comparatively small ; and if we deduct sugar boxes (which belong to the latter category of manufacture) from the statement on page 353, the amount of exports under that head would scarcely amount to \$1,500,000 ; exclusive, however, of the item of ships built in Quebec and sold abroad, the value of which is set down at \$725,080, an item of exports which, if it exist, is not mentioned in the returns from any of the ports in the Maritime Provinces, although the returns of ships built and registered in those Provinces show that ship-building, both in Nova Scotia and New Brunswick, is carried on to a far larger extent than in the Provinces of Ontario and Quebec, as will be found upon a reference to Statement No. 35, page 454, from which I abstract the totals as hereunder :—

	Built.		Registered.	
	No.	Tons.	No.	Tons.
Ontario	45	4,525	60	6,186
Quebec	55	19,383	109	25,452
Nova Scotia	141	33,659	227	44,643
New Brunswick ...	88	35,599	99	34,571
Total	329	93,166	495	110,852

The average tonnage of the ships built in each of the four Provinces is, therefore :—

In Ontario	100 tons.
Quebec	350 „
Nova Scotia	240 „
New Brunswick.....	400 „

The value of foreign goods passing through the United States in 1869-70, under bond, to Canadian importers as the direct consignees, was \$11,593,495. This amount, which is little more than one-fifth of our importations from sea, and about one-seventh of our gross importations, represents the goods in transit through the neighbouring country to ports in Ontario and Quebec, from which alone returns upon this point have been received. The Maritime Provinces, having ports of their own on the sea-board open all the year round, do not necessarily require the intervention of American sea ports to carry on their foreign trade in winter, and hence the returns in question may be considered in a great measure, if not wholly, inapplicable to their circumstances.

The value of goods actually purchased in bond in the United States for Canadian markets during the same period was nearly \$3,000,000, showing an aggregate amount of transit trade through that country to importers in Canada exceeding \$14,500,000.

The value of goods under bond in the Queen's Warehouses, in Canada, on the 30th June last was \$5,655,736, representing duties computed under the present tariff of \$2,356,214.

All which is respectfully submitted.

R. S. M. BOUCHETTE,

Commissioner of Customs.

January 30th, 1871.

NOTE.—A difference of \$29.40 will be found between the gross amount of *duties* collected in the Dominion, as shown by the Public Accounts (\$9,462,939.84), and that which is shown (\$9,462,940.44), by Statements Nos. 12 & 13 of these Tables.

Some omissions and minor clerical errors in the Statistical Returns of some of the minor ports of Nova Scotia led to this discrepancy, which was discovered too late for the correction of the press.

The amount represented in the Public Accounts, from the Statement furnished by this Department to the Department of Finance, is the correct amount.

It is also to be observed that these Tables take no notice of miscellaneous receipts which are merely incidental to the collection of Customs Revenue, and are not, therefore, duties of customs. The aggregate sum of these miscellaneous receipts, as shown by the Public Accounts for the year referred to, is \$17,676.72, swalling the gross receipts to \$9,480,646.56.

The duties collected in Nova Scotia are represented in the Currency of that Province, which is that in which the Returns are made. The amount is, therefore, subject to a deduction of 2½% (about) to bring it into Dominion Currency, as shown by the Public Accounts.

R. S. M. B.

TARIFF OF CUSTOMS,

1870

One Twentieth in all cases, or Five per Centum of the amount of duty to be added to the duties stated.

ARTICLES.	Duties.	Under what Authority.
SCHEDULE A.		
GOODS PAYING SPECIFIC DUTIES.		
Acid—Sulphuric	Per lb. 0 0½	31 Vict., cap. 44
do Acetic	“ gallon 0 10	33 “ “ 9
Butter	“ lb. 0 04	3 “ “ 44
Coal and Coke	“ ton 0 50	33 “ “ 9
Cigars	“ lb. 0 45	“ “ “
Cheese	“ “ 0 03	31 “ “ 44
Coffee, green	“ “ 0 03	“ “ “
do kiln-dried, roasted, or ground	“ “ 0 04	“ “ “
Chicory or other Root or Vegetable used as Coffee, raw or green	“ “ 0 03	“ “ “
Chicory, kiln-dried, roasted or ground	“ “ 0 04	“ “ “
Fish, salted or smoked	“ “ 0 01	“ “ “
Flour, Wheat or Rye	“ bbl. 0 25	33 “ “ 9
do of any other grain, including Indian Meal and Oatmeal	“ “ 0 15	“ “ “
Fruits, preserved in Brandy or other Spirits	“ gallon 1 20	“ “ “
Grain, including Peas, Beans, Barley, Rye, Oats, Indian Corn, Buckwheat, and all other grain, except Wheat	“ bushel 0 03	“ “ “
do Wheat	“ “ 0 04	“ “ “
Hops	“ lb. 0 05	“ “ “
Lard and Tallow	“ “ 0 01	31 “ “ 44
Meats, fresh, salt or smoked	“ “ 0 01	“ “ “
Malt	“ bushel 0 40	“ “ “
Oils, viz:—		
Coal and Kerosene, distilled, purified, and refined	“ gallon 0 15	“ “ “
Naphtha, Benzole, and Refined Petroleum	“ “ 0 15	“ “ “
Products of Petroleum, Coal, Shale, and Lignite, not otherwise specified	“ “ 0 10	“ “ “
Crude Petroleum	“ “ 0 06	“ “ “
Rice	“ lb. 0 01	33 “ “ 9
Soap, common	“ “ 0 01	31 “ “ 44
Starch	“ “ 0 02	“ “ “
Salt, except Salt imported from the United Kingdom, or any British Possessions, or for the use of the Sea and Gulf Fisheries, which shall be free of duty	“ bushel of 56lbs. 0 05	33 “ “ 9

ARTICLES.	Duties.	Under what Authority.
GOODS PAYING SPECIFIC DUTIES.—Continued.		\$ cts.
Spirits and Strong Waters, viz :—		
Spirits and Strong waters, not having been sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Syke's Hydrometer, for every gallon of the strength of proof by such Hydrometer, and so in proportion for any greater or less strength than the strength of proof, and for every greater or less quantity than a gallon, namely :—		
Brandy, Geneva, Alcohol, Rum, Gin, including Old Tom, Tafia, Whiskey, and unenumerated articles of like kind.....	Per gall. 0 80	33 Vict., cap. 9
Other Spirits, being sweetened or mixed, so that the degree of strength cannot be ascertained as aforesaid, namely .		
Rum-Shrub, Cordials, Scheidam Schnapps, Bitters, and unenumerated articles of like kind.....	“ “ 1 20	“ “
Cologne Water and Perfumed Spirits not in flasks	“ “ 1 20	“ “
Cologne Water and Perfumed Spirits when in flasks or bottles—thirty of such flasks or bottles, not containing more than one gallon. For each flask or bottle	“ “ 0 04	“ “
Unenumerated Spirits and Strong Waters.....	“ “ 1 20	“ “
Spirits and strong waters imported into Canada, mixed with any ingredient or ingredients, and although thereby coming under the denomination of Proprietary Medicines, Tinctures, Essences, Extracts, or any other denomination, shall be nevertheless deemed “Spirits or Strong Waters,” and subject to duty as such.		
Vinegar	“ “ 0 10	“ “
SUGAR AND MOLASSES.		
Sugar :—All sugar equal to, or above No. 9, Dutch Standard, twenty-five centum <i>ad valorem</i> , and a specific duty of one cent per lb.		31 “ “ 44
Below No. 9 Dutch Standard, twenty-five per centum <i>ad valorem</i> , and a specific duty of three-fourths of one cent per lb.		“ “
Cane Juice, Syrup of Sugar or of Sugar Cane, Syrup of Molasses or of Sorghum, Melado, Concentrated Melado, or Concentrated Molasses, twenty-five per centum <i>ad valorem</i> , and a specific duty of five-eighths of one cent per lb.		“ “

ARTICLES.	Under what Authority.
SUGAR AND MOLASSES.— <i>Continued.</i>	
Sugar Candy, brown or white, and Confectionery, twenty-five per centum <i>ad valorem</i> , and a specific duty of one cent per lb....	31 Vict., cap. 44
Molasses, if used for refining purposes, or for the manufacture of sugar..... Per 100lbs. 0 73	“ “
Molasses, if not so used, twenty-five per centum <i>ad valorem</i>	“ “
SCHEDULE B.	
GOODS PAYING TWENTY-FIVE PER CENTUM AD VALOREM.	
Cassia, ground	“ “
Cinnamon, “	“ “
Ginger, “	“ “
Mace	“ “
Nutmegs	“ “
Pepper, ground.....	“ “
Perfumery, not otherwise specified	“ “
Perfumed and Fancy Soaps,	“ “
Pimento, ground	“ “
Playing Cards	“ “
Proprietary Medicines, commonly called Patent Medicines, or any medicine or preparation of which the recipe is kept secret, or the ingredients whereof are kept secret, recommended by advertisement, bill, or label, for the relief or cure of any disorder or ailment	“ “
GOODS PAYING TEN PER CENTUM AD VALOREM.	
Sole and Upper Leather	“ “
Animals of all kinds, except such as shall be imported for the improvement of Stock, which shall be admitted free of duty, under regulations to be made by the Treasury Board, and approved by the Governor in Council.....	33 “ “ 9
Green Fruits of all kinds, Hay, Straw, Bran, Seeds not classed as cereals, Vegetables, including Potatoes and other roots Trees, Plants, and Shrubs	“ “
GOODS PAYING FIVE PER CENTUM AD VALOREM.	
Books, periodicals and pamphlets, printed,—not being foreign reprints of British Copyright Works, nor blank account books, nor copy books, nor books to be written or drawn upon, nor reprints of books printed in Canada, nor printed sheet music	31 “ “ 44
Iron—viz :—Bar, Rod, Hoop and Sheet..... Canada plates and tinned plates	“ “

ARTICLES.	Under what Authority.
GOODS PAYING FIVE PER CENTUM AD VALOREM.— <i>Continued.</i>	
Nail and spike rod, round, square, and flat	31 Vict., cap. 44
Rolled plate and Boiler plate	" "
Type	" "
GOODS PAYING AD VALOREM AND SPECIFIC DUTIES.	
Ale, Beer and Porter, ten per centum <i>ad valorem</i> , and a specific duty of five cents per gallon in casks, and seven cents per gallon in bottles (5 quart and 10 pint bottles to be held to contain a gallon.)	" "
Tea—Black, fifteen per centum <i>ad valorem</i> , and a specific duty of three cents and one half of a cent per lb.	" "
Tea—Green, including Japan fifteen per centum <i>ad valorem</i> , and a specific duty of seven cents per lb.	" "
Tobacco, manufactured, except Cigars, and including Snuff, twelve and one half per cent. <i>ad valorem</i> , and a specific duty of twenty cents per lb.	33 " " 9
Wines of all kinds' including Ginger, Orange, Lemon, Gooseberry, Strawberry, Raspberry, Elder, and Currant Wines, twenty-five per centum <i>ad valorem</i> , and a specific duty of ten cents per gallon (5 quart and 10 pint bottles to be held to contain a gallon)	" "
The following packages, that is to say :—Bottles, Jars, Demijohns, Brandy Casks, Barrels or Packages in which Spirituous Liquors, Wines and Malt Liquors are contained, and Carboys containing Sulphuric Acid, and all goods not enumerated in any of the Schedules to this Act as charged with any other duty, and not declared to be free of duty, shall be charged with a duty of Customs of fifteen per centum <i>ad valorem</i>	" "
SCHEDULE C.	
FREE GOODS.	
ARTS AND SCIENCES :—	
Anatomical preparations	31 " " 44
Botany, specimens of	" "
Cabinets of Antiquities	" "
" Coins	" "
" Gems	" "
" Medals	" "
Drawings, not in oil.	" "
Gems	" "
Medals	" "
Mineralogy, specimens of	" "
Models	" "
Natural History, specimens of	" "
Sculpture, specimens of	" "

ARTICLES.	Under what Authority.
FREE GOODS.— <i>Continued.</i>	
WORKS OF ART, VIZ :—	
Busts—Natural size, not being casts, nor produced by any mere mechanical process	31 Vict., cap. 44
Casts—As models for the use of schools of design	“ “
Paintings—In oil, by artists of well-known merit, or copies of the old masters by such artists	“ “
Statues—Of bronze, marble or alabaster, natural size	“ “
DRUGS, DYE STUFFS, OILS AND COLORS NOT ELSEWHERE SPECIFIED, VIZ :—	
Acids of every description, except Acetic and Sulphuric Acid and Vinegar	“ “
Alum	“ “
Antimony	“ “
Argol	“ “
Bark, when chiefly used in dyeing	“ “
Barilla	“ “
Berries, when chiefly used in dyeing	“ “
Borax	“ “
I leaching Powders	“ “
Brimstone, in roil or flour	“ “
Bichromate of Potash	33 “ “ 9
Blue Black	“ “
British Gum	“ “
Chinese Blue	“ “
Lakes, scarlet and marone, in pulp	“ “
Paris and Permanent Greens	“ “
Satin and fine washed White	“ “
Sugar of Lead	“ “
Ultra Marine	“ “
Umber, raw	“ “
Cream of Tartar in Crystals	31 “ “ 44
Drugs, when chiefly used in dyeing	“ “
Indigo	“ “
Kelp	“ “
Kryolite	“ “
Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	“ “
Nitre	“ “
Nuts, when chiefly used in dyeing	“ “
Ochres, dry, ground or unground, washed or unwashed, not calcined	“ “
Oils—Cocoa Nut, Pine and Palm, in their natural state	“ “
Phosphorus	“ “
Red Lead, dry	“ “
Roots, Medicinal, in their natural state	“ “
Sal Ammoniac	“ “
Sal Soda	“ “

ARTICLES.	Under what Authority.
<i>FREE GOODS.—Continued.</i>	
Saltpetre.....	31 Vict., cap. 44
Soda Ash.....	“ “
Soda Caustic.....	“ “
Soda, Nitrate of.....	“ “
Soda, Silicate of.....	“ “
Sulphur, in roll or flour.....	“ “
Vitriol, blue.....	“ “
Vegetables, when chiefly used for dyeing.....	“ “
White Lead, dry.....	“ “
Whiting or Whitening.....	“ “
Woods, when chiefly used for dyeing.....	“ “
Zinc, white, dry.....	“ “
MANUFACTURES AND PRODUCTS OF MANUFACTURES :—	
Anchors.....	“ “
Ashes—Pot, Pearl and Soda.....	“ “
Bread and biscuit from Great Britain and the B. N. A. Provinces.....	“ “
Bolting Cloth.....	“ “
Bookbinders' tools and implements.....	“ “
“ Mill Boards and Binders' Cloth.....	33 “ “ 9
Brim moulds for Goldbeaters.....	31 “ “ 44
Burrstones.....	“ “
Candle wick, cotton.....	“ “
Cement, Marine, unground.....	“ “
Cement, Hydraulic do.....	“ “
Church Bells.....	“ “
Clothing—donations of, for Charitable Institutions.....	“ “
Communion Plate.....	“ “
Cocoa Paste, from Great Britain and the B. N. A. Provinces.....	“ “
Coin and Bullion, except United States silver coin.....	“ “
Cotton Netting for India Rubber Shoes.....	“ “
Cotton Waste.....	“ “
Cotton Wool.....	“ “
Drain Tiles.....	“ “
Duck, for belting and hose.....	“ “
Electrotype Blocks, for printing purposes.....	“ “
Farming implements and utensils when imported by Agricultural Societies for the encouragement of Agriculture.....	“ “
Felt for Hats and Boots.....	“ “
Fire Brick.....	“ “
Fish Hooks, Nets and Seines, Lines and Twines.....	“ “
Flax Waste.....	“ “
Glass Paper and Glass Cloth.....	“ “
Gold Beaters' Skin.....	“ “
Hoop skirt manufacture, the following articles for—Crinoline thread for covering Crinoline wire, clasps of tin and brass, slides, spangles and slotted tapes, and flat or round wire, uncovered.....	“ “

ARTICLES.	Under what Authority.
<i>FREE GOODS.—Continued.</i>	
Junk	31 Vict., cap. 44
Linen Machine Thread	" "
Lithographic Stones.....	" "
Lumber, plank and sawed, of Mahogany, Rosewood, Walnut, Cherry and Chestnut, and Pitch Pine	" "
Machine Silk Twist	" "
Nails,—Composition	" "
Nails,—Sheathing	" "
Oakum	" "
Oil Cake	" "
Philosophical Instruments and Apparatus, including Globes, when imported by, and for the use of, Colleges and Schools, Scientific or Literary Societies	" "
Printing Ink	" "
Printing Presses, except portable hand printing presses	" "
Prunella	" "
Plush for Hatters use	" "
Rags	" "
Ships' Binnacle Lamps.....	" "
" Blocks and patent bushes for blocks	" "
" Bunting.....	" "
" Cables, iron chain, over one half of an inch, shackled or swiveled, or not	" "
" Compasses	" "
" Dead Eyes	" "
" Dead Lights	" "
" Deck Plugs	" "
" Knees, Iron	" "
" Masts or parts of, Iron	" "
" Pumps and Pump-gear.....	" "
" Riders, Iron	" "
" Shackles	" "
" Sheaves	" "
" Signal Lamps	" "
" Steering Apparatus	" "
" Travelling Trucks.....	" "
" Wedges	" "
" Wire-rigging	" "
And the following articles when used for ships or vessels, only,	
viz :—	
Cables, hemp and grass	" "
Cordage.....	" "
Sail Cloth or Canvas from No. 1 to No. 6	" "
Varnish, black and bright,	" "
Spikes—Composition	" "
Straw Plaits, Tuscan and Grass, Fancy	" "
Stereotype Blocks for printing purposes.....	" "

ARTICLES.	Under what Authority.
<i>FREE GOODS.—Continued.</i>	
Treenails	31 Vict., cap. 44
Twists, Silk, for hats, boots and shoes	" "
Veneering of wood or ivory	" "
Weaving of Tram Silk, for making elastic webbing	" "
" " Cotton " "	" "
Wire Cloth, of brass and copper	" "
Woollen netting for India rubber shoes	" "
METALS :—	
Brass—Bar, Rod, Sheet, and Scrap	" "
" Strips	33 " " 9
Crank for Steamboats, forged in the rough	31 " " 44
" Mills, " "	" "
Copper, in Pig, Bars, Rods, Bolts and Sheets, and Sheathing	" "
Iron of the descriptions following :—	
Scrap, Galvanized or Pig	" "
Bars, puddled, and Blooms and Billets, puddled	" "
Blooms and Billets, not puddled	33 " " 9
Bolts and Spikes, galvanized	31 " " 44
Wire	33 " " 9
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or	" "
Steel for tires of wheels, bent and welded	31 " " 44
Locomotive Crank Axles, Piston Rods, Guide and Slide Bars,	" "
Crank Pins, Connecting Rods	" "
Lead, in Sheet or Pig	" "
Litharge	" "
Railroad Bars, and Frogs, wrought iron or steel Chairs,	" "
wrought iron or steel Fish Plates, and Car Axles	" "
Shafts for Mills and Steamboats, in the rough	" "
Spelter, in blocks, sheet or pigs	" "
Steel, wrought or cast in bars and rods	" "
" Plates cut to any form, but not moulded	" "
Tin, in bar, blocks, pig or granulated	" "
Tubes and Piping—of brass, copper or iron, drawn	" "
Type Metal, in blocks or pigs	" "
Wire, of brass or copper, round or flat	" "
Yellow Metal, in bolts, bars, and for sheathing	" "
Zinc in sheets and blocks and pigs	" "
NATURAL PRODUCTS :—	
Bristles	" "
Broom Corn	" "
Bulbs	" "
Caoutchouc, unmanufactured	" "
Clays	" "
Cocoa, bean and shell	" "
Cork Wood	" "
Cork Wood Bark	" "
Diamonds, unset	" "

ARTICLES.	Under what Authority.	
FREE GOODS.— <i>Continued.</i>		
Earths	31 Vict.,	cap. 44
Eggs	“	“
Emery	“	“
Fibre, Mexican	“	“
Fibre, Vegetable, for manufacturing purposes	“	“
Fibrilla	“	“
Flax, undressed	“	“
Fire Clay	“	“
Fire Wood	“	“
Fish, fresh, not to include Oysters or Lobsters in tins or kegs	“	“
Fish Bait	“	“
Furs, undressed	“	“
Gravels	“	“
Grease and Grease Scrap	“	“
Gum, Copal	“	“
Gutta Percha, unmanufactured	“	“
Gypsum, not ground nor calcined	“	“
Hair—Human, Goat, Angola, Thibet, Horse, Hog and Mohair, unmanufactured	“	“
Hemp, undressed	“	“
Hides	“	“
Horns	“	“
India Rubber, unmanufactured	“	“
Manilla Grass	“	“
Manures	“	“
Marble, in blocks, unwrought, or sawn on two sides only, or slabs sawn from such blocks, having at least two edges unwrought	“	“
Moss, for upholstery purposes	“	“
Ores of metals of all kinds	“	“
Osiers	“	“
Pelts	“	“
Pipe Clay	“	“
Pitch	“	“
Plaster of Paris not ground nor calcined	“	“
Precious Stones, unset	“	“
Ratan, for chairmakers	“	“
Rosin	“	“
Salt, when imported from the United Kingdom or any British Possessions, or for the use of the Sea and Gulf Fisheries ..	33	“ “ 9
Sand	31	“ “ 44
Sea Grass	“	“
Skins, undressed	“	“
Slate	“	“
Stone, unwrought	“	“
Tails, undressed	“	“
Tanners' Bark	“	“

ARTICLES.	Under what Authority.
<i>FREE GOODS.—Continued.</i>	
Tampico, white and black	31 Vict., cap. 44
Tar	“ “
Teasels	“ “
Tobacco, unmanufactured	“ “
Tow, undressed	“ “
Turpentine, other than spirits of	“ “
Vegetable Fibres	“ “
Whale Oil, in the casks from on Ship-board, and in the condition in which it was first landed	“ “
Willow for basket makers	“ “
Wood of all kinds, wholly unmanufactured	“ “
Wool	“ “
SPECIAL EXEMPTIONS FROM DUTY :—	
Apparel, Wearing, of British Subjects dying abroad but domiciled in Canada	“ “
Articles by and for the use of the Governor General	“ “
“ for the public uses of the Dominion	“ “
“ “ use of Foreign Consuls General	“ “
Army and Navy, for the use of,—	
Arms	“ “
Clothing	“ “
Musical Instruments for Bands	“ “
Military Stores	“ “
Settlers' Effects of every description, in actual use, not being merchandise, brought by persons making oath that they intend becoming permanent settlers within the Dominion ..	“ “
UNDER REGULATIONS AND RESTRICTIONS TO BE PRESCRIBED BY THE MINISTER OF CUSTOMS.	
Carriages of travellers, and carriages laden with merchandise, and not to include circus troops, nor hawkers	“ “
Locomotives and railway passenger, baggage and freight cars, running upon any line of road crossing the frontier, so long as Canadian locomotives and cars are admitted free under similar circumstances in the United States	“ “
Menageries—horses, cattle, carriages and harnesses of	“ “
Travellers baggage	“ “
SCHEDULE D.	
The following Goods, when the growth and produce of any of the British North American Provinces may be imported free of duty, subject to alteration or regulation, by proclamation of the Governor in Council, viz :—	
Animals of all kinds	33 “ “ 9

ERRATA :

	Dutiable Goods.	Total.	Dutiable Goods.	Total.
Page 107—"Copyrights"..... for	3,035	3,035	<i>read</i> 1,451	1,451
" 107—"Grand Total"..... "	22,113,426	32,167,072	" 22,111,842	32,166,288
" 227—"Foreign Reprints of British Copyright Works"..... "	3,035	3,035	" 1,451	1,451
" 227—"Grand Total"..... "	32,885,500	32,167,872	" 32,883,916	32,166,288
" 310—"Abstract of the Value of Goods," &c., for <i>read</i> "Exported from the Province of Quebec," &c.			the Province of Ontario," &c.,	

ARTICLES.	Under what Authority.					
<i>FREE GOODS.—Continued.</i>						
Fresh, smoked and salted meats	33	Vict., cap. 9				
Green and dried fruits	"	"				
Fish of all kinds	"	"				
Products of fish and of all other creatures living in water	"	"				
Poultry	"	"				
Butter	"	"				
Cheese	"	"				
Lard	"	"				
Tallow	"	"				
Timber and Lumber of all kinds, round, hewed, but not otherwise manufactured in whole or in part	"	"				
Fish Oil	"	"				
Gypsum, ground or unground	"	"				
Hay	"	"				
Straw	"	"				
Bran	"	"				
Seeds of all kinds	"	"				
Vegetables (including Potatoes and other roots,)	"	"				
Plants, Trees and Shrubs	"	"				
Coal and Coke	"	"				
Salt	"	"				
Hops	"	"				
Wheat	"	"				
Peas and Beans	"	"				
Barley, Rye, Oats, Indian Corn, Buckwheat, and all other grain ..	"	"				
Flour of Wheat and Rye, Indian Meal and Oatmeal, and flour or meal of any other grain	"	"				
SCHEDULE E.						
The following articles shall be prohibited to be imported, under a penalty of two hundred dollars, together with the forfeiture of the parcel or package of goods in which the same may be found, viz :—						
Books, Printed Papers, Drawings, Paintings, Prints and Photographs, of a treasonable or seditious, or of an immoral or indecent character	31	" " 44				
Coin—base, or counterfeit	"	"				
SCHEDULE F.						
EXPORT DUTIES.						
Shingle Bolts	per Cord of 128 Cubic Feet.	\$1 00	31	"	"	44
Stave Bolts	"	"	1 00	"	"	
Oak Logs	per M. Feet	2 00	"	"		
Spruce Logs	"	"	1 00	"	"	
Pine Logs	"	"	1 00	"	"	

No. 1.

GENERAL STATEMENT

(BY PROVINCES)

OF THE

PRINCIPAL ARTICLES

OF

BRITISH AND FOREIGN MERCHANDISE

IMPORTED INTO THE

DOMINION OF CANADA;

Shewing from what Countries Imported, and whether Imported in British or Foreign Vessels, or by Land Carriage; also, the Amount Entered for Consumption and the Duties Collected thereon, during the Fiscal Year ending on the 30th day of June, 1870.

No. 1.—GENERAL STATEMENT (by Provinces) of the Principal Articles of British and Foreign Merchandise Imported into the Dominion of Canada, shewing from what Countries Imported, and whether Imported in British or Foreign Vessels, or by Land Carriage; also, the Amount Entered for Consumption and the Duties Collected thereon, during the Fiscal Year ending on the 30th day of June, 1870.

PROVINCE OF ONTARIO.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING SPECIFIC DUTY.												
Horses	Great Britain..... United States.....	Number. 4 23	Number. 35 35	Number. 21 21	Number. 4 79	\$ 1,873 8,947	Number. 4 79	\$ 1,873 8,947	\$ cts. 60 00 1,085 38			
Horned Cattle	United States.....	3	9	11	23	4,889	23	4,889	369 90			
Swine	United States.....	4	113	31,233	31,350	456,501	425	6,836	833 83			
Sheep	Great Britain..... United States.....	15 4	31 31	12 12	15 47	438 794	15 47	438 794	15 00 43 80			
Acid, Sulphuric	United States.....	19	31	12	62	1,232	62	1,232	58 80			
		Lbs. 158,647	Lbs. 552,775	Lbs. 1,040,478	Lbs. 1,751,900	40,015	Lbs. 1,721,122	39,338	8,605 70			
Cordials	Great Britain..... United States..... France..... British West Indies.	Galls. 55 2 104 5	Galls. 3 16	Galls. 6	Galls. 55 10 120 5	42 58 522 10	Galls. 84 10 241 5	91 58 547 10	100 80 12 00 288 66 6 00			
		166	19	5	190	632	340	706	407 46			

Perfumed Spirits, not in flasks.....	Great Britain.....	Galls. 25	Galls.	Galls.	Galls. 25	95	Galls. 40	280	47 85
	United States.....	.....	.....	.....	2	6	20	72	23 55
Perfumed Spirits, in flasks.....		25			27	101	60	352	71 40
	Great Britain.....	Number. 2,214	Number. 796	Number.	Number. 3,010	251	Number. 3,010	251	120 41
	United States.....	.....	.....	36	36	8	36	8	1 41
Tinctures.....		2,214	796	36	3,046	259	3,046	259	121 82
	United States.....	Galls.	Galls. 2	Galls. 6	Galls. 8	61	Galls. 8	61	5 77
Brandy.....	Great Britain.....	Galls. 3,391	Galls.	Galls.	Galls. 3,391	5,512	Galls. 1,235	1,547	987 75
	United States.....	64	.....	729	793	642	793	642	634 30
	France.....	58,449	13,915	.....	72,364	80,150	51,575	60,705	41,259 73
Gin.....		61,904	13,915	729	76,548	86,304	53,603	62,894	42,881 78
	Great Britain.....	Galls. 1,595	Galls.	Galls.	Galls. 1,595	1,147	Galls. 1,247	895	937 50
	United States.....	99	56	70	70	37	376	254	300 00
	France.....	5,676	199	.....	155	86	56	28	44 80
	Holland.....	5,534	1,379	.....	5,875	2,380	9,172	4,203	7,337 60
		12,904	1,634	70	6,913	3,051	11,388	4,727	9,110 00
Rum.....		Galls. 12,782	Galls.	Galls.	Galls. 12,782	6,881	Galls. 13,876	7,024	11,100 45
	Great Britain.....	64	.....	.....	64	39	64	39	51 30
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....
	France.....	2,832	.....	.....	2,832	1,694	3,346	2,001	2,676 78
	British West Indies.....	1,251	.....	.....	1,251	670	804	471	643 25
	Spanish West Indies.....	16,929	.....	.....	16,929	9,284	18,155	9,573	14,524 18
Whiskey.....	Great Britain.....	Galls. 20,811	Galls. 2	Galls. 11	Galls. 20,811	16,140	Galls. 19,136	14,786	15,308 20
	United States.....	10	.....	.....	23	42	23	42	18 00
		20,821	2	11	20,834	16,182	19,159	14,828	15,326 20

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>												
Spirits and Strong Waters	Great Britain United States France	Galls. 156 6 162	Galls. 8 8	Galls.	Galls. 156 14 170	\$ 183 86 269	Galls. 94 14 18 126	\$ 90 86 14 190	\$ cts. 112 80 12 60 14 40 139 80			
Oil, Coal and Kerosene, distilled, purified, and refined,	United States	Galls. 198	Galls. 158	Galls. 462	Galls. 818	277	Galls. 818	277	122 71			
Benzole, Naphtha, and Refined Petroleum	United States	Galls. 302	Galls. 1,021	Galls. 2,352	Galls. 3,675	718	Galls. 3,675	718	551 41			
Products of Petroleum	United States	Galls. 33	Galls. 55	Galls. 16,307	Galls. 16,395	3,998	Galls. 16,395	3,998	1,639 65			
Crude Petroleum	United States	Galls. 454	Galls. 387	Galls. 4,542	Galls. 5,383	1,126	Ga. 5,383	1,126	322 95			
Coffee, green	Great Britain United States Germany	Lbs. 213,464 148,121 361,585	Lbs. 5,784 119 5,903	Lbs. 258,685 258,685	Lbs. 213,464 412,590 119 626,173	\$ 26,942 48,675 37 75,654	Lbs. 188,661 472,659 119 661,409	\$ 23,555 54,558 37 78,150	\$ 5,659 83 14,178 83 3 56 19,842 22			

Coffee, ground or roasted.....	Lbs. 1,219	Lbs. 166	Lbs. 85	Lbs. 1,219	444	Lbs. 420	32	16 80
	United States.....	166	85	251	61	251	61	10 06
Chicory, raw or green.....	Lbs. 2,240		Lbs.	Lbs. 2,240	105	Lbs. 2,240	105	67 20
	United States.....		100	100	12	100	12	3 00
Chicory, roasted or ground.....	Lbs. 37,868	Lbs. 3,172	Lbs. 428	Lbs. 37,868	1,610	Lbs. 35,256	1,518	1,410 24
	United States.....	3,172	428	3,600	161	3,600	161	144 00
Common Soap.....	Lbs. 5,757	Lbs. 1,572	Lbs. 20,309	Lbs. 5,757	384	Lbs. 6,757	384	57 57
	United States.....	1,572	20,309	23,153	1,896	23,153	1,896	231 53
Starch.....	Lbs. 708	Lbs. 4,160	Lbs. 28,829	Lbs. 708	53	Lbs. 428	31	8 56
	United States.....	4,160	28,829	55,571	3,962	53,571	3,802	1,071 41
Cigars—value not over \$10 per Mille.....	Mille. 1,124	Mille. 70	Mille. 372	Mille. 1,566	4,015	Mille. 1,876	8,530	1,079 97
	Great Britain.....	20			73	30	149	90 31
Cigars—value over \$10 and not over \$20 per Mille.....	Mille. 125	Mille. 40	Mille. 100	Mille. 125	1,962	Mille. 85	1,284	339 50
	United States.....	160	372	140	2,602	130	2,273	519 20
Great Britain.....	140	30		55	634	115	1,605	459 70
	France.....	804				20	385	79 60
Germany.....	1,124	70		1,566	7,788	1,876	8,530	5,629 27
	Spanish West Indies.....							
United States.....	125	40		125	1,962		1,284	339 50
	Germany.....	25	30		2,602	130	2,273	519 20
Spanish West Indies.....					634	20	1,605	459 70
							385	79 60
	150	70	100	320	5,198	350	5,547	1,398 00

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i> Cigars—value over \$20 and not over \$40 per Mille	United States	Mille. 1	Mille. 1	Mille. 130	Mille. 132	\$ 4,504	Mille. 129	\$ 4,430	\$ 645 70
	Germany	5	.....	.....	5	175	3	74	15 73
	Spanish West Indies	6	1	130	137	4,679	137	4,679	25 70
Cigars—value over \$40 per Mille	United States	Mille. 11	Mille. 50	Mille. 50	Mille. 11	2,471	Mille. 50	2,471	300 00
	Spanish West Indies	11	.....	.....	11	510	11	510	65 70
Cigars—New tariff from 7th April only	Great Britain	Lbs. 285	Lbs. 285	Lbs. 1,121	Lbs. 285	439	Lbs. ....	.....	.....
	United States	125	.....	.....	1,413	1,413	458	252	206 20
	Germany	6,502	758	.....	6,502	3,250	1,437	1,192	646 75
	Spanish West Indies	22	.....	.....	780	1,123	780	1,123	351 11
Butter	United States	6,934	758	1,121	8,813	6,225	2,675	2,567	1,204 06
	.....	Lbs. 73	Lbs. 67	Lbs. 43	Lbs. 183	37	Lbs. 183	37	7 32
Cheese	Great Britain	Lbs. 1,796	Lbs. 1,796	Lbs. 1,551	Lbs. 1,796	326	Lbs. 1,796	326	53 88
	United States	12,599	482	.....	14,612	1,532	2,289	332	68 63
	Germany	455	.....	.....	455	76	455	76	13 65
.....	.....	14,850	482	1,531	16,863	1,934	4,540	734	136 16

	United States	Lbs. 11,282	Lbs. 3,079	Lbs. 43,092	Lbs. 57,453	5,461	Lbs. 57,453	5,461	574 54
Lead and Tallow	United States	Lbs. 2,580	Lbs. 10,508	Lbs. 211,430	Lbs. 2,580	164	Lbs. 2,580	164	25 80
Fish, salted or smoked	Great Britain	Lbs. 11,915	Lbs. 10,508	Lbs. 211,430	Lbs. 233,853	13,769	Lbs. 233,853	13,769	2,338 53
	United States	14,485	10,508	211,430	236,433	13,933	236,433	13,933	2,364 33
Malt	United States		Bush. 30		Bush. 30	33	Bush. 30	33	12 00
Meats, fresh, salted, or smoked	Great Britain	Lbs. 5,129	Lbs. 39,273	Lbs. 3,088,220	Lbs. 5,129	406	Lbs. 5,129	406	51 29
	United States	298,382	39,273	3,058,220	3,390,746	338,134	2,612,746	338,834	26,127 47
Coal and Coke—from 7th April, under new tariff	United States	Tons. 30,463	Tons. 2,010	Tons. 1,583	Tons. 34,056	169,533	Tons. 31,725	156,479	15,862 57
Salt—from 7th April, under new tariff	United States	Bush. 2,518	Bush. 558	Bush. 79	Bush. 3,155	1,127	Bush. 3,155	1,127	157 75
Hops—from 7th April, under new tariff	United States			Lbs. 530	Lbs. 530	93	Lbs. 530	93	26 50
Vinegar and Acetic Acid—from 7th April, under new tariff	Great Britain	Galls. 5,601	Galls. 7,809	Galls. 81	Galls. 5,601	1,736	Galls. 1,165	951	133 25
	United States	1,053	1,600	2,232	8,943	1,330	7,933	1,197	210 10
	France	632	1,600	2,250	2,250	320	2,502	449	92 34
	Germany	2,250			2,250	347	225	35	22 50
		9,536	9,409	81	19,026	3,733	11,825	2,632	458 69
Rice—from 7th April, under new tariff	Great Britain	Lbs. 138,108	Lbs. 10	Lbs. 233	Lbs. 138,108	3,055	Lbs. 259,236	5,845	2,592 20
	United States	112,921	10	233	113,164	2,396	22,668	540	226 06
		251,029	10	233	251,272	5,451	281,904	6,385	2,818 38

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>									
Wheat—from 7th April, under new tariff.....	United States.....	Bush. 372,262	Bush. 1,038,754	Bush. 8	Bush. 1,411,024	\$ 1,144,069	Bush. 25,132	\$ 19,405	\$ cts. 1,005 28
Grain of all other kinds—from 7th April, under new tariff ...	United States.....	Bush. 51,475	Bush. 36,809	Bush. 1,058	Bush. 89,342	66,421	Bush. 89,342	66,421	2,680 40
Flour of Wheat and of Rye—from 7th April, under new tariff.....	United States.....	Brls. 89	Brls. 101	Brls. 6	Brls. 196	875	Brls. 196	875	49 08
Flour and Meal of all other kinds—from 7th April, under new tariff.....	United States.....	Brls. 111	Brls. 28	Brls. 5	Brls. 144	548	Brls. 144	548	21 63
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.									
Ale, Beer, and Porter, in casks.....	Great Britain..... United States.....	Galls. 4,261 979	Galls. 1,546	Galls. 171	Galls. 4,261 2,696	1,464 693	Galls. 4,261 2,696	1,464 693	359 34 204 10
Ale, Beer, and Porter, in bottles.	Great Britain.....	Galls. 25,880	Galls. 25,880	Galls. 25,880	Galls. 25,880	12,678	Galls. 29,561	12,995	3,368 82
Tea, green and Japan.....	Great Britain..... United States..... China.....	Lbs. 1,410,754 76,180 212,657	Lbs. 5,862 545,375	Lbs. 545,375	Lbs. 1,410,754 627,417 225,969	557,813 219,809 71,871	Lbs. 1,425,295 478,115 189,881	571,735 175,651 56,868	185,528 90 59,815 30 19,716 57
		1,699,591	19,174	545,375	2,264,140	849,493	2,063,241	804,244	265,060 77

Tea, black.....	Lbs.	334,734	Lbs.	123,536	Lbs.	383,220	Lbs.	132,349	Lbs.	33,284 60	
		98	5,178	10,124	3,224	10,124	3,224	3,224	837 48		
		14,563	3,167	9,821	2,115	9,821	2,115	2,115	660 52		
	349,395		13,506	131,881		403,165		137,688	34,762 60		
Tobacco (manufactured) and Snuff.....	Lbs.		Lbs.		Lbs.		Lbs.				
		25,235	877	43,827	71,939	92,630	21,701	21,701	15,878 19	15 85	
		103			103	103					
	25,338	877	43,827	72,042	92,733	21,709	21,709	15,894 04			
Wines, of all kinds.....	Galls.		Galls.		Galls.		Galls.		Galls.		
		32,891	100	5,517	32,891	14,805	19,281	14,805	5,545 28		
		4,394	17,744		10,011	8,955	7,247	6,625	2,140 05		
		41,898	17,744		59,642	28,082	41,604	26,479	9,984 25		
		23,805	6,217		30,022	9,534	30,022	4,379	2,086 90		
		1,166	2,139		3,305	4,238	5,861	7,759	2,275 80		
		12,593	7,524		20,117	16,748	24,108	29,518	3,426 80		
		29	36		36	34	34	34	10 40		
		97	86		97	8	8	22	5 20		
		116,873	33,760	5,517	156,150	114,769	105,344	94,346	30,535 38		
	Sugar—equal to and above No. 9, Dutch Standard.....	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
			955,770	90	4,670,105	955,770	53,127	1,045,288	60,011	25,455 13	
		2,114,144			6,784,339	365,111	6,028,704	328,791	142,479 99		
		16,493			16,493	1,205	16,493	1,205	466 18		
		585,408			585,408	26,855	619,557	29,222	13,501 07		
	1,101,361	4,372,379		5,473,740	264,126	5,443,695	266,564	121,077 05			
	4,773,176	4,372,469	4,670,105	13,815,750	710,424	13,153,647	685,793	302,979 42			
Sugar—below No. 9, Dutch Standard.....	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.		
		305	283	109,914	110,502	5,342	118,741	5,698	2,315 05		
		276,326	59,418		276,326	13,682	276,326	13,682	5,492 94		
		276,631	59,701	109,914	446,246	2,675	59,418	2,675	1,114 55		
					21,699	454,485		22,055	8,922 54		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued. Cane Juice, Melado, &c	Great Britain..... United States.....	Lbs. 13,044 49,480	Lbs. 7	Lbs. 506	Lbs. 13,044 49,993	\$ 353 1,093	Lbs. 13,044 97,766	\$ 353 2,572	\$ cts. 169 75 1,254 23	
		62,524	7	506	63,037	1,446	110,810	2,925	1,423 98	
Sugar Candy and Confectionery.	Great Britain..... United States.....	Lbs. 3,603 1,597	Lbs. 782	Lbs. 7,447	Lbs. 3,603 9,826	875 1,867	Lbs. 5,294 9,826	1,040 1,867	312 94 564 88	
		5,200	782	7,447	13,429	2,742	15,120	2,907	877 82	
GOODS PAYING 25 PER CENT. AD VALOREM.										
Mace and Nutmegs	Great Britain..... United States.....	Lbs. 15,983	.....	.....	Lbs. 15,983	5,932	Lbs. 18,995 1,095	6,599 365	1,649 75 91 05
		15,983	.....	.....	15,983	5,932	20,090	6,964	1,740 80
Spices—including Cassia, Cinnamon, Ginger, Pimento, and Pepper, ground.....	Great Britain..... United States.....	Lbs. 992	Lbs. 10	Lbs. 22	Lbs. 992 32	138 6	Lbs. 992 32	138 6	34 33 1 50	
		992	10	22	1,024	144	1,024	144	35 83	
Patent Medicines, and Medicinal Preparations.....	Great Britain..... United States..... France.....	Pkgs. 16 474 1	Pkgs. 50 2	Pkgs. 1,293	Pkgs. 16 1,817 3	437 18,536 131	Pkgs. 16 1,799 3	437 18,431 131	109 25 4,612 40 32 30	
		491	52	1,293	1,836	19,104	1,818	19,019	4,753 95	

Playing Cards	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain	13				13	1,372	13	1,372	343 00
United States					3	8	3	8	2 00
France	1				1	102	1	102	25 27
	14				17	1,482	17	1,482	370 27
Perfumery, not elsewhere specified	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
Great Britain	54				54	3,039	54	3,039	759 95
United States	290				304	988	249	859	214 95
France	3				3	522	3	522	130 68
	347				361	4,519	306	4,420	1,105 58
Perfumed and Fancy Soaps	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Great Britain	6,305				6,305	1,359	4,901	1,143	285 66
United States	546				1,460	434	1,460	434	108 43
Germany	183				183	50	183	50	12 47
	7,034				7,948	1,843	6,544	1,627	406 56
Molasses, other than for refining purposes	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Great Britain	58,184				58,184	1,363	12,904	303	75 75
United States	1,410,897				2,602,844	68,105	2,172,767	59,548	14,887 00
Spanish W. Indies					34,730	580	83,690	1,815	453 76
	1,469,081				2,695,758	70,048	2,269,361	61,666	15,416 51
GOODS PAYING 15 PER CENT. AD VALOREM.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
Bagatelle Boards and Billiard Tables	10				10	1,033	10	1,033	154 70
	8				114	5,750	124	5,750	862 91
	18				134	6,783	134	6,783	1,017 61
Blackening	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
Great Britain	1				1	3	3	24	3 60
United States	52				214	2,277	214	2,277	341 50
	53				215	2,280	217	2,301	345 10

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.												
Brooms and Brushes	Great Britain United States France Germany	Pkgs. 15 20 2 1	Pkgs. 22 22 2 1	Pkgs. 22 22 2 1	Pkgs. 15 64 364 172	Pkgs. 22 22 2 1	Pkgs. 15 64 364 172	\$ 1,900 869 364 172	\$ 1,900 869 364 172	Pkgs. 15 64 2 1	\$ 1,900 869 364 172	cts. 285 00 130 51 54 60 25 80
Cabinet Ware or Furniture	Great Britain United States	Pkgs. 20 672	Pkgs. 1,510 1,510	Pkgs. 445 445	Pkgs. 20 2,627	Pkgs. 20 2,627	Pkgs. 20 2,627	1,018 14,244	1,018 14,244	Pkgs. 20 2,627	1,018 14,244	152 20 2,136 09
Candles	Great Britain United States	Lbs. 1,915 4,046	Lbs. 1,071 1,071	Lbs. 3,485 3,485	Lbs. 1,915 8,602	Lbs. 1,071 10,517	Lbs. 1,915 8,602	446 1,844	645 1,844	Lbs. 2,395 8,602	645 1,844	96 70 276 63
Carpets and Hearth Rugs	Great Britain United States	Pkgs. 868 16	Pkgs. 2 44	Pkgs. 26 26	Pkgs. 870 86	Pkgs. 864 90	Pkgs. 864 90	157,736 1,776	157,736 1,758	Pkgs. 864 90	157,736 1,758	23,660 40 263 63
Carriages	United States	Pkgs. 43	Pkgs. 70	Pkgs. 157	Pkgs. 270	Pkgs. 270	Pkgs. 270	11,468	11,468	Pkgs. 270	11,468	1,720 19

Coach and Harness Furniture	Great Britain.....	Pkgs. 202	Pkgs. 193	Pkgs. 1,726	Pkgs. 202	26,334	26,334	3,949 60
	United States.....	279	193	1,726	2,198	56,953	56,953	8,543 32
Chandeliers, Girandoles, Gas Fittings.....	Great Britain.....	Pkgs. 481	Pkgs. 193	Pkgs. 1,726	Pkgs. 2,400	83,287	83,287	12,492 92
	United States.....							
China-ware, Crockery, and Earthenware.....	Great Britain.....	Pkgs. 29	Pkgs. 4	Pkgs. 79	Pkgs. 29	1,452	1,452	217 80
	United States.....	21	4	79	104	3,479	3,479	521 69
Cider.....	Great Britain.....	Pkgs. 50	Pkgs. 4	Pkgs. 79	Pkgs. 133	4,931	4,931	739 49
	United States.....							
Clocks.....	Great Britain.....	Pkgs. 3,762	Pkgs. 837	Pkgs. 306	Pkgs. 3,752	96,290	96,480	14,472 00
	United States.....	333	837	306	1,476	10,772	10,772	1,615 30
Clothing or Wearing Apparel.....	France.....	Pkgs. 17	Pkgs. 8	Pkgs. 325	Pkgs. 17	689	689	104 65
	Germany.....	8	8	325	8	325	325	48 70
Cocos and Chocolate.....	Great Britain.....	Pkgs. 4,120	Pkgs. 837	Pkgs. 306	Pkgs. 5,263	108,086	108,276	16,240 65
	United States.....							
Clocks.....	Great Britain.....	Galls. 417	Galls. 2,867	Galls. 380	Galls. 3,664	495	495	74 43
	United States.....							
Clothing or Wearing Apparel.....	Great Britain.....	Pkgs. 9	Pkgs. 60	Pkgs. 1,319	Pkgs. 9	544	544	181 83
	United States.....	805	60	1,319	2,184	23,192	22,403	3,360 40
Cocos and Chocolate.....	France.....	2			2	2,610	2,610	391 46
	United States.....							
Clothing or Wearing Apparel.....	Great Britain.....	Pkgs. 816	Pkgs. 60	Pkgs. 1,319	Pkgs. 2,195	26,346	26,346	3,983 69
	United States.....							
Cocos and Chocolate.....	Great Britain.....	Pkgs. 267	Pkgs. 39	Pkgs. 284	Pkgs. 267	24,330	24,330	3,649 50
	United States.....	79	39	284	352	5,887	5,887	883 18
Cocos and Chocolate.....	France.....	4			4	1,438	1,438	215 81
	United States.....							
Cocos and Chocolate.....	Great Britain.....	Pkgs. 350	Pkgs. 39	Pkgs. 284	Pkgs. 623	31,655	31,655	4,748 49
	United States.....							
Cocos and Chocolate.....	Great Britain.....	Lbs. 12,298	Lbs. 3,800	Lbs. 3,800	Lbs. 12,098	2,513	2,458	368 70
	United States.....							
Cocos and Chocolate.....	Great Britain.....	Lbs. 12,298	Lbs. 3,800	Lbs. 3,800	Lbs. 16,098	3,698	3,643	546 35
	United States.....							

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.		\$ cts.	
	Cordage	8,741 2,594	2,176	13,293	8,741 18,063	2,526 3,718	18,063	2,526 3,718	378 90 537 75	
	Great Britain..... United States.....	11,335	2,176	13,293	20,804	6,244	20,804	6,244	936 65	
Corks	Great Britain..... United States..... France.....	Pkgs. 11 23 78	Pkgs. 11 8	Pkgs. 238	Pkgs. 11 272 86	335 10,836 1,844	51 203 121	1,239 7,683 2,606	185 35 1,152 55 330 95	
		112	19	238	369	13,015	375	11,528	1,729 35	
	Cottons	Great Britain..... United States.....	Pkgs. 8,416 694	Pkgs. 30 341	Pkgs. 3,423	Pkgs. 8,446 4,458	2,071,848 155,553	8,554 4,354	2,097,200 148,743	314,581 10 22,312 54
		9,110	371	3,423	12,904	2,227,401	12,908	2,245,943	336,893 64	
Dried Fruits, and Nuts of all kinds	Great Britain..... United States..... France..... Germany..... Spain..... Italy.....	Lbs. 1,728,865 813,591 45,475 1,112 382,303 2,000	Lbs. 14,851	Lbs. 368,120	Lbs. 1,728,865 1,196,362 43,475 1,964 77	79,912 43,684 1,964 1,112 23,683 186	bs. 1,423,685 1,248,809 44,316 1,112 530,174 2,000	65,383 45,710 1,788 29,877 186	9,807 45 6,876 30 268 20 11 55 4,481 69 27 90	
		2,973,346	56,851	368,120	3,398,317	149,506	3,250,096	143,023	21,453 09	

Drugs	Great Britain	Pkgs. 3,973	Pkgs. 2	Pkgs. 1,055	Pkgs. 5,975	68,943	6,293	82,421	12,362 95
	United States	248	140	1,055	1,443	25,426	1,411	25,295	3,943 85
	France	46	40		86	1,741	32	1,232	184 75
	Other Foreign Countries	200			200	2,827	100	1,807	270 53
		6,467	182	1,055	7,704	98,957	7,896	111,753	16,762 08
Engravings and Prints	Great Britain	Pkgs. 41	Pkgs.	Pkgs.	Pkgs. 41	3,675	Pkgs. 41	3,675	551 25
	United States	47	28	359	434	6,799	434	6,799	1,019 76
	France	2			2	182	2	182	27 30
		90	28	359	477	10,636	477	10,636	1,598 31
Fancy Goods	Great Britain	Pkgs. 2,408	Pkgs.	Pkgs.	Pkgs. 2,408	575,426	Pkgs.	581,462	87,219 09
	United States	131	228	1,043	1,402	43,197	1,402	43,197	6,479 31
	France	88	31		119	31,157	114	30,525	4,578 55
	Germany	245	8		253	14,888	253	14,888	2,233 00
		2,932	267	1,043	4,242	664,668	4,157	670,072	100,509 95
Foreign Newspapers	United States			Pkgs. 8	Pkgs. 8	44	Pkgs. 8	44	6 54
Fireworks	United States	Pkgs. 29	Pkgs. 13	Pkgs. 152	Pkgs. 194	3,448	Pkgs. 194	3,448	517 80
	France		18		18	1,068	18	1,068	160 95
		29	31	152	212	4,516	212	4,516	678 75
Flat Wire for Crinolines, covered	Great Britain	Pkgs. 2		Pkgs.	Pkgs. 2	139	Pkgs. 2	139	20 85
	United States	1		106	107	6,135	107	6,135	930 22
		3		106	109	6,274	109	6,274	941 07
Gunpowder	Great Britain	Lbs. 4,587	Lbs.	Lbs.	Lbs. 4,587	1,441	Lbs.	4,683	702 45
	United States	1,130	7,815	245	9,190	2,041	9,190	2,041	306 24
		5,717	7,815	245	13,777	3,482	33,777	6,724	1,008 69

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Guns, Rifles, and Firearms of all kinds	Great Britain..... United States..... Germany.....	Pkgs. 44	Pkgs. 25	Pkgs. 43	Pkgs. 44	\$ 3,004	Pkgs. 44	\$ 3,004	\$ cts. 450 60
		17	.....	.....	85	2,024	85	2,024	303 51
		3	.....	.....	3	17	3	17	2 55
Glass, plate and silvered.....	Great Britain..... United States..... France..... Germany.....	Pkgs. 35	Pkgs. 25	Pkgs. 43	Pkgs. 35	\$ 1,378	Pkgs. 31	870	130 50
		6	.....	.....	18	478	20	732	109 80
		5	.....	.....	7	1,112	7	1,112	166 84
Glass, Window, stained	Great Britain..... United States..... France..... Germany..... Holland.....	Pkgs. 46	Pkgs. 7	Pkgs. 12	Pkgs. 65	\$ 3,620	Pkgs. 63	3,366	504 94
		Pkgs. 3,746	Pkgs. 8	Pkgs. 30	Pkgs. 3,746	5,909	Pkgs. 3,748	6,163	924 45
		657	151	.....	695	1,172	695	1,172	175 80
Glassware.....	Great Britain..... United States..... France..... Germany.....	Pkgs. 1,447	Pkgs. 956	Pkgs. 18,727	Pkgs. 1,447	\$ 20,114	Pkgs. 1,612	20,602	3,089 80
		2,710	89	.....	22,393	122,466	22,526	123,628	18,544 25
		132	705	.....	221	1,950	221	1,950	292 50
		Pkgs. 4,289	Pkgs. 1,750	Pkgs. 18,727	Pkgs. 24,766	\$ 145,663	Pkgs. 25,064	147,313	22,096 30

Hats, Caps, and Bonnets	Pkgs. 344	Pkgs. 1	Pkgs. 345	Pkgs. 40,725	Pkgs. 343	Pkgs. 40,564	Pkgs. 6,084 70
	144	51	4,624	148,299	4,646	149,366	22,405 03
Great Britain							
United States			4,429	189,024	4,989	189,930	28,489 73
Hosiery	Pkgs. 203	Pkgs. 1	Pkgs. 204	Pkgs. 51,484	Pkgs. 205	Pkgs. 51,724	Pkgs. 7,788 50
	6	5	24	1,601	23	1,361	203 99
Great Britain							
United States			13	53,085	228	53,085	7,962 49
Inks of all kinds, except Printing Ink	Pkgs. 75	Pkgs. 4	Pkgs. 75	Pkgs. 1,079	Pkgs. 75	Pkgs. 1,079	Pkgs. 161 77
	22	4	135	676	161	676	101 30
Great Britain							
United States			135	103	3	103	15 45
France							
Cutlery of all kinds	Pkgs. 100	Pkgs. 4	Pkgs. 239	Pkgs. 1,858	Pkgs. 239	Pkgs. 1,858	Pkgs. 278 52
Great Britain							
United States			134	46,949	134	46,949	7,042 05
Japanned and Plinished Tin, and Britannia Metal Ware	Pkgs. 134	Pkgs. 280	Pkgs. 134	Pkgs. 46,949	Pkgs. 498	Pkgs. 46,949	Pkgs. 7,042 05
	23	280	498	6,924	498	6,924	1,039 68
Great Britain							
United States			186	53,873	632	53,873	8,081 73
Spanned and Plinished Tin, and Britannia Metal Ware	Pkgs. 85	Pkgs. 7	Pkgs. 617	Pkgs. 7,892	Pkgs. 617	Pkgs. 7,892	Pkgs. 1,183 31
Great Britain							
United States			525	2,179	55	2,179	326 65
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 56	Pkgs. 8	Pkgs. 55	Pkgs. 2,179	Pkgs. 562	Pkgs. 2,179	Pkgs. 326 65
	352	370	562	5,713	562	5,713	856 66
Great Britain							
United States			1,205	7,892	617	7,892	1,183 31
Spikes, Nails, Tacks, Brads, and Springs	Pkgs. 408	Pkgs. 378	Pkgs. 1,991	Pkgs. 13,264	Pkgs. 1,991	Pkgs. 13,264	Pkgs. 1,889 72
Great Britain							
United States			328	6,811	459	6,811	1,021 65
Spikes, Nails, Tacks, Brads, and Springs	Pkgs. 459	Pkgs. 87	Pkgs. 459	Pkgs. 6,811	Pkgs. 468	Pkgs. 6,811	Pkgs. 1,021 65
	53	87	468	5,971	468	5,971	805 69
Great Britain							
United States			328	12,782	927	12,782	1,917 34

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Stoves, and all other Iron Castings	Great Britain	Pkgs. 427	Pkgs. 1,137	Pkgs. 2,583	Pkgs. 427	\$ 2,151	Pkgs. 427	\$ 2,151	\$ cts. 323 15
	United States	450	.....	.....	4,170	61,272	4,170	61,272	9,192 70
	.....	877	1,137	2,583	4,597	63,423	4,597	63,423	9,515 85
Other Hardware	Great Britain	Pkgs. 9,995	Pkgs. 157	Pkgs. 16,207	Pkgs. 10,152	205,073	Pkgs. 10,152	205,073	30,760 38
	United States	2,288	922	.....	19,417	341,353	19,022	338,383	50,787 55
	France	6	.....	.....	6	147	6	147	21 93
	Germany	12	.....	.....	12	514	12	514	76 90
.....	.....	12,301	1,079	16,207	29,587	547,087	29,192	544,127	81,616 76
Jewellery and Watches	Great Britain	Pkgs. 206	Pkgs. 22	Pkgs. 306	Pkgs. 206	69,483	Pkgs. 215	82,679	12,401 74
	United States	15	.....	.....	343	26,386	343	26,386	3,957 70
	France	6	.....	.....	6	2,335	5	3,390	508 45
	Germany	1	.....	.....	1	3,266	1	3,266	489 90
.....	.....	228	22	306	556	104,470	564	115,721	17,357 79
Lumber—Sawn and Plank, not being Mahogany, Rosewood, Walnut, Chestnut, or Cherry, or not imported from B. N. A. Provinces	United States .....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	14,931	.....	14,931	2,239 46

Leather	Pkgs. 145	Pkgs. 29	Pkgs. 145	48,410	47,838	7,175 10
Great Britain.....	31	262	322	13,001	13,001	1,949 75
United States.....	1		1	356		53 21
France					61,195	9,178 06
	176	30	468			
Leather—Sheep, Calf, Goat, and Chamois Skins—dressed.....	Pkgs. 29	Pkgs. 29	Pkgs. 29	16,294	16,294	2,443 97
Great Britain.....	4	5	9	216	216	32 40
United States.....	2		2	1,336	1,336	200 40
France					17,846	2,676 77
	35	5	40			
Linen	Pkgs. 1,482	Pkgs. 12	Pkgs. 1,482	261,388	263,411	39,511 15
Great Britain.....	13	31	56	3,906	3,906	585 78
United States.....					267,317	40,096 93
	1,495	12	1,538	265,294		
Locomotive Engines and Rail- road Cars.....		Number.	Number.		Number.	
Great Britain.....		2	2	20,000	1,959	293 85
United States.....					20,000	3,000 00
		2	2	20,000	21,959	3,293 85
Maccaroni and Vermicelli.....	Lbs. 217	Lbs. 217	Lbs. 217	30	30	4 50
Great Britain.....	276	276	276	21	21	3 09
France					51	7 59
	493		493			
Maps, Charts, and Atlases.....	Pkgs. 6	Pkgs. 6	Pkgs. 6	693	693	103 95
Great Britain.....	30	101	139	5,150	5,150	772 38
United States.....					5,843	876 33
	36	8	145			
Manufactures of Marble or Imi- tation of Marble, or other than rough Slabs or Blocks.....	Pkgs. 56	Pkgs. 56	Pkgs. 56	353	353	52 75
Great Britain.....	907	4,525	5,447	12,079	12,079	1,811 25
United States.....	2		2	232	232	43 67
Italy						
	965	4,596	5,505	12,794	12,794	1,907 67

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Manufactures of Caoutchouc, India Rubber or Gutta Percha	Great Britain.....	Pkgs. 73	Pkgs.	Pkgs.	Pkgs. 73	\$ 14,282	Pkgs. 73	\$ 14,282	\$ cts. 2,142 40
	United States.....	41	32	497	570	16,989	570	16,989	2,548 47
	France.....	1			1	172	1	172	25 80
		115	32	497	644	31,443	644	31,443	4,716 67
Manufactures of Fur.....	Great Britain.....	Pkgs. 16	Pkgs.	Pkgs.	Pkgs. 16	\$ 7,909	Pkgs. 16	7,909	1,186 35
	United States.....	36	105	259	400	23,627	400	23,627	3,543 97
		52	105	259	416	31,536	416	31,536	4,730 32
Manufactures of Hair, or Mohair.....	Great Britain.....	Pkgs. 21	Pkgs.	Pkgs.	Pkgs. 21	10,077	Pkgs. 21	10,077	1,511 25
	United States.....	13	4	78	95	2,153	95	2,153	322 88
		34	4	78	116	12,230	116	12,230	1,834 13
Manufactures of Papier Maché.....	Great Britain.....	Pkgs. 7	Pkgs.	Pkgs.	Pkgs. 7	388	Pkgs. 7	388	58 20
	United States.....	1			1	10	1	10	1 55
		8			8	398	8	398	59 75

Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone or Willow, not elsewhere speci- fied	Pkgs.	135	Pkgs.	135	Pkgs.	135	Pkgs.	135	Pkgs.	135	Pkgs.	135	1,944 20
	Great Britain	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,832 85
	United States	12	42	2	583	14	602	602	602	602	602	602	90 30
Manufactures of Bone Shell, Horn, Pearl, and Ivory	Pkgs.	153	Pkgs.	780	Pkgs.	779	Pkgs.	779	Pkgs.	779	Pkgs.	779	3,967 35
	Great Britain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manufactures of Gold, Silver, or Electro Plate, &c.	Pkgs.	80	Pkgs.	80	Pkgs.	80	Pkgs.	80	Pkgs.	80	Pkgs.	80	852 00
	Great Britain	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	270 23
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,122 23
Manufactures of Brass or Copper	Pkgs.	164	Pkgs.	164	Pkgs.	164	Pkgs.	164	Pkgs.	164	Pkgs.	164	5,297 68
	Great Britain	71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,630 55
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,928 23
Manufactures of Leather, or imitation of Leather	Pkgs.	46	Pkgs.	46	Pkgs.	46	Pkgs.	46	Pkgs.	46	Pkgs.	46	1,024 05
	Great Britain	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,363 17
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54 75
Boots and Shoes	Pkgs.	119	Pkgs.	369	Pkgs.	369	Pkgs.	369	Pkgs.	369	Pkgs.	369	2,441 97
	Great Britain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boots and Shoes	Pkgs.	206	Pkgs.	206	Pkgs.	206	Pkgs.	206	Pkgs.	206	Pkgs.	206	4,298 20
	Great Britain	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,622 16
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boots and Shoes	Pkgs.	261	Pkgs.	1,034	Pkgs.	1,034	Pkgs.	1,034	Pkgs.	1,034	Pkgs.	1,034	7,920 36
	Great Britain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.
	Harness and Saddlery.....	5 43	111	91	5 245	853 4,840	5 245	853 4,840	127 95 725 81
Manufactures of Wood, not elsewhere specified.....									
	Great Britain.....	48	111	91	250	5,693	250	5,693	853 76
Great Britain.....									
	United States.....					702		702	105 30
Mowing, Reaping, and Threshing Machines.....									
	Great Britain.....	1	14	16	1	29	1	29	4 35
United States.....	40	14	16	70	5,744	70	5,744	861 79	
Musical Instruments.....									
	Great Britain.....	41	14	16	71	5,773	71	5,773	866 14
United States.....									
Great Britain.....	48	57	701	48	5,022	72	11,108	1,666 20	
United States.....	81	339	701	839	102,304	823	99,236	14,885 80	
France.....	11			11	2,412	11	2,412	361 80	
Germany.....	28	3		31	3,702	37	4,662	639 31	
Prussia.....		3		3	305	3	305	45 75	
		168	63	701	932	946	117,723	17,658 86	

Mustard	Great Britain United States	Lbs. 71,036 3	Lbs. 20	Lbs. 371	Lbs. 71,036 394	10,086 30	Lbs. 80,943 394	11,419 30	1,713 31 4 80
Machinery, not elsewhere speci- fied	Great Britain United States	Pkgs. 149 446	Pkgs. 241	Pkgs. 3,069	Pkgs. 149 3,756	7,897 146,515	Pkgs. 149 3,772	7,897 147,243	1,184 55 22,086 53
Oil Cloths	Great Britain United States	Pkgs. 329 72	Pkgs. 44	Pkgs. 291	Pkgs. 329 407	20,860 12,006	Pkgs. 329 407	20,860 12,006	3,128 47 1,800 40
Oils, rectified or prepared	Great Britain United States France Italy	Galls. 10,750 3,554 2,559 243	Galls. 614 2,506	Galls. 4,337	Galls. 10,750 8,505 5,065 245	7,915 8,268 4,877 242	Galls. 13,549 13,410 13,248 245	9,047 9,059 12,833 242	1,357 05 1,359 02 1,924 85 36 30
Oils of all kinds, Crude, except Whale Oil and others, else- where specified	United States	Lbs. 17,108	Lbs. 3,120	Lbs. 4,337	Lbs. 24,565	21,302	Lbs. 40,452	Lbs. 31,181	4,677 32
Opium	United States	Pkgs. 1	Pkgs. 1	Pkgs. 5	Pkgs. 7	88	Pkgs. 7	88	13 20
Packages	Great Britain United States France Germany Spain Holland Portugal Prussia British West Indies Spanish West Indies British North Ameri- can Provinces	Lbs. 11,832 18,024 13,050 3,011 804 596 116 3 43 71	Lbs. 11,832 18,024 13,050 3,011 804 596 116 3 43 71	Lbs. 11,166 17,549 9,342 1,217 987 485 205 3 54 63	Lbs. 11,166 17,549 9,342 1,217 987 485 205 3 54 63	Lbs. 1,674 85 2,632 20 1,401 27 1,182 55 148 05 72 75 30 75 45 8 10 9 45	Lbs. 1,674 85 2,632 20 1,401 27 1,182 55 148 05 72 75 30 75 45 8 10 9 45	Lbs. 6,161 02	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Paints and Colors.....		Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.
	Great Britain.....	1,060	.....	.....	1,060	18,523	1,159	20,043	3,006 25
	United States.....	363	118	1,660	2,141	18,442	2,147	19,176	2,876 14
		1,423	118	1,660	3,201	36,965	3,306	39,219	5,882 39
Paper.....		Pkgs.	Pkgs.	Pkgs.	Pkgs.		Pkgs.		
	Great Britain.....	932	.....	.....	932	18,678	1,129	20,233	3,035 05
	United States.....	61	226	502	789	7,918	789	7,187	1,187 85
	France.....	29	.....	.....	29	1,336	29	1,336	200 40
		1,022	226	502	1,750	27,932	1,947	29,487	4,423 30
Paper Hangings.....		Pkgs.	Pkgs.	Pkgs.	Pkgs.		Pkgs.		
	Great Britain.....	621	.....	.....	621	24,953	629	25,685	3,852 58
	United States.....	79	100	280	459	14,117	459	14,117	2,117 34
	France.....	1	.....	.....	1	53	1	53	7 95
		701	100	280	1,081	39,123	1,089	39,855	5,977 87
Parasols and Umbrellas.....		Pkgs.		Pkgs.	Pkgs.		Pkgs.		
	Great Britain.....	62	.....	.....	62	15,125	62	15,125	2,268 87
	United States.....	1	.....	1	2	7	2	7	1 05
	France.....	1	.....	.....	1	383	1	383	57 45
		64	.....	1	65	15,515	65	15,515	2,327 37

	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
Plaster of Paris and Hydraulic Cement, ground or calcined	Great Britain.....	15	514	2,432	6,753	28	15	28	4	20	28	15	4
	United States.....	3,807	514	2,432	6,753	8,307	6,753	8,307	1,245	88	8,307	6,753	1,245
Pickles and Sauces	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
	United States.....	1,368	31	106	1,368	9,102	1,875	9,865	1,479	75	9,865	1,875	1,479
	France.....	3	31	106	140	457	140	457	68	47	457	140	68
Portable Hand Printing Presses	Great Britain.....	104			104	119	104	119	17	85	119	104	17
	United States.....	1,475	31	106	1,612	9,678	2,119	10,441	1,566	07	10,441	2,119	1,566
	France.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
Preserved Meats, Poultry, Fish, and Vegetables	Great Britain.....	1			1	38	1	38	5	70	38	1	5
	United States.....	4		22	26	609	26	609	91	36	609	26	91
	France.....	5		22	27	647	27	647	97	06	647	27	97
Printed, Lithographed, or Copied Plate Bills, and Advertising Pamphlets	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
	United States.....	835	359	5,152	835	8,074	938	9,570	1,435	50	9,570	938	1,435
	France.....	2,413	359	5,152	7,924	37,325	8,389	38,987	5,847	99	38,987	8,389	5,847
Sails, ready made	Great Britain.....	27			27	255	27	255	38	57	255	27	38
	United States.....	3,275	359	5,152	8,786	45,654	9,354	48,812	7,322	06	48,812	9,354	7,322
	France.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
Silks, Satins, and Velvets	Great Britain.....	18			18	805	18	805	120	75	805	18	120
	United States.....	92	42	972	1,106	15,121	1,106	15,121	2,268	61	15,121	1,106	2,268
	France.....	110	42	972	1,124	15,926	1,124	15,926	2,389	36	15,926	1,124	2,389
United States.....	Germany.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
	Great Britain.....	15	6	7	28	979	28	979	146	86	979	28	146
	United States.....	844	17	49	910	456,851	922	466,656	69,997	23	466,656	922	69,997
Great Britain.....	Germany.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.								
	United States.....	815	5	49	815	431,344	827	441,149	66,172	05	441,149	827	66,172
	France.....	13	5	49	67	4,340	67	4,340	650	80	4,340	67	650
United States.....	Germany.....	13	12	25	25	19,649	25	19,649	2,949	98	19,649	25	2,949
	Great Britain.....	3			3	1,518	3	1,518	227	40	1,518	3	227
	United States.....	844	17	49	910	456,851	922	466,656	69,997	23	466,656	922	69,997

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.	\$	\$ cts.	
	Spices, including Ginger, Pimento, and Pepper, unground	43,483 25,693	724	68,389	43,483 94,806	3,838 8,038	60,015 71,496	5,491 6,119	823 72 917 89	
	United States	69,176	724	68,389	138,289	11,876	131,511	11,610	1,741 61	
	United States	Galls. 13,408	Galls. 197	Galls. 8,098	Galls. 21,703	7,914	Galls. 21,703	7,914	1,186 89	
	United States	Pkgs. 2,444	Pkgs. 96	Pkgs. 689	Pkgs. 2,444	118,300	Pkgs. 2,515	121,077	18,161 45	
	Great Britain	2,444	96	689	2,444	12,325	877	12,325	1,848 55	
	United States	7			7	888	7	888	133 15	
	France	3			3	363	3	363	54 35	
	Germany	2,546	96	689	3,331	131,876	3,402	134,653	20,197 50	
	United States	No. 3	No. 1	No. 2	No. 6	7,304	No. 6	7,304	1,085 66	
Steam Engines, other than Locomotive	United States									
	Great Britain	Pkgs. 1,411	Pkgs. 256	Pkgs. 2,476	Pkgs. 1,411	316,561	Pkgs. 1,402	316,966	47,544 98	
	United States	212	256	2,476	2,943	68,949	2,940	68,994	8,804 02	
	France	10	1		10	1,881	10	1,881	282 10	
	Germany	9	1		10	1,179	10	1,179	176 82	
	United States	1,642	256	2,476	4,374	378,570	4,362	378,720	56,807 92	

Tobacco Pipes	Great Britain..... United States..... Germany.....	Pkgs. 7 2 3	Pkgs. 1 1	Pkgs. 14	Pkgs. 7 17 4	411 860 686	411 860 686	61 65 128 95 102 85
		12	2	14	28	1,987	1,987	293 45
Toys	Great Britain..... United States..... Germany.....	Pkgs. 42 54 48	Pkgs. 62 55	Pkgs. 114	Pkgs. 42 230 103	1,358 2,708 3,760	1,358 2,708 3,760	203 80 406 27 564 09
		144	117	114	375	7,826	7,826	1,174 16
Varnish—other than Black or Bright	Great Britain..... United States.....	Pkgs. 11 160	Pkgs. 28	Pkgs. 188	Pkgs. 11 376	624 7,499	990 7,499	148 50 1,125 03
		171	28	188	387	8,123	8,489	1,273 53
Woolens	Great Britain..... United States..... France..... Germany.....	Pkgs. 6,675 216 4 9	Pkgs. 196 1	Pkgs. 774	Pkgs. 6,675 1,186 5 9	1,964,201 62,535 1,976 3,005	1,983,412 56,672 1,976 3,005	297,512 50 8,501 30 296 50 451 14
		6,904	197	774	7,875	2,031,717	2,045,065	306,761 44
Unenumerated Articles	Great Britain..... United States..... France..... Spain..... British West Indies..... Spanish West Indies.....					37,773 167,494 2,430 13 45 135	43,113 165,549 2,388 13 7 05 135	6,467 92 24,533 25 358 80 2 00 20 65
						207,850	211,243	31,689 67
GOODS PAYING 10 PER CENT. AD VALOREM.								
Sole and Upper Leather	Great Britain..... United States..... France..... Germany.....	Pkgs. 160 6 1 2	Pkgs. 19		Pkgs. 160 25 1 2	34,312 137 542 1,103	34,312 137 542 1,103	3,431 20 15 70 54 20 110 31
		169	19		188	36,114	36,114	3,611 41

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 10 PER CENT. AD VALOREM.—Continued.												
Fruits of all kinds, green	Great Britain. United States. Italy	Pkgs. 29 1,209	Pkgs. 435 634	Pkgs. 3,380	Pkgs. 29 5,024 634	\$ 44 18,161 988	Pkgs. 29 5,024 634	\$ 44 18,161 988	\$ 4 46 1,816 25 98 85			
Hay, Straw, and Bran	United States.	Pkgs. 15					Pkgs. 16					0 93
Seeds—other than Cereals	Great Britain. United States. France	Pkgs. 43 15	Pkgs. 48 26	Pkgs. 175	Pkgs. 43 238 26	\$ 847 1,761 68	Pkgs. 32 238 26	\$ 746 1,761 68	\$ 74 55 176 02 6 72			
Vegetables	United States.											257 29
Trees, Plants, and Shrubs	Great Britain. United States. Germany	Pkgs. 9 277 3	Pkgs. 236	Pkgs. 563	Pkgs. 9 1,076 3	\$ 206 23,194 32	Pkgs. 9 1,076 3	\$ 206 23,194 32	\$ 20 60 2,319 40 3 28			
												2,343 28

GOODS PAYING 5 PER CENT. AD VALOREM.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Printed Books, Periodicals, and Famphlets.....	Great Britain.....	2,037	428	4,648	2,037	202,690	2,037	202,690	10,134	70		
	United States.....	488			5,564	148,159	5,564	148,159	7,408	35		
	France.....	1			1	99	1	99	5	10		
	Germany.....	1	2		3	223	3	223	11	20		
Iron.....	2,527	430	4,648	7,605	351,171	351,171	7,605	351,171	17,559	35		
Great Britain.....					388,520	388,520		387,458	19,373	57		
United States.....					62,583	62,583		62,583	3,129	55		
Type.....					451,103	451,103		450,041	22,503	12		
FREE GOODS.												
ARTS AND SCIENCES.	Great Britain.....	584	4		584	21,303	616	21,823	1,091	08		
	United States.....	25		184	213	8,327	213	8,327	416	35		
Anatomical Preparations.....	609	4	184	797	29,630	29,630	829	30,150	1,507	43		
United States.....												
Busts, Casts, and Statues.....												
United States.....												
Drawings (not in oil).....												
United States.....												
Gems and Medals.....	Great Britain.....	8			8	973	8	973				
	United States.....	1		15	16	423	16	423				
United States.....	9		15	24	1,396	1,396	24	1,396				
Paintings in Oil.....	Great Britain.....	1				100		100				
	United States.....	1	2	7	10	351	10	351				
United States.....	2	z	7	11	451	451	11	451				

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—ARTS AND SCIENCES. <i>Continued.</i>									
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.....	Great Britain..... United States.....	Pkgs. 11 6	Pkgs. 1 1	Pkgs. 125 125	Pkgs. 6 137	\$ 104 3,118	Pkgs. 6 137	\$ 104 3,118	..........
DRUGS, DYE STUFFS, OILS, AND COLORS, NOT ELSEWHERE SPECIFIED.									
Acids, Alum, Antimony, and Argol.....	Great Britain..... United States..... France.....	Pkgs. 531 76 1	Pkgs. 8	Pkgs. 69	Pkgs. 531 153 1	6,658 1,293 144	Pkgs. 531 153 1	6,658 1,293 144	...............
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing.....	Great Britain..... United States.....	608	8	69	685	8,095	685	8,095	..........
Bleaching Powders and Borax ..	Great Britain..... United States.....	Lbs. 8,875		Lbs. 1,576	Lbs. 8,875 1,576	15,799 46,312		15,799 46,312	..........
Colors and other Articles imported by Room Paper-Makers and Stainers.....	Great Britain..... United States.....	8,875		1,576	10,451	1,658	Lbs. 8,875 1,576	1,522 136	..........
	Great Britain..... United States.....	Pkgs. 63		Pkgs. 31	Pkgs. 63 31	3,339 1,199	Pkgs. 63 31	3,339 1,199	..........
		63		31	94	4,538	94	4,538	.....

Cream of Tartar in Crystals	Great Britain	Lbs.	4,495			Lbs.	4,495			Lbs.	968
	United States			14,633			14,633				439
			4,495			14,633				19,128	1,397
Indigo	Great Britain	Lbs.	2,719			Lbs.	2,719			Lbs.	2,082
	United States		604	1,417			2,021				1,597
			3,323	1,417		4,740				4,740	3,679
Lead—red and white, dry	Great Britain	Cwt.	1,139			Cwt.	1,139			Cwt.	15,293
	United States		14				14				279
			1,153			1,153				1,153	15,572
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, &c.	Great Britain	Cwt.	3,195			Cwt.	3,195			Cwt.	10,503
	United States		31	694			747				2,707
			3,226	694		3,942				13,210	13,441
Ochres and Metallic Oxides, dry, ground or unground, &c.	Great Britain	Cwt.	33			Cwt.	33			Cwt.	409
	United States		1	9			10				115
	France		130			130				646	646
			164	9		173				1,170	1,170
Oils—Cocoonut, Palm, and Pine, in their natural state	Great Britain	Galls.	251			Galls.	251			Galls.	90
	United States		253	394			13,198				3,597
			504	394		13,449				13,449	3,687
Phosphorus, Brimstone, and Sul- phur, in roll or flour	Great Britain	Lbs.	225,199			Lbs.	225,199			Lbs.	6,921
	United States		359	232,000			232,825				5,115
	France		23,804			23,804				1,266	1,266
			249,362	466		481,828				13,302	13,302

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.												
Roots—Medicinal, in their natural state	Great Britain	Pkgs. 53	.....	Pkgs.	Pkgs. 53	\$ 1,629	Pkgs. 53	\$ 1,629	.....		
	United States	6	.....	40	46	1,052	46	1,052	.....		
	France	12	.....	.....	12	135	12	135	.....		
		71	.....	40	111	2,816	111	2,816	.....		
Vitriol, blue	Great Britain	Cwt. 149	.....	.....	Cwt. 149	742	Cwt. 149	742	.....		
Whiting or Whitening	Great Britain	Cwt. 579	.....	.....	Cwt. 579	364	Cwt. 579	364	.....		
	United States	1	.....	.....	1	3	1	3	.....		
		580	.....	.....	580	367	580	367	.....		
Zinc—white, dry	Great Britain	Cwt. 5	.....	Cwt.	Cwt. 5	75	Cwt. 5	75	.....		
	United States	26	.....	5	31	316	31	316	.....		
		31	.....	5	36	391	36	391	.....		
MANUFACTURES AND PRODUCTS OF MANUFACTURES.												
Biscuit and Bread from Great Britain and B. N. A. Provinces	Great Britain	Pkgs. ....	.....	Pkgs.	Pkgs.	2	Pkgs.	2	.....		
	B. N. A. Provinces .....	.....	.....	.....	.....	119	.....	119	.....		
		.....	.....	.....	.....	121	.....	121	.....		

	Pkgs. 2	Pkgs. 3	Pkgs. 54	Pkgs. 59	6,953	Pkgs. 59	6,953
Bolting Cloth.....							
Bookbinder's Tools and Imple- ments.....	Pkgs. 145 2	Pkgs. 115	Pkgs. 115	Pkgs. 145 117	3,636 2,021	Pkgs. 145 117	3,636 2,021
	147		115	262	5,657	262	5,657
Burrstones ..	Cwt. 2 228	Cwt. 200	Cwt. 267	Cwt. 2,695	4,576	Cwt. 2,695	4,576
Cotton Wool	Lbs. 338,409	Lbs. 24,978	Lbs. 1,011,461	Lbs. 1,374,848	268,411	Lbs. 1,374,848	268,411
Cotton Candle Wick					4,646		4,646
Cotton and Flax Waste	Lbs. 16,306	Lbs. 19,609	Lbs. 53,204	Lbs. 89,119	11,223	Lbs. 89,119	11,223
Cement-Marine or Hydraulic, unground.....	Brls. 19		Brls. 614	Brls. 633	1,242	Brls. 633	1,242
Church Bells and Communion Plate.....	Pkgs. 1 6 1	Pkgs. 5	Pkgs. 23	Pkgs. 1 34 1	116 5,169 105	Pkgs. 1 34 1	116 5,169 105
	8	5	23	36	5,390	36	5,390
Clothing—donations of—For Charitable purposes.....	Pkgs. 1		Pkgs. 3	Pkgs. 1 3	20 30	Pkgs. 1 3	20 30
	1		3	4	50	4	50
Cocoa Paste	Pkgs. 1 1			Pkgs. 1 1	33 53	Pkgs. 1 1	33 53
	2			2	86	2	86

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Drain Tiles.....	United States.....	.....	Hundred. 4	.....	Hundred. 4	\$ 49	Hundred. 4	\$ cts. 99	.....
Duck for Belting and Hose.....	United States.....	Pkgs. 24	.....	Pkgs. 12	Pkgs. 36	3,318	Pkgs. 36	3,318	.....
Emery, Glass, and Sand Paper, and Cloth.....	Great Britain..... United States.....	Pkgs. 9 17	.....	Pkgs. 246	Pkgs. 9 263	112 2,113	Pkgs. 9 263	112 2,113	.....
Farming Implements and Utensils imported by Agricultural Societies.....	Great Britain..... United States.....	Pkgs. 1 1	.....	.....	Pkgs. 1 1	39 304	Pkgs. 1 1	39 304	.....
Fire Brick.....	Great Britain..... United States.....	.....	Mille. 15	Mille. 89	Mille. 8 280	254 9,677	Mille. 8 280	254 9,677	.....
Fire Engines—Steam, imported by Municipal Corporations ...	United States.....	.....	15	89	288	9,931	288	9,931	.....
		No. 1	No. 1	No. 1	No. 1	695	No. 1	695	.....

Fishing Hooks, Nets and Seines, Lines and Twines.....	Great Britain. United States.....	Pkgs. 98 134	Pkgs. 228	Pkgs. 233	Pkgs. 98 595	15,718 19,811	Pkgs. 98 595	15,718 19,811
Goldbeaters' Brim Moulds and Skins.—Gold, Silver, and Platers' Leaf.....	Great Britain. United States.....	Pkgs. 2 11		Pkgs. 59	Pkgs. 2 70	2,056 3,585	Pkgs. 2 70	2,056 3,585
Junk and Oakum.....	Great Britain. United States.....	Cwt. 3 210	Cwt. 98	Cwt. 788	Cwt. 3 1,096	5,641 6,204	Cwt. 3 1,096	5,641 6,204
Hoop Skirt, Manufacture—Ar- ticles for.....	Great Britain. United States.....	Pkgs. 2	98	Pkgs. 176	Pkgs. 2 176	358 13,801	Pkgs. 2 176	358 13,801
Lithographic Stones.....	United States.....	2		176	178	14,159	178	14,159
Lumber—Plank and Sawed, of Mahogany, Rosewood, Wal- nut, Cherry, Chestnut, and Pitch Pine.....	United States.....	M. Feet. 120	M. Feet. 349	M. Feet. 12	M. Feet. 481	10,515	M. Feet. 481	10,515
Material for Hats, Boots, and Shoes.....	Great Britain. United States..... France.....	Pkgs. 9 1	Pkgs. 1	Pkgs. 7	Pkgs. 9 8 1	3,294 491 656	Pkgs. 9 8 1	3,294 491 656
Machine Linen Thread and Silk Twist.....	Great Britain. United States.....	Pkgs. 91 9	Pkgs. 1	Pkgs. 28	Pkgs. 91 38	35,857 2,123	Pkgs. 91 38	35,857 2,123
		100	1	28	129	37,980	129	37,980

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>												
Machinery—when used in the original construction of Mills or Factories	Great Britain United States	Pkgs. 711 309	Pkgs. 225	Pkgs. 801	Pkgs. 711 1,335	\$ 32,649 72,098	Pkgs. 711 1,335	\$ 32,649 72,098				
Oi Cake	United States	1,020	225	801	2,046	104,747	2,046	104,747				
Printers' Implements, viz.:— Presses, Electrotype, and Ste- reotype Blocks and Ink	Great Britain United States	Pkgs. 91 157	Pkgs. 4	Pkgs. 598	Pkgs. 91 759	\$ 4,256 50,043	Pkgs. 91 759	\$ 4,256 50,043				
Philosophical Instruments and Apparatus for Colleges and Schools	Great Britain United States	248	4	598	850	54,299	850	54,299				
Rags	United States	Pkgs. 4		Pkgs. 3	Pkgs. 4 3 7	\$ 345 81 426	Pkgs. 4 3 7	\$ 345 81 426				
	United States	Pkgs. 1		Pkgs. 8	Pkgs. 9	\$ 83	Pkgs. 9	\$ 83				

Straw Plait, Tuscan, and Grass, fancy.....	Pkgs. 74 6	Pkgs. 67	Pkgs. 74 73	9,756 11,054	Pkgs. 74 73	9,756 11,054
	80	67	147	20,810	147	20,810
	Pkgs. 2 33	Pkgs. 2 66	Pkgs. 2 101	49 11,184	Pkgs. 2 101	49 11,184
Veneering of Wood or Ivory.....	35	66	103	11,233	103	11,233
	Cwt. 5 3	Cwt. 56	Cwt. 5 59	234 1,102	Cwt. 5 59	234 1,102
Wire Cloth of Brass or Copper..	8	56	64	1,336	64	1,336
	Cwt. 192 5	Cwt. 17	Cwt. 192 175	2,198 1,681	Cwt. 192 175	2,198 1,681
SHIPS' MATERIALS.	197	17	367	3,879	367	3,879
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	No. 8	No. 2	No. 10	92	No. 10	92
Binnacle and Signal Lamps, Dead Eyes and Dead Lights..	Pkgs. 40 86	Pkgs. 75	Pkgs. 40 176	2,206 3,175	Pkgs. 40 176	2,206 3,175
Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and travelling Trucks.....	126	75	216	5,381	216	5,381
	Pkgs. 65	Pkgs. 15	Pkgs. 65 15	4,319 407	Pkgs. 65 15	4,319 407
Bunting and Wire Rigging.....	65	15	80	4,726	80	4,726
	Pkgs. 4	Pkgs. 3	Pkgs. 7	51	Pkgs. 7	51
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails..	United States	United States	United States	United States	United States	United States

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>												
Cables, Hemp and Grass, Cordage and Sail Cloth, when used for ships only	Great Britain..... United States.....	Pkgs. 87 117	Pkgs. 29	Pkgs. 439	Pkgs. 87 585	\$ 5,871 25,232	Pkgs. 87 585	\$ 5,871 25,232				
Varnish, bright and black, when used for ships only	United States.....	Galls. 5	Galls. 4		Galls. 9	31,103	Galls. 9	31,103				
METALS.												
Brass, Bar, Rod, Sheet and Scrap	Great Britain..... United States.....	Cwt. 27 1		Cwt. 50	Cwt. 27 51	1,032 1,774	Cwt. 27 51	1,032 1,774				
Cranks and Shafts for Steam-boats and Mills, rough.....	United States.....	Cwt. 7		Cwt. 55	Cwt. 62	2,806	Cwt. 62	2,806				
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing.....	Great Britain..... United States.....	Cwt. 811 41	Cwt. 7 25	Cwt. 368	Cwt. 818 434	17,247 10,383	Cwt. 818 434	17,247 10,383				
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain..... United States.....	Cwt. 26,700 1	Cwt. 30	Cwt. 14,230	Cwt. 26,700 14,261	47,467 54,611	Cwt. 26,700 14,261	47,467 54,611				
		26,701	30	14,230	40,961	102,078	40,961	102,078				

Locomotive Engine Frames, Axles, Cranks, Hoop Iron, or Steel for Tyres, Bent and Welded Crank Axles, Fission Rods, Guide and Slide Bars, Crank Pins, &c.	Great Britain	15,595							15,595
	United States	20,920							20,920
		36,515							36,515
Lead (in Sheet or Pig) and Litharge	Great Britain	Cwt. 3,307	Cwt. 747						15,675
	United States	5	747						3,332
		8,307	5						19,007
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	Great Britain	Cwt. 363	Cwt. 2,519						6,192
	United States	19,630	189						66,145
		19,993	189						72,337
Spelter and Zinc (in Sheets and Pigs)	Great Britain	Cwt. 4,161	Cwt. 1						23,851
	United States	2	1						17
		4,161	2						23,868
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form but not moulded	Great Britain	Cwt. 6,208	Cwt. 867						30,032
	United States	9	415						23,156
		6,217	415						53,188
Tin, in Bar, Blocks, Pig, or Granulated	Great Britain	Cwt. 507	Cwt. 45						9,378
	United States	1	45						1,382
		507	1						10,760
Tubes and Piping of Brass, Copper, or Iron (Drawn)	Great Britain	Cwt. 2,924	Cwt. 294						14,309
	United States	17	53						4,932
		2,941	53						19,241

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.		
FREE GOODS— METALS .—Continued.											
Type Metal, in Blocks or Pigs ..	United States	Cwt. 2		Cwt. 1	Cwt. 3	\$ 131	Cwt. 3	\$ 131			
Wire, of Brass or Copper, Round or Flat	Great Britain	Cwt. 434			Cwt. 434	2,910	Cwt. 434	2,910			
	United States	4	124		128	2,855	128	2,855			
		438	124		562	5,765	562	5,765			
NATURAL PRODUCTS.											
Bristles	Great Britain	Pkgs. 28		Pkgs. 26	Pkgs. 28	9,124	Pkgs. 28	9,124			
	United States	1			27	5,255	27	5,255			
	France	1			1	290	1	290			
	Germany	1			1	303	1	303			
		31		26	57	14,972	57	14,972			
Broom Corn	United States	Pkgs. 281		Pkgs. 2,727	Pkgs. 2,994	84,363	Pkgs. 2,994	84,363			
Caoutchouc, or India Rubber and Gutta Percha, unmanufactured	Great Britain	Pkgs. 1			Pkgs. 1	45	Pkgs. 1	45			
	United States	1		9	10	683	10	683			
		2		9	11	728	11	728			
Coal and Coke	United States	Tons. 60,314	Tons. 11,142	Tons. 43,283	Tons. 114,739	499,660	Tons. 114,739	499,660			

Diamonds and Precious Stones.....	Great Britain.....	Pkgs. 1				Pkgs. 1	103	1	103	1	45
	United States.....						45				
Earths, Clays, and Sand		1				2	148		148		
	Tons.		Tons.		Tons.			Tons.			
	206 688	323	700	206 1,711	359 9,563	206 1,711	359 9,563	206 1,711	359 9,563	206 1,711	359 9,563
Eggs.....	Great Britain.....	894	700	1,917	9,922	1,917	9,922		9,922		
	United States.....										
Emery.....		Doz. 60	Doz.	Doz.	Doz.	Doz.	94	Doz.	94	60	94
	Great Britain.....	3	391	604	174	604	174	604	174	604	174
	United States.....	63	391	664	268	664	268	664	268	664	268
Emery.....	Great Britain.....	20					423		423		423
	United States.....						685		685		685
		Pkgs. 20	Pkgs.	Pkgs.	Pkgs.	Pkgs.	107	Pkgs.	107	Pkgs.	107
Fibrella, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes.....		20	87	107	1,108	1,108	1,108		1,108		1,108
	Great Britain.....	Cwt. 89	Cwt.	Cwt.	Cwt.	Cwt.	1,709	Cwt.	1,709	Cwt.	89
	United States.....	5	229	234	5,132	234	5,132	234	5,132	234	5,132
Fire Clay.....	Great Britain.....	94	229	323	6,931	323	6,931		6,931		6,931
	United States.....										
		Cwt. 17	Cwt.	Cwt.	Cwt.	Cwt.	86	Cwt.	86	Cwt.	17
Fire Wood.....	Great Britain.....	17	109	138	538	138	538		538		538
	United States.....										
		Cords. 1,781	Cords.	Cords.	Cords.	Cords.	8,704	Cords.	8,704	Cords.	8,704
Flax, fresh.....	United States.....	Pkgs. 47	Pkgs.	Pkgs.	Pkgs.	Pkgs.	560	Pkgs.	560	Pkgs.	1,023
							416		416		9,489

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>												
Flour of Wheat and Rye	United States	Brls. 2,969	Brls. 2,460	Brls. 2,910	Brls. 8,339	\$ 41,087	Brls. 8,339	\$ 41,087				
Flax, Hemp and Tow, undressed	Great Britain	Cwt. 990	Cwt. 990	Cwt. 990	Cwt. 990	3,139	Cwt. 990	3,139				
	United States	227	31	1,206	1,464	25,223	1,464	25,223				
		1,217	31	1,206	2,454	28,362	2,454	28,362				
Furs, Skins, and Tails, undressed	Great Britain	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	51	Pkgs. 1	51				
	United States	12	39	13	64	5,098	64	5,098				
		13	39	13	65	5,149	65	5,149				
Grain of all kinds, except Indian Corn and Wheat	United States	Bush. 99,557	Bush. 104,216	Bush. 990	Bush. 204,763	199,100	Bush. 204,763	199,100				
Gravels	Great Britain	Tons. 6	Tons. 7	Tons. 7	Tons. 7	38	Tons. 6	38				
	United States	6	7	7	13	76	13	76				
Grease and Grease Scrap	United States	Lbs. 26,493	Lbs. 7,075	Lbs. 5,254	Lbs. 38,822	2,762	Lbs. 38,822	2,762				
Gypsum and Plaster of Paris, not ground nor calcined	United States	Tons. 1,833	Tons. 14	Tons. 14	Tons. 1,847	5,148	Tons. 1,847	5,148				

Hair	Great Britain.....	Lbs.	1,651	Lbs.	496	Lbs.	1,651	Lbs.	496
	United States.....		440		1,617		5,410		1,617
Hay	United States.....	Tons.	50	Tons.	4	Tons.	54	Tons.	54
			2,091		4,900		7,061		2,113
Hides, Horns and Pelts	Great Britain.....	Cwt.	4	Cwt.	4	Cwt.	4	Cwt.	4
	United States.....		2,227		6,879		10,710		306,493
Hops.....	Great Britain.....	Lbs.	3,903	Lbs.	3,903	Lbs.	3,903	Lbs.	1,330
	United States.....		3,725		22,674		32,540		4,376
Indian Corn	United States.....	Bush.	320,661	Bush.	35,912	Bush.	615,842	Bush.	615,842
			7,628		22,674		36,443		5,706
Indian Meal	United States.....	Brls.	3,336	Brls.	778	Brls.	5,436	Brls.	5,436
			1,342		13,980		13,980		13,980
Manilla Grass and Sea Grass	United States.....	Cwt.	5	Cwt.	897	Cwt.	904	Cwt.	904
			4,113		4,113		4,113		4,113
Manures	Great Britain.....				73				73
	United States.....				16,800				16,800
Marble, unwrought	Great Britain.....	Pkgs.	54	Pkgs.	54	Pkgs.	54	Pkgs.	54
	United States.....		3,796		3,556		7,450		27,857
	Italy.....		93		93		93		363
			3,943		3,556		7,597		29,003

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i> Moss, for Upholstery purposes.	United States					\$ 1,286		\$ 1,286	
Ores of Metals, of all kinds	Great Britain	Tons. 6	Tons. 6	Tons. 6	Tons. 6	88	Tons. 6	88	
	United States		15	19	34	141	34	141	
Osters or Willows	Great Britain		15	19	40	229	40	229	
	United States	Pkgs. 50				50	Pkgs. 50	50	
Pipe Clay	Great Britain	12		95	107	201	107	201	
	United States	62		95	157	251	157	251	
Ratan, for Chair Makers	Great Britain	Cwt. 2				15	Cwt. 2	15	
	United States	Pkgs. 12	Pkgs. 1	Pkgs. 118	131	5,706	131	5,706	
Rosin	Great Britain	Brls. 1	Brls. 1	Brls. 1	Brls. 1	1	Brls. 1	1	
	United States	3,236	204	1,335	4,775	18,526	4,775	18,526	
		3,237	204	1,335	4,776	18,527	4,776	18,527	

Salt	Great Britain United States	Bush. 918 215,647	Bush. 33,762	Bush. 949	Bus 918 250,358	Bush. 918 250,358	679 66,824	679 66,824
		216,565	33,762	949	251,276	251,276	67,503	67,503
Seeds, for Agricultural, Horti- cultural, or Manufacturing Purposes	Great Britain United States Germany	Pkgs. 4,904 221 1	Pkgs. 90	Pkgs. 2,099	Pkgs. 4,904 2,410 1	Pkgs. 4,904 2,410 1	27,039 23,807 164	27,039 23,807 164
		5,126	90	2,099	7,315	7,315	51,010	51,010
Stone, unwrought, and Slate	United States						15,974	15,974
Tanner's Bark	United States		Cords. 205		Cords. 205	Cords. 205	1,184	1,184
Tar and Pitch	Great Britain United States	Brls. 3 .497	Brls. 23	Brls. 323	Brls. 3 843	Brls. 3 843	51 2,402	51 2,402
		500	23	323	846	846	2,453	2,453
Teasel	United States	Pkgs. 8		Pkgs. 43	Pkgs. 51	Pkgs. 51	1,956	1,956
Tobacco, unmanufactured	United States	Lbs. 14,821	Lbs. 137,449	Lbs. 2,057,571	Lbs. 2,209,841	Lbs. 2,207,159	249,108	247,994
Trees, Plants, and Shrubs, Bulbs, and Roots	Great Britain United States Germany	Pkgs. 10 276 1	Pkgs. 81	Pkgs. 308	Pkgs. 10 665 1	Pkgs. 10 665 1	542 25,001 45	542 25,001 45
		287	81	308	676	676	25,588	25,588
Turpentine—other than Spirits of United States	United States	Galls. 2,258			Galls. 2,258	Galls. 2,258	271	271

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>							\$	\$	
Vegetables	United States					14,016	14,016		
Whale Oil	United States	Galls. 572	Galls. 832	Galls. 205	Galls. 1,609	1,276	1,276	1,276	
Wheat	United States	Bush. 2,436,060	Bush. 1,802,644	Bush. 17	Bush. 4,238,721	3,878,700	3,878,700	3,878,700	
Wood, unmanufactured	United States					136,857	136,857	136,857	
Wool	Great Britain. United States	Lbs. 591,545 335,208	Lbs. 54,742	Lbs. 1,292,945	Lbs. 591,545 1,682,955	154,262 277,804	154,262 277,804	154,262 277,804	
Other Articles	Great Britain. United States	Lbs. 926,813	Lbs. 54,742	Lbs. 1,292,945	Lbs. 2,274,500	432,066	432,066	432,066	
Coin and Bullion						964 50,336	964 50,336	964 50,336	
						51,300	51,300	51,300	
						2,869,793	2,869,793	2,869,793	

SPECIAL EXEMPTIONS.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Apparel of British Subjects, domiciled in Canada but dying abroad	United States.	5	9	14	305	14	305
Articles for the use of the Governor General.....	Great Britain.....	Pkgs. 75		Pkgs. 75	2,092	Pkgs. 75	2,092
Articles for the public uses of the Dominion	Great Britain.....	Pkgs. 497	Pkgs. 28	Pkgs. 497	104,240	Pkgs. 497	104,240
	United States.....	5	1	34	4,935	34	4,935
		502	1	531	108,835	531	108,835
Articles for the use of Foreign Consuls General.....	Great Britain.....	Pkgs. 2	Pkgs. 3	Pkgs. 2	386	Pkgs. 2	386
	United States.....	1	24	28	518	28	518
ARTICLES FOLLOWING, FOR THE USE OF THE ARMY AND NAVY.		3	3	30	904	30	904
Arms, Clothing, Musical Instruments for Bands, and Military Stores.....	Great Britain.....				163,386		163,386
	United States.....				454		454
					163,840		163,840
SETTLERS' EFFECTS	Great Britain.....				13,341		13,341
	United States.....				277,219		277,219
	Germany.....				430		430
GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.					290,990		290,990
Meat, Fresh, Smoked, and Salted	B. N. A. Provinces..				9		9
Fish, and Products of Fish, and Fish Oil.....	B. N. A. Provinces..				866		866

ABSTRACT of the Value of Goods Entered for Consumption in the Province of Ontario, distinguishing those which paid Duty from those entered Free of Duty, and shewing also the Countries, whence Imported, and the Amount of Duty collected thereon, during the Fiscal Year, ending 30th day of June, 1870.

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
	\$	\$	\$	\$ cts.
From Great Britain.....	8,694,745	1,143,140	9,837,885	1,407,454 66
United States.....	3,912,368	10,118,972	14,031,340	674,271 56
France.....	136,016	3,242	139,258	68,236 33
Germany.....	57,631	9,345	66,976	20,796 40
Holland.....	9,345	60,397	69,742	10,090 08
Spain.....	60,397	7,964	68,361	13,058 54
Portugal.....	7,964	342	8,306	2,306 55
Prussia.....	1,708	363	2,071	56 60
Italy.....	58,373	875	59,248	206 72
China.....	1,807	875	2,682	20,377 09
Other Foreign Countries.....	1,807	875	2,682	1,807
British North American Provinces.....	259		259	1,134
British West Indies.....	45,014		45,014	61 30
Spanish West Indies.....	273,916		273,916	21,629 94
Additional Duty per New Tariff, from 7th April, 1870.....				123,840 82
Foreign Reprints of British Copyright Works.....	13,260,485	11,267,534	24,528,019	2,389,212 45
Totals.....	2,438	11,267,534	24,530,457	26,555 33

No. 1.—GENERAL STATEMENT OF IMPORTS.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.									
Horses	Great Britain	14			14	859	14	859	188 00
	United States				56	4,821	56	4,821	535 60
	France	10			10	1,293	10	1,293	108 30
		24			80	6,973	80	6,973	831 90
Horned Cattle	Great Britain	9			9	2,774	9	2,774	90 00
	United States				22	1,189	22	1,189	160 81
		9			31	3,963	31	3,963	250 81
Swine	Great Britain	19			19	353	19	353	35 00
	United States	4			2,642	43,713	1,172	15,967	2,297 48
		23			2,661	44,066	1,191	16,320	2,332 48
Sheep	Great Britain	79			79	1,825	79	1,825	79 00
	United States				10	56	10	56	10 00
		79			89	1,881	89	1,881	89 00

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	\$
	Acid, Sulphuric	52,685	3,474	88,215	52,685	755	61,300	886	306 50	
	United States	52,685	3,474	88,215	144,374	2,754	91,689	1,999	458 48	
							152,989	2,885	761 95	
Cordials	Great Britain	Galls.	Galls.		Galls.		Galls.			274 80
	United States	189			189	217	229	566	34 80	
	France	732			732	1,409	29	163	926 40	
	Germany	12	225		237	201	772	1,338	186 00	
	Spain						25	57	30 00	
		933	225		1,158	1,827	1,210	2,267	1,452 00	
Perfumed Spirits	Great Britain	Galls.		Galls.	Galls.		Galls.			136 80
	United States	115			115	784	114	784	1,603 80	
	France	300		1,050	1,350	3,061	1,336	3,040	81 68	
	Germany	68			68	291	68	291	55 30	
		46			46	135	46	135	1,877 58	
		529		1,050	1,579	4,271	1,364	4,250		
Perfumed Spirits, in flasks	Great Britain	No.	No.		No.		No.			141 36
	France	3,534			3,534	1,066	3,534	1,066	847	
	Germany	7,056	252		7,056	961	4,848	847	193 92	
		10,590	252		10,842	2,048	8,634	1,934	345 36	

Tinctures	United States	Galls.	Galls.	Galls.	Galls.	248	Galls.	248	114 C0
Brandy	United States	Galls.	Galls.	Galls.	Galls.	9,088	Galls.	9,887	0,536 80
	Great Britain	8,035	517	8,035	8,186	1,207	8,186	179	234 40
	United States	1,963	1,963	517	1,963	165,187	128,378	152,728	102,703 40
	France	2,222	2,222	1,963	3,734	2,379	1,567	520	1,245 80
	Germany	1,512	1,512	1,512	1,512	2,379	211	235	168 80
	Spain	121	121	121	121	90	730	665	584 05
	Holland	171,425	171,425	171,425	171,425	177,921	140,134	165,027	615 20
	British West Indies	45,103	45,103	45,103	45,103	19,031	33,441	15,810	26,752 80
	B. N. A. Provinces	2,205	2,205	2,205	2,205	530	366	336	292 80
Gin	United States	164,232	164,232	164,232	164,232	4,512	21,314	1,082	1,868 80
	Great Britain	864	864	864	864	1,748	11,175	7,285	17,051 20
	United States	212,404	212,404	212,404	212,404	66,492	219,005	4,650	8,940 00
	France	38,741	38,741	38,741	38,741	576	642	85,249	175,204 42
	Germany	188	188	188	188	92,889	288,279	513	513 60
	Belgium	14,399	14,399	14,399	14,399	92,889	288,279	114,925	230,623 62
	Holland	2,661	2,661	2,661	2,661	92,889	288,279	114,925	230,623 62
	B. N. A. Provinces	9,367	9,367	9,367	9,367	92,889	288,279	114,925	230,623 62
Rum	United States	30,839	30,839	30,839	30,839	15,347	29,364	14,654	23,491 20
	Great Britain	188	188	188	188	604	884	580	707 20
	United States	14,399	14,399	14,399	14,399	44	352	209	281 60
	France	2,661	2,661	2,661	2,661	8,373	8,320	4,842	6,816 00
	British West Indies	9,367	9,367	9,367	9,367	4,480	1,070	2,041 60	2,041 60
	Spanish West Indies	57,454	57,454	57,454	57,454	4,800	5,606	2,652	4,484 80
	B. N. A. Provinces	31,578	31,578	31,578	31,578	30,632	47,278	24,007	37,822 40
Whiskey	United States	31,127	31,127	31,127	31,127	22,140	27,149	22,251	21,719 20
	Great Britain	168	168	168	168	546	458	546	390 40
	United States	283	283	283	283	80	488	277	366 40
	France	31,578	31,578	31,578	31,578	22,766	28,378	23,154	22,702 40
	B. N. A. Provinces	31,578	31,578	31,578	31,578	22,766	28,378	23,154	22,702 40

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED						ENTERED FOR CONSUMPTION.					
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.				
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>													
Spirits and Strong Waters.	Great Britain..... United States..... France..... Germany..... Holland.....	Galls. 1,300 331 25	Galls. 11	Galls. 76	Galls. 1,300 76 331 36	\$ 1,269 276 45 50	Galls. 382 16 231 36 45	\$ 440 56 192 50 46	\$ cts. 431 60 18 80 184 80 33 20 36 00				
Oil—Coal and Kerosene	United States.....	Galls. 1,018		Galls. 13,619	Galls. 14,637	\$ 4,671	Galls. 14,620	\$ 4,673	\$ 2,193 16				
Oil—Benzole, Naphtha, and Refined Petroleum	Great Britain..... United States.....	Galls. 206		Galls. 15,325	Galls. 15,325	\$ 188 3,743	Galls. 18,811	\$ 4,758	\$ 2,903 98				
Products of Petroleum	United States.....	Galls. 459	Galls. 6,449	Galls. 7,204	Galls. 13,112	\$ 2,548	Galls. 13,112	\$ 2,548	\$ 1,311 30				
Molasses, for refining purposes.	United States..... British West Indies..... Spanish West Indies.....	Lbs. 312,577 680,580	Lbs. 802,648		Lbs. 1,115,225 680,580	\$ 20,168 14,567	Lbs. 374,694 1,319,576 246,119	\$ 6,026 24,051 4,889	\$ 2,735 27 9,632 91 1,796 66				
		993,157	802,648		1,795,805	\$ 34,735	1,940,389	\$ 34,966	\$ 14,164 84				

	Lbs.	L	Lbs.	Lb	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Coffee, green.....	257,719	6,580	228,962	257,719	34,438	238,465	30,349	7,153	93			
Great Britain.....	47,705	15,165	.....	283,247	2,223	334,727	42,645	10,041	81			
United States.....	.....	454	.....	.....	69	4,473	1,782	352	11			
Germany.....	.....	.....	.....	.....	2,696	4,454	560	134	19			
British West Indies.....	.....	.....	.....	.....	.....	.....	.....	13	62			
Spanish West Indies.....	21,066	.....	.....	21,066	.....	.....	3,815	1,010	22			
B. N. A. Provinces.....	.....	.....	.....	.....	.....	.....	438	1,010	22			
Belgium.....	.....	.....	.....	.....	.....	.....	57	79	68			
Brazil.....	800	.....	.....	800	57	800	57	24	00			
	327,290	22,199	228,962	578,451	76,338	626,986	79,715	18,809	56			
Coffee, ground or roasted.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	18	10	.....	18	7	571	19	40				
Germany.....	.....	.....	.....	.....	1	10	1	32	84			
	18	10	.....	28	8	581	20	23	24			
Chicory, raw or green.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Chicory, roasted or ground.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	77,984	.....	.....	77,984	2,971	90,338	4,026	3,613	52			
United States.....	.....	20	20,700	20,700	767	14,829	564	583	16			
Germany.....	.....	.....	.....	.....	1	9,314	330	372	56			
	77,984	20	20,700	98,704	3,739	114,481	4,920	4,579	24			
Common Soap.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	94,002	.....	.....	94,002	4,347	197,522	7,945	1,975	22			
United States.....	.....	.....	.....	.....	176	2,494	176	24	94			
Germany.....	2,380	2,430	.....	4,810	477	2,430	241	24	30			
	96,382	2,430	2,494	101,306	5,000	202,446	8,362	2,024	46			
Starch.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	22,779	.....	.....	22,779	1,464	38,737	2,994	774	74			
United States.....	.....	.....	.....	.....	23	533	23	10	66			
	22,779	.....	533	23,312	1,487	39,270	3,017	783	40			

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>		Mille.	Mille.	Mille.	Mille.	\$	Mille.	\$	\$ cts.
Cigars—not over \$10 per Mille..	Great Britain..... United States..... France..... Germany..... Belgium..... Holland..... Spanish West Indies..... B. N. A. Provinces.....	129 2 2,070 1 98	1,294 41 1 98	32	129 32 2 3,364 42 1 98	600 311 3 16,443 390 10 466	530 144 175 5,206 608 96 58	2,842 829 765 23,325 216 4,037 344 350	1,500 25 432 00 525 00 15,619 00 150 00 2,094 30 288 00 174 00
Cigars—value over \$10 and not over \$20 per Mille.....	Great Britain..... United States..... Germany..... Holland..... Spanish West Indies.....	363 149 117 6 193	117 6 193	724	363 794 266 6 193	5,787 11,555 4,115 2,772	396 785 495 16 41	6,250 12,340 7,612 275 657	1,584 00 3,139 70 1,979 50 64 00 164 00
Cigars—value over \$20 and not over \$40 per Mille.....	Great Britain..... United States..... Germany..... B. N. A. Provinces..... Spanish West Indies.....	512 6 101 29 15 2	316 141 147 147	724	1,552 6 242 29 15 149	24,314	1,733	27,334	6,931-20
		153	147	141	441	13,391	648	20,198	3,237 00

	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.
Cigars—value over \$40 per Mille										
United States.....	3	38	30	30	1,448	54	2,721	321 60		
Germany.....					12		12	1 50		
Spanish West Indies.....					2,247	56	3,012	336 00		
	3	38			3,707	110	5,745	659 10		
Cigars—New tariff, from 7th April only.....										
	Lbs.	Lbs.	Lbs.	Lbs.						
Great Britain.....	249				201	249	201	112 02		
United States.....			3,415	3,415	8,106	3,415	7,006	1,326 60		
France.....							169	223 65		
Germany.....	17,421	21,440			24,622	10,709	7,984	4,819 00		
British West Indies.....	7				48					
Spanish West Indies.....		1,375			4,718	1,375	3,025	618 75		
	17,677	22,815	3,415	43,907	37,695	15,778	18,385	7,100 02		
Butter.....										
United States.....					10	50	10	2 00		
Cheese.....										
	Lbs.	Lbs.	Lbs.	Lbs.						
Great Britain.....	35,480				6,685	35,480	6,685	1,064 40		
United States.....					604	3,532	604	105 96		
France.....	3,706		3,532	3,532	489	3,160	414	94 80		
Switzerland.....	972				168	972	168	29 18		
	40,218		3,532	43,750	7,946	43,144	7,871	1,294 34		
Lard and Tallow.....										
United States.....					382	2,189	382	21 89		
Fish, salted or smoked.....										
	Lbs.	Lbs.	Lbs.	Lbs.						
Great Britain.....	23,960				1,401	23,960	1,401	239 60		
United States.....					11,549	186,523	10,749	1,855 23		
B. N. A. Provinces.....	20,000	51,631	150,292	20,000	375					
	43,960	51,631	150,292	245,883	13,325	209,483	12,150	2,094 83		
Malt.....										
	Bush	Bush.	Bush.	Bush.						
Great Britain.....	6,800			5,800	8,886	17,000	25,824	6,800 00		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By L. and Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.— Continued. Meats, fresh, salted, or smoked.	Great Britain.....	Lbs. 2,820	Lbs. 199,600	Lbs. 236,641	Lbs. 2,820	\$ 558	Lbs. 2,820	\$ 558	\$ 28 20	
	United States.....	297,774	463	.....	734,015	92,512	759,667	101,968	7,686 87
	Germany.....	.....	.....	.....	463	44	1,923	278	16 23
	Prussia.....	40	.....	.....	40	14	40	14	40
		300,634	200,063	236,641	737,338	93,128	763,170	102,718	7,631 70	
Coal and Coke.....	Great Britain.....	Tons. 86,885	Tons. 418	Tons. 1,879	Tons. 87,313	205,029	63,778	150,221	31,889 30	
	United States.....	200	11,597	1,879	13,676	53,131	13,676	53,131	6,838 20	
		87,085	12,015	1,879	100,969	258,160	77,454	203,352	38,727 50	
Salt.....	United States.....	.....	Bush. 250	Bush. 5,479	Bush. 5,479	791	Bush. 732	453	36 70
	Germany.....	.....	250	.....	250	30	250	50	12 50
		.....	250	5,479	5,729	821	982	483	49 20
Hops.....	Great Britain.....	Lbs. 3,453	.....	.....	Lbs. 3,453	1,231	Lbs. 3,453	1,231	172 65
Vinegar and Acetic Acid.....	Great Britain.....	Galls. 19,556	Galls. 172	Galls. 172	Galls. 19,556	4,903	Galls. 11,387	3,387	888 35	
	United States.....	.....	.....	.....	37,172	108	172	108	16 20
	France.....	37,674	.....	.....	37,674	5,280	44,100	6,629	2,330 10
	Germany.....	18,290	97,924	.....	116,214	16,038	67,479	8,429	3,527 35
		75,520	97,924	172	173,516	26,339	124,818	18,708	6,932 12	

Rice	Great Britain.....	Lbs.	.....	.....	Lb.	19,583	Lbs.	15,588	6,174 86
	Germany .....	.....	112,000	.....	854,854	2,655	44,240	987	442 40
		.....	112,000	.....	966,854	22,238	661,726	16,585	6,617 20
Wheat	United States	Bush.	133,527	Bush.	379,802	368,427	Bush.	8	32
Grain of all kinds	Great Britain.....	Bush.	.....	Bush.	.....	.....	Bush.	.....	.....
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....
	Germany .....	.....	6	.....	.....	.....	.....	.....	.....
	Norway .....	.....	120	.....	.....	.....	.....	.....	.....
		.....	126	.....	.....	.....	.....	.....	.....
Flour of Wheat and of Rye	Great Britain.....	Brls.	.....	Brls.	.....	.....	Brls.	.....	.....
	United States.....	.....	3,921	.....	.....	.....	.....	.....	.....
		.....	3,921	.....	.....	.....	.....	.....	.....
Flour and Meal of all other kinds	United States.....	.....	.....	Brls.	.....	.....	Brls.	.....	.....
Fruits preserved in Brandy or other Spirits	Great Britain.....	Galls.	.....	.....	.....	.....	Galls.	.....	.....
	
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.									
Ale, Beer, and Porter, in casks	Great Britain.....	Galls.	.....	Galls.	.....	.....	Galls.	.....	.....
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....
	
Ale, Beer, and Porter, in bottles	Great Britain.....	Galls.	.....	Galls.	.....	.....	Galls.	.....	.....
	Germany .....	.....	.....	.....	.....	.....	.....	.....	.....
	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.		Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.	\$	\$	
Tea—Green and Japan	Great Britain	1,353,051	.....	.....	1,353,051	445,927	1,544,889	510,534	184,722 63
	United States	389	.....	1,907,631	1,908,020	545,168	2,141,727	636,167	248,346 24
	China	1,288,583	561,943	.....	1,850,526	588,880	1,051,324	329,533	123,022 63
	Japan	2,240	92,873	.....	95,113	18,637	21,933	4,920	2,273 31
		2,644,263	654,816	1,907,631	5,206,710	1,598,612	4,759,873	1,501,151	558,364 81	
Tea—Black.....	Great Britain	619,022	.....	.....	619,022	183,057	765,805	221,538	60,033 12
	United States .....	.....	.....	125,859	125,859	28,922	116,739	28,728	8,395 06
	Germany .....	.....	4	.....	4	1	4	1	.....
	China	90,413	191,572	.....	281,985	61,792	187,864	43,924	13,163 84
	B. N. A. Provinces.	402	.....	.....	402	177	402	177	42 62
		709,837	191,576	125,859	1,027,272	273,949	1,070,814	294,368	81,634 97	
Tobacco (manufactured) and Snuff	Great Britain	7,441	.....	.....	7,441	3,360	3,793	1,785	867 02
	United States	370	996	34,955	36,321	6,025	102,869	21,805	16,862 00	
	France	11	.....	.....	11	9	11	9	2 10
	Spanish W. Indies .....	.....	196	.....	196	216	196	216	54 80
	B. N. A. Provinces	1,873	.....	.....	1,873	346	1,013	142	163 35
		9,695	1,192	34,955	45,842	9,956	107,912	23,957	17,949 27	

	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Sugar--equal to and above No. 9, Dutch Standard	1,954,515	69,960	842,532	1,954,515	110,487	2,883,089	186,444	75,441 80	23,675 13
Great Britain	1,954,515	69,960	842,532	1,954,515	110,487	2,883,089	186,444	75,441 80	23,675 13
United States				912,492	40,565	1,093,263	50,970	23,675 13	
Belgium						5,271	401	152 96	
Holland						33,180	929 80		
British West Indies	4,061,783	198,121		4,259,904	205,037	2,483,138	123,019	50,086 13	
Spanish West Indies	9,169,121	4,492,679		13,661,800	635,394	14,137,333	669,776	308,823 06	
B. N. A. Provinces	1,280,241			1,280,241	63,260	1,786,564	80,646	38,027 14	
	16,465,660	4,760,760	842,532	22,068,952	1,054,743	22,422,438	1,115,648	503,136 62	
Sugar -- below No. 9, Dutch Standard	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	44,528		2,374,107	2,418,635	104,224	188,035	8,870	3,027 76	
United States						3,075,793	132,586	56,214 95	
Germany	2,238,100	32,254		2,290,354	97,435	693,508	29,698	116 25	
British West Indies	4,157,101	6,516,115		10,673,216	442,884	10,297,707	425,988	12,025 81	
Spanish W. Indies	728,351			728,351	34,720	1,607,555	69,902	23,532 16	
B. N. A. Provinces	7,188,080	6,548,369	2,374,107	16,110,556	679,263	15,866,998	667,377	285,846 84	
Wines, of all kinds	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Great Britain	43,943			43,943	43,358	52,052	58,442	17,627 17	
United States	517	3,501	2,676	6,694	5,159	4,886	4,949	1,456 35	
France	160,740	62,815		223,555	97,149	188,356	88,748	38,418 05	
Germany	50,132	52,833		102,965	29,821	54,035	18,590	9,396 00	
Belgium		87		87	63	166	320	80 60	
Holland	9,805	784		10,589	5,577	6,513	1,876	1,026 50	
Spain	139,468	56,715		196,181	116,756	117,563	85,772	29,919 20	
Portugal	29,518	28,276		57,794	68,273	28,246	31,896	9,860 55	
Italy	3,518	78		3,596	1,562	2,139	840	415 15	
Sicily	59,040			59,040	24,183	44,556	18,526	8,766 55	
B. N. A. Provinces	325			325	699	300	585	147 00	
	497,004	205,089	2,676	704,769	382,600	498,802	310,604	117,103 12	
Cane Juice, Melado, &c	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United States	1,558	672,961	455,653	1,128,614	37,491	2,911,078	91,201	40,994 48	
British West Indies	14,259,592	2,799,013		17,058,606	505,335	16,610,506	479,742	22,23	
Spanish W. Indies	14,261,150	3,471,974	455,653	18,188,777	542,876	19,523,142	570,993	223,751 27	
								264,767 98	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 25 PER CENT. AD VALOREM.												
Sugar Candy and Confectionery.	Great Britain..... United States..... France..... Germany..... Holland..... British West Indies.....	Lbs. 44,902 15,362 143 595 61,002	Lbs. 2,143 2,143	Lbs. 8,709 8,709	Lbs. 44,902 8,709 17,505 143 595 71,854	\$ 8,235 1,501 3,038 13 34 12,821	Lbs. 41,406 8,709 11,476 736 595 63,903	\$ 7,621 1,501 2,110 56 54 11,390	\$ cts. 2,319 45 642 26 642 26 21 36 14 45 3,485 67			
Mace and Nutmegs.....	Great Britain..... United States.....	Lbs. 17,047 17,047	..... .....	..... .....	Lbs. 17,047 17,047	6,571 6,571	Lbs. 24,262 416 24,698	\$ 11,601 1,888 11,689	\$ 2,900 25 22 00 2,922 25	
Spices—including Cassia, Cinnamon, Pimento, and Pepper, ground.....	Great Britain.....	Lbs. 161	.....	.....	Lbs. 161	68	Lbs. 161	\$ 68	\$ 16 99	
Patent Medicines, and Medicinal Preparations.....	Great Britain..... United States..... France.....	Pkgs. 62 124 21 208	Pkgs. 10 10	Pkgs. 2,414 2,414	Pkgs. 62 2,549 21 2,632	3,998 26,455 1,152 31,605	Pkgs. 61 2,383 21 2,465	\$ 4,166 26,275 1,152 30,593	\$ 1,041 50 6,319 12 288 00 7,648 62			

Playing Cards	Pkgs. 33	Pkgs. 1	Pkgs. 33	Pkgs. 31	2,870	717 50
Great Britain .....	.....	.....	.....	.....	3	75
United States .....	.....	.....	.....	.....	1,749	437 25
France	25	.....	30	38	1,470	367 50
Germany	14	.....	43	32	1,827	486 73
Belgium	3	.....	60	61	158	39 50
B. N. A. Provinces .....	.....	.....	1	1	8,077	2,019 23
Perfumery, not elsewhere specified	125	42	168	164	5,616	1,403 72
Great Britain	Pkgs. 102	Pkgs. 635	Pkgs. 102	Pkgs. 101	2,860	715 00
United States .....	.....	.....	635	588	5,902	1,475 50
France	38	2	40	38	344	86 00
Germany	6	2	8	8	14,792	3,680 22
Perfumed and Fancy Soaps	146	4	785	735	5,414	1,310 10
Great Britain	Pkgs. 27,704	.....	Pkgs. 27,704	Lbs. 26,512	639	159 75
United States .....	.....	.....	3,426	3,426	60	15 00
France	315	.....	315	315	13	3 27
Germany	65	.....	65	65	5,952	1,488 12
Molasses, other than for refining purposes	28,084	.....	31,510	30,318	367	91 75
Great Britain	Lbs. 15	Lbs. 4,389,912	Lbs. 15	Lbs. 20,658	163,898	40,974 50
United States	2,462,486	3,627,128	10,489,526	9,416,943	86,953	21,738 22
British West Indies	5,619,108	.....	5,619,108	3,652,448	34,727	8,081 75
Spanish West Indies	7,163,666	.....	7,517,367	2,496,013	18,988	4,747 00
British North American Provinces	1,531,006	.....	1,531,006	855,810	304,933	76,233 22
GOODS PAYING 15 PER CENT. AD VALOREM.	16,716,481	4,813,413	25,157,022	16,441,872	902	135 30
Bagatelle Boards and Billiard Tables and Furnishings	Pkgs. 12	.....	Pkgs. 12	Pkgs. 12	2,063	309 45
Great Britain .....	.....	.....	34	34	358	53 70
United States	8	.....	8	8	3,323	438 45
France	21	.....	54	54		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Blacking		Pkgs.		Pkgs.	Pkgs.	\$	Pkgs.	\$	\$
	Great Britain	46		166	46	807	101	1,293	193 95
	United States				166	2,739	166	2,739	410 80
		46		166	212	3,546	267	4,032	604 75
Brooms and Brushes of all kinds		Pkgs.		Pkgs.	Pkgs.		Pkgs.		
	Great Britain	55			55	6,359	69	6,991	1,048 54
	United States			50	50	1,630	50	1,630	244 50
	France	5			5	754	5	754	113 10
		60		50	110	8,743	124	9,375	1,406 14
Cabinet Ware and Furniture		Pkgs.		Pkgs.	Pkgs.		Pkgs.		
	Great Britain	46			46	3,029	46	3,029	454 60
	United States	1		728	729	6,402	729	6,402	959 54
		47		728	775	9,431	775	9,431	1,414 14
Candles and Tapers		Lbs.		Lbs.	Lbs.		Lbs.		
	Great Britain	66,412			66,412	11,355	69,616	12,290	1,844 89
	United States	3,600		22,365	25,965	5,963	28,055	6,079	911 85
	France	4,835	1,747		6,582	2,130	9,182	2,232	334 80
	Germany	15	1,250		1,265	195	1,265	195	29 25
	Belgium	600			600	37	37	37	5 55
		75,462	2,397	22,365	100,824	19,280	108,968	20,842	3,126 34

Carpets and Hearth Rugs	Great Britain	Pkgs.	673	Pkgs.	673	Pkgs.	133,793	Pkgs.	681	Pkgs.	133,814	20,072 05
	United States		31		31		396		31		396	59 40
	Spain		8		8		73		8		73	10 95
			681		31		134,262		720		134,283	20,142 40
Carriages	Great Britain	No.	3	No.	3	No.	192	No.	3	No.	192	28 7)
	United States		5		364		14,895		369		14,895	2,234 03
			8		364		15,087		372		15,087	2,262 73
Coach and Harness Furniture	Great Britain	Pkgs.	3	Pkgs.	3	Pkgs.	282	Pkgs.	3	Pkgs.	282	42 30
	United States				217		7,070		217		7,070	1,060 38
			3		217		7,352		220		7,352	1,102 68
Chandeliers, Girandoles, and Gas Fittings	Great Britain	Pkgs.	57	Pkgs.	57	Pkgs.	6,133	Pkgs.	57	Pkgs.	6,133	919 95
	United States				39		3,404		39		3,404	510 60
			57		39		9,537		96		9,537	1,430 55
China, Crockery, and Earthenware	Great Britain	Pkgs.	26,464	Pkgs.	26,464	Pkgs.	220,842	Pkgs.	26,434	Pkgs.	216,839	32,525 78
	United States				64		2,152		64		2,071	310 65
	France		13		13		722		13		722	108 30
	Germany		37		42		1,248		42		1,248	187 20
	Belgium		1		1		65		1		65	9 70
			26,515		64		225,029		26,584		220,945	33,141 63
Cider	Great Britain	Galls.	712	Galls.	712	Galls.	157	Galls.	586	Galls.	140	21 02
	United States				435		66		435		66	9 90
	B. N. A. Provinces		6				10		6		10	1 50
		718		435		233		1,153		216	32 42	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Clocks	Great Britain	Pkgs. 80		Pkgs. 80	Pkgs. 80	\$ 969	Pkgs. 80	\$ 969	\$ cts. 145 35
	United States	23		11,175	11,175	23,768	11,175	23,768	3,565 22
	France	25			25	188	23	188	38 20
	Germany	128			11,303	297	25	297	44 55
Clothing or Wearing Apparel, made by hand or sewing machine.	Great Britain	Pkgs. 224	Pkgs. 224	Pkgs. 224	Pkgs. 224	23,769	Pkgs. 211	23,689	3,553 50
	United States	8		38	38	946	38	946	141 95
	France	1			8	3,632	8	3,632	544 80
	Italy	1			1	100	1	100	15 00
	B. N. A. Provinces	1			1	38	1	38	5 70
		233	1	38	272	28,485	259	28,405	4,240 93
Cocoa and Chocolate	Great Britain	Lbs. 20,469	Lbs. 40	Lbs. 417	Lbs. 20,469	4,656	Lbs. 22,629	5,203	780 45
	United States	450			417	94	417	94	14 10
	France				450	95	180	36	5 40
	Germany				40	16	40	16	2 40
Cordage		20,919	40	417	21,376	4,861	23,266	5,349	802 35
	Great Britain	Lbs. 37,606			L 37,606	7,755	Lbs. 36,502	7,570	1,135 51
	United States	51			8,122	1,508	9,417	1,715	237 25
	B. N. A. Provinces	37,657			51	6	51	6	90
				45,779	9,269	45,970	9,291	1,393 66	

Cork	Great Britain.....	Pkgs. 34	Pkgs.	Pkgs. 34	Pkgs. 1,015	Pkgs. 34	Pkgs. 1,015	152 25	
	United States.....	300	239	239	6,732	170	4,925	738 75	
Cottons	France.....	2	602	902	5,877	806	6,388	958 20	
	Germany.....		51	53	1,300	53	1,300	195 00	
	Portugal.....		911	911	2,591	961	3,280	492 00	
	Spain.....					50	432	64 80	
			336	1,564	2,139	17,515	2,074	17,340	2,601 00
Dried Fruits, and Nuts of all kinds	Great Britain.....	Pkgs. 14,529	Pkgs. 30	Pkgs. 14,559	Pkgs. 3,440,571	Pkgs. 14,706	Pkgs. 3,485,727	522,859 20	
	United States.....	23	7,627	7,627	140,683	7,641	141,552	21,232 80	
	France.....	21		23	7,716	22	7,414	1,112 10	
	Germany.....	1		21	4,251	21	4,251	637 65	
	Italy.....	3		1	5	1	5	637 75	
	B. N. A. Provinces.....			3	144	3	144	21 60	
Engravings and Prints		Pkgs. 14,577	Pkgs. 30	Pkgs. 22,234	Pkgs. 3,593,370	Pkgs. 22,394	Pkgs. 3,639,093	545,864 10	
Cork	Great Britain.....	Lbs. 1,501,073	Lbs.	Lbs. 1,501,073	Lbs. 66,871	Lbs. 1,430,738	Lbs. 64,043	9,606 45	
	United States.....	144,153	122,691	549,912	21,215	710,377	28,191	4,228 65	
	France.....	575,461	172,953	748,414	47,059	597,537	30,397	4,559 55	
	Germany.....	31,341		31,341	1,597	11,311	511	76 65	
	Italy.....	5,000		5,000	456	13,360	700	105 00	
	Spain.....	2,616,926	45,430	2,662,356	163,777	2,085,726	108,607	16,230 84	
	Sicily.....	42,840		42,840	3,420	10,310	944	141 60	
	Greece.....	56,000		56,000	2,667	3,655	47	7 05	
	British West Indies.....								
			Pkgs. 4,972,794	Pkgs. 341,074	Pkgs. 5,596,936	Pkgs. 307,062	Pkgs. 4,863,014	Pkgs. 233,440	35,015 79
	Engravings and Prints	Great Britain.....	Pkgs. 37	Pkgs.	Pkgs. 37	Pkgs. 5,150	Pkgs. 37	Pkgs. 5,150	772 40
United States.....		20	89	89	2,222	89	2,222	363 25	
France.....		2		20	1,984	20	1,984	237 60	
Italy.....		1		2	85	2	1,985	12 75	
British West Indies.....				1	12	1	12	1 80	
		Pkgs. 60	Pkgs. 89	Pkgs. 149	Pkgs. 9,453	Pkgs. 149	Pkgs. 9,453	1,417 80	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.												
Fancy Goods	Great Britain	Pkgs. 1,635	Pkgs.	Pkgs.	Pkgs. 1,635	\$ 271,413	Pkgs. 1,640	\$ 271,858	\$ cts. 40,768 49			
	United States	350	40	302	302	10,970	302	10,970	1,645 40			
	France	312	379	390	383	76,257	699	72,252	10,837 80			
	Germany	4	1	334	5	28,700	5	28,290	4,253 72			
	Belgium	1	65	892	65	892	65	892	50 10			
	Italy	2	2	99	3	99	3	99	14 85			
	China	1	9	420	9	420	9	420	63 00			
	Japan	2,302	496	302	3,100	389,085	3,106	385,115	37,767 16			
Drugs not elsewhere specified	Great Britain	Pkgs. 11,144	Pkgs.	Pkgs.	Pkgs. 11,144	119,342	Pkgs. 11,383	119,645	17,946 81			
	United States	14	2	561	561	12,101	550	11,449	1,717 40			
	France	6	2	16	16	810	15	777	116 55			
	Germany	11,164	2	561	6	71	6	71	10 65			
	United States	2	2	11,727	11,727	132,324	11,954	131,942	19,791 41			
Foreign Newspapers	Great Britain	Pkgs. 2	Pkgs.	Pkgs.	Pkgs. 2	3	Pkgs. 2	3	45			
	United States	2	10	10	10	42	10	42	6 30			
	Great Britain	1	287	287	287	2,660	1	2,660	389 01			
	United States	1	287	287	288	2,670	288	2,670	400 51			

				Pkgs. 158	9,221	Pkgs. 158	9,221	Pkgs. 158	9,221	1,382 93
Flat Wire for Crinolines, covered	United States									
Gunpowder	Great Britain	Lbs. 6,249		Lbs. 6,249	2,558	Lbs. 6,249	2,558	Lbs. 6,249	2,558	383 70
	United States			2,993	4,301	2,993	4,301		1,301	195 16
		6,249		9,242	3,859	9,242	3,859		3,859	578 86
Guns, Rifles, and Firearms of all kinds	Great Britain	Pkgs. 22		Pkgs. 22	2,694	Pkgs. 22	2,694	Pkgs. 22	2,977	446 55
	United States			52	5,351	52	5,351		5,351	802 66
	France	1			69	1	69		1	10 35
	Belgium	1			119	1	119		119	17 85
		24		52	8,233	76	8,233		79	1,277 41
Glass—Plate and Silvered	Great Britain	Pkgs. 458		Pkgs. 458	13,313	Pkgs. 458	13,313	Pkgs. 458	12,914	1,937 10
	United States			28	762	28	762		28	114 30
	France	21			3,109	23	3,109		23	466 35
	Germany	73			10,948	110	10,948		110	1,642 20
	Belgium				1,093	56	1,093		56	163 95
		552		95	28,225	675	28,225		673	4,323 90
Glass—Window, Stained, Painted Colored, or Plain	Great Britain	Pkgs. 2,131		Pkgs. 2,131	10,202	Pkgs. 2,131	10,202	Pkgs. 2,131	11,025	1,653 75
	United States			43	248	43	248		43	37 20
	France	605			855	605	855		605	138 45
	Germany	4,201			9,009	4,900	9,009		4,900	907 35
	Belgium	56,572			110,265	83,099	110,265		83,723	16,692 49
		63,599		28,624	130,350	92,266	130,350		92,177	19,429 24
Glassware	Great Britain	Pkgs. 8,141		Pkgs. 8,141	50,728	Pkgs. 8,141	50,728	Pkgs. 8,141	53,096	7,964 70
	United States	28		5,925	41,127	5,953	41,016		5,953	6,152 44
	France	3,444			13,946	4,703	13,599		4,703	2,639 85
	Germany	738			12,746	6,179	12,663		6,108	1,899 45
	Belgium	2,757			12,359	6,376	12,359		6,324	2,106 90
		15,108		10,399	130,906	31,432	130,906		32,102	20,163 34

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.												
Hats, Caps, and Bonnets	Great Britain	Pkgs. 1,242	Pkgs. 60	Pkgs. 4,201	Pkgs. 1,242	\$ 175,453	Pkgs. 1,249	\$ 174,943	\$ 26,241 57			
	United States	5			4,201	120,870	4,201	120,870	18,130 62			
	France	42			5	526	5	526	78 99			
	Germany	1			42	6,713	42	6,713	1,006 95			
	Prussia	1			1	65	1	65	9 75			
	B.N.A. Provinces	1			1	8	1	8	1 29			
		1,291	60	4,201	5,552	303,635	5,549	303,125	45,468 99			
Hat Plush	Germany	Pkgs. 4			Pkgs. 4	1,799	Pkgs. 4	1,799	269 85			
Hosiery	Great Britain	Pkgs. 324	Pkgs. 324	Pkgs. 324	Pkgs. 324	\$ 83,840	Pkgs. 329	\$ 84,952	\$ 12,742 69			
	United States	6	6	16	16	1,499	16	1,499	224 85			
	France	19	1		6	938	6	938	140 70			
	Germany	349	1	16	20	4,498	31	7,089	1,063 35			
					366	90,775	382	94,478	14,171 59			
Inks of all kinds, except Printing Ink	Great Britain	Pkgs. 257		Pkgs. 113	Pkgs. 257	\$ 4,345	Pkgs. 256	\$ 4,318	\$ 647 70			
	United States				113	576	113	576	86 30			
		257		113	370	4,921	369	4,894	734 00			

Iron and Hardware,—Cutlery of all sorts	Great Britain.....	Pkgs. 169	Pkgs.	Pkgs. 169	59,748	Pkgs. 170	60,286	9,042 90	
	United States.....	1	136	136	2,810	136	2,810	421 50	
	France.....	9	.....	1	32	1	32	1 80
	Germany.....	70	.....	9	938	9	938	140 70
Belgium.....	.....	.....	70	298	.....	70	298	44 74
Japanned and Planished Tin, and Britannia Metal Ware	Great Britain.....	Pkgs. 24	Pkgs.	Pkgs. 24	1,596	Pkgs. 25	1,644	246 60	
	United States.....	2	91	93	1,761	93	1,761	264 15	
Spears, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Great Britain.....	Pkgs. 268	Pkgs.	Pkgs. 270	15,122	Pkgs. 273	15,615	2,342 25	
	United States.....	1	1,398	1,449	15,765	1,479	16,122	2,417 97	
France.....	2	.....	2	42	.....	2	42	6 30
Spikes, Nails, Tacks, Brads, and Springs	Great Britain.....	Pkgs. 2,032	Pkgs.	Pkgs. 2,032	16,753	Pkgs. 1,945	16,375	2,456 25	
	United States.....	2	703	705	5,316	705	5,316	797 40	
France.....	1	.....	1	14	.....	1	14	.....
Germany.....	6	.....	6	22	.....	40	161	24 15
Belgium.....	44	.....	48	196	.....	48	196	29 41
Stoves and all other Iron Castings	Great Britain.....	Pkgs. 31,010	Pkgs.	Pkgs. 31,010	37,848	Pkgs. 31,033	36,373	5,755 25	
	United States.....	23	1,323	1,372	19,772	1,373	19,772	2,965 90	
France.....	7	.....	7	448	.....	7	448	63 16
Other Hardware	Great Britain.....	Pkgs. 23,855	Pkgs.	Pkgs. 23,855	611,073	Pkgs. 23,879	614,465	92,169 76	
	United States.....	144	12,860	13,418	256,940	13,384	254,440	38,106 00	
France.....	24	.....	36	2,899	.....	36	2,899	434 85
Germany.....	263	.....	588	26,341	.....	603	26,465	3,969 75
Belgium.....	.....	.....	33	511	.....	33	511	76 65
.....	.....	24,286	12,860	37,930	897,764	37,935	893,780	134,817 01

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.										
Jewellery and Watches.....	Great Britain.....	175	.....	.....	175	124,454	176	128,988	19,348 11
	United States.....	.....	.....	539	539	21,620	539	21,620	3,243 00
	France.....	46	1	.....	47	46,557	47	46,557	6,983 55
	Germany.....	22	.....	.....	22	29,033	27	28,094	4,214 10
	Italy.....	1	.....	.....	1	147	1	147	22 05
	Switzerland.....	7	.....	.....	7	13,345	7	13,345	2,001 75
Lumber—Sawn and Plank, not being of Mahogany, Rosewood, Walnut, Chestnut, or Cherry, or not imported from B. N. A. Provinces.....	United States.....	251	1	539	791	235,156	797	238,751	35,812 56	
	.....	.....	.....	.....	.....	1,583	.....	1,583	237 37
Leather.....	Great Britain.....	230	.....	.....	230	85,179	224	81,961	12,294 20
	United States.....	.....	.....	279	279	16,814	279	16,814	2,522 10
	France.....	259	.....	.....	259	132,309	259	131,460	19,719 05
	Germany.....	28	1	.....	29	16,774	27	14,683	2,202 27
	.....	517	1	279	797	251,074	789	244,918	36,737 62
Leather—Sheep, Calf, Goat, and Chamois Skins—dressed.....	Great Britain.....	67	.....	.....	67	16,146	66	15,055	2,258 22
	United States.....	.....	.....	22	22	2,266	22	2,266	339 90
	France.....	12	.....	.....	12	6,020	12	6,020	903 00
	.....	79	.....	22	101	24,432	100	23,341	3,501 12

Linen	Great Britain.....	Pkgs.	2,370	Pkgs.	2,343	Pkgs.	409,124	Pkgs.	411,696	61,754 24
	United States.....	.....	62	.....	62	.....	6,196	.....	6,196	929 40
	France.....	.....	13	.....	13	.....	604	.....	604	90 60
	Germany.....	.....	1	.....	6	.....	1,968	.....	1,968	295 20
			63		2,424		417,902		420,464	63,069 44
Locomotive Engines and Railroad Cars	Great Britain.....	No.	38	No.	38	No.	4,632	No.	4,632	694 80
	United States.....	.....	1	.....	1	.....	7,840	.....	.....	.....
		.....	1	.....	39	.....	12,472	.....	.....	694 80
	
Maccaroni and Vermicelli	Great Britain.....	Lbs.	.....	Lbs.	.....	Lbs.	.....	Lbs.	161	24 15
	United States.....	.....	90	.....	90	.....	9	.....	9	1 35
	France.....	.....	9,150	.....	58,620	.....	3,334	.....	2,720	408 00
		.....	9,150	.....	58,710	.....	3,343	.....	2,890	433 50
Maps, Charts, and Atlases, not elsewhere mentioned	Great Britain.....	Pkgs.	12	Pkgs.	12	Pkgs.	850	Pkgs.	741	111 00
	United States.....	.....	40	.....	40	.....	771	.....	771	115 52
	France.....	.....	2	.....	2	.....	133	.....	133	19 92
	Germany.....	.....	1	.....	1	.....	135	.....	135	20 25
		.....	40		55		1,889		1,780	266 72
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	Great Britain.....	Pkgs.	366	Pkgs.	366	Pkgs.	9,371	Pkgs.	8,903	1,335 65
	United States.....	.....	71	.....	694	.....	3,765	.....	3,765	564 75
	Germany.....	.....	5	.....	6	.....	65	.....	65	9 75
	Portugal.....	.....	2	.....	2	.....	9	.....	9	1 35
		.....	78		1,068		13,210		12,742	1,911 50
Manufactures of Caoutchouc, India Rubber or Gutta Percha	Great Britain.....	Pkgs.	418	Pkgs.	418	Pkgs.	29,312	Pkgs.	29,312	4,396 50
	United States.....	.....	307	.....	307	.....	13,991	.....	13,991	2,098 65
	France.....	.....	2	.....	2	.....	362	.....	110	16 50
		.....	420	.....	737	.....	43,665	.....	43,413	6,511 65

No. 1.—GENERAL STATEMENT OF IMPORTS—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Manufactures of Fur, or of which Fur is principal part	Great Britain	Pkgs. 145	Pkgs.	Pkgs.	Pkgs. 145	\$ 48,801	Pkgs. 144	\$ 48,039	\$ cts. 7,205 95
	United States	6	356	356	362	33,469	311	28,361	4,254 16
	France	9	1	1	10	3,085	6	3,085	462 70
	Germany	1	1	1	2	2,939	9	2,939	440 85
	Prussia	1	1	1	2	796	1	796	119 40
	B.N.A. Provinces	449	35	35	484	9,535	484	9,535	1,430 35
		610	35	356	1,001	98,705	955	92,755	13,913 41
Manufactures of Hair, or Mohair	Great Britain	Pkgs. 68	68	Pkgs.	Pkgs. 68	14,017	Pkgs. 68	14,017	2,102 50
	United States	6	370	370	376	7,139	459	9,970	1,495 50
	France	2	2	2	4	38	6	38	181 65
	Germany	76	370	370	446	22,405	535	25,236	3,785 35
Manufactures of Papier Maché	United States			Pkgs. 18	Pkgs. 18	74	Pkgs. 18	74	11 21
Manufactures of Grass, Ostrich Palm Leaf, Straw, Whalebone or Willow, not elsewhere specified	Great Britain	Pkgs. 39	Pkgs.	Pkgs.	Pkgs. 39	3,217	Pkgs. 39	3,217	482 56
	United States	2	175	175	177	1,148	175	1,148	172 20
	France	4	1,187	1,187	1,191	429	2	429	64 35
	Germany	45	1,187	1,187	1,407	5,633	1,407	5,633	839 125 85

Manufactures of Bone Shell, Horn, Pearl, and Ivory.....	Pkgs. 1	Pkgs.	Pkgs. 1	Pkgs. 65	Pkgs. 1	Pkgs. 65	Pkgs. 9 75
	1	11	11	939	11	939	140 85
Manufactures of Gold, Silver, or Electro Plate, Argentine, Alpa- ta, German Silver, and Plated and Gilded Ware of all kinds .	Pkgs. 286	Pkgs.	Pkgs. 286	Pkgs. 58,130	Pkgs. 273	Pkgs. 56,112	8,416 80
	18	234	234	14,468	226	14,264	2,139 80
	7	3	3	4,184	18	4,184	627 60
	311	3	3	560	10	560	84 00
				77,342	548	75,120	11,268 20
Manufactures of Brass or Copper	Pkgs. 519	Pkgs.	Pkgs. 519	Pkgs. 2,622	Pkgs. 519	Pkgs. 2,622	333 40
	3	108	108	5,587	108	5,587	838 15
	1			245	3	245	36 31
	523	108	108	159	1	159	23 85
				8,613	631	8,613	1,291 71
Manufactures of Leather, or imitation of Leather.....	Pkgs. 57	Pkgs.	Pkgs. 57	Pkgs. 17,144	Pkgs. 57	Pkgs. 17,144	2,571 60
	3	135	135	9,495	138	9,495	1,424 25
	52	1	1	62,783	52	62,372	9,355 83
	1			187	2	560	84 00
	2			3,106	2	3,106	465 90
	115	1	1	92,725	251	92,677	13,901 58
Manufactures of Leather, Boots, and Shoes	Pkgs. 116	Pkgs.	Pkgs. 116	Pkgs. 18,265	Pkgs. 110	Pkgs. 17,478	2,621 71
	10	87	87	1,911	87	1,911	286 65
	6	10	10	4,560	10	4,560	684 00
	4	6	6	678	6	678	101 70
	136	4	4	132	4	132	19 80
				25,546	223	24,769	3,713 86
Manufactures of Harness and Saddlery	Pkgs. 102	Pkgs.	Pkgs. 102	Pkgs. 5,473	Pkgs. 102	Pkgs. 5,473	821 05
	2	115	115	2,485	117	2,485	372 75
	1			168	1	168	25 20
	105	115	115	8,126	220	8,126	1,219 00

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Manufactures of Wood, not elsewhere specified.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.	
	Great Britain.....	303	716	.....	303	2,549	192	2,279	341 85
	United States.....	775	.....	13,000	14,491	31,958	14,491	31,958	4,794 61
	France.....	4	.....	.....	4	395	4	395	59 25
	Germany.....	1	223	.....	224	108	224	108	16 20
Norway.....	.....	417	.....	417	372	417	372	55 80	
		1,083	1,356	13,000	15,439	35,382	15,328	35,112	5,267 71	
Mowing, Reaping, and Threshing Machines.....	United States.....	Pkgs.	.....	Pkgs.	542	36,691	Pkgs.	27,936	4,190 46
		20	.....	522	.....	.....	451	.....	.....
Musical Instruments, including Musical Boxes and Clocks....	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.	
	United States.....	41	.....	.....	41	4,354	41	4,369	653 35
	France.....	4	.....	331	335	54,541	335	54,541	8,190 88
	Germany.....	16	.....	.....	16	1,911	16	1,911	286 65
	Switzerland.....	47	33	.....	80	8,898	80	8,898	1,334 70
Belgium.....	1	1	.....	1	37	1	37	5 55	
		109	38	331	478	70,045	478	70,060	10,508 73	
Mustard.....	Great Britain.....	Lbs.	Lbs.	.....	Lbs.	.....	Lbs.	.....	.....
	France.....	124,916	360	.....	124,916	16,782	136,656	18,685	2,795 21
	1,603	.....	.....	1,963	264	2,836	2,836	385	57 76
	126,519	360	.....	126,879	17,046	19,020	139,492	19,020	2,852 96

Machinery, not elsewhere specified	Great Britain.....	Pkgs. 134	Pkgs. 134	Pkgs. 8,240	Pkgs. 140	Pkgs. 8,469	Pkgs. 1,270 14	
	United States.....	Pkgs. 17	Pkgs. 1,105	Pkgs. 54,792	Pkgs. 1,121	Pkgs. 51,600	Pkgs. 7,740 00	
		Pkgs. 151	Pkgs. 1,105	Pkgs. 63,032	Pkgs. 1,261	Pkgs. 60,069	Pkgs. 9,010 14	
Oil Cloths	Great Britain.....	Pkgs. 381	Pkgs. 381	Pkgs. 27,836	Pkgs. 382	Pkgs. 27,982	Pkgs. 1,083 55	
	United States.....	Pkgs. 4	Pkgs. 166	Pkgs. 7,465	Pkgs. 167	Pkgs. 7,223	Pkgs. 4,197 37	
		Pkgs. 385	Pkgs. 166	Pkgs. 35,301	Pkgs. 549	Pkgs. 35,205	Pkgs. 5,280 92	
Oils, in anyway rectified or prepared, not otherwise specified.	Great Britain.....	Galls. 260,345	Galls. 262,345	Galls. 180,996	Galls. 289,664	Galls. 193,906	Galls. 29,088 50	
	United States.....	Galls. 6,539	Galls. 20,315	Galls. 15,308	Galls. 21,975	Galls. 16,379	Galls. 2,457 35	
	France.....	Galls. 42,926	Galls. 13,776	Galls. 48,914	Galls. 45,617	Galls. 38,456	Galls. 5,768 40	
	Germany.....	Galls. 703	Galls. 703	Galls. 420	Galls. 703	Galls. 420	Galls. 63 00	
	Spain.....	Galls. 240	Galls. 240	Galls. 243	Galls. 240	Galls. 243	Galls. 36 45	
	Italy.....	Galls. 2,926	Galls. 2,926	Galls. 1,654	Galls. 11	Galls. 195	Galls. 29 25	
	Sicily.....	Galls. 400	Galls. 400	Galls. 333	Galls. 400	Galls. 333	Galls. 49 95	
	British West Indies.....	Galls. 2,000	Galls. 2,000	Galls. 889	Galls. 1,500	Galls. 670	Galls. 100 50	
	B. N. A. Provinces.....	Galls. 2,667	Galls. 2,667	Galls. 1,315	Galls. 2,667	Galls. 1,315	Galls. 197 25	
		Galls. 312,147	Galls. 23,517	Galls. 13,776	Galls. 349,440	Galls. 362,717	Galls. 251,917	Galls. 37,790 65
	Oils, of all kinds, Crude, except Whale Oil and others, elsewhere specified.	Great Britain.....	Galls. 904	Galls. 994	Galls. 674	Galls. 994	Galls. 674	Galls. 101 14
		United States.....	Galls. 994	Galls. 10	Galls. 9	Galls. 10	Galls. 9	Galls. 1 35
	Galls. 994	Galls. 10	Galls. 10	Galls. 1,004	Galls. 1,004	Galls. 683	Galls. 102 49	
Opium	Great Britain.....	Pkgs. 1	Pkgs. 1	Pkgs. 417	Pkgs. 1	Pkgs. 417	Pkgs. 62 55	
	United States.....	Pkgs. 1	Pkgs. 6	Pkgs. 4,255	Pkgs. 2	Pkgs. 2,203	Pkgs. 330 45	
	Pkgs. 1	Pkgs. 6	Pkgs. 6	Pkgs. 7	Pkgs. 3	Pkgs. 2,620	Pkgs. 393 00	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Packages	Great Britain	Pkgs. 31,181	Pkgs. 2,113	Pkgs. 11,866	Pkgs. 31,181	\$ 33,047	Pkgs. 28,498	\$ 31,126	\$ cts. 4,668 90
	United States	1,672	2,113	11,866	13,651	8,161	3,576	2,979	4,446 85
	France	34,361	1,726	36,087	36,087	45,187	10,018	39,427	5,913 34
	Germany	2,187	12,579	14,766	14,766	11,766	14,518	12,507	1,900 45
	Holland	9,049	2,389	1,631	11,438	12,501	5,548	4,278	641 70
	Belgium	965	696	7,421	7,421	1,568	3,776	9,354	1,403 10
	Spain	4,569	2,852	.....	.....	18,636	1,211	2,250	337 00
	Italy	160	.....	.....	160	410	943	2,135	320 25
	Portugal	2,662	579	.....	3,241	3,861	630	1,409	211 35
	Sicily	2,291	.....	.....	2,291	4,611	92	315	47 38
	British West Indies	123	.....	.....	123	536	28	169	25 35
	Spanish West Indies	12	73	.....	85	294	2	18	2 70
	British Guiana	2	.....	.....	2	18	.....	.....	.....
	B. N. A. Provinces	559	.....	.....	559	1,123	461	831	124 65
			89,793	22,977	11,866	124,636	141,019	105,639	112,866	16,953 22
Paints and Colors	Great Britain	Pkgs. 20,989	Pkgs. 211	Pkgs. 816	Pkgs. 20,989	\$ 112,326	Pkgs. 20,272	\$ 118,080	\$ 17,711 95
	United States	59	211	816	1,086	13,298	1,098	13,928	2,089 20
	Germany	23	45	.....	68	1,010	62	845	126 75
	Spanish West Indies	.....	2	.....	2	9	2	9	1 35
		21,071	258	816	22,145	126,643	21,434	132,862	19,929 25
Paper of all kinds	Great Britain	Pkgs. 1,310	Pkgs. 24	Pkgs. 1,741	Pkgs. 1,310	\$ 74,106	Pkgs. 1,322	\$ 77,402	\$ 11,610 17
	United States	44	24	1,741	1,741	29,481	1,777	29,287	4,388 50
	France	47	3	.....	50	3,553	50	3,941	591 15
	Germany	29	.....	.....	29	2,294	29	2,294	344 10
	Belgium	.....	.....	.....	.....	197	.....	197	29 55
		1,430	27	1,741	3,198	109,631	3,215	113,091	16,963 47

Paper Hangings	Great Britain	Pkgs.	61	Pkgs.	1,500	50,405	Pkgs.	1,754	54,769	8,215 34
	United States		117		117	5,407		117	5,407	811 05
	France				35	1,353		35	1,353	202 95
			61		1,652	57,165		1,906	61,529	9,229 34
Parasols and Umbrellas	Great Britain	Pkgs.		Pkgs.	75	18,449	Pkgs.	75	18,449	2,767 20
	United States		3		3	299		3	299	44 84
	France				10	3,313		10	3,313	496 95.
			3		88	22,061		88	22,061	3,308 99
Plaster of Paris and Hydraulic Cement, ground or calcined	Great Britain	Cwt.		Cwt.	950	1,583	Cwt.	952	1,612	241 75
	United States		3		104	933		107	933	139 95
			3		104	2,516		1,059	2,545	381 70
			3		1,057					
Pickles and Sauces	Great Britain	Pkgs.		Pkgs.	3,025	20,818	Pkgs.	3,651	23,314	3,497 12
	United States		315		315	812		315	812	421 80
	France				66	74		71	117	17 55
			315		3,406	21,704		4,037	24,243	3,636 47
Preserved Meats, Poultry, Fish, and Vegetables	Great Britain	Pkgs.		Pkgs.	1,002	11,265	Pkgs.	949	10,431	1,564 65
	United States		4,304		4,829	28,717		4,418	23,922	3,588 48
	France		231		815	7,240		1,191	11,504	1,725 60
	Germany		155		156	713		156	713	106 95
	British West Indies		1		1	3		1	3	45
			2,113	386	4,304	6,803	47,938	6,715	46,573	6,986 13
Printed, or Lithographed, Cop- per Plate Bills, and Advertising Pamphlets	Great Britain	Pkgs.	51	Pkgs.	51	1,382	Pkgs.	52	1,423	213 33
	United States		7		304	7,369		304	7,369	1,103 85
	France				7	1,190		7	1,190	178 44
			304		362	9,931		363	9,971	1,495 62

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Sails, ready made	Great Britain	Pkgs. 5	Pkgs. 3	Pkgs.	Pkgs. 5	\$ 592	Pkgs. 8	\$ 767	\$ cts. 22 05	
	United States .....	.....	.....	.....	3	147	3	147	115 09
		5	3	.....	8	739	11	914	137 14
Shawls	Great Britain	Pkgs. 5	Pkgs.	Pkgs.	Pkgs. 5	558	Pkgs. 5	558	83 54	
	United States .....	.....	.....	.....	3	31	3	31	4 65
	France .....	.....	1	.....	1	391	1	391	58 65
		5	1	3	9	980	9	980	146 84	
Silks, Satins, and Velvets	Great Britain	Pkgs. 794	Pkgs.	Pkgs.	Pkgs. 794	428,197	Pkgs. 798	429,875	64,481 26	
	United States .....	.....	.....	.....	106	5,945	106	5,945	891 75
	France	109	.....	106	109	100,194	103	88,871	13,330 62
	Germany	25	4	.....	29	13,365	28	13,085	1,962 75
	Switzerland	8	1	.....	9	14,500	9	14,500	2,175 00
		936	5	106	1,047	562,191	1,044	562,276	82,841 41	
Silk Twist, and Silk and Mohair Twist	United States .....	.....	.....	Pkgs. 1	Pkgs. 1	21	Pkgs. 1	21	3 12

Spices, including Ginger, Pimento, and Pepper, unground	Great Britain	Lbs.	Lbs.	Lbs.	Lbs.	7,366	85,439	8,297	1,244 56
	United States	27,865	182,729	239,197	23,623	245,786	22,691	3,403 65	
	China	9,240	9,240	9,240	280	1,667	269	40 35	
	B. N. A. Provinces	107,893	182,729	318,487	31,289	342,132	31,537	4,790 55	
Spirits of Turpentine	Great Britain	Galls.	Galls.	Galls.	8	6	8	12	
	United States	5,088	38,501	138,244	49,100	138,788	49,237	7,386 67	
Stationery	Great Britain	Pkgs.	Pkgs.	Pkgs.	129,494	2,038	128,487	19,272 74	
	United States	2,014	972	2,014	15,535	976	2,319 30		
	France	40	54	4,700	58	4,856	728 40		
	Germany	37	178	215	1,936	217	304 05		
Belgium	1	1	1	1	1	1	15		
Steam Engines, other than Locomotive	United States	Pkgs.	Pkgs.	Pkgs.	161,656	3,290	150,833	22,624 64	
	United States	1	1	1	578	1	578	86 70	
Small Wares	Great Britain	Pkgs.	Pkgs.	Pkgs.	936,773	4,084	942,960	141,444 03	
	United States	4,019	1,586	1,586	52,313	1,586	52,362	7,864 30	
	France	312	6	218	56,715	216	56,557	8,483 55	
	Germany	115	37	152	12,819	148	12,615	1,892 25	
Italy	3	3	3	172	3	172	25 80		
Tobacco Pipes	Great Britain	Pkgs.	Pkgs.	Pkgs.	1,088,792	6,037	1,084,666	159,699 93	
	United States	2,483	4	2,483	7,456	6	7,198	1,079 70	
	France	8	13	1,438	35	6	45	6 75	
	Germany	4	4	4	263	4	263	215 70	
		2,495	4	2,504	9,192	2,131	8,944	1,341 55	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.		
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.											
	Toys	Pkgs. 86	Pkgs. 129	Pkgs. 129	Pkgs. 86	\$ 4,902	Pkgs. 86	\$ 4,902	\$ 735 35		
	Great Britain	.....	.....	.....	.....	3,489	129	3,489	523 35
	United States	.....	.....	.....	.....	10,312	225	10,312	1,546 80
	Germany	.....	.....	.....	.....	18,703	440	18,703	2,805 50
Varnish, other than bright or black											
		Galls. 149	.....	Galls. 66	Galls. 149	\$ 10,880	Galls. 135	\$ 9,166	\$ 1,374 88	
	Great Britain	.....	.....	.....	.....	609	66	609	91 35
	United States	.....	.....	.....	.....	11,469	201	9,775	1,466 23
Woolleus											
		Pkgs. 11,142	Pkgs. 998	Pkgs. 998	Pkgs. 11,142	\$ 3,257 130	Pkgs. 11,515	\$ 3,303 728	\$ 494 560 55		
	Great Britain	.....	.....	.....	.....	59,558	989	57,977	8,696 50
	United States	.....	.....	.....	.....	24,503	78	31,412	4,711 70
	France	.....	.....	.....	.....	72,487	236	72,611	11,891 65
	Germany	.....	.....	.....	.....	614	5	614	92 10
	B. N. A. Provinces	.....	.....	.....	.....	639	1	639	95 85
	Prussia	.....	.....	.....	.....	3,424 931	12,824	3,466 981	520 048 35
Unenumerated Articles											
		.....	.....	.....	.....	192 305	.....	200 605	30 105 88
	Great Britain	.....	.....	.....	.....	83 718	.....	71 358	10 711 70
	United States	.....	.....	.....	.....	17 260	.....	22 272	3 340 80
	France	.....	.....	.....	.....	2 301	.....	4 158	623 70
	Germany	.....	.....	.....	.....	960	.....	386	50 40
	Holland	.....	.....	.....	.....	3 133	.....	3 299	494 85
	Spain	.....	.....	.....	.....	679	.....	64 95	64 95
	Italy	.....	.....	.....	.....	.....	.....	.....	.....

GOODS PAYING 10 PER CENY. AD VALOREM.		Sole and Upper Leather.....		Animals of all kinds.....		Fruits of all kinds, green.....		Hay, Straw, and Bran.....		Seeds, other than Cereals.....		Grease and Grease Scrap.....	
Asia Minor.....	1,569	1,372	205 80										
British West Indies.....	4	775	116 25										
Spanish West Indies.....	2,697	2,524	397 95										
Sicily.....	2,208	1,577	236 55										
British North Ameri- can Provinces.....	3	3	45										
	306,743	308,712	46,349 28										
Great Britain.....	Pkgs. 905	Pkgs. 908	18,081 79										
United States.....	10	7	241 40										
France.....	75	83	3,385 60										
Germany.....	1	1	54 60										
British North Ameri- Provinces.....	1	1	1 30										
	982	1,000	21,764 69										
United States.....	No. 2	No. 2	13 30										
Great Brita.....	Pkgs. 1,413	Pkgs. 36,428	7,015										
United States.....	61	5,514	874 28										
France.....	249	249	99 70										
Spain.....	1,849	99,204	5,712										
Sicily.....	3,572	1,849	3,966										
		5,687	26,433										
United States.....	Pkgs. 2	Pkgs. 2	2,643 28										
Great Britain.....			83 40										
United States.....			2,630 01										
France.....			1,458										
			4,922										
			824										
			Cwt. 10,438										
			824										
			Cwt. 10,438										

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In Bri Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 10 PER CENT. AD VALOREM.—Continued.						\$	\$	\$ cts	
Vegetables	Great Britain					996	996	99 00	
	United States					9,475	9,475	947 60	
						10,471	10,471	1,047 20	
Trees, Plants, and Shrubs	Great Britain	Pkgs. 6			Pkgs. 6	59	59	5 90	
	United States					1,794	1,794	179 51	
GOODS PAYING 5 PER CENT. AD VALOREM.		6			8,272	1,853	1,853	185 41	
Printed Books, Periodicals, and Pamphlets.....	Great Britain	Pkgs. 1,059			Pkgs. 1,059	125,737	112,069	5,603 43	
	United States	1			1,611	43,636	43,636	2,181 80	
	France	330	7	1,610	337	50,317	50,317	2,515 85	
	Germany	4			4	159	159	7 95	
	Italy	2			2	116	116	5 80	
	Belgium	2			2	256	256	12 80	
	B.N.A. Provinces	5			5	150	150	7 50	
		1,403	7	1,610	3,020	220,371	206,703	10,335 13	
Iron	Great Britain					933,173	939,644	46,982 02	
	United States					35,843	35,843	1,792 18	
	Germany					888	888	44 40	
	Russia					2,366	2,366	118 31	
	Norway					5,438	5,438	271 92	
						977,708	984,179	49,208 83	

Type	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain	61	189	3,902	61	3,902	195 10			
United States	5	189	7,041	189	7,041	352 05			
France	66	5	319	5	319	15 96			
5 per cent. additional on Duty, from 7th April, 1870			11,262	255	11,262	563 10			
						56,984 74			
FREE GOODS.									
ARTS AND SCIENCES.									
Busts, Casts, and Statues	Pkgs. 4	Pkgs.	Pkgs.	Pkgs.	Pkgs.				
Great Britain	4	4	6,077	4	6,077				
France	5	5	154	5	154				
Germany	1	1	50	1	50				
Italy	2	2	80	2	80				
	10	12	6,361	12	6,361				
Drawings (not in oil)	Pkgs. 3	Pkgs.	Pkgs.	Pkgs.	Pkgs.				
Great Britain	3	3	224	3	224				
United States	3	3	186	3	186				
	3	6	410	6	410				
Gems and Medals, including Cab- inets of ditto, Antiquities, Coins, &c.	Pkgs. 5	Pkgs.	Pkgs.	Pkgs.	Pkgs.				
Great Britain	5	5	319	5	319				
United States	4	13	438	13	438				
France	3	4	126	4	126				
B. N. A. Provinces	12	3	12	3	12				
		25	895	25	895				
Paintings in Oil	Pkgs. 77	Pkgs.	Pkgs.	Pkgs.	Pkgs.				
Great Britain	77	77	8,180	77	8,180				
United States	20	195	5,418	195	5,418				
France	1	20	825	20	825				
Germany	97	1	120	1	120				
		293	14,543	293	14,543				

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
FREE GOODS.—ARTS AND SCIENCES. <i>Continued.</i>										
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.....	Great Britain..... United States..... France.....	Pkgs. 7 2 9		Pkgs. 40 2 40	Pkgs. 7 40 2 49	\$ 197 1,515 293 2,005	Pkgs. 7 40 2 49	\$ 197 1,515 293 2,005	..... ..... ..... .....
DRUGS, DYE STUFFS, OILS, AND COLORS, NOT ELSEWHERE SPECIFIED.										
Acids, Alum, Antimony, and Argol.....	Great Britain..... United States.....	Pkgs. 4,292 4,292		Pkgs. 230 230	Pkgs. 4,292 4,522	26,579 1,831 28,410	Pkgs. 4,292 230 4,522	26,579 1,831 28,410	..... ..... .....
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing.....	Great Britain..... United States..... France..... Germany..... Holland..... Sicily.....	Pkgs. 4,734 448 2 66 10 400 5,660	Pkgs. 1,530 189 30 1,749	Pkgs. 39,629 39,629	Pkgs. 4,734 41,607 191 66 40 400 47,038	44,945 39,288 2,558 1,194 3,029 2,945 93,959	Pkgs. 4,734 41,607 191 66 40 400 47,038	44,945 39,288 2,558 1,194 3,029 2,945 93,959	..... ..... ..... ..... ..... ..... .....
Bleaching Powders and Borax.....	Great Britain..... United States.....	Pkgs. 9,475 9,475		Pkgs. 29 29	Pkgs. 9,475 9,504	31,220 404 31,624	Pkgs. 9,475 29 9,504	31,220 404 31,624	..... ..... .....

Colors and other Articles imported by Room Paper Makers and Stainers.....	Great Britain.....	Pkgs.	18	Pkgs.	18	Pkgs.	18	Pkgs.	18	Pkgs.	2,820	Pkgs.	2,820
	United States.....	.....	127	.....	127	.....	127	.....	127	.....	5,423	.....	5,423
			18		127		145		145		8,243		8,243
Cream of Tartar in Crystals....		Cwt.		Cwt.		Cwt.		Cwt.		Cwt.		Cwt.	
	Great Britain.....	18	.....	18	.....	18	.....	18	.....	18	491	.....	491
	United States.....	2,892	.....	103	.....	103	.....	103	.....	103	1,897	.....	1,897
	France.....	2,910	.....	103	.....	103	.....	103	.....	103	21,385	.....	21,385
			2,910		103		3,013		3,013		23,773		23,773
Indigo.....		Lbs.		Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
	Great Britain.....	15,913	.....	13,007	.....	13,007	.....	13,007	.....	13,007	14,481	.....	14,481
	United States.....	1,211	.....	1,211	.....	1,211	.....	1,211	.....	1,211	13,764	.....	13,764
		15,913	.....	13,007	.....	13,007	.....	13,007	.....	13,007	28,245	.....	28,245
			15,913		13,007		30,131		30,131		28,245		28,245
Lead—Red and White, dry....		Cwt.		Cwt.		Cwt.		Cwt.		Cwt.		Cwt.	
	Great Britain.....	11,797	.....	319	.....	319	.....	319	.....	319	70,866	.....	70,866
	United States.....	11,797	.....	319	.....	319	.....	319	.....	319	1,837	.....	1,837
		11,797	.....	319	.....	319	.....	319	.....	319	72,703	.....	72,703
			11,797		319		12,116		12,116		72,703		72,703
Nitre, Sal Ammoniac, Sal Soda, Saltpetre Soda, Ash, Soda Caustic, &c.....		Pkgs.		Pkgs.		Pkgs.		Pkgs.		Pkgs.		Pkgs.	
	Great Britain.....	58,742	.....	772	.....	772	.....	772	.....	772	145,901	.....	145,901
	United States.....	58,742	.....	772	.....	772	.....	772	.....	772	1,331	.....	1,331
		58,742	.....	772	.....	772	.....	772	.....	772	147,232	.....	147,232
			58,742		772		59,514		59,514		147,232		147,232
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined.....		Pkgs.		Pkgs.		Pkgs.		Pkgs.		Pkgs.		Pkgs.	
	Great Britain.....	2,035	.....	407	.....	407	.....	407	.....	407	4,613	.....	4,613
	United States.....	33	.....	85	.....	85	.....	85	.....	85	1,296	.....	1,296
	France.....	2,068	.....	85	.....	85	.....	85	.....	85	205	.....	205
			2,068		85		2,560		2,560		6,114		6,114

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.									
Oils—Cocanut, Palm, and Pine, in their natural state	Great Britain. United States.	Galls. 3,048 125		Galls. 50,425	Galls. 3,048 50,550	\$ 2,086 31,813	Galls. 3,048 50,550	\$ 2,086 31,813	
		3,173		50,425	53,598	33,899	53,598	33,899	
Phosphorus, Brimstone, and Sulphur, in roll or flour.	Great Britain. United States. France Sicily	Pkgs. 1,177 1,113 300		Pkgs. 118	Pkgs. 1,177 118 1,113 300	\$ 3,983 32 7,568 638	Pkgs. 1,177 118 1,113 300	\$ 3,983 32 7,568 638	
		2,590		118	2,708	12,221	2,708	12,221	
Roots—Medicinal, in their natural state	Great Britain. United States. France	Pkgs. 29 22		Pkgs. 46	Pkgs. 29 46 22	\$ 2,180 2,503 331	Pkgs. 29 46 22	\$ 2,180 2,503 331	
		51		46	97	5,014	97	5,014	
Vitriol, blue	Great Britain. United States.	Pkgs. 21		Pkgs. 1	Pkgs. 21 1	1,202 7	Pkgs. 21 1	1,202 7	
		21		1	22	1,209	22	1,209	

Whiting or Whiteming	Great Britain.....	Pkgs.	14,632	2	6,474	1	6,474	1	14,632	2	6,474	1
	United States.....	Pkgs.	14,632	2	6,475	1	6,475	1	14,634	2	6,475	1
Zinc—white, dry.....	Great Britain.....	Cwt.	112	166	863	166	863	166	Cwt.	166	863	166
	United States.....	Cwt.	230	402	3,298	402	3,298	402	Cwt.	402	3,298	402
	Belgium.....	Cwt.	780	780	4,554	780	4,554	780	Cwt.	780	4,554	780
		Cwt.	1,122	54	8,715	1,348	8,715	1,348	Cwt.	1,348	8,715	1,348
MANUFACTURES AND PRODUCTS OF MANUFACTURES.	Great Britain.....				285	285	285				285	285
	United States.....				2,240	2,240	2,240				2,240	2,240
Ashes—Pot, Pearl, and Soda	Great Britain.....				2,525	2,525	2,525				2,525	2,525
	United States.....				32	32	32				32	32
Biscuit and Bread from Great Britain and B. N. A. Pro- vinces.....	Great Britain.....	Pkgs.	14	14	2,557	14	2,557	14	Pkgs.	14	2,557	14
	United States.....	Pkgs.	2	2	2,869	2	2,869	2	Pkgs.	2	2,869	2
Bolting Cloth.....	United States.....				5,426	5,426	5,426				5,426	5,426
	France.....											
Bookbinders Tools and Imple- ments.....	Great Britain.....	Pkgs.	27	27	3,664	27	3,664	27	Pkgs.	27	3,664	27
	United States.....	Pkgs.	42	41	2,104	41	2,104	41	Pkgs.	41	2,104	41
	Germany.....	Pkgs.	69	41	291	42	291	42	Pkgs.	42	291	42
		Pkgs.	69	41	6,059	110	6,059	110	Pkgs.	110	6,059	110
Burrstones	Great Britain.....	Cwt.	675	53	928	675	928	675	Cwt.	675	928	675
	United States.....	Cwt.	2,373	504	803	557	803	557	Cwt.	557	803	557
	France.....	Cwt.	3,048	504	3,347	2,373	3,347	2,373	Cwt.	2,373	3,347	2,373
		Cwt.	3,048	504	5,078	3,605	5,078	3,605	Cwt.	3,605	5,078	3,605

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Cotton Wool	Great Britain. United States.....	Pkgs. 145 3,919 145	..... ..... ..... ..... .....	Pkgs. 3,919 3,919	Pkgs. 145 3,919 4,064	5,004 85,173 90,177	145 3,919 4,064	5,004 85,173 90,177	...............
Cotton Candle—Wick.....	Great Britain. United States.....	Lbs. 8,760 8,760	..... ..... ..... .....	Lbs. 16,276 16,276	Lbs. 8,760 16,276 25,036	2,628 4,863 7,511	8,760 16,276 25,036	2,628 4,863 7,511	...............
Cotton and Flax—Waste	Great Britain. United States.....	Pkgs. 565 565	..... ..... .....	Pkgs. 1,108 1,108	Pkgs. 565 1,108 1,673	6,076 12,072 18,148	565 1,108 1,673	6,076 12,072 18,148	...............
Church Bells and Communion Plate.....	Great Britain. United States. France	Pkgs. 14 8	..... ..... .....	Pkgs. 24 24	Pkgs. 14 24 8 46	4,122 4,160 1,431 9,713	14 24 8 46	4,122 4,160 1,431 9,713	....................
Clothing—Donations of, for Charitable Purposes.....	United States.....	.....	.....	Pkg. 1	Pkg. 1	5	Pkg. 1	5	.....

Cocoa Paste	Great Britain	Pkgs. 5			Pkgs. 5	226		
Cotton and Woollen Netting for India Rubber Shoes	Great Britain	Pkgs. 33	Pkgs.		Pkgs. 33	10,564		
	United States		34		34	4,898		
Drain Tiles	United States	33	34		67	15,462		
							42	
Duck, for belting and hose	Great Britain	Pkgs. 1	Pkgs.		Pkgs. 1	151		
	United States		130		130	8,220		
Emery, Glass and Sand Paper and Cloth	Great Britain		130		131	8,371		
	United States	1						
Fire-Brick	Great Britain	Pkgs. 5	Pkgs.		Pkgs. 5	125		
	United States		200		782	3,682		
Fishing-Hooks, Nets and Seines, Lines and Twines	Great Britain		200		787	3,807		
	United States	5						
Great Britain	Mille.	223	Mille.		Mille.	8,932		
		53	8		61	2,415		
United States		53	8		284	11,347		
United States	Pkgs.	507	Pkgs.		Pkgs. 507	45,560		
		9	44		53	2,978		
France		2			2	122		
		2			2	7		
B. N. A. Provinces		520	44		564	48,667		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Gold Beater's Brim Moulds and Skins, Gold, Silver and Plater's Leaf	Great Britain. United States. Germany	Pkgs. 13 1	Pkgs. 13 134 1	Pkgs. 134	Pkgs. 13 134 1	\$ 4,316 4,316 3,973 1,026	Pkgs. 13 134 1	\$ 4,316 4,316 3,973 1,026	....................
Hoop Skirt Manufacture—Articles for	Great Britain. United States.	Pkgs. 68 68	..... ..... .....	Pkgs. 361 361	Pkgs. 68 361	11,485 24,437	Pkgs. 68 361	11,485 24,437	...............
Junk and Oakum	Great Britain. United States. B. N. A. Provinces	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	35,922	..... ..... .....	35,922	...............
Lithographic Stones	Great Britain. United States.	Pkgs. 62 62	..... ..... .....	Pkgs. 5 5	Pkgs. 62 5	14,115 5,903 1,709	..... ..... .....	14,115 5,903 1,709	...............
Lumber, Plank and Sawed, of Mahogany, Rosewood, Walnut, Cherry and Chestnut, and Pitch Pine	United States.	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	21,727	..... ..... .....	21,727	...............

Materials for Hats, Boots, and Shoes	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	1,014	1,014	181,945	1,014	181,945	1,014
	France	14	258	2,765	258	2,765	2,765
	Prussia	1	14	4,722	14	4,722	4,722
		1	1	356	1	356	356
		1,029	1,287	189,788	1,287	189,788	189,788
Machine Linen, Thread and Silk Twist	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	134	134	51,482	134	51,482	51,482
			23	1,351	23	1,351	1,351
		134	157	52,833	157	52,833	52,833
Machinery, when used in the original construction of Mills or Factories	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	8	8	844	8	844	844
			461	46,793	461	46,793	46,793
			8	469	47,637	469	47,637	47,637
Nails, Composition or Sheathing, and Composition Spikes	Great Britain			849		849	849
	United States			15		15	15
				864		864	864
Printers' Implements, viz. :— Presses, Electrotpe and Stereotype Blocks and Ink.	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	195	195	4,679	195	4,679	4,679
	France	8	320	14,147	320	14,147	14,147
			8	2,114	8	2,114	2,114
		203	523	20,940	523	20,940	20,940
Philosophical Instruments and Apparatus for Colleges and Schools.	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	8	8	1,050	8	1,050	1,050
	France	2	3	170	3	170	170
			2	4	282	4	282	282
		10	15	1,502	15	1,502	1,502

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Rags	Great Britain	Pkgs. 2,026		Pkgs. 4,002	Pkgs. 2,026	\$ 31,510	Pkgs. 2,026	\$ 31,510	.....
	United States .....	.....		.....	.....	101	.....	101	.....
	B. N. A. Provinces .....	.....		.....	.....	96	.....	96	.....
		2,029		4,002	6,031	31,707	6,031	31,707	.....
Treenails	United States					1,380		1,380	.....
Veneering—of Wood or Ivory ..	Great Britain	Pkgs. 1		Pkgs. 60	Pkgs. 1	77	Pkgs. 1	77	.....
	United States					2,427	60	2,427	.....
		1		60	61	2,504	61	2,504	.....
Wire Cloth—of Brass or Copper.	Great Britain	Pkgs. 240		Pkgs. 11	Pkgs. 240	1,771	Pkgs. 240	1,771	.....
	United States .....	.....		.....	.....	332	11	332	.....
	Germany	1		1	1	9	1	9	.....
SHIPS' MATERIALS.		241		11	252	2,112	252	2,112	.....
Anchors, Chain Cables, Shackles, Riders and Sheaves	Great Britain					28,875		28,875	.....
Binnacle and Signal Lamps, Dead Eyes and Dead Lights ..	Great Britain	Pkgs. 14		Pkgs. 10	Pkgs. 14	1,555	Pkgs. 14	1,555	.....
	United States					259	10	259	.....
		14		10	24	1,814	24	1,814	.....

Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and Travelling Trucks.....	Great Britain..... United States.....				2,010 470		2,010 470	
Bunting and Wire Rigging	Great Britain.....	Pkgs. 608			2,480		2,480	
Deck Plugs, Wedges, Knees and Mascs of Iron, and Treenalls..	Great Britain..... United States..... B. N. A. Provinces				19,778	608	19,778	
Cables, Hemp and Grass, Cord- age, and Sail Cloth, when used for ships only	Great Britain..... United States.....				70,811 2,341 26		70,811 2,341 26	
Varnish, bright and black, when used for ships only	Great Britain..... United States.....				73,178		73,178	
Brass—Bar, Rod, Sheet and Scrap	Great Britain..... United States..... B. N. A. Provinces				74,606 14,144		74,606 14,144	
Cranks and Shafts for Steam- boats and Mills, rough.....	United States.....				88,750		88,750	
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing.....	Great Britain..... United States.....				290 197	Galls. 302 20	290 197	
					487	322	487	
					525 2,593 70		525 2,593 70	
					3,188		3,188	
					474		474	
					15,982 860		15,982 860	
					16,342		16,342	

METALS.

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS—METALS.—Continued.						\$			
Iron—Scrap, Galvanized or Pig Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain. United States. B. N. A. Provinces.					924,688 3,926 240		924,688 3,926 240	
Locomotive Engine Frames, Axles Cranks, Hoop Iron, or Steel for Tires Bent and Welded Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.	Great Britain. United States.	Pkgs. 4,676		Pkgs. 658	Pkgs. 4,676 658	25,246 4,833		25,246 4,833	
Lead (in Sheet or Pig) and Litharge	Great Britain. United States. France Italy Spain	4,676		658	5,334	30,079		30,079	
						44,145 3,323 3,092 4,393		44,145 3,323 3,092 4,393	
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	Great Britain. United States.					55,123		55,123	
						648,140 30,995		648,140 30,995	
						679,135		679,135	

Spelter and Zinc (in Blocks, Sheets, or Pig)	Great Britain.....	Cwt.	1,763	Cwt.	1,763	9,588	Cwt.	1,763	9,588
	United States.....			128	128	860		128	860
	Germany.....		2,091		2,091	12,817		2,091	12,817
	Holland.....		180		180	1,139		180	1,139
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form but not moulded	Belgium.....		299		1,595	11,828		1,594	11,828
	Great Britain.....		4,343		1,595	36,232		6,066	36,232
	United States.....								
	Germany.....								
Tin, in Bar, Blocks, Pig, or Granulated	Great Britain.....	Cwt.	1,571	Cwt.	1,571	34,237	Cwt.	1,571	34,237
	United States.....				113	3,062		113	3,062
	Belgium.....				34	752		34	752
					34		38,051		1,718	38,051
Tubes and Piping of Brass, Copper, or Iron (Drawn)	Great Britain.....	Cwt.	13,626	Cwt.	13,626	79,200	Cwt.	13,626	79,200
	United States.....				98	3,865		98	3,865
					98		83,065		13,724	83,065
Type Metal, in Blocks or Pigs	Great Britain.....	Pkgs.	1				Pkgs.	1	12
	Great Britain.....								
	United States.....								
	Germany.....								
Wire, of Brass or Copper, Round or Flat	Great Britain.....								
	United States.....								
	Germany.....								
Yellow Metal—in Bolts, Bars, and for Sheathing	Great Britain.....								
	France.....								

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS.									
Bristles	Great Britain. United States	Pkgs. 18 18		Pkgs. 10 10	Pkgs. 13 10	\$ 6,160 2,118	Pkgs. 18 10	\$ 6,160 2,118	
Broom Corn	United States. France	Pkgs. 79 103 182	Pkgs. 108	Pkgs. 1,226 1,226	Pkgs. 1,413 103	35,136 1,542	Pkgs. 1,413 103	35,136 1,542	
Caoutchouc, or India Rubber and Gutta Percha, unmanufactured.	United States			Pkgs. 2,960	Pkgs. 2,960	146,836	Pkgs. 2,960	146,836	
Coal and Coke	Great Britain. United States. B. N. A. Provinces	Tons. 97,016 27		Tons. 51,743	Tons. 97,016 51,743 27	291,048 155,230 82	Tons. 97,016 51,743 27	291,048 155,230 82	
Cocoa—Bean and Shell	Great Britain. Spain	Pkgs. 3 3		Pkgs. 1 1	Pkgs. 3 1	71 18	Pkgs. 3 1	71 18	
						89		89	

Corkwood and Bark.....	Great Britain.....	Pkgs.	120	Pkgs.	120	Pkgs.	964	Pkgs.	120	Pkgs.	964
	United States.....	.....	694	.....	694	.....	5,322	.....	694	.....	5,322
	France.....	10	.....	10	.....	106	.....	10	.....	106	.....
	Spain.....	1	.....	1	.....	3	.....	1	.....	3	.....
	Portugal.....	230	.....	230	.....	352	.....	230	.....	352	.....
		361	.....	694	.....	6,747	.....	1,055	.....	6,747	.....
Diamonds and Precious Stones.....	Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	France.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Italy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Earths, Clays, and Sand.....	Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Eggs.....	United States.....	.....	.....	Doz.	335	.....	.....	Doz.	335	.....	.....

Emery.....	Great Britain.....	Pkgs.	190	Pkgs.	190	Pkgs.	1,917	Pkgs.	190	Pkgs.	1,917
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes.....	Great Britain.....	Cwt.	250	Cwt.	250	Cwt.	5,831	Cwt.	250	Cwt.	5,831
	United States.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	France.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Spain.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	856	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Fire Clay	Great Britain..... United States.....	Pkgs. 978	Pkgs. 96	Pkgs. 188	Pkgs. 978 284	\$ 1,357 385	Pkgs. 978 284	\$ 1,357 385	..........
Fire Wood	Great Britain..... United States..... B. N. A. Provinces ..	Cords. 6 25		Cords. 269	Cords. 6 269 25	64 538 100	Cords. 6 269 25	64 538 100	...............
Fish, fresh	Great Britain..... United States..... B. N. A. Provinces ..					309 38,956 1,900		309 38,956 1,900	...............
Flour of Wheat and Rye	United States..... B. N. A. Provinces ..	Brls. 47,030 73	Brls. 7,303	Brls. 61,506	Brls. 115,859 73	532,735 415	Brls. 115,859 73	532,735 415	..........
		47,123	7,303	61,506	115,932	533,150	115,932	533,150	.....

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Flax, Hemp and Tow, undressed	4,972	4,972	4,972	4,972	4,972	4,972	4,972	4,972	4,972
Great Britain	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002
United States	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002
Furs, Skins, and Tails, undressed	54	54	54	54	54	54	54	54	54
Great Britain	214	214	214	214	214	214	214	214	214
United States	3	3	3	3	3	3	3	3	3
France	5	5	5	5	5	5	5	5	5
Germany	3	3	3	3	3	3	3	3	3
Prussia	8	8	8	8	8	8	8	8	8
B. N. A. Provinces	73	73	73	73	73	73	73	73	73
Grain of all kinds, except Indian Corn	3,637	3,637	3,637	3,637	3,637	3,637	3,637	3,637	3,637
Great Britain	135,273	135,273	135,273	135,273	135,273	135,273	135,273	135,273	135,273
United States	1,337	1,337	1,337	1,337	1,337	1,337	1,337	1,337	1,337
B. N. A. Provinces	136,613	136,613	136,613	136,613	136,613	136,613	136,613	136,613	136,613
Gravels	1	1	1	1	1	1	1	1	1
United States	100	100	100	100	100	100	100	100	100
Italy	1	1	1	1	1	1	1	1	1
Grease and Grease Scraps	3,511	3,511	3,511	3,511	3,511	3,511	3,511	3,511	3,511
United States	556	556	556	556	556	556	556	556	556
Great Britain	554	554	554	554	554	554	554	554	554
United States	2	2	2	2	2	2	2	2	2
Spanish West Indies	5	5	5	5	5	5	5	5	5
Gun, Copal	556	556	556	556	556	556	556	556	556
Great Britain	554	554	554	554	554	554	554	554	554
United States	2	2	2	2	2	2	2	2	2
Spanish West Indies	5	5	5	5	5	5	5	5	5

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Gypsum and Plaster of Paris, not ground nor calcined	United States.....			Brls. 100	Brls. 100	\$ 224	Brls. 100	\$ 224	.....
Hair	Great Britain..... United States..... Germany.....	Pkgs. 9 1	Pkgs. 128 1	Pkgs. 128	Pkgs. 9 128 1	2,280 6,488 118	Pkgs. 9 128 1	2,280 6,488 118	...............
Hay	United States..... B. N. A. Provinces.....	Tons. 10 .....	.....	Tons. 49 49	Tons. 49 10 59	369 150 519	Tons. 49 10 59	369 150 519	...............
Hides, Horns and Pelts	Great Britain..... United States..... B. N. A. Provinces.....					27,095 694,496 3,334		27,095 694,496 3,334	...............
Hops.....	Great Britain..... United States..... Belgium.....	Lbs. 60,789 7,770	.....	Lbs. 57,125	Lbs. 60,789 57,125 7,770	17,069 7,540 74	Lbs. 60,789 57,125 7,770	17,069 7,540 74	...............
		68,559		57,125	125,684	24,683	125,684	24,683	.....

	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Indian Corn	6,908	9,341	16,249	14,427	16,249	14,427	14,427
	United States.....	Brls.	Brls.		Brls.		
Indian Meal		52	52	201	52	201	201
	United States.....						
Manilla Grass and Sea Grass		Pkgs.	Pkgs.	24,016	Pkgs.	24,016	24,016
	United States.....	651	651				
Manures				186		186	186
	Great Britain.....			366		366	366
	United States.....			552		552	552
Marble, unwrought				1,843		1,843	1,843
	United States.....			16,108		16,108	16,108
	Great Britain.....			17,951		17,951	17,951
Moss, for Upholstery purposes		Pkgs.	Pkgs.	2,092	Pkgs.	2,092	2,092
	United States.....	147	147				
Ores of Metals, of all kinds				319		319	319
	Great Britain.....			14,969		14,969	14,969
	United States.....			15,288		15,288	15,288
Pipe Clay	Cwt.		Cwt.	1,090	Cwt.	1,090	1,090
	6,000		6,000		6,000		6,000
	Great Britain.....						

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Rattan, for Chair Makers	Great Britain..... United States.....	Pkgs. 25 74	..... ..... ..... .....	Pkgs. 74	Pkgs. 25 74	\$ 18 2,957	Pkgs. 25 74	\$ 18 2,957	..........
Rosin	United States.....	Brls. 814	Brls. 3,726	Brls. 775	Brls. 5,315	15,403	Brls. 5,315	15,403	.....
Salt	Great Britain..... United States..... France..... Spain..... Portugal..... B. N. A. Provinces..	Bush. 1,928,263 23,624 9,500 10,288	Bush. 2,612	Bush. 4,153	Bush. 1,928,263 4,153 2,612 23,624 9,500 10,288	332,139 706 444 4,016 1,615 1,749	Bush. 1,928,263 4,153 2,612 23,624 9,500 10,288	332,139 706 444 4,016 1,615 1,749	..............................
Seeds, for Agricultural, Horti- cultural, or Manufacturing purposes	Great Britain..... United States..... France..... Germany.....	Pkgs. 2,428 32 4 2,464	..... ..... ..... .....	Pkgs. 803 803	Pkgs. 2,428 803 32 4 3,267	15,642 9,450 972 43	Pkgs. 2,428 803 32 4	15,642 9,450 972 43	....................
						26,107		26,107*	.....

Stone, unwrought, and Slate.....	Great Britain.....	Tons.	16	Tons.	16	Tons.	159	Tons.	16	Tons.	159
	United States.....	520	286	1,242	3,156	1,242	3,156	1,242	3,156	3,156	
	France.....	4	486	4	37	4	37	4	37	37	
Tanners' Bark.....	United States.....	540	236	1,262	3,352	1,262	3,352	1,262	3,352	3,352	
Tar and Pitch.....	United States.....										
Tarsels.....	United States.....										
Tobacco, unmanufactured.....	United States.....										
Trees, Plants and Shrubs, Bulbs and Roots.....	United States.....										
Turpentine, other than spirits of	United States.....										

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Vegetables	Great Britain..... United States..... B. N. A. Provinces.....					\$ 376 12,414 8,138 20,928		\$ 376 12,414 8,138 20,928	
Whale Oil.....	United States.....			Galls. 2,983	Galls. 2,983	1,879	Galls. 2,983	1,879	
Wheat	United States.....	Bush. 109,111			Bush. 109,111	108,062	Bush. 109,111	108,062	
Wood, unmanufactured	Great Britain..... United States.....					416 47,216 47,632		416 47,216 47,632	
Wool.....	Great Britain..... United States..... Africa.....	Lbs. 988,084 319,584 1,307,668	Lbs. 49,632	Lbs. 687,541	Lbs. 988,084 737,173 319,584 2,044,841	158,999 131,179 70,241 360,419	Lbs. 988,084 737,173 319,584 2,044,841	158,999 131,179 70,241 360,419	

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
SPECIAL EXEMPTIONS.						
Apparel of British Subjects, domiciled in Canada but dying abroad	2	2	39	2	39	
Great Britain						
Articles for the use of H. R. H. Prince Arthur			3,162 180		3,162 180	
United States			3,342		3,342	
Articles for the public uses of the Dominion			7,174 238 50 10 10 34 184 8		7,174 238 50 10 10 34 184 8	
Great Britain						
United States						
France						
Holland						
Spain						
Belgium						
British West Indies						
Articles for the use of Foreign Consuls General			7,698		7,698	
Great Britain						
United States			90		90	
France			267		267	
Belgium			267		267	
British West Indies			7		7	
			25		25	
Articles FOLLOWING, FOR THE USE OF THE ARMY AND NAVY.			676		676	
Arms, Clothing, Musical Instruments for Bands, and Military Stores						
Great Britain	3,779	Pkgs.	80,537	Pkgs.	80,537	
United States			506		506	
France	1		419		419	
	3,780		81,402		81,402	
SETTLERS' EFFECTS						
Great Britain			602,770		602,770	
United States			72,076		72,076	
France			50		50	
Germany			9,528		9,528	
B. N. A. Provinces			600		600	
Norway			102,803		102,803	
			787,827		787,827	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—Continued												
Animals for Improvement of Stock	Great Britain	88		1	88	12,365 40	88	12,365 40	\$			
	United States				1		1					
GROWTH AND PRODUCTS OF ANY OF THE B. N. A. PROVINCES.												
Fish, Smoked, and Meats and Poultry	B. N. A. Provinces	88		1	89	12,405	89	12,405				
Fish and Products of Fish, and Fish Oil	B. N. A. Provinces											
Timber and Lumber	B. N. A. Provinces											
Other Articles	Great Britain											
	United States											
	France											
	Germany											
	Belgium											
	China											
	Spanish West Indies											
Coin and Bullion	Great Britain											
	United States											

ABSTRACT of the Value of Goods Entered for Consumption in the Province of Quebec, distinguishing those which paid Duty from those entered Free of Duty, and shewing also the Countries whence Imported, and the Amount of Duty collected thereon, during the Fiscal Year, ending 30th day of June, 1870.

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
From Great Britain.....	14,563,737	5,818,533	20,382,270	2,362,909 77
United States.....	5,044,835	3,566,797	6,611,332	723,497 75
France.....	1,073,034	77,938	1,150,972	265,358 54
Germany.....	377,814	32,888	410,702	101,067 20
British North American Provinces.....	192,222	332,674	524,896	81,719 29
British West Indies.....	272,982	33	273,015	107,336 32
Spanish West Indies.....	1,632,208	181	1,632,389	731,589 07
China.....	373,825	121	373,946	136,241 67
Africa.....	.....	70,241	70,241	.....
Holland.....	107,439	4,178	111,617	181,911 28
Belgium.....	144,131	17,422	161,553	30,443 13
Spain.....	213,784	18,724	232,508	48,990 19
Portugal.....	37,380	1,967	39,347	10,664 15
Switzerland.....	28,050	.....	28,050	4,211 48
Sicily.....	26,755	.....	30,338	9,802 60
Italy.....	5,935	3,491	9,426	1,167 30
Japan.....	5,340	.....	5,340	1,336 34
Norway.....	5,846	102,803	108,649	331 32
Russia.....	2,366	.....	2,366	118 31
Prussia.....	1,514	2,872	4,386	225 40
Asia Minor.....	1,372	.....	1,372	205 80
Brazil.....	57	.....	57	24 00
Greece.....	47	.....	47	7 05
British Guiana.....	18	.....	18	2 70
Add Five per Cent Additional on Duty, from 7th April, 1870	22,110,391	10,054,446	32,164,837	4,798,460 94
Copyrights.....	3,035	.....	3,035	66,984 74
Grand Total.....	22,113,426	10,054,446	32,167,872	4,865,445 38

No. 1.—GENERAL STATEMENT OF IMPORTS.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.		No. 6			No. 6	\$ 38	No. 6	\$ 38	\$ cts. 12 00	
Swine	United States									
Sulphuric Acid	Great Britain	Lbs. 14,513			Lbs. 14,513	429	Lbs. 14,513	429	72 57	
	United States	28,129			28,129	620	28,129	620	140 71	
		42,642			42,642	1,049	42,642	1,049	213 28	
Cordials	Great Britain	Galls. 91			Galls. 91	464	Galls. 91	301	110 14	
	United States	21			21	33	24	78	29 10	
		112			112	497	115	379	139 24	
Perfumed Spirits, not in flasks	Great Britain	Galls. 6			Galls. 6	51	Galls. 6	51	7 74	
	British West Indies	104			104	96	104	96	128 40	
		110			110	147	110	147	136 14	
Perfumed Spirits, in flasks	Great Britain	No. 849			No. 849	151	No. 849	151	33 96	

Brandy	Great Britain.....	Galls.	16,513		Galls.	24,675	Galls.	15,398	20,014	12,318 24	
	United States.....		1,124			1,225		184	355	147 10	
	Prince Edward I.....		75,618			78,488		75	35	59 96	
	France.....		56			101		34	47,603	27,736 49	
	British West Indies.....		250			590		45	51	27 20	
	Germany.....		104			156		104	156	36 05	
	Spain.....		10			15		10	15	83 20	
	St. Pierre.....		93,675			105,250		50,519	68,303	8 00	
											40,416 24
Gin	Great Britain.....	Galls.	34,812		Galls.	17,777	Galls.	35,023	21,952	28,018 02	
	United States.....		1,724			1,075		194	149	165 02	
	Germany.....		53,215			22,745		22,956	314	457 63	
	Holland.....		43			30		43	11,247	18,364 40	
	British West Indies.....		89,794			41,627		119	30	34 40	
	St. Pierre.....								100	95 20	
											47,124 69
Rum	Great Britain.....	Galls.	2,832		Galls.	2,223	Galls.	3,412	2,388	2,729 12	
	United States.....		4,407			2,240		932	519	745 60	
	Newfoundland.....		127,510			64,182		103,687	47,194	82,950 90	
	British West Indies.....		56,914			18,894		18,701	8,460	14,960 80	
	Spanish West Indies.....		892			480		686	784	1,348 80	
	Foreign West Indies.....		33			40		2,867	1,195	2,293 60	
	Demerara.....							181	100	144 80	
	British Guiana.....		192,588			88,059		130,466	60,640	105,173 32	
Whiskey	Great Britain.....	Galls.	28,510		Galls.	26,554	Galls.	28,871	28,453	23,095 86	
	United States.....		1,125			1,099		689	500	551 20	
	British West Indies.....		5			4		5	4	4 00	
	France.....		13			24		13	24	10 20	
	Newfoundland.....		503			226					
			30,156			27,907		29,578	28,961	23,661 26	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>						\$		\$	cts.
Spirits and Strong Waters, including Spirits of Wine, &c.	Great Britain United States British West Indies Spanish West Indies St. Pierre	Galls. 3 5 3 5			Galls. 3 5 3 5	\$ 7 6 5 7	Galls. 99 270 5 3 5	\$ 44 238 6 2 7	79 20 215 60 4 00 2 40 3 84
Spirits, &c., unenumerated	Great Britain United States	Galls. 88 15			Galls. 88 15	\$ 165 55	Galls. 109 15	\$ 146 55	131 94 18 00
Oil—Coal and Kerosene	United States	Galls. 56,095			Galls. 56,095	\$ 18,661	Galls. 54,444	\$ 17,766	8,167 11
Oil—Benzole, Naphtha, and Refined Petroleum	United States	Galls. 1,658			Galls. 1,658	\$ 386	Galls. 1,571	\$ 369	235 65
Products of Petroleum	United States	Galls. 962			Galls. 962	\$ 369	Galls. 962	\$ 369	139 15
Crude Petroleum	United States	Galls. 107			Galls. 107	\$ 32	Galls. 107	\$ 32	6 42

Coffee, green	Great Britain	Lbs.	350				78	143	34 83
	United States	Lbs.	9,709				1,130	349	112 80
	British West Indies	Lbs.	160,132				16,626	13,460	4,036 68
	Spanish West Indies	Lbs.	2,147				229	348	100 50
	French West Indies	Lbs.	1,263				137	137	37 89
	Danish West Indies	Lbs.	1,350				234	648	194 46
	Holland	Lbs.	1,350					1,072	32 16
	Brazil	Lbs.	174,951				18,434	15,584	92 19
									4,641 51
	Coffee, ground or roasted	United States	Lbs.	3,474			380		262	100 56
Chicory, raw or green	Great Britain	Lbs.						178	93 81
Chicory, roasted or ground	Great Britain	Lbs.	14,744				716	19,855	1,017
	United States	Lbs.	1,500				146		794 20
	Holland	Lbs.	4,480				191	2,240	96
									89 60
Common Soap	Great Britain	Lbs.	94,568				5,355	161,570	7,573
	United States	Lbs.	12,422				821	11,261	746
									1,615 70
									112 61
Starch	Great Britain	Lbs.	24,920				1,782	21,638	2,737
	United States	Lbs.	2,204				152	2,204	152
									432 76
									44 08
									476 84

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i> Cigars—not over \$10 per M.	Great Britain.	Mille. 136	Mille. ....	.....	Mille. 136	\$ 676	Mille. 129	\$ 689	\$ cts. 386 10
	United States.	50	61	.....	111	1,004	250	1,607	751 50
	Germany.	48	.....	.....	48	290	6	45	146 40
	Holland. ....	.....	.....	.....	.....	.....	.....	.....	18 00
	British West Indies. ....	.....	.....	.....	.....	.....	.....	.....	2 40
	Prince Edward I.	8	.....	.....	8	80	.....	.....	.....
	Spanish West Indies. ....	.....	.....	.....	.....	.....	.....	.....	.....
		242½	61	.....	303½	2,055	443½	2,731	1,334 40
		Mille.			Mille.		Mille.			
		15	.....	.....	15	250	11	198	42 00
Cigars—value over \$10 and not over \$20 per M.	Great Britain.	19	.....	.....	19	404	29	593	126 40
	United States.	30	.....	.....	30	435	1	14	2 80
	Germany.	1	.....	.....	1	14	.....	.....	.....
	Spanish West Indies.	65	.....	.....	65	1,103	41	805	171 20
		Mille.			Mille.		Mille.			
		10	.....	.....	10	14	.....	.....	.....
	Cigars—value over \$20 and not over \$40 per M.	Great Britain.	Mille. 111	121	3,448	104	2,694	522 00
		United States.	8	8	16	154	10	280	50 00
		Germany.	10	10	280
		Spanish West Indies.	28½	119	147½	3,896	114½	2,988	574 50
		Mille.			Mille.		Mille.			

	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.
Cigars—value over \$40 per M.								
Great Britain	6	2	8	5	5	5	0 60	
United States	2		2	440	266	266	30 00	
Prince Edward I.	20		20	80	920	920	120 60	
Spanish West Indies	28	2	30	1,445	1,191	1,191	150 60	
Cigars—New Tariff from 7th April only	Lbs.		Lbs.					
Great Britain	5,509		5,509	2,159	1,149	1,149	1,232 10	
United States	310		310	600	913	913	154 03	
Germany	531		5 1	827	118	118	54 00	
Spanish West Indies	6,350		6,350	3,586	3,007	3,007	220 16	
Butter	Lbs.		Lbs.					
United States	7,450		7,45	1,433	341	341	74 36	
British West Indies	600		600	108				
Cheese	Lbs.		Lbs.					
Great Britain	5,545		5,545	1,214	881	881	125 58	
United States	2,147		2,147	278	468	468	129 66	
Holland	33		33	6	6	6	99	
Lard and Tallow	Lbs.		Lbs.					
United States	7,725		7,725	1,498	1,355	1,355	256 23	
Fish, salted or smoked	Lbs.		Lbs.					
United States	209,649	Lbs.	213,374	23,884	22,189	22,189	2,051 76	
St. Pierre et Miquelon	316,456	Lbs.	549,620	15,073	6	6	1 00	
	5,400		5,400	81	81	81	54 00	
Malt	Bush.		Bush.					
Great Britain	2,214		2,214	3,955	4,238	4,238	954 00	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>		Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.	\$	\$ cts.	
Meats, fresh, salted, or smoked.	Great Britain	15,357	.....	.....	15,357	787	5,493	336	54 93
	United States	565,237	4,400	.....	569,637	40,495	227,212	19,311	2,272 46
	British West Indies	64	.....	.....	64	13	4,000	100	40 00
	Holland .....	.....	.....	.....	.....	.....	64	13	64
		580,658	4,400	.....	585,058	41,245	236,769	19,760	2,368 03
Coal and Coke	Great Britain	Tons 20	.....	.....	Tons 20	30	Tons 20	30	10 00
	United States	348	.....	.....	348	1,673	348	1,673	173 75
		368	.....	.....	368	1,703	368	1,703	183 75
Salt	United States	Bush 2,109	.....	.....	Bush 2,109	374	Bush 2,109	374	105 45
Hops	United States	Lbs. 1,267	.....	.....	Lbs. 1,267	179	Lbs. 1,267	179	63 85
Vinegar and Acetic Acid	Great Britain	Galls. 5,599	.....	.....	Galls. 5,599	1,607	Galls. 6,122	1,323	271 85
	United States	17,124	.....	.....	17,124	2,706	11,200	2,716	627 54
	France	4,550	.....	.....	4,550	939	1,640	338	164 00
	Germany	1,810	.....	.....	1,810	598	2,461	1,017	132 55
		29,083	.....	.....	29,083	5,850	21,423	5,394	1,215 94

Rice	Great Britain..... United States.....	Lbs. 358,056 100	..... .....	Lbs. 358,056 100	9,305 5	Lbs. 221,760 100	5,769 5	2,217 60 1 00
Wheat	Great Britain.....	.....	.....	358,156	9,310	221,300	5,774	2,218 60
Grain of all other kinds.....	Great Britain..... United States.....	Bush. 2 15,278	..... .....	Bush. 2 15,278	15,409 15,409	Bush. 5 15,006	9 15 14,575	20 05 450 14
Flour of Wheat and Rye	United States..... St. Pierre et Miquelon	Lbs. 19,297 3	63	Lbs. 19,350 3	98,496 18	Brls. 14,493 3	74,810 18	3,623 25 75
Flour and Meal of all other kinds	Great Britain..... United States..... Prince Edward Island	Brls. 40 2,593 5	..... ..... .....	Brls. 40 2,593 5	311 14,034 12	Brls. 40 2,293 90	311 10,249 429	6 00 343 95 13 50
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.		2,638	.....	2,638	14,357	2,423	10,989	363 45
Ale, Beer, and Porter, in casks..	Great Britain..... United States..... Newfoundland..... Prince Edward Island	Galls. 48,317 280 81 924	Galls. 200	Galls. 48,317 450 81 924	17,080 188 24 239	Galls. 42,626 451 924	14,805 138 24 242	3,611 55 36 15 6 43 70 40
Ale, Beer, and Porter, in bottles	Great Britain.....	Galls. 49,572	200	Galls. 49,772	17,501	Galls. 44,082	15,209	3,724 55
	Great Britain.....	Galls. 32,761	.....	Galls. 32,761	13,601	Galls. 29,457	12,313	3,292 78

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.	Great Britain.....	Lbs. 1,095			Lbs. 1,095	\$ 671	Lbs. 910	\$ 483	\$ cts. 136 15
	Tea—Green and Japan								
Tea—Black.....	Great Britain.....	Lbs. 1,447,261			Lbs. 1,447,261	\$ 397,475	Lbs. 1,359,449	\$ 374,704	\$ 103,785 91
	United States.....	189,743			189,743	43,999	123,675	29,060	8,897 76
	Prince Edward Island.....	98			98	29			12 53
	Newfoundland.....	105			105	46		54	15 33
	St. Pierre et Miquelon.....	198			198	56		56	
		Lbs. 1,637,405			Lbs. 1,637,405	\$ 441,605	Lbs. 1,489,447	\$ 403,874	\$ 112,711 53
Tobacco (manufactured) and Snuff	Great Britain.....	Lbs. 3,808			Lbs. 3,808	\$ 1,056	Lbs. 7,194	\$ 2,010	\$ 559 34
	United States.....	29,992			33,980	8,490	26,888	7,312	4,520 55
	Germany.....	25	5,988		25	9	25	9	4 21
	British West Indies.....	857			857	151	16	6	2 70
	Prince Edward Island.....	2,236			2,236	684	265	91	44 30
	Spanish W. Indies.....	37			37	30	37	30	7 05
	St. Pierre et Miquelon.....	50			50	13	50	13	8 12
			Lbs. 37,005	5,988		Lbs. 42,993	\$ 10,433	Lbs. 34,475	\$ 9,471	$ 5,146 27
Wines, of all kinds	Great Britain.....	Galls. 23,176			Galls. 23,176	\$ 37,193	Galls. 24,788	\$ 33,988	\$ 9,734 63
	United States.....	3,713			5,344	5,385	3,196	2,434	835 18
	Germany.....		1,631				383	113	60 90
	France.....	9,983			9,983	4,760	4,418	2,242	921 11

	94	94	230	94	230	230	94	230	94	230
Holland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portugal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maderia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newfoundland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Pierreet Miquelon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	40,414	13,611	63,223	54,025	13,611	63,223	37,093	43,798	13,021 04	13,021 04
	Lbs.	Lbs.		Lbs.	Lbs.		Lbs.			
Great Britain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish W. Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Demerara	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Pierreet Miquelon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch Guiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	15,616,755	2,292	737,001	15,619,047	2,292	737,001	5,960,187	316,082	138,601 82	138,601 82
	Lbs.	Lbs.		Lbs.	Lbs.		Lbs.			
United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish W. Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2,200,794	.....	91,693	2,200,794	.....	91,693	144,453	5,693	2,494 07	2,494 07
	Lbs.	Lbs.		Lbs.	Lbs.		Lbs.			
Great Britain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	192,567	.....	5,518	192,567	.....	5,518	270,915	7,479	3,562 90	3,562 90
	Lbs.	Lbs.		Lbs.	Lbs.		Lbs.			

Sugar—equal to and above No. 9,
Dutch Standard

Sugar — below No. 9, Dutch
Standard

Cane Juice, Melado, &c

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.	Great Britain..... United States..... British West Indies.....	Lbs.	Lbs.		Lbs.	\$	Lbs.	\$	\$ cts.
		64,748 2,928 28	70		64,748 2,998 28	8,421 783 8	59,760 2,339 28	8,976 887 8	2,841 96 242 78 2 28
		67,704	70		67,774	9,212	62,127	9,821	3,087 02
GOODS PAYING 25 PER CENT. AD VALOREM.	Great Britain..... British West Indies.....	Lbs.			Lbs.		Lbs.		
		46,744 1			46,744 1	12,240 2	32,156 1	10,211 2	2,552 73 0 63
Mace and Nutmegs.....	Great Britain..... British West Indies.....	46,745			46,745	12,242	32,157	10,213	2,553 36
		Lbs.	Lbs.		Lbs.		Lbs.		
Spices—including Cassia, Cinna- mon, Pimento, and Pepper, ground.....	Great Britain..... United States..... British West Indies.....	203 171 161	25		203 196 161	76 69 55	203 196	76 69	18 82 17 33
		535	25		560	200	399	145	36 15
Patent Medicines, and Medicinal Preparations.....	Great Britain..... United States.....	Pkgs.	Pkgs.		Pkgs.		Pkgs.		
		37 91	14		37 105	1,606 2,940	37 95	1,606 2,351	401 50 588 38
Playing Cards.....	Great Britain.....	128	14		142	4,546	132	3,957	989 88
		Pkgs.			Pkgs.		Pkgs.		
	Great Britain.....	Pkgs.			Pkgs.	240	6	240	60 00

Perfumery, not elsewhere specified.....	Great Britain.....	Pkgs. 38	Pkgs. 38	1,311	Pkgs. 30	861	215 38
	United States.....	13	14	65	14	65	16 25
	Spanish W. Indies..	3	3	5	3	5	1 25
Perfumed and Fancy Soaps.....	.....	54	55	1,381	47	931	232 88
	Great Britain.....	Pkgs. 72	Pkgs. 72	3,171	Pkgs. 75	3,222	805 47
	United States.....	9	9	34	9	30	7 42
Molasses, other than for refining purposes.....	Prince Edward Island	3	3	4	3	4	1 00
	.....	84	84	3,209	87	3,256	813 89
	Great Britain.....	Lbs. 3,003	Lbs. 3,003	58	Lbs.	58	14 60
	United States.....	204,438	204,438	3,614	115,702	2,572	643 01
	British West Indies.	8,317,955	8,317,955	187,244	4,513,752	93,210	23,304 57
	Spanish West Indies.	20,059,628	20,081,938	403,269	10,159,484	197,361	49,340 42
	French West Indies.	695,528	695,528	12,955	670,287	13,205	3,300 76
	Newfoundland.....	3,388	3,388	100	.....	.....	.....
	Prince Edward Island	.....	.....	.....	.....	.....	.....
	Demerara.....	13,560	13,560	287	13,560	11	2 75
St. Pierre.....	620	620	28	620	287	71 95	
GOODS PAYING 15 PER CENT. AD VALOREM.	29,298,120	29,320,430	587,555	15,477,188	306,732	76,684 96	
Bagatelle Boards and Billiard Tables and Furnishings.....	United States.....	No. 2	No. 4	862	No. 4	862	129 30

Blackening.....	Great Britain.....	Pkgs. 27	Pkgs. 27	833	Pkgs. 27	833	124 95
	United States.....	113	130	1,727	130	1,727	259 13
Brooms and Brushes.....	.....	140	157	2,560	157	2,560	384 08
	Great Britain.....	Pkgs. 34	Pkgs. 34	1,362	Pkgs. 34	1,364	204 53
	United States.....	266	292	1,998	296	2,121	317 51
.....	4	4	14	.....	.....	.....
.....	304	330	3,374	330	3,485	522 04	

No. 1.—GENERAL STATEMENT OF IMPORTS—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
	Cabinet Ware and Furniture	Pkgs. 77 3,941 1	Pkgs. 498 498		Pkgs. 77 4,439 1	\$ 2,671 20,433 8	Pkgs. 28 4,407 1	\$ 1,564 20,340 8	\$ cts. 234 63 3,052 32 1 13
Candles and Tapers	Great Britain								
	United States	Lbs. 6,246 5,391			Lbs. 6,246 5,391	1,603 1,516	Lbs. 3,090 8,230	1,149 1,967	172 34 295 02
Carpets and Hearth Rugs	Great Britain								
	United States	Pkgs. 350 13 1			Pkgs. 350 13 38	66,880 428 38	Pkgs. 351 13 1	70,442 428 38	10,566 24 64 20 5 70
Carriages	Great Britain								
	United States	No. 1 65 2 3	No. 2 2		No. 1 67 2 3	856 1,907 72 187	No. 1 67 2 3	856 1,907 72 187	128 40 286 08 10 80 28 05
	Prince Edward Island	71	2		73	3,022	73	3,022	453 33

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Cordage	Great Britain..... United States.....	Lbs. 11,403 2,823	..... ..... .....	..... ..... .....	Lbs. 11,403 2,823	1,843 787	1,843 840	276 55 125 97
		14,226	.....	.....	14,226	2,600	2,683	402 52
Corks	Great Britain..... United States..... Portugal..... Newfoundland.....	Pkgs. 19 6 42	Pkgs. 4 272	..... ..... .....	Pkgs. 19 10 314	386 322 1,527	353 322 829 139	52 85 48 30 124 35 20 85
		67	276	.....	343	2,235	1,643	246 35
Cottons	Great Britain..... United States..... Prince Edward Island	Pkgs. 9,181 688 1	Pkgs. 214	..... .....	Pkgs. 9,181 902 1	744,594 33,179 461	748,894 33,451 461	112,333 47 5,017 90 69 19
		9,870	214	.....	10,084	778,234	782,806	117,420 56
Dried Fruits, and Nuts of all kinds	Great Britain..... United States..... France.....	Lbs. 43,245 206,735 474	Lbs. 3,120	..... .....	Lbs. 43,245 209,855 474	5,008 23,350 67	6,134 21,782 238	920 23 3,206 82 35 70

Spain	122,685	876	.....	122,685	876	20,873	125,283	14,132	2,119 84
Portugal	876	.....	.....	876	.....	135	876	835	20 25
Prince Edward Island	2,171	.....	.....	2,171	.....	395	1,524	187	28 09
Newfoundland	1,671	.....	.....	1,671	.....	267	1,142	165	24 75
British West Indies	5,456	.....	.....	5,456	.....	600	4,804	488	73 24
Spanish West Indies	934	.....	.....	934	.....	138	5,534	738	110 70
French West Indies	217	.....	.....	217	.....	30	217	30	4 57
Danish West Indies	1,011	.....	.....	1,011	.....	138	.....	.....	.....
	385,475	.....	3,120	388,595	.....	50,801	394,575	44,029	6,604 15
Drugs, [not elsewhere specified]	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	41,084	Pkgs.	41,230	6,184 27
Great Britain	1,817	.....	.....	1,817	.....	13,154	1,875	13,743	2,061 80
United States	1,045	206	.....	1,251	.....	167	1,212	31	4 65
British West Indies	10	.....	.....	10	.....	.....	3	.....	.....
	2,872	206	.....	3,078	.....	54,405	3,090	55,004	8,250 72
Engravings and Prints	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	1,132	Pkgs.	1,147	172 05
Great Britain	10	.....	.....	10	.....	686	11	686	102 90
United States	4	5	.....	9	.....	.....	9	.....	.....
	14	5	.....	19	.....	1,818	20	1,833	27* 50
Fancy Goods	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	98,241	633	112,874	16,931 23
Great Britain	589	.....	.....	589	.....	9,368	441	9,368	1,403 67
United States	325	116	.....	441	.....	.....	2	294	44 10
Germany .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	914	116	.....	1,030	.....	107,599	1,075	122,526	18,373 99
Foreign Newspapers	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	45	Pkgs.	45	6 46
United States	2	5	.....	7	.....	.....	7	.....	.....
Fireworks .....	.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	291	Pkgs.	291	43 65
United States .....	.....	11	.....	11	.....	.....	11	.....	.....
Flat Wire for Crimlines, covered .....	.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	373	Pkgs.	373	55 95
United States .....	.....	62	.....	6	.....	.....	6	.....	.....

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.	Great Britain.....	Lbs. 67,230	Lbs. 200		Lbs. 67,430	17,005	Lbs. 67,430	17,004	2,550 73	
		Pkgs. 14 2			Pkgs. 14 2	1,110 8	Pkgs. 12 2	975 8	146 17 1 27	
Guns, Rifles, and Firearms of all kinds.....	Great Britain..... United States.....	16			16	1,118	14	983	147 44	
		Pkgs. 62 4 2			Pkgs. 62 4 2	653 73 90	Pkgs. 62 4 2	653 73 90	97 95 10 92 13 50	
Glass—Plate and Silvered.....	Great Britain..... United States..... Germany.....	68			68	816	68	816	122 37	
		Pkgs. 5,062 94 65			Pkgs. 5,062 94 65	14,296 527 126	Pkgs. 4,969 84 65	14,203 271 126	2,130 49 40 53 18 90	
Glass—Window—Stained, Paint- ed, Colored, or Plain.....	Great Britain..... United States..... Germany.....	5,221			5,221	14,949	5,118	14,600	2,189 92	
		Pkgs. 3,519 2,340 1,104 1	Pkgs. 88		Pkgs. 3,519- 2,428 1,104 1	15,312 18,159 187 2	Pkgs. 3,532 2,417 1 2	15,594 18,240 2	2,339 03 2,735 11 0 30	
Glassware.....	Great Britain..... United States..... Germany..... British West Indies.....	6,964	88		7,052	33,660	5,950	33,836	5,074 44	

Hats, Caps, and Bonnets	Pkgs. 371 452	Pkgs. 3 217	Pkgs. 374 669	48,847 29,094	Pkgs. 372 669	48,772 29,051	7,315 84 4,356 11
United States	823	220	1,043	77,941	1,041	77,823	11,671 95
Hosiery	Pkgs. 59 2 1		Pkgs. 59 2 1	15,492 81 116	Pkgs. 59 2 1	15,460 81 116	2,319 13 12 21 17 46
Great Britain	62		62	15,689	62	15,657	2,348 80
United States							
Prince Edward Island							
Inks of all kinds, except Printing Ink	Pkgs. 31 69	Pkgs. 69 69	Pkgs. 31 138	535 418	Pkgs. 31 138	535 418	80 25 62 66
Great Britain	100	69	169	963	169	953	142 91
United States							
Iron and Hardware,—Cutlery of all sorts	Pkgs. 486 2,675	Pkgs. 92 92	Pkgs. 486 2,767	31,665 33,275	Pkgs. 689 2,770	35,859 33,473	5,379 22 5,013 17
Great Britain	3,161	92	3,253	64,940	3,459	69,332	10,392 39
United States							
Japanese and Plainished Tin, and Britannia Metal Ware	Pkgs. 11 174	Pkgs. 604 604	Pkgs. 11 778	626 2,599	Pkgs. 20 778	768 2,589	114 93 389 94
Great Britain	185	604	789	3,225	798	3,365	504 87
United States							
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 368 1,168	Pkgs. 116 116	Pkgs. 368 1,284	8,230 11,580	Pkgs. 373 1,471	8,220 14,637	1,232 86 2,195 11
Great Britain	1,536	116	1,652	19,820	1,844	22,857	3,427 97
United States							
Spikes, Nails, Tacks, Brads, and Sprigs	Pkgs. 3,806 307	Pkgs. 4,621 307	Pkgs. 3,806 307	25,653 1,652	Pkgs. 4,621 307	30,011 1,652	4,501 35 249 25 0 60
Great Britain	1	1	1	4	1	4	
United States							
Holland	4,114		4,114	27,309	4,929	31,667	4,751 20

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Stoves and all other Iron Castings	Great Britain	Pkgs. 5,300	Pkgs.		Pkgs. 5,300	\$ 19,492	Pkgs. 5,200	\$ 20,101	\$ cts. 3,014 93
	United States	3,765	505		4,270	26,242	4,261	25,888	3,884 14
	Prince Edward Island	3			3	52	3	32	4 80
	Newfoundland	2			2	31	2	31	4 65
		9,070	505		9,575	45,797	9,466	46,082	6,908 52
Other Hardware	Great Britain	Pkgs. 5,375	Pkgs. 2		5,377	119,881	5,017	119,729	17,959 43
	United States	3,123	437		3,560	48,322	3,327	48,875	7,331 18
	Prince Edward Island	11			11	198	11	198	29 76
	British West Indies	4			4	24	2	10	1 50
		8,513	439		8,952	168,425	8,357	168,812	25,321 87
Jewellery and Watches	Great Britain	Pkgs. 47	Pkgs.		47	11,957	47	11,957	1,793 48
	United States	23	5		28	2,796	29	2,896	434 41
		70	5		75	14,753	76	14,853	2,227 89
Leather	Great Britain	Pkgs. 332	Pkgs.		332	21,851	351	22,763	3,414 45
	United States	36	1		37	474	37	474	69 92
		368	1		369	22,325	388	23,237	3,484 37

Linen &c.....	Pkgs. 187 2	Pkgs. 187 3	Pkgs. 192 3	30,462 313	5,919 58 46 97
Great Britain.....	1	1			
United States.....	189	190	195	39,775	5,966 35
Maccaroni and Vermicelli.....	Lbs. 41	Lbs. 41			
United States.....	41	5			
Maps, Charts, and Atlases, not elsewhere mentioned.....	Pkgs. 24	Pkgs. 27	Pkgs. 19	1,520	228 00
United States.....	24	27	19		
Manufactures of Marble or Imi- tation of Marble, or other than rough Slabs or Blocks.....	Pkgs. 205 14 4	Pkgs. 255 14 4	Pkgs. 255 14 4	2,227 1,461 24	333 91 219 15 3 60
United States.....	205	255	255		
Great Britain.....	14	14	14		
Newfoundland.....	4	4	4		
Manufactures of Casoutchouc, India Rubber or Gutta Percha.....	223	273	273	3,712	556 66
Great Britain.....	115	115	114		
United States.....	77	88	88		
United States.....	192	203	202		
Manufactures of Fur, or of which Fur is principal part.....	Pkgs. 8 33 1	Pkgs. 8 33 1	Pkgs. 8 34 1	1,073 1,595 64	160 95 239 42 9 60
Great Britain.....	8	8	8		
United States.....	33	33	34		
Prince Edward Island.....	1	1	1		
Manufactures of Hair, or Mo- hair.....	42	42	43	2,732	409 37
Great Britain.....	3	3	3		
United States.....	1	1	1		
United States.....	4	4	4		
Great Britain.....	376	376	376		56 44
United States.....	75	75	75		11 25
United States.....	451	451	451		67 69

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Manufactures of Papier Maché.	Great Britain..... United States.....	Pkgs. 5	.....	.....	Pkgs. 5	\$ 143	Pkgs. 5	\$ 143	\$ cts. 21 45
		1	.....	.....	1	89	1	89	13 35
		6	.....	.....	6	232	6	232	34 80
Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone or Willow, not elsewhere specified	Great Britain..... United States..... France..... Portugal.....	Pkgs. 36	Pkgs. 6	.....	36	7,478	36	7,478	1,121 70
		40	.....	.....	46	1,068	46	1,068	160 16
		1	.....	.....	1	10	1	10	1 50
		23	.....	.....	23	14	23	14	2 10
		100	.....	.....	106	8,570	106	8,570	1,285 46
Manufactures of Gold, Silver, or Electro Plate, or Plated and Gilded Ware of all kinds.....	Great Britain..... United States..... B. W. Indies.....	Pkgs. 198	Pkgs. 6	.....	198	8,479	Pkgs. 198	8,479	1,271 85
		15	.....	.....	21	8,072	21	8,072	1,210 76
		1	.....	.....	1	60	.....	.....	.....
		214	.....	.....	220	16,611	219	16,551	2,482 61
Manufactures of Brass or Copper	Great Britain..... United States.....	Pkgs. 1	Pkgs. 8	.....	9	313	Pkgs. 9	313	46 95
		5	4	.....	9	796	9	796	119 39
		6	12	.....	18	1,109	18	1,109	166 34

Manufactures of Leather, or imitation of Leather	Great Britain.....	Pkgs. 87		Pkgs. 87	4,468	Pkgs. 86	4,422	663 27
	United States.....	55		105	3,789	103	3,708	556 17
	British West Indies.....	4		4	5	5	51	7 65
	Newfoundland.....	1		1	32	1	32	4 80
		147		50	197	8,204	195	8,213	1,231 89
Manufactures of Leather—Boots, and Shoes	Great Britain.....	Pkgs. 168	Pkgs. 1	Pkgs. 169	27,844	Pkgs. 156	27,541	4,131 15
	United States.....	256	55	311	9,765	324	10,249	1,557 51
		424	56	480	37,609	480	37,790	5,668 66
Manufactures of Leather—Har- ness and Saddlery	Great Britain.....	Pkgs. 18		Pkgs. 18	2,401	Pkgs. 18	2,401	360 15
	United States.....	36		36	763	36	763	114 44
	Prince Edward Island		2	2	24	2	24	3 60
		54	2	56	3,188	56	3,188	478 19
Manufactures of Wood, not else- where specified.	Great Britain.....	Pkgs. 8	Pkgs. 8	Pkgs. 8	330	Pkgs. 20	979	146 73
	United States.....	3,037	108	3,745	18,084	3,677	17,778	2,664 30
	France.....	1		1	9	1	9	1 35
	Portugal.....	82		82	193	171	306	45 90
	Prince Edward Island	13		13	98	13	98	14 61
	British West Indies	1		1	18	1	18	2 70
	Spanish West Indies.	1		1	12	1	12	1 80
		3,743	108	3,851	18,744	3,884	19,200	2,877 39
		No. 86		No. 86	4,951	No. 116	6,155	927 85
		3		3	673	3	673	100 89
Mowing, Reaping, and Threshing Machines	United States.....	89		89	5,624	119	6,858	1,028 74
	Prince Edward Island							
Musical Instruments, including Musical Boxes and Clocks	Great Britain.....	Pkgs. 60	Pkgs. 3	Pkgs. 60	6,936	Pkgs. 60	6,936	1,040 18
	United States.....	89	3	92	6,960	92	6,959	1,043 71
		149	3	152	13,896	152	13,895	2,083 89

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.	Great Britain.....	Lbs. 25,117	.....	.....	Lbs. 25,117	\$ 4,022	Lbs. 24,881	\$ 3,772	\$ cts. 565 85
		Mustard.....							
Machinery,—not elsewhere speci- fied.....	Great Britain.....	Pkgs. 249	Pkgs. .....	.....	Pkgs. 249	2,235	Pkgs. 249	2,235	335 25
	United States.....	150	47	.....	197	9,308	200	9,151	1,372 58
Ochres—Ground or Calcined.....	United States.....	399	47	.....	446	11,543	449	11,386	1,707 83
		Pkgs. 6	.....	.....	Pkgs. 6	28	Pkgs. 6	28	4 20
Oil Cloths.....	Great Britain.....	Pkgs. 142	Pkgs. .....	.....	Pkgs. 142	13,109	Pkgs. 148	13,565	2,034 79
	United States.....	149	12	.....	161	6,055	150	5,486	822 95
Oils—in any way rectified or prepared, not otherwise speci- fied.....	Great Britain.....	291	12	.....	303	19,164	298	19,051	2,857 74
		Galls. 57,624	Galls. .....	.....	Galls. 57,624	40,585	Galls. 59,831	41,573	6,236 02
Oils of all kinds, except Whale Oils and others, elsewhere speci- fied.....	United States.....	12,652	1,096	.....	13,748	8,945	11,557	8,196	1,229 20
	St. Pierre et Miquelon.....	207	.....	.....	207	83	207	83	12 45
	France.....	1,800	.....	.....	1,800	1,521	264	132	19 80
	Spain.....	72,283	1,096	.....	73,379	51,134	72,159	50,284	7,542 47
	St. Pierre et Miquelon.....						Galls. 207		83
									12 45

Package	No.	No.	No.	No.	No.	No.	No.	No.
Great Britain	723	723	14,635	1,142	15,315	2,297	66	
United States	144	144	622	142	570	84	76	
France	84	84	1,472	136	3,326	498	50	
Spain				4	35	5	25	
Portugal	83	83	1,020	10	138	20	77	
Holland	51	51	1,449	69	1,299	195	08	
Germany	9	9	215	7	117	17	55	
Prince Edward Island	33	33	144	35	147	21	98	
Newfoundland	22	22	350	11	119	17	85	
British West Indies	213	213	6,646	192	3,829	574	10	
Spanish West Indies	115	115	2,391	34	746	111	89	
French West Indies	5	5	42	9	66	9	90	
Demerara				1	36	5	40	
St. Pierre et Miquelon	2	2	13	1	18	2	70	
British Guiana				1	6		0	90
	1,484	1,484	28,999	1,794	25,767	3,864	29	
Paints and Colors	Pkgs.	Pkgs.		Pkgs.				
Great Britain	4,191	4,191	53,958	4,255	55,025	8,253	90	
United States	509	532	8,757	488	7,767	1,164	69	
	4,700	4,723	62,715	4,743	62,792	9,418	59	
Paper of all kinds	Pkgs.	Pkgs.		Pkgs.				
Great Britain	277	277	9,416	293	10,111	1,516	73	
United States	2,186	2,494	11,604	2,492	11,474	1,720	75	
France	2	2	5	2	5	0	75	
Germany	125	125	220	125	221	33	15	
British West Indies	1	1	25	1	25	3	75	
	2,591	2,899	21,270	2,913	21,836	3,275	13	
Paper Hangings	Pkgs.	Pkgs.		Pkgs.				
Great Britain	354	354	13,400	358	13,559	2,033	77	
United States	88	89	1,557	89	1,558	233	84	
	442	443	14,957	447	15,117	2,267	61	
Parasols and Umbrellas	Pkgs.	Pkgs.		Pkgs.				
Great Britain	29	29	7,153	29	7,153	1,073	06	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Cwt.			Cwt.	\$	Cwt.	\$	\$ cts.
	Great Britain.....	1,362			1,362	3,015	892	1,969	295 32
	United States.....	549			549	1,062	549	1,062	159 44
Plaster of Paris and Hydraulic Cement, ground and calcined.....		1,911			1,911	4,077	1,441	3,031	454 76
Pickles and Sauces.....		Pkgs.			Pkgs.		Pkgs.		
	Great Britain.....	682			682	8,993	702	8,485	1,272 83
	United States.....	46	1		47	200	47	200	29 94
British West Indies.....	24			24	6	24	6	0 94	
		752	1		753	9,199	773	8,691	1,303 71
Portable Hand Printing Presses.....	United States.....	Pkgs.			Pkgs.	83	Pkgs.	83	12 50
Preserved Meats, Poultry, Fish, Vegetables, &c.....		Pkgs.			Pkgs.		Pkgs.		
	Great Britain.....	371			371	3,757	204	2,340	351 00
	United States.....	564	11		575	2,085	507	2,055	308 25
	Germany.....	2			2	33	2	33	4 95
Holland.....	1			1	184	1	184	27 60	
		938	11		949	6,059	714	4,612	691 80
Printed, Lithographed, or Cop- per Plate Bills, and Advertising Pamphlets.....	United States.....	Pkgs.			Pkgs.	9	Pkgs.	9	1 35

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
	Small Wares.....	Pkgs. 187 55 2	..... ..... .....	..... ..... .....	Pkgs. 187 55 2	\$ 6,119 1,224 178	Pkgs. 185 55 2	\$ 5,706 1,224 178	cts. 856 45 183 73 26 65
	Prince Edward Island	244	.....	.....	244	7,521	242	7,108	1,066 83
Tobacco Pipes.....									
	Great Britain.....	Pkgs. 1,318 1	..... .....	..... .....	Pkgs. 1,318 1	4,169 2	Pkgs. 1,429 1	4,211 2	631 64 0 23
	Prince Edward Island	1,319	.....	.....	1,319	4,171	1,430	4,213	631 87
Toys.....									
	Great Britain.....	Pkgs. 50 24	..... .....	..... .....	Pkgs. 50 24	2,220 167	Pkgs. 51 24	2,328 167	349 20 25 06
	United States.....	74	.....	.....	74	2,387	75	2,495	374 25
Varnish—other than Black or Bright.....									
	Great Britain.....	Galls. 2,805 893	..... .....	..... .....	Galls. 2,805 914	2,936 1,527	Galls. 2,805 914	2,936 1,530	440 47 229 10
	United States.....	3,698	21	.....	3,719	4,463	3,719	4,466	669 57

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 10 PER CENT. AD VALOREM.—Continued. Grease and Grease Scrap.	Great Britain.	Cwt. 1			Cwt. 1	\$ 3	Cwt. 1	\$ 3	cts. 0 35
	United States.	582			582	4,371	582	4,371	437 10
Vegetables.		583			583	4,374	583	4,374	437 45
	United States.	Pkgs. 2,779	Pkgs. 53		Pkgs. 2,832	3,322	Pkgs. 1,902	2,446	244 72
Trees, Plants, and Shrubs.	Great Britain.	Pkgs. 80			Pkgs. 80	464	Pkgs. 80	464	46 40
	United States.	13			15	176	15	176	17 62
	Portugal.	1	2		1	20	1	20	2 00
	British West Indies.	1			1	10	1	10	1 00
GOODS PAYING 5 PER CENT. AD VALOREM.		95	2		97	670	97	670	67 02
	Great Britain.	Pkgs. 604			Pkgs. 604	37,061	Pkgs. 603	36,874	1,843 68
Printed Books, Periodicals, and Pamphlets.	United States.	418	522		940	23,570	949	23,540	1,177 06
	Prince Edward Island.	12			12	683	12	683	34 16
		1,034	522		1,556	61,314	1,564	61,097	3,054 90
Iron.	Great Britain.					125,739		132,350	6,614 82
	United States.					1,842		2,186	109 40
	Russia.					350		350	17 50
						127,931		134,786	6,741 72

Type	United States.	Pkgs. 63	Pkgs. 6	Pkgs. 69	2,685	Pkgs. 69	2,685	184 25
FREE GOODS.								
ARTS AND SCIENCE.								
Busts, Casts, and Statues.	United States.	No. 1		No. 1	15	No. 1	15	
	Great Britain.	7		7	100	7	100	
	United States.	8		8	115	8	115	
Gems and Medals, and Cabinets of ditto, including Antiquities, Coins, &c.	Great Britain.	Pkgs. 2		Pkgs. 2	335	Pkgs. 2	335	
Paintings in Oil.	Great Britain.	No. 6		No. 6	983	No. 6	983	
	Holland.	3		3	75	3	75	
		9		9	1,058	9	1,058	
Specimens of Botany, Mineralogy, Natural History, Sculpture, &c.	Great Britain.	Pkgs. 1		Pkgs. 1	10	Pkgs. 1	10	
	United States.	1		1	2	1	2	
	British West Indies.	1		1	10	1	10	
		3		3	22	3	22	
DRUGS, DYE, STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.								
Acids, Alum, Antimony, and Argol.	Great Britain.	Pkgs. 435		Pkgs. 435	1,390	Pkgs. 435	1,390	
	United States.	76		76	912	76	912	
		511		511	2,302	511	2,302	
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing.	Great Britain.	Lbs. 16,700		Lbs. 16,700	3,847	Lbs. 16,700	3,847	
	United States.	6,417		13,799	6,341	13,799	6,341	
	British West Indies.	9,237		9,237	1,594	9,237	1,594	
		32,354	7,382	39,736	11,782	39,736	11,782	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.									
Bleaching Powders and Borax	Great Britain United States	Lbs. 746 131	Lbs. 2,312		Lbs. 3,058 131	\$ 412 16	Lbs. 3,058 131	\$ 412 16	
		877	2,312		3,189	428	3,189	428	
Colors and other Articles imported by Room Paper Makers and Stainers	Great Britain	Lbs. 149			Lbs. 149	89	Lbs. 149	89	
		Lbs. 8,172			Lbs. 8,172	2,155	Lbs. 8,172	2,155	
Cream of Tartar in Crystals	United States								
		Lbs. 19,763 43			Lbs. 19,763 43	7,173 19	Lbs. 19,763 43	7,173 19	
Indigo	Great Britain United States								
		19,806			19,806	7,192	19,806	7,192	
		Cwt. 145 52			Cwt. 145 52	875 304	Cwt. 145 52	875 304	
Lead—Red and White, dry	Great Britain United States								
		197			197	1,179	197	1,179	

Nitric, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda	Cwt.	1,738 67	1,738 67	8,184 1,643	8,184 1,643	Cwt.	1,738 67	8,184 1,643
	Great Britain							
United States	1,805	1,805	9,827	9,827		1,805	9,827	
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	Cwt.	17 29	17 29	458 1,044	458 1,044	Cwt.	17 29	458 1,044
	Great Britain							
United States	46	46	1,502	1,502		46	1,502	
Oils—Cocoanut, Palm, and Pine, in their natural state	Galls.	71 5,474	71 5,474	55 3,568	55 3,568	Galls.	71 5,474	55 3,568
	Great Britain							
United States	5,545	5,545	3,623	3,623		5,545	3,623	
Phosphorus, Brimstone, and Sul- phur, in roll or flour	Lbs.	972 937	972 937	603 539	603 539	Lbs.	972 937	603 539
	Great Britain							
United States	1,909	1,909	1,142	1,142		1,909	1,142	
Roots—Medicinal, in their na- tural state	Pkgs.	12 7	12 7	84 90	84 90	Pkgs.	12 7	84 90
	Great Britain							
United States	19	19	174	174		19	174	
Vitriol, blue	Cwt.	45 5	45 5	651 97	651 97	Cwt.	45 5	651 97
	Great Britain							
United States	50	50	748	748		50	748	
Whiting or Whiteming	Cwt.	675 4	675 4	1,353 20	1,353 20	Cwt.	675 4	1,353 20
	Great Britain							
United States	679	679	1,373	1,373		679	1,373	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.												
Zinc—white, dry.....	Great Britain.....	Cwt. 3,172	.....	.....	Cwt. 3,172	11,957	Cwt. 3,172	11,957	.....		
	United States.....	1,501	.....	.....	1,501	6,365	1,501	6,365	.....		
		4,673	.....	.....	4,673	18,322	4,673	18,322	.....		
MANUFACTURES AND PRODUCTS OF MANUFACTURES.												
Ashes—Pot, Pearl, and Soda.....	Great Britain.....	Brls. 115	Brls. 9	.....	Brls. 115	2,363	Brls. 115	2,363	.....		
	United States.....	138	.....	.....	147	1,332	147	1,332	.....		
		253	9	.....	262	3,695	262	3,695	.....		
Biscuit and Bread from Great Britain and B. N. A. Provinces.....	Great Britain.....	Cwt. 193	.....	.....	Cwt. 193	1,911	Cwt. 193	1,911	.....		
	Newfoundland.....	1	.....	.....	1	5	1	5	.....		
		194	.....	.....	194	1,916	194	1,916	.....		
Bolting Cloths.....	Great Britain.....	Pkgs. 2	.....	.....	Pkgs. 2	502	Pkgs. 2	502	.....		
Bookbinders' Tools and Implements.....	Great Britain.....	Pkgs. 50	.....	.....	Pkgs. 50	172	Pkgs. 50	172	.....		
	United States.....	17	.....	.....	17	98	17	98	.....		
		67	.....	.....	67	270	67	270	.....		

Burrstones	United States	No. 2		No. 2	153	No. 2	153
Cotton Wool	Great Britain United States British West Indies Newfoundland	Lbs. 3,691 1,743 55,801 1		Lbs. 3,691 1,743 55,801 1	400 189 3,010 21	Lbs. 3,691 1,743 55,801 1	400 189 3,010 21
Cotton Candle Wick	Great Britain United States	Lbs. 12,169 1,849	Lbs. 849	Lbs. 12,169 2,698	2,177 657	Lbs. 12,169 2,698	2,177 657
Cotton and Flax—Waste	Great Britain United States	Lbs. 11,721 5,922	Lbs. 5	Lbs. 11,721 5,927	1,183 738	Lbs. 11,721 5,927	1,183 738
Cement—Marine or Hydraulic, unground	Great Britain United States	17,643	5	17,648	1,921	17,648	1,921
Church Bells and Communion Plate	Great Britain United States	Bris. 300 280		Bris. 300 280	677 893	Bris. 300 280	677 893
Clothing—donations of, for Charitable purposes	Great Britain United States	580		580	1,570	580	1,570
Cocoa Paste, from Great Britain and B.N.A. Provinces	Great Britain	Pkgs. 9 8 17		Pkgs. 9 8 17	671 368 1,039	Pkgs. 9 8 17	671 368 1,039
	Great Britain	Pkgs. 2		Pkgs. 2	49	Pkgs. 2	49
	Great Britain	Lbs. 195		Lbs. 195	91	Lbs. 195	91

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Duck, for belting and hose.....	Great Britain..... United States.....	Pkgs. 28 3	..... .....	..... .....	Pkgs. 28 3	\$ 1,214 215	Pkgs. 28 3	\$ 1,214 215	..........
Emery, Glass, and Sand Paper, and Cloth.....	Great Britain..... United States.....	Pkgs. 11 50	Pkgs. 5	..... .....	Pkgs. 11 55	75 298	Pkgs. 11 55	75 298	..........
Farming Implements and Uten- sils, imported by Agricultural Societies.....	United States.....	Pkgs. 59	.....	.....	Pkgs. 59	794	Pkgs. 59	794	.....
Fire Bricks.....	Great Britain..... United States.....	Mille. 143 91	..... .....	..... .....	Mille. 143 91	1,552 881	Mille. 143 91	1,552 881	..........
Fishing Hooks, Nets and Seines, Lines and Twines.....	Great Britain..... United States..... Newfoundland.....	Pkgs. 1,065 324 1	Pkgs. 94 .....	..... .....	Pkgs. 1,065 418 1	126,201 15,017 76	Pkgs. 1,065 418 1	126,201 15,017 76	...............
		1,300	94	.....	1,484	141,294	1,484	141,294	.....

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>									
Machinery, when used in the original construction of Mills or Factories.....	Great Britain..... United States..... Prince Edward Island.....	Pkgs. 161 28 1 190	Pkgs. 74 1 74		Pkgs. 161 102 1 264	\$ 5,739 4,043 25 9,807	Pkgs. 161 102 1 264	\$ 5,739 4,043 25 9,807	
Nails, Composition or Sheathing, and Composition Spikes.....	Great Britain..... United States..... British West Indies..... Newfoundland.....	Cwt. 1,801 25 8 28 1,862			Cwt. 1,801 25 8 28 1,862	\$ 5,588 117 165 761 6,631	Cwt. 1,801 25 8 28 1,862	\$ 5,588 117 165 761 6,631	
Printers' Implements, viz.— Presses, Electrotype and Ste- reotype Blocks and Ink.....	Great Britain..... United States.....	Pkgs. 15 61 76	Pkgs. 5 5		Pkgs. 15 66 81	\$ 159 1,180 1,339	Pkgs. 15 66 81	\$ 159 1,180 1,339	
Philosophical Instruments and Apparatus for Colleges and Schools.....	Great Britain.....	Pkgs. 1			Pkgs. 1	\$ 60	Pkgs. 1	\$ 60	
Straw Plait, Tuscan and Grass, fancy.....	United States.....	Pkgs. 4			Pkgs. 4	\$ 30	Pkgs. 4	\$ 30	

	Feet. 895	Feet. 895	Feet. 895	Feet. 895	Feet. 895	Feet. 895	Feet. 895	Feet. 895	Feet. 895
Veneering—of Wood or Ivory ..	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Wire Cloth—of Brass or Copper.	21 92	21 93	21 93	21 93	21 93	21 93	21 93	21 93	21 93
SHIPS' MATERIALS.	113	114	114	114	114	114	114	114	114
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Great Britain.....	1,633	1,633	1,633	1,633	1,633	1,633	1,633	1,633	1,633
United States.....	96	96	96	96	96	96	96	96	96
Prince Edward Island.....	10	10	10	10	10	10	10	10	10
British West Indies.....	4	4	4	4	4	4	4	4	4
Binnacle and Signal Lamps, Dead Eyes and Dead Lights..	1,743	1,743	1,743	1,743	1,743	1,743	1,743	1,743	1,743
Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and Travelling Trucks.....	No.	No.	No.	No.	No.	No.	No.	No.	No.
Great Britain.....	316	316	316	316	316	316	316	316	316
United States.....	60	65	65	65	65	65	65	65	65
Bunting and Wire Rigging	376	381	381	381	381	381	381	381	381
Deck Plugs, Wedges, Knees and Masts of Iron, and Treemalls..	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	391	391	391	391	391	391	391	391	391
United States.....	72	86	86	86	86	86	86	86	86
Great Britain.....	480	480	480	480	480	480	480	480	480
United States.....	1	1	1	1	1	1	1	1	1
Great Britain.....	481	481	481	481	481	481	481	481	481
United States.....									
Great Britain.....	2,165	2,165	2,165	2,165	2,165	2,165	2,165	2,165	2,165
United States.....	21	21	21	21	21	21	21	21	21
Great Britain.....	2,186	2,186	2,186	2,186	2,186	2,186	2,186	2,186	2,186
United States.....									

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—SHIPS' MATERIALS. <i>Continued.</i>									
Cables, Hemp and Grass, Cordage, and Sail Cloth, when used for ships only	Great Britain United States Prince Edward Island Russia	Pkgs. 18,090 1,587 1 195 19,803	23 1,071 . . 1,094	. . . . .	Pkgs. 18,043 2,658 1 195 20,897	\$ 198,168 105,590 50 4,496 308,304	Pkgs. 18,043 2,658 1 195 20,897	\$ 198,168 105,590 50 4,496 308,304	.....
Varnish, bright and black, when used for ships only	Great Britain United States	Galls. 293 835 1,128	. . .	. . .	Galls. 293 835 1,128	279 559 838	Galls. 293 835 1,128	279 559 838	. . .
METALS.									
Brass—Bar, Rod, Sheet and Scrap	Great Britain	Cwt. 219	. .	. .	Cwt. 219	931	Cwt. 219	931	. .
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing	Great Britain United States	Cwt. 770 180 950	. 185 185	. . .	Cwt. 770 365 1,135	3,276 631 3,907	Cwt. 770 365 1,135	3,276 631 3,907	. . .

Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain	5,220	5,220	41,801	41,801
	United States	98	98	859	859
	Newfoundland	10	10	100	100
Locomotive Engine Frames, Axles Cranks, Hoop Iron or Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods	Great Britain	5,328	5,328	42,760	42,760
Lead (in Sheet or Pig) and Litharge	Great Britain	182	182	6,255	6,255
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	Great Britain	329	329	5,756	5,756
Spelter and Zinc (in Block, Sheet, or Pig)	Great Britain	1,990	1,990	8,619	8,619
	United States	226	226	1,316	1,316
		2,216	2,216	9,935	9,935
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form, but not moulded	Great Britain	136	136	1,322	1,322
	United States	1	1	2	2
		137	137	1,324	1,324
Tin, in Bar, Blocks, Pig, or Granulated	Great Britain	1,418	1,418	20,664	20,664
	United States	182	182	589	589
		1,600	1,600	21,253	21,253
	Great Britain	166	166	2,945	2,945
	United States	20	20	5	5
		186	186	2,950	2,950

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
<i>FREE GOODS—METALS.—Continued.</i>									
Tubes and Piping of Brass, Copper, or Iron (Drawn)	Great Britain	Cwt. 701	.....	.....	Cwt. 701	\$ 4,398	Cwt. 701	\$ 4,398	.....
	United States	433	.....	.....	433	2,801	433	2,801	.....
		1,134	.....	.....	1,134	7,199	1,134	7,199	.....
Wire, of Brass or Copper, Round or Flat	Great Britain	Cwt. 41	.....	.....	Cwt. 41	323	Cwt. 41	323	.....
	United States	27	.....	.....	27	194	27	194	.....
		68	.....	.....	68	517	68	517	.....
Yellow Metal—in Bolts, Bars, and for Sheathing	Great Britain	Cwt. 6,402	.....	.....	Cwt. 6,402	56,724	Cwt. 6,402	56,724	.....
	United States	1	.....	.....	1	7	1	7	.....
		6,403	.....	.....	6,403	56,731	6,403	56,731	.....
<i>NATURAL PRODUCTS.</i>									
Bristles	Great Britain	Pkgs. 20	.....	.....	Pkgs. 20	1,037	Pkgs. 20	1,037	.....
Broom Corn	United States	Pkgs. 645	.....	.....	Pkgs. 645	6,923	Pkgs. 645	6,923	.....
Caoutchouc or India Rubber and Gutta Percha, unmanufactured	Great Britain	Pkgs. 49	.....	.....	Pkgs. 49	576	Pkgs. 49	576	.....

Coal and Coke.....	Great Britain..... United States..... Prince Edward Island.....	Tons. 1,218 862 6		Tons. 1,218 862 6	5,724 7,101 30	Tons. 1,218 862 6	5,724 7,101 30
		2,076		2,076	12,855	2,076	12,855
Cocoa—Bean and Shell.....	United States..... British West Indies..... French West Indies..... Spanish West Indies.....	Lbs. 35 495 3,361 121	3,000	Lbs. 3,035 495 3,361 121	854 91 337 12	Lbs. 3,035 495 3,361 121	854 91 337 12
		4,012	3,000	7,012	1,294	7,012	1,294
Corkwood and Bark.....	Great Britain..... United States..... Portugal..... Spain.....	Pkgs. 32 161 491	Pkgs.	Pkgs. 32 161 491 1,001	160 647 649 1,644	Pkgs. 32 161 491 1,001	160 647 649 1,644
		684	1,001	1,685	3,100	1,685	3,100
Earths, Clays, and Sand.....	Great Britain..... United States.....	Tons. 11 512		Tons. 11 512	39 996	Tons. 11 512	39 996
		523		523	1,035	523	1,035
Eggs.....	Prince Edward Island.....	Doz. 851		Doz. 851	150	Doz. 851	150
Emery.....	Great Britain..... United States.....	Pkgs. 38 39		Pkgs. 38 39	103 60	Pkgs. 38 39	103 60
		77		77	163	77	163
Fibrella, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibre, for manufacturing purposes...	Great Britain..... United States.....	Pkgs. 87 70		Pkgs. 87 70	300 284	Pkgs. 87 70	300 284
		157		157	584	157	584

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Fire Clay	Great Britain	Pkgs. 9	.....	.....	Pkgs. 9	227	Pkgs. 9	227	.....
.....	United States	1	.....	.....	1	25	1	25	.....
.....	.....	10	.....	.....	10	252	10	252	.....
Fire Wood	Prince Edward Island	Cords. 137	.....	.....	Cords. 137	294	Cords. 137	294	.....
.....
Fish Bait	United States	Pkgs. 924	Pkgs. 378	.....	Pkgs. 1,302	7,065	Pkgs. 1,302	7,065	.....
.....	Newfoundland	43	78	.....	121	528	121	528	.....
.....	.....	967	456	.....	1,423	7,593	1,423	7,593	.....
.....
Fish, fresh	United States	Pkgs. 2	Pkgs. 199	.....	Pkgs. 2	7	Pkgs. 2	7	.....
.....	Newfoundland	199	.....	.....	199	2,090	199	2,090	.....
.....	St. Pierre et Miquelon	1	.....	.....	1	6	1	6	.....
.....	.....	202	.....	.....	202	2,103	202	2,103	.....
.....
Flour of Wheat and Rye	St. Pierre et Miquelon	Brls. 102	.....	.....	Brls. 102	668	Brls. 102	668	.....
.....	United States	119,047	.....	.....	119,047	661,451	119,047	661,451	.....
.....	.....	119,149	.....	.....	119,149	662,119	119,149	662,119	.....

Furs, Skins, and Tails, undressed	Newfoundland.....	Pkgs.	1	Pkgs.	3,181	12,700	3,181	12,700
	Prince Edward Island.....				5	200	5	200
Flax, Hemp and Tow, undressed		Pkgs.	1	Pkgs.	3,186	12,900	3,186	12,900
	Great Britain.....							
	United States.....	Pkgs.	11	Pkgs.				
	Russia.....		202		202	14,512		14,512
Grain of all kinds, except Indian Corn and Wheat					214	14,864		14,864
		Bush.		Bush.				
	Great Britain.....				2,117	1,616		1,616
	United States.....		468		14,484	4,861		4,861
	Prince Edward Island.....				208,389	95,678		95,678
Grease and Grease Scrap			468		224,990	102,155		102,155
		Pkgs.		Pkgs.				
	Great Britain.....		10		971	2,197		2,197
	United States.....				841	11,447		11,447
Hair			10		1,812	13,644		13,644
		Pkgs.		Pkgs.				
	Great Britain.....				21	2,034		2,034
	United States.....				23	496		496
Hay					44	2,530		2,530
	Prince Edward Island.....	Tons.		Tons.			Tons.	
					41	387		387

No. 1.—GENERAL STATEMENT OF IMPORTS—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Hides, Horns and Pelts.....	United States	Pkgs. 9,692	Pkgs. 50		Pkgs. 9,692	\$ 51,616	Pkgs. 9,692	\$ 51,616	.....
	Newfoundland	3,171			3,171	11,012	3,171	11,012	.....
	Prince Edward Island	10			10	1,012	10	1,012	.....
	British West Indies	1,784			1,784	12,068	1,784	12,068	.....
	French West Indies	39			39	689	39	689	.....
	Spanish West Indies	14			14	159	14	159	.....
	Brazil	219			219	8,447	219	8,447	.....
		14,839	50		14,889	89,943	14,889	84,943	.....
Hops.....	Great Britain.....	Lbs. 373			Lbs. 373	110	Lbs. 373	110	.....
	United States.....	14,592			14,592	6,405	14,592	6,405	.....
		14,965			14,965	6,515	14,965	6,515	.....
Indian Corn.....	United States.....	Bush. 16,629			Bush. 16,629	15,045	Bush. 16,629	15,045	.....
Indian Meal.....	United States.....	Brls. 42,167			Brls. 42,167	110,491	Brls. 42,167	110,491	.....
	Prince Edward Island.....	36			36	293	36	293	.....
		42,203			42,203	110,694	42,203	110,694	.....

Manilla Grass and Sea Grass	Great Britain..... United States.....	Cwt. 2		Cwt. 2	8	Cwt. 2	8	
Manures	Great Britain..... United States.....	Cwt. 17 93		Cwt. 17 93	35 192	Cwt. 17 93	35 192	
Marble, unwrought	Great Britain..... United States.....	Pkgs. 11 1,190	11	Pkgs. 11 1,201	104 5,428	Pkgs. 11 1,201	104 5,428	
Moss, for Upholstery purposes ..	United States.....	Cwt. 54		Cwt. 54	85	Cwt. 54	85	
Ores of Metals, of all kinds	Great Britain..... United States.....	Tons. 32 11		Tons. 32 11	220 140	Tons. 32 11	220 140	
Pipe Clay	Great Britain.....	Cwt. 14		Cwt. 14	35	Cwt. 14	35	
Rattan for Chair makers	United States.....	Pkgs. 104	17	Pkgs. 121	294	Pkgs. 121	294	
Rosin	United States.....	Brls. 1,597		Brls. 1,597	12,834	Brls. 1,597	12,834	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Salt.....	Great Britain..... United States..... Newfoundland..... Prince Edward Island..... Portugal..... British West Indies..... Spain..... French West Indies..... Spanish West Indies..... Danish West Indies.....	Bush. 337,171 2,225 825 7,452 3,200 93,567 7,918 73,463 1,970 3,150	Bush. 9,000 22,300 ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	Bush. 346,171 2,225 825 7,452 3,200 93,567 30,218 73,463 1,970 3,150	\$ 51,705 691 174 1,310 444 15,489 4,261 10,652 300 461	Bush. 346,171 2,225 825 7,452 3,200 93,567 30,218 73,463 1,970 3,150	\$ 51,705 691 174 1,310 444 15,489 4,261 10,652 300 461	..................................................
Seeds, for Agricultural, Horti- cultural, or Manufacturing Purposes.....	Great Britain..... United States..... Prince Edward Island.....	Bush. 2,763 62 47	Bush. 39 .....	..... ..... .....	Bush. 2,763 101 47	2,903 885 39	Bush. 2,763 101 47	2,903 885 39	...............
Stone, unwrought, and Slate.....	Great Britain..... United States..... British West Indies.....	Tons. 371 170 10	..... ..... .....	..... ..... .....	Tons. 371 170 10	228 637 25	Tons. 371 170 10	228 637 25	...............
		551	39	.....	551	890	551	890	.....
		530,941	31,300	.....	562,241	85,487	562,241	85,487	.....

	Cords.		Cords.		Cords.		Cords.		Cords.
Tanner's Bark	26 982	United States Newfoundland	1,008		109 2,963		109 2,963		28 982
Tar and Pitch	Brls. 1,078 3,546 3 400	Great Britain United States British West Indies Russia	Brls. 66 30		2,075 10,242 6 1,553		2,075 10,242 6 1,553		Brls. 1,144 3,576 3 400
Teasels	5,027	United States	96		13,876		13,876		5,123
Tobacco, unmanufactured	Pkgs. 1	United States			46		46		Pkgs. 1
Trees, Plants, and Shrubs, Bulbs, and Roots	Lbs. 849,344	United States	Lbs. 79,166		73,259		73,259		Lbs. 928,510
Turpentine—other than Spirits of	Pkgs. 24 4 28	Great Britain United States			1,016 22		1,016 22		Pkgs. 24 4
Vegetables	Galls. 8	United States			1,038		1,038		28
	Bush. 16,082 56 172,367 379 27,171	United States Newfoundland Prince Edward Island Spain British West Indies	Bush. 1,242		16,003 49 41,666 174 7,298		16,003 49 41,666 174 7,298		Bush. 17,324 56 172,367 379 27,171
	216,006		1,242		65,190		65,190		217,297

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Whale Oil.....	United States..... Newfoundland..... British West Indies..	Galls. 2,095 880 2,000	Galls. 12		Galls. 2,107 880 2,000	1,602 440 1,000	Galls. 2,107 880 2,000	1,602 440 1,000	
Wheat.....	United States.....	Bush. 29,784	12		Bush. 29,784	23,916	Bush. 29,784	23,916	
Wood, unmanufactured.....	Great Britain..... United States..... Newfoundland..... British West Indies..					114 6,524 60 65		114 6,524 60 65	
Wool.....	Great Britain..... United States..... British West Indies..	Lbs. 2,315 236 379	Lbs. 23		Lbs. 2,315 236 379	799 59 127	Lbs. 2,315 236 379	799 59 127	
		2,930	23		2,953	985	2,953	985	

SPECIAL EXEMPTIONS.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Apparel of British Subjects, domiciled in Canada but dying abroad	Great Britain.....	5	5	255	5	255	5
	British West Indies.....	9	9	100	9	100	9
		14	14	355	14	355	14
Articles for the public uses of the Dominion	Great Britain.....			39,920		39,920	
	United States.....			22,698		22,698	
				62,618		62,618	
ARTICLES FOLLOWING, FOR THE USE OF THE ARMY AND NAVY.	Arms, Clothing, Musical Instruments for Bands, and Military Stores	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
		Great Britain.....	492	492	25,749	492	25,749
		United States.....	1	1	400	1	400
		Newfoundland.....	1	1	113	1	113
		Prince Edward Island.....	2	2	340	2	340
		British West Indies.....	1	1	98	1	98
		Spanish West Indies.....	3	3	416	3	416
	500	500	27,116	500	27,116		
SETTLERS' EFFECTS	Great Britain..... United States..... Newfoundland..... Prince Edward Island..... British West Indies.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
		Great Britain.....	69	69	2,894	69	2,894
		United States.....	121	140	4,199	140	4,199
		Newfoundland.....	1	60	60	1	60
		Prince Edward Island.....	1	1	28	1	28
British West Indies.....	1	1	10	1	10		
	193	19	7,191	212	7,191		
GROWTH AND PRODUCE OF ANY OF THE E. A. PROVINCES.	Animals of all kinds	No.	No.	No.	No.	No.	No.
		Prince Edward Island.....	160	160	342	160	342
Butter	Prince Edward Island.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
		12,217	480	2,665	12,697	2,665	12,697

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—GROWTH AND PRODUCE, &c.—Continued.									
Cheese	Prince Edward Island	Lbs. 250	.....	.....	Lbs. 250	\$ 25	Lbs. 250	\$ 25	.....
Fresh, Smoked, and Salted Meats and Poultry	Prince Edward Island	Lbs. 576,368	Lbs. 1,070	.....	Lbs. 577,438	113,765	Lbs. 577,438	113,765	.....
Gypsum	Prince Edward Island	Brls. 25	.....	.....	Brls. 25	31	Brls. 25	31	.....
Fish, and Products of Fish, and Fish Oil	Newfoundland .....	.....	.....	.....	.....	216,714	.....	216,714	.....
Lard and Tallow	Prince Edward Island	Lbs. 29,034	Lbs. 11,222	.....	Lbs. 40,256	7,364	Lbs. 40,256	7,364	.....
Timber and Lumber	United States .....	.....	.....	.....	.....	13	.....	13	.....
	Prince Edward Island	.....	.....	.....	.....	2,152	.....	2,152	.....
		.....	.....	.....	.....	2,165	.....	2,165	.....

ABSTRACT of the Value of Goods Entered for Consumption in the Province of Nova Scotia, distinguishing those which paid Duty from those entered Free of Duty, and shewing also the Countries whence Imported, and the Amount of Duty collected thereon, during the Fiscal Year ending 30th day of June, 1870.

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
	\$	\$	\$	\$ cts.
From Great Britain	3,561,080	836,645	4,397,725	643,444 02
United States	763,846	1,494,233	2,258,079	119,768 64
France	54,710	.....	54,710	29,506 85
Holland	18,518	..... 75	18,593	20,616 20
Prince Edward Island	7,286	266,888	274,094	1,094 40
Newfoundland	2,955	213,585	216,540	1,723 70
British West Indies	275,835	41,296	317,131	161,744 06
Spanish West Indies	377,628	887	378,515	140,452 11
Spain	15,014	6,726	21,740	2,403 75
St. Pierre et Miquelon .....	.....	1,452	1,452	2,273 82
French West Indies	16,763	11,678	28,441	5,844 09
Danish West Indies	2,263	461	2,724	882 50
Portugal	2,995	1,093	4,088	672 67
Russia	350	25,298	25,648	17 50
Brazil .....	.....	8,447	8,447	.....
Add collected at Port Mulgrave, for which no returns were furnished to the Department .....	.....	.....	.....	657 49
Foreign Reprints of British Copyright Works	5,009,226	2,908,714	8,007,940	1,128,101 80
Add, received as difference of Currency on certain Entries at the Port of Halifax, and other Ports	91	.....	91	.....
Add Five per Cent Additional on Duty, from 7th April, 1870 .....	.....	.....	.....	17,194 38
Totals	5,009,317	2,908,714	8,008,031	1,162,592 51

No. 1.—GENERAL STATEMENT OF IMPORTS.—Continued.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.	United States	No. 1	No. 2	No. 17	No. 20	\$ 1,588	No. 19	\$ 1,488	\$ cts. 208 76
			No. 4		No. 4	30	No. 4	30	4 50
Animals—Horses	United States								
Swine	United States								
Acid—Sulphuric	Great Britain	Lbs. 10			Lbs. 10	2	Lbs. 10	2	0 05
	United States	52,848	2		52,850	1,174	52,850	1,174	264 26
Cordials	United States	52,858	2		52,860	1,176	52,860	1,176	264 31
	Great Britain	Galls. 87			Galls. 87	100	Galls. 15	20	18 00
	United States		1		1	13	1	13	1 20
	Holland	14			14	14	38	38	45 60
Perfumed Spirits, when in flasks	Great Britain					127	54	71	64 80
	United States	No. 3,829	No. 60		No. 3,889	813	No. 4,819	1,038	192 76
			426		426	71	426	71	17 04
		3,829	486		4,315	884	5,245	1,109	209 80

Tinctures.....	Galls. 1	Galls.	Galls. 1	Galls. 1	Galls. 1	Galls. 1	1	0 63
Great Britain.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
Great Britain.....	23,941	.....	.....	.....	.....	.....	29,791	17,518 26
United States.....	78,743	.....	.....	.....	.....	.....	978	424 00
France.....	78,054	6,585	.....	.....	.....	.....	46,561	28,926 12
Jersey.....	9	.....	.....	.....	.....	.....	12	3 84
	102,747	7,123	.....	.....	.....	.....	77,342	46,872 24
Gin.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
Great Britain.....	77,821	.....	.....	.....	.....	.....	38,497	65,556 48
United States.....	5	2,380	.....	.....	.....	.....	12	25 60
France.....	34,126	21,256	.....	.....	.....	.....	71	121 60
Holland.....	942	.....	.....	.....	.....	.....	8,795	16,362 40
Jersey.....	112,894	23,636	.....	.....	.....	.....	396	790 40
							47,771	82,856 48
Rum.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
Great Britain.....	13,820	.....	.....	.....	.....	.....	4,732	7,520 30
United States.....	2,370	.....	.....	.....	.....	.....	355	703 20
Prince Edward Island.....	168	.....	.....	.....	.....	.....	50	134 40
British West Indies.....	24,563	.....	.....	.....	.....	.....	5,203	9,205 60
British Guiana.....	40,921	.....	.....	.....	.....	.....	287	520 80
							10,607	18,084 30
Whiskey.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
Great Britain.....	83,719	443	.....	.....	.....	.....	39,140	42,112 76
United States.....	145	.....	.....	.....	.....	.....	1,145	1,467 20
	83,864	443	.....	.....	.....	.....	40,285	43,379 96
Spirits and Strong Waters, including Spirits of Wine, and Alcohol, and not being Whisky	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
Great Britain.....	4,361	190	.....	.....	.....	.....	496	632 80
United States.....	4,361	190	.....	.....	.....	.....	51	152 90
							547	785 70

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.		
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>											
Oil—Coal and Kerosene, distilled, purified, and refined.....	Great Britain..... United States..... Jersey.....	Galls. 349 33,100 72	Galls. 405	Galls. 20	Galls. 349 33,525 72	\$ 128 9,055 36	Galls. 349 36,251 72	\$ 128 9,723 36	\$ cts. 52 35 5,437 66 10 80		
Oil—Benzole, Naphtha, and Refined Petroleum.....	Great Britain..... United States.....	Galls. 45 387	Galls. 126 126	Galls. 1,101 1,101	Galls. 45 1,614 1,659	\$ 16 484 500	Galls. 45 2,269 2,314	\$ 16 632 648	\$ cts. 6 75 340 28 347 03		
Products of Petroleum.....	United States.....	Galls. 452	Galls. 432	Galls. 217	Galls. 1,401	\$ 399	Galls. 1,401	\$ 399	\$ cts. 110 10		
Crude Petroleum.....	United States.....	Galls. 7,233	Galls. 3,209	Galls. 42	Galls. 10,484	\$ 3,975	Galls. 10,483	\$ 3,975	\$ cts. 628 98		
Coffee—Green.....	Great Britain..... United States..... Prince Edward Island..... British West Indies..... Jersey.....	Lbs. 88,746 5,897 50 123	Lbs. 6,455	Lbs. 123	Lbs. 88,746 12,352 50 123	\$ 11,741 1,640 10	Lbs. 90,717 10,638 1,374 123	\$ 11,841 1,292 159 15	\$ cts. 2,721 51 319 14 41 22 3 69		
		94,816	6,455		101,271	13,391	102,852	13,307	3,085 56		

Coffee—Roasted or Ground	United States	Lbs.	180	Lbs.	7,632	Lbs.	66	Lbs.	7,878	604	Lbs.	9,242	643	369 68
Chicory—Roasted or Ground	United States	Lbs.		Lbs.	7,909	Lbs.		Lbs.	7,909	279	Lbs.	4,479	165	179 16
Common Soap	Great Britain	Lbs.	25,198	Lbs.		Lbs.		Lbs.		1,402	Lbs.	20,882	1,179	238 82
	United States		2,317		954		1,822		3,093	327		4,322	308	48 22
	Prince Edward Island		294						224	19		224	19	2 24
	Jersey		1,568						1,568	82		2,576	133	25 76
			20,307		954		1,822		32,083	1,830		28,504	1,639	285 04
Starch	Great Britain	Lbs.	35,716	Lbs.	561	Lbs.		Lbs.	36,277	2,477	Lbs.	33,826	2,277	676 52
	United States		112		250				250	19		250	19	5 00
	Jersey								112	8		56	4	1 12
			35,828		811				36,639	2,504		34,132	2,300	682 64
Cigars—value not over \$10 per Mille	Great Britain	Mille.	67	Mille.	5	Mille.		Mille.	72	264	Mille.	78	312	234 00
	United States											135	511	405 00
			67						72	264		213	823	639 00
Cigars—over \$10, and not over \$20 per Mille	Great Britain	Mille.	3	Mille.		Mille.		Mille.	20.9	343	Mille.	20.9	343	83 60
	United States		83						83	1,060		68	1,360	272 00
			83.3						103.9	2,003		88.9	1,703	355 60
Cigars—over \$20, and not over \$40 per Mille	Great Britain	Mille.	4	Mille.		Mille.		Mille.	20.9	669	Mille.	20.9	669	104 50
	United States		62						62	1,825		86.5	2,566	432 50
	Spanish W. Indies . . . . .		.6						.6	20		26.5	419	82 50
			66.6						83.5	2,514		133.9	3,654	619 50

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.					
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>												
Cigars—value over \$40 per Mille	United States.....	Mille. 9			Mille. 9			\$ 270	Mille. 11.2	\$ 385	\$ 57 20	\$ cta.
	Spanish W. Indies.....	1			1			48	1	48	6 00	
		10			10			318	12.2	433	73 20	
Cigars—New Tariff from 7th April only.....	Great Britain.....	Lbs. 2,244	Lbs.	Lbs.	Lbs. 2,244			1,422	Lbs. 2,199	1,422	989 55	
	United States.....	310	142	63	1,015			2,418	884	1,596	347 80	
	Spanish W. Indies.....	634			634			1,597	718	1,774	323 10	
		3,688	142	63	3,893			5,437	3,801	4,792	1,710 45	
Cheese.....	Great Britain.....	Lbs. 2,743	Lbs.	Lbs.	Lbs. 2,743			543	Lbs. 2,743	543	82 29	
	United States.....		263	263	526			79	526	79	15 78	
		2,743	263	263	3,269			622	3,269	622	98 07	
Lard and Tallow.....	United States.....	Lbs. 39,094	Lbs. 25,450	Lbs. 8,547	73,091			7,825	Lbs. 72,784	7,788	727 84	
Fish—Salted or Smoked.....	United States.....	Lbs. 19,070	Lbs. 19,820	Lbs. 750	19,820			689	Lbs. 2,595	105	25 95	
Meats—Fresh, Salted, or Smoked.....	United States.....	Lbs. 407,624	Lbs. 23,723	Lbs. 81,919	724,266			73,677	Lbs. 499,566	60,672	4,995 66	

	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal and Coke—from 7th April, under new tariff.	4,071 867	247	68	4,071 1,182	10,901 5,480	4,071 654	10,902 2,650	2,035 326	50 75	
Salt—from 7th April, under new tariff	4,938	247	68	5,253	16,381	4,725	13,552	2,362	25	
Hops—from 7th April, under new tariff	Bush. 10	Bush. 310	Bush. 35	Bush. 355	287	Bush. 351	281	17	55	
Vinegar and Acetic Acid—from 7th April, under new tariff	Lbs. 186	Lbs. 640		Lbs. 826	133	Lbs. 826	133	41	30	
	Galls. 4,736	Galls. 30	Galls. 116	Galls. 4,766	1,340	Galls. 1,519	601	146	20	
	6,396	2,431		8,943	900	8,764	878	134	28	
	2,787	1,550		4,337	1,473	9,993	1,832	511	85	
	66			66	16	66	16	6	60	
	13,985	4,011	116	18,112	3,729	20,342	3,327	798	93	
Rice—from 7th April, under new tariff	Lbs. 336,723			Lbs. 336,723	7,473	Lbs. 252,083	6,256	2,520	83	
	2,000			2,000	61					
	438			448	17		17	4	48	
	339,171			339,171	7,551	252,531	6,273	2,525	31	
Grain of all other kinds—from 7th April, under new tariff	Bush. 12	Bush. 484	Bush. 60	Bush. 1,013	46	Bush. 1,013	46	0	34	
	469	484	60	1,013	1,667	1,667	1,667	30	49	
	481	484	60	1,025	1,713	1,025	1,713	30	83	
Flour of Wheat and Rye—from 7th April, under new tariff	Brls. 5,439	Brls. 247	Brls. 600	Brls. 6,286	28,244	Brls. 4,719	25,215	1,179	73	
Flour and Meal of all other kinds—from 7th April, under new tariff	Brls. 1,540	Brls. 26	Brls. 723	Brls. 2,289	9,342	Brls. 2,279	9,302	341	86	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES. Ale, Beer, and Porter, in casks.	Great Britain.....	Galls. 22,457	Galls. 45		Galls. 22,457	\$ 7,207	Galls. 27,398	\$ 8,623	\$ cts. 2,227 69	
	United States.....	.....	.....	.....	43	15	45	15	3 75
	Prince Edward Island.....	.....	.....	.....	10	3	10	3	0 82
		22,457	45		22,512	7,225	27,398	8,641	2,232 25	
Ale, Beer, and Porter, in bottles.	Great Britain.....	Galls. 28,721			Galls. 28,721	\$ 13,517	Galls. 30,682	\$ 16,157	\$ cts. 3,721 59	
	Jersey.....	.....	.....	.....	5	3	5	3	0 62
		28,726			28,726	16,520	30,687	16,160	3,722 01	
Tea—Green and Japan.....	Great Britain.....	Lbs. 1,135	Lbs. 10		Lbs. 1,145	\$ 401	Lbs. 1,551	\$ 568	\$ cts. 193 74	
	United States.....	466		427	893	403	1,625	489	143 13	
		1,601	10	427	2,038	804	2,576	1,057	338 87	
Tea—Black.....	Great Britain.....	Lbs. 915,750	Lbs. 45,114		Lbs. 960,864	\$ 262,479	Lbs. 833,767	\$ 231,176	\$ cts. 63,858 93	
	United States.....	124,817	103,578	133,236	361,631	86,571	332,387	79,314	23,530 86	
	Prince Edward Island.....	634			634	238	634	238	57 94	
	Newfoundland.....	255			255	77	255	77	20 42	
	Jersey.....	2,290			2,290	597	2,209	625	171 04	
	1,044,746	148,692	135,236	1,328,704	349,962	1,109,252	311,430	87,639 19		

Tobacco (manufactured) and Snuff	Lbs. 29,550 2,015 358 100	Lbs. 17,994	17,898	Lbs. 65,442 2,015 358 100	14,312 170 86 18	Lbs. 111,999 1,663 358 100	21,271 170 86 18	18,266 277 58 22 25
Wines, of all kinds	Lbs. 32,023	Lbs. 17,994	17,898	Lbs. 67,915	14,586	Lbs. 114,120	21,545	18,624 97
	Galls. 32,808 603,633 1,157 68 29	Galls. 3,578 1,890 550		Galls. 36,386 2,614 1,707 68 29	36,661 1,863 2,170 162 43	Galls. 30,830 2,407 366 68 19	28,230 1,139 478 162 32	9,225 16 472 94 140 90 39 20 9 92
Sugar—equal to and above No. 9, Dutch Standard	Lbs. 350,496 603,633 188 3,047,368 1,667,675 482 840	Lbs. 57,869 199,534	Lbs. 88,055	Lbs. 408,365 891,222 188 3,047,368 1,667,675 482 840	30,776 56,693 14 154,600 80,094 51 38	Lbs. 422,575 687,476 188 2,490,862 1,075,139 702 840	31,338 44,123 14 156,721 55,130 75 38	12,070 99 17,905 74 5 38 56,588 91 24,533 85 26 02 17 90
Sugar—below No. 9, Dutch Standard	bs. 32,372	Lbs. 100		Lbs. 100 32,372	8 1,207	Lbs. 100 8,484	8 380	2 75 158 74
Cane Juice, Melado, &c	Lbs. 473	Lbs. 480		Lbs. 963	58	Lbs. 1,445	87	30 92
Sugar Candy and Confectionery.	Lbs. 27,664 3,897 356	Lbs. 675 2,055	Lbs. 883	Lbs. 28,339 6,835 356	3,535 1,449 57	Lbs. 21,495 6,835 356	2,785 1,449 57	911 25 430 55 17 81
	Lbs. 31,917	Lbs. 2,730	883	Lbs. 35,530	5,041	Lbs. 28,686	4,291	1,359 61

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.]

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 25 PER CENT. AD VALOREM.		Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.	\$	\$ cts.	
	Great Britain	52,272	10,776	140	63,048	34,978	30,099	14,916	3,729 00	
Mace and Nutmegs	United States	52,272	10,776	140	63,188	35,047	2,698	928	232 10	
Spices—including Cassia, Cinna- mon, Pimento, and Pepper, ground		Pkgs.	Pkgs.		Pkgs.		Pkgs.			
	Great Britain	122	63		122	2,630	115	2,357	589 14	
	United States	27	6		90	167	87	157	39 48	
	Jersey	6			6	10	6	10	2 60	
		155	63		218	2,807	208	2,524	631 22	
Patent Medicines, and Medicinal Preparations		Pkgs.	Pkgs.		Pkgs.		Pkgs.			
	Great Britain	52	8		60	1,985	67	1,957	491 65	
	United States	20	160	8	188	2,395	202	2,755	688 84	
		72	168	8	248	4,381	209	4,722	1,180 49	
Playing Cards		Pkgs.	Pkgs.		Pkgs.		Pkgs.			
	Great Britain	6	1		7	294	7	294	73 60	
	United States	1	1		2	52	2	52	14 60	
		7	2		9	346	9	346	88 20	

Perfumery, not elsewhere specified	Great Britain.....	Pkgs.	63	Pkgs.	1	Pkgs.	64	2,060	Pkgs.	66	2,144	535 47
	United States.....	Pkgs.	1	Pkgs.	1	Pkgs.	2	7	Pkgs.	4	20	5 06
	Jersey.....	Pkgs.	2	Pkgs.	2	Pkgs.	2	31	Pkgs.	1	11	2 75
Perfumed and Fancy Soaps.....	Great Britain.....	Pkgs.	66	Pkgs.	2	Pkgs.	68	2,098	Pkgs.	71	2,175	543 28
	United States.....	Pkgs.	72	Pkgs.	2	Pkgs.	74	2,617	Pkgs.	76	2,700	674 95
Molasses, other than for refining purposes.....	United States.....	Lbs.	1,171,039	Lbs.	4,773	Lbs.	1,336,424	25,440	Lbs.	903,539	17,730	4,432 25
	Prince Edward Island.....	Pkgs.	6,777	Pkgs.	1,082,696	Pkgs.	6,777	208	Pkgs.	6,777	208	52 03
	British West Indies.....	Pkgs.	5,824,215	Pkgs.	1,082,696	Pkgs.	6,906,911	148,541	Pkgs.	6,056,433	121,517	30,379 22
	Spanish West Indies.....	Pkgs.	5,821,519	Pkgs.	2,948	Pkgs.	5,821,519	130,189	Pkgs.	3,968,980	81,830	20,457 34
	Newfoundland.....	Pkgs.	2,948	Pkgs.	2,376	Pkgs.	2,948	43	Pkgs.	2,376	43	30 80
	British Guiana.....	Pkgs.	2,376	Pkgs.	1,087,469	Pkgs.	14,076,955	304,544	Pkgs.	10,947,113	221,451	10 80
	United States.....	Pkgs.	12,828,874	Pkgs.	160,612	Pkgs.	160,612	55,362 44	Pkgs.	10,947,113	221,451	55,362 44
GOODS PAYING 15 PER CENT. AD VALOREM.	Great Britain.....	Pkgs.	7	Pkgs.	7	Pkgs.	7	216	Pkgs.	7	149	22 25
	United States.....	Pkgs.	101	Pkgs.	224	Pkgs.	325	2,737	Pkgs.	326	2,751	412 59
	Jersey.....	Pkgs.	1	Pkgs.	1	Pkgs.	1	1	Pkgs.	1	1	0 12
Blackening.....	Great Britain.....	Pkgs.	109	Pkgs.	224	Pkgs.	333	2,954	Pkgs.	334	2,901	434 96
	United States.....	Pkgs.	20	Pkgs.	3	Pkgs.	23	1,390	Pkgs.	23	1,390	298 62
	Jersey.....	Pkgs.	38	Pkgs.	71	Pkgs.	113	2,506	Pkgs.	112	2,504	375 63
Brooms and Brushes.....	Great Britain.....	Pkgs.	58	Pkgs.	74	Pkgs.	136	3,896	Pkgs.	135	3,894	584 25
	United States.....	Pkgs.	27	Pkgs.	70	Pkgs.	7,075	859	Pkgs.	27	859	128 85
	Jersey.....	Pkgs.	6,241	Pkgs.	764	Pkgs.	7,075	24,366	Pkgs.	7,072	24,298	3,644 91
Cabinet Ware and Furniture.....	Great Britain.....	Pkgs.	6,268	Pkgs.	764	Pkgs.	7,102	25,225	Pkgs.	7,099	25,157	3,773 76
	United States.....	Pkgs.	6,268	Pkgs.	764	Pkgs.	7,102	25,225	Pkgs.	7,099	25,157	3,773 76

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLE.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.					
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.												
Candles and Tapers	Great Britain..... United States..... Jersey.....	Pkgs. 65 44 64	Pkgs. 30	Pkgs. 680	Pkgs. 65 754 64	\$ 409 292 47	Pkgs. 68 734 61	\$ 454 292 28	\$ cts. 68 01 43 65 4 23			
		173	30	680	883	748	863	774	115 89			
Carpets and Hearth Rugs	Great Britain..... United States.....	Pkgs. 316 2	Pkgs. 44 2	..... .....	Pkgs. 360 4	74,808 162	Pkgs. 356 4	74,233 161	11,134 92 24 18		
		318	46	.....	364	74,970	360	74,394	11,159 10		
Carrriages	United States.....	No. 25	No. 29	No. 41	No. 95	8,337	No. 94	8,222	1,235 99			
Coach and Harness Furniture	United States.....	Pkgs. 3	Pkgs. 17	Pkgs. 1	Pkgs. 21	736	Pkgs. 21	736	110 36			
Chandeliers, Girandoles, and Gas Fittings	Great Britain..... United States.....	Pkgs. 2 2	Pkgs. 2 .....	..... ..... .....	Pkgs. 2 2 4	246 84 330	Pkgs. 2 2 4	246 84 330	36 84 12 60 49 44		

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
China-ware, Crockery, and Earthenware	2,096	399	2,495	40,711	1,871	40,005	6,000	66													
Great Britain	11	55	66	2,722	66	2,722	408	30													
United States	11		11	272	11	272	40	77													
Jersey																					
Cider	2,118	454	2,572	43,705	1,948	42,999	6,449	73													
Great Britain																					
Clocks	355	230	585	512	585	512	76	80													
Great Britain																					
United States	6		6	442	6	442	66	30													
Great Britain	57	172	303	3,779	303	3,779	566	94													
United States	63	172	309	4,221	309	4,221	633	24													
Clothing or Wearing Apparel, made by hand or sewing-machine	192	3	195	46,974	199	47,454	7,118	43													
Great Britain	20	26	46	2,479	46	2,479	371	42													
United States	6		6	868	10	1,083	162	45													
Jersey																					
Cordage	218	29	247	50,321	255	51,016	7,652	30													
Great Britain	541		541	4,094	537	3,937	583	38													
United States	25	15	170	1,967	200	2,729	409	20													
Jersey	118		118	1,366	118	1,366	204	90													
Corks	684	15	829	7,427	855	8,052	1,207	48													
Great Britain	39	13	52	1,246	50	1,207	181	20													
United States	10	9	19	896	20	871	130	59													
	49	22	71	2,142	70	2,078	311	79													

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED					ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.		
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.											
Cottons.....	Great Britain..... United States..... Prince Edward Island..... British West Indies..... Jersey.....	Pkgs. 2,445 69 13 4 9	Pkgs. 130 623	Pkgs. 2	Pkgs. 2,575 685 13 4 9	\$ 621,442 45,682 1,830 390 2,508	Pkgs. 2,577 685 4 1 12	\$ 623,319 45,692 79 100 2,960	\$ cts. 93,495 40 6,853 79 11 85 15 00 443 97		
		2,531	753	2	3,286	671,922	3,279	672,150	100,820 01		
Dried Fruits, and Nuts of all kinds.....	Great Britain..... United States..... British West Indies..... Jersey.....	Pkgs. 13,023 14,498 2 6	Pkgs. 244 6,730	Pkgs. 25,357	Pkgs. 13,267 46,585 2 6	16,793 45,955 10 13	Pkgs. 8,501 48,963 2 118	13,863 46,046 10 23	2,079 36 6,906 72 1 50 3 42		
		27,529	6,974	25,357	59,860	62,771	57,584	59,942	8,991 00		
Drugs, not elsewhere specified.....	Great Britain..... United States..... Jersey.....	Pkgs. 840 47 4	Pkgs. 52 418	Pkgs. 1	Pkgs. 892 466 4	33,024 8,575 41	Pkgs. 814 466 4	31,887 8,575 41	4,782 78 1,286 46 6 09		
		891	470	1	1,362	41,640	1,284	40,503	6,075 33		
Engravings and Prints.....	Great Britain..... United States.....	Pkgs. 4	Pkgs. 19	Pkgs.	Pkgs. 4 19	510 427	Pkgs. 4 19	510 427	76 50 64 05		
		4	19	.....	23	937	23	937	140 55	

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Fancy Goods	Great Britain.....	889	38			254,374	936	256,661	38,501	32		
	United States.....	77	102		927	8,395	179	8,395	1,259	40		
	Prince Edward Island.....	1			1	48	1	48	7	90		
	Jersey.....	8			8	2,291	9	2,603	390	45		
		975	140		1,115	265,108	1,125	267,707	40,158	37		
Foreign Newspapers	Pkgs.		Pkgs.		Pkgs.		Pkgs.					
	Great Britain.....	2			2	63	2	63	9	00		
United States.....		21		21	263		21	263	39	45		
Fireworks		2	21		23	326	23	326	48	45		
	United States.....		1			12			1	80		
Flat Wire for Crimolines, covered			4		4	157	4	157				
	United States.....								157	23	55	
Gunpowder.....	Pkgs.				Pkgs.		Pkgs.					
	Great Britain.....	1,262			1,202	3,478	1,206	3,479	521	79		
	United States.....			3	3	30	3	30	4	50		
	Jersey.....	8			8	27	8	27	4	05		
		1,270		3	1,273	3,535	1,277	3,536	530	34		
Guns, Rifles, and Firearms of all kinds	Pkgs.				Pkgs.		Pkgs.					
	Great Britain.....	6			6	292	6	292	43	77		
	United States.....	1			1	30	1	30	4	50		
	Jersey.....	5			5	36	5	36	5	40		
		12		12	12	358	12	358	53	67		
Glass—Plate and Silvered	Pkgs.				Pkgs.		Pkgs.					
	Great Britain.....	25			25	2,066	25	2,066	309	90		
United States.....	12			17	405	17	405	60	72			
		37		5	42	2,471	42	2,471	370	62		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		Pkgs.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$ cts.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.	Great Britain.....	279	.....	.....	279	635	279	635	95 22
	United States.....	4	.....	802	806	1,364	756	1,250	187 53
	Jersey.....	28	.....	.....	28	76	22	53	7 95
		311	.....	802	1,113	2,075	1,057	1,938	290 70
Glassware.....	Great Britain.....	2,394	6	.....	2,400	15,386	2,392	15,420	2,313 12
	United States.....	1,117	1,396	52	2,565	21,650	2,597	22,344	3,351 57
	France.....	143	.....	.....	143	54	3	33	4 95
	Holland.....	.....	5,621	.....	5,621	6,566	5,621	6,566	984 90
	Jersey.....	1	.....	.....	1	3	1	3	0 39
		3,655	7,023	52	10,730	43,659	10,614	44,366	6,654 93
Hats, Caps, and Bonnets.....	Great Britain.....	103	111	.....	214	25,253	215	25,288	3,793 23
	United States.....	70	770	37	877	36,204	877	36,204	5,430 72
	Prince Edward Island.....	1	.....	.....	1	19	1	19	2 85
	Jersey.....	1	.....	.....	1	12	1	12	1 80
		175	881	37	1,093	61,488	1,094	61,523	9,228 60
Hosiery.....	Great Britain.....	46	2	.....	48	11,490	48	11,490	1,723 17
	United States.....	3	12	.....	15	1,450	15	1,450	217 50
		49	14	.....	63	12,940	63	12,940	1,940 67

Inks of all kinds, except Printing Ink	Pkgs. 2	Pkgs. 61	Pkgs. 2	Pkgs. 33	Pkgs. 2	Pkgs. 33	4 93
	6	61	67	482	67	482	72 30
United States	8	61	69	515	69	515	77 23
Iron and Hardware,—Cutlery of all kinds	Pkgs. 86	Pkgs. 8	Pkgs. 94	12,704	Pkgs. 103	13,714	2,037 23
	124	8	128	2,265	128	2,265	339 72
	8		8	712	8	713	106 80
	218	8	230	15,681	239	16,692	2,503 75
Iron—Japanned & Plinished Tin, and Britannia Metal Ware ..	Pkgs. 20		Pkgs. 20	244	Pkgs. 19	234	35 16
	3		64	404	100	624	93 39
United States	23		84	648	119	858	128 55
Iron—Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 84	Pkgs. 3	Pkgs. 226	1,806	Pkgs. 215	1,672	250 77
	2,229	590	2,820	8,202	2,820	8,202	1,230 33
	5		5	27	5	27	4 03
	9		9	140	8	124	18 60
	2,327	593	3,040	10,265	3,046	10,025	1,503 75
Iron—Spikes, Nails, Tacks, Brads, and Sprigs	Pkgs. 2,601	Pkgs. 113	Pkgs. 2,601	13,937	Pkgs. 2,464	13,541	2,031 36
	52	4	170	1,063	170	1,063	134 42
	4		4	26	4	26	3 96
	24		24	436	48	539	80 02
	2,681	113	2,799	15,462	2,686	15,169	2,274 76
United States							
Prince Edward Island							
Jersey							
Iron—Stoves and all other Iron Castings	Pkgs. 862	Pkgs. 3	Pkgs. 865	2,522	Pkgs. 877	2,530	379 17
	847	1,040	1,942	15,818	1,942	15,818	2,373 12
United States	2		2	47	2	47	7 05
	1,711	1,043	2,809	18,387	2,821	18,395	2,750 34

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
	Iron, other	Pkgs. 3,339	Pkgs. 54	Pkgs. 117	Pkgs. 3,393	\$ 121,615	Pkgs. 3,386	\$ 120,969	\$ 18,145 88
	United States	386	3,169	.....	3,672	67,774	3,672	67,712	10,137 10
	Prince Edward Island	1	.....	.....	1	6	.....	.....	.....
	Jersey	1	.....	.....	1	19	2	30	4 53
		3,727	3,223	117	7,067	189,414	7,060	188,711	28,307 51
Jewellery and Watches									
	Great Britain	Pkgs. 34	Pkgs. 6	Pkgs. 1	Pkgs. 40	11,495	Pkgs. 40	11,495	1,724 25
	United States	2	31	.....	34	2,728	34	2,728	409 14
		36	37	1	74	14,223	74	14,223	2,133 39
Lumber—Sawn and Plank									
	United States	M. Feet. 31	M. Feet. 8	.....	M. Feet. 39	1,238	M. Feet. 39	1,238	185 70
Leather									
	Great Britain	Pkgs. 9	Pkgs. 47	.....	Pkgs. 9	2,169	Pkgs. 10	2,461	369 15
	United States	17	.....	.....	64	2,834	64	2,834	425 02
		26	47	.....	73	5,003	74	5,295	794 17
Leather—Sheep, Calf, Goat, and Chamois Skins, Dressed									
	Great Britain	Pkgs. 16	Pkgs. 10	.....	Pkgs. 26	6,261	Pkgs. 28	6,327	949 08
	United States	1	15	.....	16	4,171	16	4,171	625 71
		17	25	.....	42	10,432	44	10,498	1,574 79

Linens	Pkgs. 266 2 3	Pkgs. 20	Pkgs. 286 2 3	47,837 68 346	Pkgs. 281 2 4	46,504 68 461	0,975 60 10 20 69 15
Great Britain							
United States							
Jersey							
Locomotive Engines and Railroad Cars	Pkgs. 271	Pkgs. 20	Pkgs. 291	48,251	Pkgs. 287	47,033	7,054 95
United States							
Maccaroni and Vermicelli	Pkgs. 3		Pkgs. 3	38	Pkgs. 4	54	8 07
Great Britain							
Maps, Charts, and Atlases, not elsewhere mentioned	Pkgs. 3	Pkgs. 17	Pkgs. 3	535 275	Pkgs. 3 18	535 275	80 25 41 25
Great Britain							
United States							
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	Pkgs. 3	Pkgs. 17	Pkgs. 21	810	Pkgs. 21	810	121 50
Great Britain							
United States							
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	Pkgs. 22 1	Pkgs. 99	Pkgs. 121 2	2,238 53	Pkgs. 121 2	2,238 53	335 70 8 01
Great Britain							
United States							
Manufactures of Caoutchouc, India Rubber, or Gutta Percha	Pkgs. 23	Pkgs. 99	Pkgs. 123	2,291	Pkgs. 123	2,291	343 71
Great Britain							
United States							
Manufactures of Cashmere	Pkgs. 55	Pkgs. 19	Pkgs. 71	20,152	Pkgs. 71	20,152	3,022 80
Great Britain							
Manufactures of Fur, or of which Fur is principal part	Pkgs. 26 17	Pkgs. 45	Pkgs. 26 63	4,359 3,193	Pkgs. 29 52	4,422 2,665	672 36 399 75
Great Britain							
United States							
	Pkgs. 43	Pkgs. 45	Pkgs. 89	7,552	Pkgs. 81	7,087	1,072 11

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Manufactures of Hair, or Mohair	Great Britain..... United States	Pkgs. 10	Pkgs. 4	.....	Pkgs. 14	\$ 952	Pkgs. 14	\$ 952	\$ cts. 142 80
		2	90	.....	92	2,943	92	2,943	441 48
		12	94	.....	106	3,895	106	3,895	584 28
Manufactures of Grass, Osier, Palm Leaf, Straw, Whalebone or Willow,	Great Britain..... United States	Pkgs. 3	Pkgs. .....	.....	Pkgs. 3	404	Pkgs. 3	404	60 66
		2	14	.....	16	421	16	421	63 21
		5	14	.....	19	825	19	825	123 87
Manufactures of Bone, Shell, Horn, Pearl and Ivory	Great Britain..... United States	Pkgs. 8	.....	.....	Pkgs. 8	205	Pkgs. 9	252	37 75
		.....	.....	1	1	8	1	8	1 20
		8	.....	1	9	213	10	260	38 95
Manufactures of Gold, Silver, or Electro Plate, and Plated and Gilded Ware of all kinds	Great Britain..... United States	Pkgs. 4	Pkgs. .....	.....	Pkgs. 4	394	Pkgs. 6	726	108 84
		10	5	.....	15	1,273	15	1,273	190 89
		14	5	.....	19	1,667	21	1,999	299 73
Manufactures of Brass or Copper	Great Britain..... United States	Pkgs. 10	Pkgs. .....	.....	Pkgs. 10	240	Pkgs. 10	240	35 97
		9	5	.....	14	225	14	225	33 78
		19	5	.....	24	465	24	465	69 75

	Pkgs. 89	Pkgs. 13	Pkgs.	Pkgs. 102	Pkgs. 38,793	Pkgs. 102	Pkgs. 38,543	Pkgs. 5,781 18
Manufactures of Leather, or imitation of Leather.....	86	99	23	208	6,716	206	6,636	998 31
Manufactures of Leather—Boots, and Shoes.....	175	112	23	310	45,509	308	45,179	6,776 49
Great Britain.....	Pkgs. 52	Pkgs. 13	Pkgs.	Pkgs. 65	11,103	Pkgs. 65	11,103	1,665 42
United States.....	25	256	40	321	12,271	321	12,271	1,840 62
Prince Edward Island.....	3			3	100	1	4	0 60
Jersey.....	3			3	294	4	399	59 88
Manufactures of Leather—Har- ness and Saddlery.....	83	269	40	392	23,768	391	23,777	3,566 52
Great Britain.....	Pkgs. 7	Pkgs.	Pkgs.	Pkgs. 7	425	Pkgs. 7	425	63 72
United States.....	1	8	18	27	624	27	624	93 57
Manufactures of Wood not else- where specified.....	8	8	18	34	1,049	34	1,049	187 29
Great Britain.....	Pkgs. 37	Pkgs. 5	Pkgs.	Pkgs. 42	1,081	Pkgs. 102	1,364	204 66
United States.....	838	920	124	1,882	13,861	1,882	13,866	2,078 78
Mowing, Reaping and Threshing Machines.....	875	925	124	1,924	14,942	1,884	15,230	2,283 44
Great Britain.....	No.	No.	No.	No.	6,668	No.	51	7 59
United States.....	44	30	34	108		97	6,245	936 90
Musical Instruments (including Musical Boxes and Clocks).....	44	30	34	108	6,668	99	6,296	944 49
Great Britain.....	Pkgs. 23	Pkgs.	Pkgs.	Pkgs. 23	1,502	Pkgs. 24	1,598	239 73
United States.....	20	221	9	250	30,807	250	30,807	4,691 05
Mustard.....	43	221	9	273	32,809	274	32,405	4,860 78
Great Britain.....	Lbs. 6,755	Lbs.	Lbs.	Lbs.	2,321	Lbs.	2,224	333 57
United States.....	1	1,480		1,480	219	1,480	219	32 85
Jersey.....				1	1	2	6	96
	6,756	1,480		8,236	2,541	8,779	2,449	367 38

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.					
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.				
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.													
Machinery—not elsewhere specified	Great Britain..... United States.....	Pkgs. 89 24	Pkgs. 2 347	Pkgs. 16	Pkgs. 91 387	\$ 4,072 22,317	Pkgs. 90 387	\$ 3,880 22,081	\$ 579 00 3,312 18				
OH Cloths	Great Britain..... United States.....	Pkgs. 80 18	Pkgs. 13 52	Pkgs. 4	Pkgs. 93 74	\$ 6,133 2,778	Pkgs. 90 74	\$ 6,130 2,778	\$ 939 68 426 73				
Oils—in any way rectified or prepared, not otherwise specified	Great Britain..... United States..... Jersey.....	98	Galls. 65	4	167	\$ 8,911	164	\$ 8,908	\$ 1,366 41				
	Great Britain..... United States.....	Galls. 24,460 2,141	Galls. 388 3,724	Galls. 48	Galls. 24,828 5,913 140	\$ 18,754 5,055 128	Galls. 21,043 6,378 67	\$ 16,893 5,367 41	\$ 2,533 62 803 65 6 15				
Oils—of all kinds—Crude, except Whale Oil, and others elsewhere specified.....	United States.....	26,741	Galls. 4,092	48	30,881	\$ 23,937	27,486	\$ 22,291	\$ 3,343 42				
Packages.....	Great Britain..... United States..... France..... Holland..... Prince Edward Island.....	Galls. 700	Galls. 155	Galls. 30	Galls. 885	\$ 565	Galls. 585	\$ 438	\$ 65 70				
	Great Britain..... United States..... France..... Holland..... Prince Edward Island.....	Pkgs. 5,534 88 1 2	Pkgs. 8 6	..... ..... ..... .....	Pkgs. 5,542 6 88 1 2	\$ 31,018 74 338 4 8	Pkgs. 4,562 2 13 27 2	\$ 22,382 58 431 165 8	\$ 3,356 86 8 70 64 60 24 74 1 20				

	2		2	5	2	5	2	5	0 72
Newfoundland.....	26		26	127	42	242	35	24	35 24
British West Indies.....	27		27	47	16	36	6	46	6 46
Jersey.....					3	18		18	2 70
British Guiana.....									
	5,680	14	5,684	31,621	4,668	23,345		3,501	22
Paints and Colours.....	Pkgs. 4,006	Pkgs.	Pkgs.	38,412	Pkgs.	38,706		5,806	24
Great Britain.....	16	46	65	1,043	4, 60	991		148	65
United States.....	4	4	4	20	4	20		2	94
Prince Edward Island.....	34		34	91	25	195		29	35
Jersey.....									
	4,060	48	4,111	39,566	4,229	39,912		5,987	18
Paper of all kinds.....	Pkgs. 213	Pkgs. 5	Pkgs. 218	6,227	Pkgs. 226	7,261		1,089	27
Great Britain.....	383	1,624	2,019	9,479	2,016	9,478		1,421	97
United States.....	1		1	7	1	7		1	05
Prince Edward Island.....					1	26		3	86
Jersey.....									
	597	1,629	2,238	15,713	2,244	16,772		2,516	15
Paper Hangings.....	Pkgs. 360	Pkgs.	Pkgs. 520	14,594	Pkgs. 520	14,594		2,189	10
Great Britain.....	7	36	45	1,434	43	1,384		203	10
United States.....									
	367	196	565	16,028	563	15,948		2,392	20
Parasols and Umbrellas.....	Pkgs. 20	Pkgs. 5	Pkgs. 25	4,638	Pkgs. 25	4,638		695	76
Great Britain.....									
Plaster of Paris and Hydraulic Cement—ground or calcined.....	Pkgs. 834	Pkgs. 252	Pkgs. 1,086	2,136	Pkgs. 1,302	2,224		333	60
Great Britain.....	980	139	1,121	1,964	1,121	1,964		294	60
United States.....									
	1,814	391	2,207	4,100	2,423	4,188		628	20
Pickles and Sauces.....	Pkgs. 623	Pkgs. 35	Pkgs. 658	6,465	Pkgs. 594	5,062		759	18
Great Britain.....		200	216	800	216	800		120	00
United States.....									
	623	235	874	7,265	810	5,862		879	18

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.	United States	Pkgs.	Pkgs.	.....	Pkgs.	\$	Pkgs.	\$	\$ cts.
		2	10	.....	12	214	12	214	32 04
Portable Hand Printing Presses.	United States	Pkgs.	Pkgs.	.....	Pkgs.		Pkgs.		
		373	10	.....	383	7,192	459	8,694	1,304 19
Preserved Meats, Poultry, Fish, Vegetables, &c.	Great Britain	303	853	.....	1,156	5,653	1,150	5,832	844 78
		676	863	.....	1,539	12,845	1,609	14,526	2,148 97
Printed, Lithographed, or Cop- per Plate Bills, and Advertising Pamphlets.	Great Britain	Pkgs.	Pkgs.	.....	Pkgs.		Pkgs.		
		14	2	.....	16	1,597	16	1,597	239 52
.....	United States	3	123	.....	126	2,428	126	2,428	364 14
		17	125	.....	142	4,025	142	4,025	603 66
Sails, ready made	Great Britain	Pkgs.	Pkgs.	.....	Pkgs.		Pkgs.		
		19	.....	.....	19	3,588	24	4,232	634 83
.....	United States .....	.....	3	.....	3	363	3	363	54 45
		.....	.....	.....	3	51	3	51	7 59
Shawls	Great Britain	22	3	.....	25	4,002	30	4,646	696 87
		8	1	.....	9	1,404	10	1,545	232 81

Silks, Satins, and Velvets	Great Britain.....	Pkgs.	195	Pkgs.	208	116,359	208	116,359	208	17,453 91
	United States.....	6	60	66	8,938	8,938	66	8,938	66	1,340 76
Silk Twist, and Silk and Mohair Twist	Great Britain.....	Pkgs.	201	73	274	125,297	274	125,297	274	18,794 67
	Great Britain.....	Pkgs.	2	.....	Pkgs.	2	.....	Pkgs.	2	3 45
Spices, including Ginger, Pimento, and Pepper, unground	Great Britain.....	Lbs.	139,642	Lbs.	139,642	6,407	Lbs.	73,770	Lbs.	575 91
	United States.....	141,342	46,928	236	188,506	2,676	44,053	2,567	385 06	
Jersey.....	257	.....	257	.....	16	.....	.....	16	2 40	
Spirits of Turpentine.....	United States.....	281,241	46,928	236	328,405	9,099	118,080	6,422	963 96	
	Jersey.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stationery	Great Britain.....	Pkgs.	372	Pkgs.	387	26,665	Pkgs.	396	Pkgs.	4,126 04
	United States.....	35	314	351	7,379	7,379	351	7,379	351	1,106 73
Jersey.....	6	.....	2	6	156	156	6	156	6	23 31
Steam Engines, other than Locomotive	United States.....	No. 1	No. 2	No. 1	No. 4	785	No. 15	1,783	No. 15	267 45

Small Wares	Great Britain.....	Pkgs.	178	Pkgs.	195	25,554	Pkgs.	200	Pkgs.	25,609
	United States.....	85	62	30	177	4,772	177	4,772	177	4,772
Jersey.....	13	.....	13	.....	712	712	11	502	11	75 24
.....	.....	276	79	30	385	31,038	388	30,883	388	4,632 11

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued. Tobacco Pipes		Pkgs.	Pkgs.		Pkgs.	\$	Pkgs.	\$	cts
	Great Britain	781	509	.....	1,290	2,847	1,206	2,698	404 70
	Newfoundland	1	.....	.....	1	2	1	2	0 36
	Jersey	1	.....	.....	1	20	1	20	3 00
		783	509	.....	1,292	2,869	1,208	2,720	408 06
Toys	Great Britain	19	5	.....	24	2,202	23	2,147	322 05
	United States	2	22	.....	24	832	24	832	124 78
		21	27	.....	48	3,034	47	2,979	446 83
Varnish	Great Britain	18	.....	.....	18	215	18	215	32 31
	United States	13	12	.....	25	257	36	1,202	180 24
		31	12	.....	43	472	54	1,417	212 55
Woolens	Great Britain	2,118	78	.....	2,196	661,392	2,168	694,960	98,244 48
	United States	37	429	.....	467	60,717	468	60,813	9,131 68
	Prince Edward Island	17	.....	.....	17	1,021	12	407	61 10
	Jersey	4	.....	.....	4	600	5	954	143 13
		2,176	507	1	2,684	723,730	2,663	717,134	107,570 39

Unenumerated Articles	Great Britain					33,416				5,230 31
	United States					29,982				4,896 12
	Prince Edward Island					256				32 46
	Jersey					144				23 82
						63,798				10,182 71
GOODS PAYING 10 PER CENT. AD VALOREM.										
Sole and Upper Leather	Great Britain	Pkgs. 13	Pkgs. 13			2,028	Pkgs. 13			201 81
	United States	5	6			212	6			21 12
	Prince Edward Island	2	2			10	2			0 96
	Jersey	1	1			50	2			16 60
		21	22			2,300	23			240 49
Fruits of all kinds, green—from 7th April, under new tariff	Great Britain	Pkgs. 194	Pkgs. 194			1,110	Pkgs. 5,958			154 60
	United States	461	1,457			8,606	1,484			853 00
		655	1,651			9,716	7,442			1,907 60
Hay, Straw, and Bran—from April, under new tariff	United States		Pkgs. 24			30	Pkgs. 24			3 00
Seeds—other than Cereals—from 7th April, under new tariff	Great Britain	Pkgs. 62	Pkgs. 63			1,217	Pkgs. 63			121 68
	United States	44	88			1,494	88			149 84
		106	151			2,711	151			271 52
Vegetables—from 7th April, under new tariff	United States	Pkgs. 108	Pkgs. 829			3,804	Pkgs. 829			380 40
Trees, Plants, and Shrubs—from 7th April, under new tariff	Great Britain	Pkgs. 5	Pkgs. 5			86	Pkgs. 5			8 60
	United States	5	17			319	17			31 46
		10	22			405	22			40 06

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 5 PER CENT. AD VALOREM.										
Printed Books.....	Great Britain..... United States.....	Pkgs. 217 16	Pkgs. 43 1,217	Pkgs. 59	Pkgs. 260 1,292	\$ 14,992 26,525	Pkgs. 264 1,292	\$ 15,238 26,525	\$ cts. 761 92 1,326 30	
Iron.....	Great Britain..... United States..... Prince Edward Island..... Jersey.....	233	1,260	59	1,552	41,517	1,556	41,763	2,088 22	
Type.....	Great Britain..... United States.....	Pkgs. 6 1	84		Pkgs. 6 85	224,390 5,186	Pkgs. 6 85	219,355 3,327	10,967 72 253 32	
FREE GOODS.										
ARTS AND SCIENCE.										
Busts, Casts, and Statues.....	United States.....		Pkgs. 2		Pkgs. 2	24	Pkgs. 2	24		
Gems and Medals, and Cabinets of ditto, and Antiquities, Coins, &c.....	Great Britain.....	Pkgs. 1			Pkgs. 1	30	Pkgs. 1	30		
Paintings in Oil..	Great Britain.....	Pkgs. 1			Pkgs. 1	163	Pkgs. 1	163		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.			
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.												
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda.....	Great Britain..... United States..... Jersey.....	Pkgs. 328 64 1	Pkgs. 5 58 1	..... ..... .....	Pkgs. 333 122 1	\$ 2,208 7,698 1	Pkgs. 333 122 1	\$ 2,208 1,698 1	..... ..... .....		
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined.....	Great Britain..... United States.....	Pkgs. 56 8	..... .....	..... .....	Pkgs. 56 8	444 25	Pkgs. 56 8	444 25	..... .....		
Oils—Cocoonut, Palm, and Pine, in their natural state.....	Great Britain..... United States.....	Galls. 21 3	Galls. 410	..... .....	Galls. 21 413	12 438	Galls. 21 413	12 438	..... .....		
Phosphorus, Brimstone, and Sulphur, in roll or flour.....	Great Britain.....	Pkgs. 44	.....	.....	Pkgs. 44	777	Pkgs. 44	777	.....		
Roots—Medicinal, in their natural state.....	United States.....	Pkgs. 8	.....	.....	Pkgs. 8	123	Pkgs. 8	123	.....		

	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5
Vitriol—Blue.....						23
Whiting or Whitening.....	Pkgs. 90	Pkgs. 197			Pkgs. 287	444
MANUFACTURES AND PRODUCTS OF MANUFACTURES.						
Ashes—Pot, Pearl, and Soda....	Pkgs. 1	Pkgs. 72			Pkgs. 114	3
Great Britain.....	42				114	1,134
United States.....	43	72			115	1,137
Biscuit and Bread from Great Britain and B. N. A. Provinces	Pkgs. 11				Pkgs. 11	461
Prince Edward Island	2				2	8
	13				13	469
Bolting Cloth.....	Pkgs. 12	Pkgs. 6			Pkgs. 18	78
Burrstones.....	Pkgs. 19	Pkgs. 5			Pkgs. 19	292
Great Britain.....	2				7	508
United States.....	21	5			26	800
Cotton Wool.....	Pkgs. 108	Pkgs. 637			Pkgs. 765	65,271
Cotton Candlewick.....	Pkgs. 61	Pkgs. 1			Pkgs. 62	793
Great Britain.....	1				1	9
United States.....	62	1			63	802
Cotton and Flax Waste.....	Pkgs. 73	Pkgs. 44			Pkgs. 117	2,948

No. 1.—GENERAL STATEMENT OF IMPORTS—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, &C. <i>Continued.</i>									
Church Bells and Communion Plate.....	Great Britain.....	Pkgs. 1			Pkgs. 1	\$ 24	Pkgs. 1	\$ 24	
Cocoa Paste from Great Britain and B. N. A. Provinces.....	Great Britain.....	Pkgs. 2			Pkgs. 2	77	Pkgs. 2	77	
Drain Tiles.....	Great Britain.....					206		206	
Emery, Glass and Sand Paper and Cloth.....	Great Britain. United States.....	Pkgs. 1 9	Pkgs. 2		Pkgs. 1 11	6 85	Pkgs. 1 11	6 85	
Farming Implements and Utensils imported by Agricultural Societies.....	Great Britain. United States..... Prince Edward Island	-Pkgs. 2 1 2	Pkgs. 1		Pkgs. 2 1 2	46 137 196	Pkgs. 2 1 2	46 137 196	
Fire Brick.....	Great Britain. United States.....	Pkgs. 50 68	Pkgs. 10 42		Pkgs. 60 110	2,113 3,597	Pkgs. 60 110	2,113 3,597	
		118	52		170	5,710	170	5,710	

Fishing Hooks, Nets and Seines, Lines and Twines	Pkgs. 172 Great Britain 82 United States 12 Jersey	Pkgs. 16 48	Pkgs. 188 130 12	21,447 4,287 1,829	Pkgs. 200 131 12	21,482 4,298 1,829
Gold Beeter's Brim Moulds and Skims, Gold, Silver and Platers's Leaf	266	64	330	27,563	343	27,609
Great Britain	Pkgs. 4	Pkgs. 1	Pkgs. 5	153	Pkgs. 5	153
Junk and Oakum	Pkgs. 6,928 793 5	Pkgs. 20 30	Pkgs. 6,948 823 5	19,387 2,753 45	Pkgs. 6,948 823 5	19,387 2,753 45
Great Britain	7,726	20	7,776	22,185	7,776	22,185
United States	M. Feet 1,296	M. Feet. 79	M. Feet. 1,375	7,184	M. Feet. 1,375	7,184
Lumber—Plank and Sawed—of Mahogany, Rosewood, Wal- nut, Cherry, Chestnut, and Pitch Pine	Pkgs. 31		Pkgs. 31	10,890	Pkgs. 31	10,890
Material for Hats, Boots, and Shoes, viz. —Felt, Prunelle, Plush, Twists, Silk and Weav- ing or Tram Silk or Cotton for elastic webbing	Pkgs 58	Pkgs. 12 16	Pkgs. 70 16	8,167 1,039	Pkgs. 70 16	8,167 1,039
Great Britain	58	28	86	9,206	86	9,206
United States	Pkgs. 89 38	Pkgs. 290 290	Pkgs. 89 528	2,823 26,320	Pkgs. 89 528	2,823 26,320
Machine Linen, Thread, and Silk Twist	127	290	617	28,843	617	28,843
Machinery, when used in the original construction of Mills or Factories	Pkgs. 301		Pkgs. 301	52	Pkgs. 301	52
Great Britain						
United States						
Nails, Composition or Sheathing, and Composition Spikes						
Great Britain						

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>										
Printers' Implements, viz. :— Presses, Electrotype and Ste- reotype Blocks and Ink.....	Great Britain..... United States.....	Pkgs. 3 36	Pkgs. 66 66		Pkgs. 3 102	\$ 5 5,917	Pkgs. 3 102	3 5,917	5	
Philosophical Instruments and Apparatus for Colleges and Schools.....	Great Britain.....	Pkgs. 3			Pkgs. 3	70	Pkgs. 3	70		
Treenails.....	United States.....	Mille. 43			Mille. 43	2,080	Mille. 43	2,080		
Veneering—of Wood or Ivory ..	United States.....	Pkgs. 2			Pkgs. 2	0	Pkgs. 2	9		
SHIPS' MATERIALS.										
Anchor, Chain Cables, Shackles, Riders and Sheaves.....	Great Britain..... United States..... Prince Edward Island Jersey.....	Pkgs. 5,192 101 2 6	Pkgs. 304 304 2 6		Pkgs. 5,192 405 2 6	98,459 4,499 165 55	Pkgs. 5,192 405 2 6	98,459 4,499 165 55		
		5,301	304		5,605	103,178	5,605	103,178		

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS—METALS.—Continued.									
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing.....	Great Britain..... United States.....	Pkgs. 399 5	Pkgs. 19 111	..... .....	Pkgs. 418 116	\$ 6,655 1,512	Pkgs. 418 116	\$ 6,655 1,512	..........
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized).....	Great Britain..... United States..... Prince Edward Island	Pkgs. 3,022 71 1	Pkgs. 422 ..... .....	..... ..... .....	Pkgs. 3,444 71 1	59,895 380 34	Pkgs. 3,444 71 1	59,895 380 34	...............
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for Fires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods.....	United States.....	Pkgs. 2	Pkgs. 208	.....	Pkgs. 210	2,224	Pkgs. 210	2,224	.....
Lead (in Sheet or Pig) and Litharge.....	Great Britain..... Prince Edward Island	Pkgs. 145 2	..... .....	..... .....	Pkgs. 145 2	1,911 28	Pkgs. 145 2	1,911 28	..........
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles.....	Great Britain..... United States.....	Pkgs. 16,192 1,334	Pkgs. 12 278	..... .....	Pkgs. 16,204 1,612	120,683 35,193	Pkgs. 16,204 1,612	120,683 35,193	..........
		17,526	290	.....	17,816	155,876	17,816	155,876	.....

Spelter and Zinc (in Block, Sheet, or Pig)	Great Britain.....	Pkgs. 2,331	Pkgs. 866	Pkgs. 3,197	14,646	Pkgs. 3,197	14,646
	United States.....	26		26	39	26	39
		2,357	866	3,223	14,685	3,223	14,685
Steel (wrought or cast), in Bars and Rods, and Plates, cut to any form, but not moulded....		Pkgs.	Pkgs.	Pkgs.		Pkgs.	
	Great Britain.....	31,639	20	31,659	22,383	31,659	22,383
	United States.....	96	103	199	1,944	199	1,944
	31,735	123	31,858	24,327	31,858	31,858	24,327
Tin, in Bar, Blocks, Pig, or Granulated.....	Great Britain.....	Pkgs. 446	Pkgs. 42	Pkgs. 488	6,547	Pkgs. 488	6,547
Tubes and Piping of Brass, Copper or Iron (drawn).....	Great Britain.....	Pkgs. 1,025	Pkgs. 104	Pkgs. 1,789	6,082	Pkgs. 1,789	6,082
	United States.....		160	100	420	160	420
		1,025	324	1,949	6,502	1,949	6,502
Wire of Brass or Copper (round or flat).....	Great Britain.....	Cwt. 3		Cwt. 3	98	Cwt. 3	98
	United States.....	2		2	7	2	7
		5		5	105	5	105
Yellow Metal—in Bolts, Bars, and for Sheathing.....	Great Britain.....	Pkgs. 4,186		Pkgs. 4,186	37,367	Pkgs. 4,186	37,367
	United States.....	1		1	32	1	32
		4,187		4,187	37,399	4,187	37,399
NATURAL PRODUCTS. Bristles.....	Great Britain.....	Pkgs. 1		Pkgs. 1	6	Pkgs. 1	6
Broom Corn.....	United States.....	Pkgs. 342	Pkgs. 29	Pkgs. 371	19,679	Pkgs. 371	19,679

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Coal and Coke.....	Great Britain..... United States..... Prince Edward Island.....	Tons. 8,138 5,341 23	Tons. 677 .....	..... ..... .....	Tons. 8,138 6,018 23	\$ 21,966 29,236 82	Tons. 8,138 6,018 23	\$ 21,966 29,236 82	...............
Earths, Clays, and Sand.....	United States.....	Pkgs. 182	Pkgs. 25	.....	Pkgs. 207	503	Pkgs. 207	503	.....
Eggs.....	Prince Edward Island.....	Doz. 258,001	.....	.....	Doz. 258,001	34,189	Doz. 258,001	34,189	.....
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibre, for manufacturing purposes.....	Great Britain..... United States.....	Pkgs. 13 19	Pkgs. 44	.....	Pkgs. 13 63	556 1,380	Pkgs. 13 63	556 1,380	..........
Flour of Wheat and Rye.....	United States..... Prince Edward Island..... Newfoundland.....	Brls. 59,495 136 425	Brls. 2,936 60	.....	Brls. 62,481 136 485	336,118 816 2,694	Brls. 62,481 136 485	336,118 816 2,694	...............
		60,056	3,046	.....	63,102	339,628	63,102	339,628	.....

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Flax, Hemp, or Tow, undressed.	586	17	603	21,752	603	21,752	
	Pkgs. 4	Pkgs. 12	Pkgs. 4	907	Pkgs. 4	907	
				1,572		1,572	
Furs—Skins and Tails, undressed	4	12	16	2,479	16	2,479	
	Bush. 536	Bush. 527	Bush.		Bush.		
	113,895		1,063	1,199	1,063	1,199	
			113,895	47,494	113,895	47,494	
Grain of all kinds, except Indian Corn and Wheat	114,431	527	114,958	48,693	114,958	48,693	
	Cwt. 1,055	Cwt. 110	Cwt.	8,553	Cwt.	8,553	
Grease and Grease Scrap				3		3	
Gum—Copal							
Hair	Pkgs. 3	Pkgs. 22	Pkgs. 3	482	Pkgs. 3	482	
	1		23	379	23	379	
	4	22	26	861	26	861	
Hay	Tons, 58		Tons.	1	Tons.	1	
				599		599	
	58		58	600	58	600	
Hides, Horns and Pelts	Pkgs. 11,201	Pkgs. 637	Pkgs.	67,740	Pkgs.	67,740	
	378		11,838	1,427	11,838	1,427	
	88		378	626	378	626	
	11,607	637	12,304	69,793	12,304	69,793	

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Hops.....	Great Britain..... United States.....	Pkgs. 13 45	Pkgs. 56		Pkgs. 13 101	\$ 911 824	Pkgs. 13 101	\$ 911 824	..........
Indian Corn.....	United States.....	Bush. 16,081	Bush. 1,526		Bush. 17,607	16,227	Bush. 17,607	16,227	.....
Indian Meal.....	United States..... Prince Edward Island	Brls. 10,147 52	Brls. 608		Brls. 10,755 52	43,991 298	Brls. 10,755 52	43,991 298	..........
Manilla Grass and Sea Grass.....	United States.....	Pkgs. 6,750			Pkgs. 6,750	894	Pkgs. 6,750	894	.....
Manures.....	Great Britain..... United States.....	Pkgs. 62 184	Pkgs. 143		Pkgs. 62 327	166 1,204	Pkgs. 62 327	166 1,204	..........
Marble, unwrought.....	United States.....	246	143		389	1,370	389	1,370	.....
		Pkgs. 1,494	Pkgs. 49		Pkgs. 1,543	5,366	Pkgs. 1,543	5,366	.....

	Pkgs. 7	Pkgs. 93	Pkgs. 100	162	Pkgs. 100	162
Moss, for Upholstery purposes.....						
Ratan for Chair makers	Pkgs. 1		Pkgs. 1	5	Pkgs. 1	5
Rosin	Brls. 1	Brls. 2	Brls. 1	5	Brls. 1	5
	389		391	1,329	391	1,329
	390	2	392	1,334	392	1,334
Salt	Bush.	Bush.	Bush.		Bush.	
	569,142	120	569,142	39,399	569,142	39,399
	1,183		1,303	1,206	1,303	1,206
	15,521		15,521	3,965	15,521	3,965
	11,994		11,994	1,199	11,994	1,199
	5,327		5,327	759	5,327	759
	3,450		3,450	280	3,450	280
	606,617	120	606,737	46,898	606,737	46,898
Seeds, for Agricultural, Horti- cultural, or Manufacturing Purposes.....	Pkgs. 16	Pkgs. 37	Pkgs. 53	1,478	Pkgs. 53	1,478
	37	19	35	1,320	91	1,320
	53	56	35	2,798	144	2,798
Stone, unwrought, and Slate.....	Pieces.		Pieces.		Pieces.	
	43,917		43,917	1,765	43,917	1,765
	2		2	32	2	32
	43,919		43,919	1,797	43,919	1,797
Tar and Pitch	Brls.		Brls.		Brls.	
	126		126	548	126	548
	2,976	40	3,016	9,293	3,016	9,293
	1		10	40	10	40
	1		1	6	1	6
	3,113	40	3,153	9,887	3,153	9,887

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>									
Tobacco, unmanufactured	United States	Lbs. 33,000	Lbs. 76,089	.....	Lbs. 109,689	\$ 8,832	Lbs. 109,689	\$ 8,832	.....
Trees, Plants, and Shrubs, Bulbs, and Roots	Great Britain	Pkgs. 1	Pkgs. 7	.....	Pkgs. 1	30	Pkgs. 1	30	.....
	United States	1	7	.....	8	111	8	111	.....
Vegetables	United States	Pkgs. 1,460	Pkgs. 3,728	.....	Pkgs. 5,188	14,441	Pkgs. 5,188	14,441	.....
	Prince Edward Island	8,439	.....	.....	8,439	1,822	8,439	1,822	.....
	British West Indies	13	.....	.....	13	16	13	16	.....
Whale Oil	United States	9,912	3,728	.....	13,640	16,279	13,640	16,279	.....
			Galls. 60	.....	Galls. 60	56	Galls. 60	56	.....
Wheat	Prince Edward Island	Bush. 12	.....	.....	Bush. 12	20	Bush. 1	20	.....
Wood, unmanufactured	United States .....	.....	.....	.....	.....	29,331	.....	29,331	.....

Wool	United States Prince Edward Island	Pkgs. 174	Pkgs. 63	.....	Pkgs. 63	4,183 2,291	Pkgs. 63 174	4,183 2,291
Unenumerated articles	Great Britain United States Prince Edward Island	Pkgs. 929 532 2	Pkgs. 21 956 2	.....	Pkgs. 930 1,488 2	11,575 18,167 49	Pkgs. 930 1,488 2	11,575 18,167 49
SPECIAL EXEMPTIONS.									
Articles for the public uses of the Dominion	United States	Pkgs. 28	.....	.....	Pkgs. 28	1,348	Pkgs. 28	1,348
Settlers' Effects	Great Britain United States	.....	.....	.....	.....	162 210	.....	162 210
GROWTH AND PRODUCE OF ANY OF THE E. N. A. PROVINCES.	Prince Edward Island	No. 1,461	.....	.....	No. 1,461	53,397	No. 1,461	53,397
Animals of all kinds,	Prince Edward Island	Lbs. 68,939	.....	.....	Lbs. 68,939	13,604	Lbs. 68,939	13,604
Butter	Prince Edward Island	Lbs. 31,712	.....	.....	Lbs. 31,712	12,687	Lbs. 31,712	12,687
Meats and Poultry	Prince Edward Island	.....	.....	.....	.....	438 69,962	.....	438 69,962
Fish and Products of Fish and Fish Oil	Newfoundland Prince Edward Island	.....	.....	.....	.....	70,400	.....	70,400

No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—GROWTH AND PRODUCE, &c.—Continued.									
Lard and Tallow	Prince Edward Island	Lbs. 10,127	.....	.....	Lbs. 10,127	\$ 1,290	Lbs. 10,127	\$ 1,290	.....
Oatmeal	Prince Edward Island	Brls. 82	.....	.....	Brls. 82	313	Brls. 82	313	.....
Timber and Lumber	Prince Edward Island	.....	.....	.....	.....	320	.....	320	.....

Abstract of the Value of Goods Entered for Consumption in the Province of New Brunswick, distinguishing those which paid Duty from those entered Free of Duty, and shewing also the Countries whence Imported, and the Amount of Duty collected thereon, during the Fiscal Year ending 30th day of June, 1870.

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
	\$	\$	\$	\$ cts.
From Great Britain	3,203,386	774,167	3,977,553	624,331 25
United States	978,096	845,224	1,823,320	182,712 78
France	49,406	.....	49,406	29,770 02
Holland	15,564	.....	15,564	17,417 64
Prince Edward Island	1,739	246,958	248,697	17,473 77
Newfoundland	455	3,132	3,587	149 50
British West Indies	254,332	2,642	256,974	96,426 43
Spanish West Indies	139,201	.....	139,201	45,402 79
British Guiana	366	.....	366	552 20
Jersey	14,775	2,989	17,764	3,096 34
Spain .....	.....	280	280	.....
Add Five per Cent Additional on Duty, from 7th April, 1870.	.....	.....	.....	17,275 10
Add Reprints of British Copyright Works	4,657,320	1,875,392	6,532,712	1,017,777 82
	115	.....	115	.....
Totals	4,657,435	1,875,392	6,532,827	1,017,777 82

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 2.—SUMMARY STATEMENT (by Provinces) of the Principal Articles of British and Foreign Merchandise Imported into the Dominion of Canada, shewing whether Imported in British or Foreign Vessels, or by Land Carriage; also, the Amount Entered for Consumption and the Duties collected thereon, during the Fiscal Year ending on the 30th day of June, 1870.

PROVINCE OF ONTARIO.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.								
Horses.....	27	35	21	83	10,820	83	10,820	\$ cts. 1,145 38
Horned.....	3	9	11	23	4,889	23	4,889	369 90
Swine.....	4	113	31,233	31,350	466,501	425	6,836	833 83
Sheep.....	19	31	12	62	1,232	62	1,232	58 80
Acid sulphuric.....	158,647	552,775	1,040,478	1,751,900	40,015	1,721,122	39,338	8,605 70
Cortials.....	166	19	5	190	632	340	706	407 46
Perfumed Spirits, not in flasks.....	25	.....	2	27	101	60	352	71 40
Perfumed Spirits, in flasks.....	2,214	796	36	3,046	259	3,046	259	121 82
Tinctures.....	.....	2	6	8	61	8	61	5 77
Brandy.....	61,904	13,915	729	76,548	86,304	53,603	62,894	42,881 78
Gin.....	12,904	1,634	70	14,608	6,701	22,239	10,107	17,789 90
Run.....	16,929	.....	.....	16,929	9,284	18,155	9,673	14,524 18
Whisky.....	20,821	2	11	20,834	16,182	19,159	14,828	15,326 20
Spirits and Strong Waters.....	162	.....	8	170	269	126	130	139 80
Oil—Coal and Kerosene, distilled, purified, and refined.....	198	158	462	818	277	818	277	122 71
Benzole, Naphtha, and refined Petroleum.....	302	1,021	2,352	3,675	718	3,675	718	551 41
Products of Petroleum.....	33	55	16,307	16,395	3,998	16,395	3,998	1,639 65
Crude Petroleum.....	454	387	4,542	5,383	1,126	5,383	1,126	322 85
Coffee, green.....	361,688	5,903	258,685	626,173	75,654	661,409	78,150	19,842 22
" Ground and roasted.....	1,219	166	85	1,470	505	671	93	26 86
Chicoory, raw or green.....	2,400	100	100	2,340	117	2,340	117	70 20
" Roasted or ground.....	37,868	3,172	428	41,468	1,771	38,856	1,679	1,564 24
Common Soap.....	7,029	1,572	20,309	28,910	2,280	28,910	2,280	289 10

Starch	23,290	4,160	28,829	56,279	4,015	53,999	3,833	1,079
Cigars—Value not over \$10 per mille	1,124	70	372	1,566	7,788	1,876	8,030	5,629
" Value over \$10 and not over \$20 per mille	150	70	100	320	5,198	350	5,547	1,396
" Value over \$20 and not over \$40 per mille	6	1	130	137	4,679	137	4,679	687
" Value over \$40 per mille	11	1	50	61	2,981	61	2,981	306
" From 7th April, under new tariff, 45 cts. per lb.								70
Butter	6,934	758	1,121	8,813	6,225	2,675	2,567	1,204
" "	73	67	43	183	37	37	37	7
Cheese	14,850	482	1,531	16,863	1,934	4,540	734	136
Lard and Tallow	11,282	3,079	43,092	57,453	5,461	57,453	6,461	574
Fish, salted or smoked	14,495	10,308	211,430	236,433	13,933	236,433	13,933	2,364
Malt		30		30	33	30	33	12
Meats, fresh, salted or smoked	298,382	30,273	3,086,220	3,393,875	338,540	2,617,875	339,240	26,178
Coal and Coke, from 7th April, under new tariff	30,463	2,010	1,583	34,056	169,533	31,725	156,479	15,862
Salt, from 7th April, under new tariff	2,518	558	79	3,155	1,127	3,155	1,127	157
Hops, from 7th April, under new tariff			530	530	93	530	93	26
Vinegar and Acetic Acid, from 7th April, under new tariff								50
Rice, from 7th April, under new tariff	9,536	9,409	81	19,026	3,733	11,825	2,632	458
Wheat, from 7th April, under new tariff	251,029	10	233	251,272	5,451	281,904	6,385	2,818
Grain of all other kinds, from 7th April, under new tariff	372,262	1,038,754	8	1,411,024	1,144,069	25,132	19,405	1,005
Flour of Wheat and of Rye, from 7th April, under new tariff	51,475	36,809	1,058	80,342	66,421	89,342	66,421	2,080
Flour and Meal of all other kinds, from 7th April, under new tariff	89	101	6	196	875	196	875	49
Total, Specific.	111	28	5	144	548	144	548	21
					2,502,370		892,063	189,419
								31
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.								
Ale, Beer, and Porter, in casks	5,240	1,546	171	6,957	2,157	6,957	2,157	563
Ale, Beer, and Porter, in bottles	25,880			25,880	12,678	29,561	12,995	3,398
Tea—Green and Japan	1,699,591	19,174	345,375	2,264,140	849,493	2,063,241	804,244	265,060
" Black	349,395		13,506	362,901	131,881	92,165	37,768	34,702
Tobacco, manufactured, and Snuff	95,338	877	45,827	72,042	17,734	92,733	21,709	15,894
Wines of all kinds	116,873	33,780	5,517	156,150	114,769	105,344	94,346	15,895
Sugar, equal to and above No. 9 Dutch Standard	4,773,176	4,372,469	4,670,105	13,815,750	710,424	13,153,647	685,793	302,979
Sugar, below No. 9 Dutch Standard	276,631	59,701	109,914	446,246	21,699	110,810	22,055	8,922
Cane Juice, Melado, &c.	62,524	7	506	63,037	1,446	110,810	2,925	1,423
Sugar Candy and Confectionery	5,200	782	7,447	13,429	2,742	15,120	2,907	877
Total, Specific and Ad Valorem.					1,865,023		1,786,819	694,338
GOODS PAYING 25 PER CENT. AD VALOREM.								
Mace and Nutmegs	15,983			15,983	5,932	20,090	6,964	1,740
Spices, including Ginger, Cinnamon, Cassia, Pimento, and Pepper, ground	992	10	22	1,024	144	1,024	144	35
Patent Medicines, and Medicinal Preparations, Pkgs.	491	52	1,293	1,836	19,104	1,818	19,019	4,756

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
					\$		\$	\$ cts.
GOODS PAYING 25 PER CENT. AD VALOREM.—Continued.								
Playing Cards.....	14	.....	3	17	1,482	17	1,482	370 27
Perfumery, not elsewhere specified.....	347	1	13	361	4,519	306	4,420	1,105 58
Perfumed and Fancy Soaps.....	7,034	.....	914	7,948	1,843	6,544	1,627	406 56
Molasses, other than for refining purposes.....	1,469,081	106,670	1,120,007	2,695,758	70,048	2,269,361	61,666	15,416 51
Total, 25 per Cent. Ad Valorem.....	.....	.....	.....	.....	103,072	.....	95,322	23,829 50
GOODS PAYING 15 PER CENT. AD VALOREM.								
Bicycle Boards and Billiard Tables.....	18	2	114	134	6,783	134	6,783	1,017 61
Backings.....	53	17	145	215	2,280	217	2,301	345 10
Brooms.....	38	22	22	82	3,305	82	3,305	495 91
Cabinet Ware or Furniture.....	692	1,510	445	2,647	15,262	2,647	15,262	2,288 29
Candles and Tapers.....	3,961	1,071	3,485	10,517	2,290	10,997	2,489	373 33
Carpets and Hearth Rugs.....	884	46	26	956	159,850	954	159,494	29,924 03
Carriages.....	43	70	270	383	11,468	270	11,468	1,720 19
Coach and Harness Furniture.....	481	103	1,726	2,400	83,287	2,400	83,287	12,492 92
Chandeliers, Girandoles, Gas Fittings.....	50	4	79	133	4,931	133	4,931	739 49
China-ware, Crockery, and Earthenware.....	4,120	837	306	5,263	108,086	5,242	108,276	15,240 65
Cider.....	417	2,867	380	3,664	495	3,664	495	74 43
Clocks.....	816	1,319	1,319	2,195	26,346	2,183	26,226	3,933 69
Clothing or Wearing Apparel.....	350	60	234	623	31,655	623	31,655	4,748 49
Cocoa and Chocolate.....	12,298	3,800	234	16,098	3,698	15,898	3,643	545 35
Cordage.....	11,335	2,176	13,293	26,804	6,244	26,804	6,244	936 65
Corks.....	112	19	238	369	13,015	375	11,538	1,729 35
Cottons.....	9,110	371	3,423	12,904	2,227,401	12,908	2,245,943	336,833 64
Dried Fruits and Nuts of all kinds.....	2,973,346	56,851	368,120	3,398,317	149,506	3,250,096	143,023	21,453 69
Drugs.....	6,467	182	1,055	7,704	98,957	7,896	111,755	16,762 08
Engravings and Prints.....	6,90	28	359	477	10,656	477	10,656	1,598 31
Fancy Goods.....	2,932	267	1,043	4,242	664,668	4,157	670,072	100,509 95
Foreign Newspapers.....	29	31	152	212	44	8	44	6 54
Fireworks.....	.....	.....	.....	.....	4,516	212	4,516	678 75

	3	106	109	6,274	109	6,274	109	6,274	941 07
Flat Wire for Crinolines, covered.	5,717	7,815	13,777	3,452	33,777	3,452	33,777	6,274	1,008 69
Gunpowder..... Lbs.	64	25	43	132	132	5,045	132	5,045	756 66
Guns, Rifles, and Firearms of all kinds..... Pkgs.	46	7	12	65	63	3,366	63	3,366	504 94
Glass—Plate and Silvered.									
" Window, stained, painted, colored, or plain.....	6,159	1,565	30	7,754	7,756	11,886	7,756	11,886	1,782 95
" Ware.....	4,289	1,780	18,727	24,766	25,064	147,313	25,064	147,313	22,086 30
Hats, Caps, and Bonnets.....	488	52	4,429	4,969	4,989	181,930	4,989	181,930	28,489 73
Hosiery.....	209	6	13	228	228	53,085	228	53,085	7,962 49
Inks of all kinds, except printing ink.....	100	4	135	239	239	1,858	239	1,858	278 52
Iron and Hardware—Cutlery of all kinds.....	157	289	186	632	632	53,873	632	53,873	8,081 73
" Japanese and planished tin, and Britannia metal ware.....	85	7	525	617	617	7,892	617	7,892	1,183 31
" Spades, shovels, axes, hoes, forks, and edge tools, scythes, and snaths.....	408	378	1,205	1,991	1,991	13,264	1,991	13,264	1,980 72
" Spikes, nails, tacks, brads, and sprigs.....	512	87	328	927	927	12,782	927	12,782	1,917 34
" Stoves, and all other iron castings.....	877	1,137	2,583	4,597	4,597	63,423	4,597	63,423	9,515 85
Jewellery and Watches.....	12,301	1,079	16,207	20,587	20,192	544,127	20,192	544,127	81,616 76
Lumber—Sawn and plank, not being mahogany, rosewood, walnut, chestnut, and cherry, or not imported from B.N.A. Provinces.....	228	22	306	556	564	115,721	564	115,721	17,357 79
Leather.....									
Do Sheep, calf, goat, and chamois skins—Dressed..... Pkgs.	176	30	262	468	467	14,931	467	14,931	2,239 46
" Linen.....	35		5	40	40	17,846	40	17,846	2,676 77
" Locomotive Engines and Railroad Cars..... No.	1,495	12	31	1,538	1,562	265,294	1,562	267,317	40,086 93
" Maccaroni and Vermicelli..... Lbs.	493		2	2	3	21,959	3	21,959	3,293 85
" Maps, Charts, and Atlases..... Pkgs.	36		101	493	493	51	493	51	7 59
" Manufactures—of Marble, or imitation of Marble, or other than rough slabs or blocks.....	965	15	4,525	5,505	5,505	12,724	5,505	12,724	1,907 67
" Caoutchouc, India-rubber, or Gutta Percha.....	115	32	497	644	644	31,443	644	31,443	4,716 67
" Fur, or of which Fur is principal part.....	52	105	259	416	416	31,536	416	31,536	4,730 32
" Hair or Mohair.....	34	4	78	116	116	12,230	116	12,230	1,834 13
" Paper Maché.....	8			8	8	398	8	398	59 75
" Grass, Ostr, Palm-leaf, Straw, Whalbone, or Willow, not elsewhere specified.....	153	44	583	780	779	25,783	779	25,783	3,867 35
" Bone, Shell, Horn, Pearl, and Ivory.....	63	3	17	103	103	7,462	103	7,462	1,122 23
" Gold, Silver, or Electro Plate, Argentine, Albata and German Silver, and Plated and Gilded Ware of all kinds.....	235	19	340	594	594	52,856	594	52,856	7,928 23

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Manufactures of Brass or Copper.	119	75	175	369	16,278	369	16,278	2,441 97	
Leather, or imitation of Leather									
do	130	68	253	451	29,336	451	29,336	4,400 91	
do Boots and Shoes	261	76	687	1,034	52,808	1,034	52,808	7,920 36	
do Harness and Saddlery	48	111	91	250	5,693	250	5,693	7,853 76	
Wood, not elsewhere specified									
Mowing, Reaping, and Threshing Machines.	41	14	16	71	101,016	71	101,016	15,153 05	
Musical Instruments.	168	63	701	932	5,773	946	117,723	866 14	
Mustard	71,039	20	371	71,430	113,835	81,337	11,449	17,658 86	
Machinery, not elsewhere specified.	595	241	3,069	3,905	10,086	3,921	11,717 81	1,717 81	
Oil Cloths.	401	44	291	736	154,412	736	155,140	23,271 08	
Oils, rectified or prepared, not otherwise specified.									
Oil Cloths.	17,108	3,120	4,337	24,565	32,866	736	32,866	4,928 87	
Oils, of all kinds, Crude, except Whale Oil, and others elsewhere specified.									
Opium.	1		168	168	21,302	40,452	31,181	4,677 32	
Packages.									
Paints and Colors.	1	1	5	7	88	168	88	13 20	
Paper.	1,423	118	1,660	3,201	4,524	7	4,524	678 59	
Paper Hangings	1,022	226	1,502	2,750	47,524		41,075	6,161 02	
Parasols and Umbrellas	701	100	280	1,081	36,965	3,306	39,219	5,882 39	
Pistols of Paris and Hydraulic Cement, ground or calmed.	64		1	65	27,932	1,947	29,487	4,423 30	
Pickles and Sauces.									
Portable Hand Printing Presses	3,822	514	2,432	6,768	39,123	1,089	39,855	5,977 87	
Preserved Meats, Poultry, Fish, and Vegetables	1,475	31	22	1,528	15,515	65	15,515	2,327 37	
Printed, Lithographed, or Copperplate Bills, and Advertising Pamphlets.	5			5					
Sails, ready made	3,275	359	5,152	8,786	45,634	9,354	48,812	7,322 06	
Silks, Satins, and Velvets	110	42	972	1,124	8,335	6,768	8,335	1,250 08	
Spices, including ginger, pimento, and pepper, unground.	15	6	28	49	9,678	2,119	10,441	1,566 07	
Spirits of Turpentine.	844	17	49	910	647	27	647	97 06	
	69,176	724	68,389	138,289	456,851	922	466,656	2,389 36	
	13,408	137	8,098	21,703	11,876	1,124	15,926	2,389 36	
					7,914	28	146 86	146 86	
								69,997 23	
								11,610	
								1,741 61	
								1,186 89	

Stationery	Pkgs.	2,546	96	689	3,331	131,876	3,402	134,653	20,197 50	
Steam Engines, other than Locomotive	No.	3	1	2	6	7,304	6	7,304	1,095 66	
Small Wires	Pkgs.	1,642	266	2,476	4,374	378,570	4,362	378,720	56,807 92	
Tobacco Pipes	"	12	2	14	28	1,957	28	1,957	293 45	
Toys	"	144	117	114	375	7,825	375	7,825	1,174 16	
Varnish, other than black or bright	"	171	28	188	387	6,123	382	8,489	1,273 53	
Woolens	"	6,904	197	774	7,875	2,031,717	7,912	2,045,065	306,761 44	
Unenumerated Articles	"					207,850		211,243	31,689 67	
Total, 15 per Cent. Ad Valorem						9,466,088		9,559,156	1,433,873 45	
GOODS PAYING 10 PER CENT. AD VALOREM.										
Sale and Upper Leather	Pkgs.	169	19		188	36,114	188	36,114	3,611 41	
Fruits of all kinds, green, from 7th April, under new tariff	"	1,238	1,069	3,380	5,687	19,193	5,687	19,193	1,919 56	
Hay Straw, and Bran, from 7th April, under new tariff	"	1	15		16	9	16	9	93	
Seeds, other than cereals, from 7th April, under new tariff	"	58	74	175	307	2,676	296	2,575	237 29	
Vegetables, from 7th April, under New Tariff	"					14,440		14,440	444 68	
Trees, Plants, and Shrubs, from 7th April, under new tariff	"	289	236	563	1,088	23,432	1,088	23,452	2,343 28	
Total, 10 per Cent. Ad Valorem						95,864		95,763	9,577 15	
GOODS PAYING 5 PER CENT. AD VALOREM.										
Printed Books, Periodicals and Pamphlets	Pkgs.	2,527	430	4,648	7,605	331,171	7,605	331,171	17,539 35	
Iron	Pkgs.	609	4	184	797	451,103		450,041	22,563 12	
Type						29,630		30,150	1,507 43	
Total, 5 per Cent. Ad Valorem						831,904		831,362	41,569 90	
5 per cent. additional, on duty from 7th April, 1870									26,556 33	
FREE GOODS.										
ARTS AND SCIENCES.										
Anatomical Preparations	Pkgs.				4	97	4	97		
Basin, Casts, and Statues	"				1	150	1	150		
Drawings—not in Oil	"				11	159	11	159		
Gems and Metals	"	9	15	15	24	1,396	24	1,396		
Paintings in Oil	"	2	2	7	11	451	11	451		
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models	"	17	1	125	143	3,222	143	3,222		

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
					\$		\$	\$ cts.
FREE GOODS.—Continued.								
DRUGS, DYE STUFFS, OILS AND COLORS NOT ELSEWHERE SPECIFIED.								
Acids—Alum, Antimony, and Argol..... Pkgs.	608	8	69	685	8,095	685	8,095	
Barks, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing..... Lbs.	8,875		1,576	10,451	62,111	10,451	62,111	
Fleaching Powders and Borax..... Lbs.					1,658		1,658	
Colors, and other articles imported by Room-paper Makers and Stainers..... Pkgs.	63		31	94	4,538	94	4,538	
Crean of Tartar, in Crystals..... Lbs.	4,495		14,633	19,128	1,387	19,128	1,387	
Indigo..... Lbs.	3,353		1,417	4,740	3,679	4,740	3,679	
Lead—Red and White—dry..... Cwt.	1,153			1,153	15,572	1,153	15,572	
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda, Ochres and Metallic Oxides—dry, ground, or unground, washed or unwashed—not calcined Oils—Cocconut, Pine, and Palm, in their natural state..... Gall.	3,226	22	694	3,942	13,210	3,972	13,441	
Phosphorus, Brimstone, and Sulphur, in roll or flour..... Lbs.	249,362		12,551	13,449	3,687	13,449	3,687	
Roots—Medicinal—in their natural state..... Pkgs.	71	466	232,000	481,828	13,302	481,828	13,302	
Vitriol—Blue..... Cwt.	580		40	111	2,816	111	2,816	
Whiting or Whiting..... Cwt.	560			149	742	149	742	
Zinc—White—dry..... "	31		5	36	367	36	367	
					331	36	331	
MANUFACTURES AND PRODUCTS OF MANUFACTURES.								
Biscuit and Bread, from Great Britain and B.N.								
A. Provinces					121		121	
Bolting Cloth..... Pkgs.	2	3	54	59	6,953	59	6,953	
Bookbinders' Tools and Implements..... Pkgs.	147		115	262	5,657	262	5,657	
Burrstones..... Cwt.	2,228	200		2,695	4,576	2,695	4,576	
Cotton Wool..... Lbs.	338,409	24,978	1,011,461	1,374,848	268,411	1,374,848	268,411	
Cotton Candle-wick..... "					4,646		4,646	
Cotton and Flax Waste..... "	16,306	19,609	53,204	89,119	11,223	89,119	11,223	
Cement—Marine and Hydraulic—unground..... Brls.	19		614	633	1,242	633	1,242	

Church Bells and Communion Plate.....	Pkgs.	8	5	23	36	5,390	36	5,390	
Clothing—donations of, for charitable purposes.	"	1	.....	3	4	50	4	50
Cocoa Paste, from Great Britain and B.N.A.	"	.....	.....	.....	.....	.....	.....	.....
Provinces.....	"	2	.....	.....	2	86	2	86
Drain Tiles.....	Hund.	.....	4	.....	4	99	4	99
Duck, for belting, and Hose.....	Pkgs.	24	.....	12	36	3,318	36	3,318
Emery, Glass and Sand Paper, and Cloth.....	Pkgs.	26	.....	246	272	2,225	272	2,225
Farming Implements and Utensils imported by Agricultural Societies.....	"	2	.....	.....	2	343	2	343
Fire brick.....	Mille.	184	15	89	288	9,931	288	9,931	
Fire Engines, Steam, imported by Municipal Corporations.....	No.	232	1	.....	1	695	1	695
Fishing Hooks, Nets and Seines, Lines and Twines	Pkgs.	.....	228	233	693	35,529	693	35,529
Gold Beaters' Brim Moulds and Skins, Gold, Silver, and Platers' Leaf.....	Cwt.	13	.....	59	72	5,641	72	5,641
Junk and Oakum.....	Pkgs.	213	98	788	1,099	6,273	1,099	6,273	
Hoop Skirt manufacture, articles for.....	"	2	.....	176	178	14,159	178	14,159
Lithographic Stones.....	"	.....	.....	1	1	10	1	10
Lumber—plank and sawed—of Mahogany, Rosewood, Walnut, Cherry, Chestnut, and Pitch Pine.....	M. ft.	120	349	12	481	10,515	481	10,515	
Material for Hats, Boots, and Shoes.....	Pkgs.	10	1	7	18	4,441	18	4,441	
Machine Linnen Thread and Silk Twist.....	"	100	1	28	129	37,980	129	37,980	
Machinery, when used in the original construction of mills or factories.....	"	1,020	225	801	2,046	104,747	2,046	104,747	
Oil Cake.....	Cwt.	.....	.....	84	84	335	84	335
Printers Implements, viz.: Presses, Electrotypes and Stereotype Blocks and Ink.....	Pkgs.	248	4	598	850	54,299	850	54,299	
Philosophical Instruments and Apparatus for Colleges and Schools.....	"	4	.....	3	7	426	7	426
Rags.....	"	80	1	8	9	83	9	83	
Straw Platts, Tuscan and Grass, fancy.....	"	35	2	67	147	20,810	147	20,810	
Veneering of Wood or Ivory.....	"	8	.....	66	103	11,233	103	11,233
Wire Cloth of Brass or Copper.....	Cwt.	.....	.....	56	64	1,336	64	1,336
SHIPS' MATERIALS.									
Anchors, Chain Cables, Shackles, Riders, and Sheaves.....	Cwt.	197	153	17	367	3,879	367	3,879	
Binnacle and Signal Lamps, Dead Eyes, and Dead Lights.....	No.	8	.....	2	10	92	10	92
Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks.....	Pkgs.	126	15	75	216	5,381	216	5,381	
Bunting and Wire Rigging.....	"	65	.....	15	80	4,736	80	4,736
Deck Plugs, Wedges, Knees, and Masts of Iron and Treenails.....	"	4	3	.....	7	51	7	51
Cables, hemp and grass, Cordage and Sail Cloth, when used for ships only.....	"	204	29	439	672	31,103	672	31,103	
Varnish, bright and black, when used for ships only.....	Galls.	5	4	.....	9	12	9	12

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—Continued.					\$		\$	cts.
METALS.								
Brass, Bar, Rod, Sheet, and Scrap	28		50	78	2,806	78	2,806	
Cranks and Shafts for Steamboats and Mills, rough	7		55	62	2,877	62	2,877	
Copper, in Pig, Bar, Rod, Bolts, and Sheets, and Sheathing	852	32	368	1,252	27,630	1,252	27,630	
Iron—Scrap, Galvanized, or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes, (Galvanized)	26,701	30	14,230	40,961	102,078	40,961	102,078	
Locomotive Engine, Frames, Cranks, Axles								
Hoop Iron, or Steel, for Tires—Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.	3,307	5	747	4,059	36,515	4,059	36,515	
Lead, in Sheet or Pig, and Litharge					19,007		19,007	
Railroad Bars and Hoops, Wrought Iron or Steel	19,993	189	2,519	22,701	72,337	22,701	72,337	
Chairs, Fish Plates and Car Axles	4,161	2	1	4,164	23,868	4,164	23,868	
Spelter and Zinc, in Blocks, Sheets, and Pigs	6,217	415	867	7,499	53,188	7,499	53,188	
Steel—Wrought or Cast, in Bars, Rods, and Plates, cut to any form, but not moulded	507	1	45	553	10,760	553	10,760	
Tin, in Bar, Blocks, Pig, or Granulated	2,941	53	294	3,288	19,241	3,288	19,241	
Tubes and Piping, of Brass, Copper, or Iron, drawn	2		1	3	131	3	131	
Type metal, in Blocks or Pigs	438		124	562	5,766	562	5,766	
Wire, of Brass or Copper, Round or Flat								
NATURAL PRODUCTS.								
Bristles	31		26	57	14,972	57	14,972	
Broom Corn	231	36	2,737	2,994	84,363	2,994	84,363	
Caoutchouc or India Rubber, and Gutta Percha, unmanufactured	2		9	11	728	11	728	
Coal and Coke	60,314	11,142	43,263	114,739	499,660	114,739	499,660	
Diamonds and Precious Stones	1		1	2	148	2	148	

Earths, Clays, and Sand	Tons.	894	323	700	1,917	9,922	1,917	9,922
Eggs	Doz.	63	210	381	664	268	664	268
Emery	Pkgs.	20	87	87	107	1,108	107	1,108
Fibrella, Mexican Fibre, or Tampico, white and black, and other Vegetables Fibres, for manufacturing purposes.	Cwt.	94	12	229	323	6,931	323	6,931
Fire Clay	Cords.	17	6,923	109	138	538	138	538
Firewood	Pkgs.	1,781	416	560	8,704	19,319	8,704	19,319
Fish, fresh	Brls.	47	2,460	2,910	1,023	9,489	1,023	9,489
Flour of Wheat and Rye	Cwt.	2,969	31	1,206	8,339	41,087	8,339	41,087
Flax, Hemp, and Flax, undressed	Pkgs.	1,217	39	15	2,454	28,362	2,454	28,362
Furs, Skins, and Tails, undressed	Pkgs.	13	39	15	65	5,149	65	5,149
Grain of all kinds, except Indian Corn and Wheat	Fush.	99,557	104,216	900	204,763	199,100	204,763	199,100
Gravels	Tons.	6	7	5,254	13	76	13	76
Grease and Grease Scrap	Lbs.	26,493	7,075	4	38,822	2,762	38,822	2,762
Gypsum and Plaster of Paris, not ground or calcined	Tons.	1,833	14	4,900	1,847	5,148	1,847	5,148
Hair	Lbs.	2,091	70	4	7,061	2,113	7,061	2,113
Hay	Tons.	50	4	4	54	686	54	686
Hides, Horns, and Pelts	Cwt.	2,231	1,004	6,879	10,714	306,573	10,714	306,573
Hops	Lbs.	7,628	6,141	22,674	36,443	5,706	36,443	5,706
Indian Corn	Bush.	320,661	259,269	35,912	615,842	375,290	615,842	375,290
Indian Meal	Brls.	3,336	1,342	778	5,456	13,980	5,456	13,980
Manilla Grass and Sea Grass	Cwt.	5	2	897	904	4,113	904	4,113
Manures	Pkgs.	3,943	98	3,556	7,597	16,873	7,597	16,873
Marble, Unwrought	Pkgs.	6	15	19	40	229	40	229
Moss, for Upholstery purposes	Tons.	62	95	95	157	251	157	251
Ores of Metals of all kinds	Cwt.	2	1	118	2	15	2	15
Pipe Clay	Pkgs.	12	204	1,335	4,776	5,706	131	5,706
Racan, for Chair-makers	Brls.	3,237	33,762	949	251,276	18,527	4,776	18,527
Rosin	Bush.	216,565	90	2,099	7,315	67,503	251,276	67,503
Salt	Pkgs.	5,126	205	323	305	1,184	305	1,184
Seeds, for Agricultural, Horticultural, or Manufacturing purposes	Cords.	500	23	43	846	2,453	846	2,453
Stone, Unwrought, and Slate	Brls.	8	137,449	2,057,571	51	1,956	51	1,956
Tanner's Bark	Lbs.	14,821	81	308	2,209,841	249,108	2,209,841	249,108
Tar and Pitch	Pkgs.	287	81	2,258	676	25,588	676	25,588
Teasels	Galls.	2,258	832	205	1,609	14,016	2,258	14,016
Tobacco, Unmanufactured	Lbs.	572	1,802,644	17	1,270	1,270	1,609	1,270
Trees, Plants, and Shrubs, Bulbs and Roots	Bush.	2,436,060	54,742	1,292,945	4,238,721	3,878,700	4,238,721	3,878,700
Turpentine, other than Spirits of	Bush.	926,813	17	17	136,857	136,857	136,857	136,857
Vegetables	Lbs.	926,813	17	17	432,066	432,066	2,274,900	432,066
Wheat	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300
Wheat Oil	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300
Wool, Unmanufactured	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300
Wood	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300
Other Articles	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300
Corn and Ballion	Lbs.	926,813	17	17	51,300	51,300	2,274,900	51,300

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—Continued.					\$		\$	cts.
SPECIAL EXEMPTIONS.								
Apparel of British Subjects, domiciled in Canada, but dying abroad Pkgs.	5		9	14	305	14	305	
Articles for the use of the Governor General	75			75	2,092	75	2,092	
Articles for the Public uses of the Dominion	502	1	28	531	108,835	531	108,835	
Articles for the use of Foreign Consuls General	3	24	3	30	904	30	904	
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.								
Arms, Clothing, Musical Instruments for Bands, and Military Stores					163,840		163,840	
SETTLERS EFFECTS					290,990		290,990	
GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.								
Meat, Fresh, Smoked, and Salted					9		9	
Fish, and Products of Fish and Fish Oil					866		866	

RECAPITULATION.

Goods paying Specific Duty	2,502,370	892,063	189,419 31
do do and Ad Valorem Duties	1,865,023	1,786,819	664,388 81
do 25 per Cent. Ad Valorem	103,072	95,322	23,829 50
do 15 do	9,466,088	9,550,156	1,433,872 45
do 10 do	95,864	95,763	9,577 15
do 5 do	831,904	831,362	41,569 90
Additional Duty, per new tariff, from 7th April, 1870.			26,535 33
Total Dutiable Goods	14,864,321	13,260,485	2,389,212 45
FREE GOODS	8,398,624	8,397,741	.....
COIN AND BULLION	2,869,793	2,869,793	.....
Total	26,132,738	24,528,019	2,389,212 45
Foreign Reprints of British Copyright Works	2,438	2,438	
Export Duty			32,498 35
Grand Total	26,135,176	24,530,457	2,421,710 80

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.									
Horses.....	24		56	80	6,973	80	6,973	\$ 831 90	
Horned Cattle.....	9			31	3,963	31	3,963	250 81	
Swine.....	23		2,638	2,661	44,063	1,191	16,320	2,332 48	
Sheep.....	79		10	89	1,881	89	1,881	89 00	
Acid, sulphuric.....	52,685	3,474	88,215	144,374	2,754	152,989	2,885	764 98	
Cordials.....	933	225		1,158	1,827	1,210	2,267	1,452 00	
Perfumed Spirits.....	529		1,050	1,579	4,271	1,564	4,250	1,877 58	
Perfumed Spirits in Flasks—New Tariff.....	10,590	252		10,842	2,048	8,634	1,934	1,345 36	
Tinctures.....			181	181	248	181	248	114 60	
Brandy.....	171,425	4,185	517	176,127	177,921	140,134	165,027	112,108 45	
Gin.....	212,404	38,741	937	252,082	92,889	288,279	114,925	230,623 62	
Rum.....	57,454	1,819	1,402	60,675	30,632	47,278	24,037	37,822 40	
Whiskey.....	31,573		438	32,011	22,763	28,378	23,134	22,702 40	
Spirits and Strong Waters.....	1,656	1	76	1,733	1,643	710	711	704 40	
Oil—Coal and Kerosene.....	1,018		13,619	14,637	4,671	14,929	4,673	2,193 16	
“ — Benzole, Naptha, and refined Petroleum.....	206		15,325	15,531	3,921	18,811	4,738	2,903 98	
Products of Petroleum.....	439	5,449	7,204	13,112	2,548	13,112	2,548	1,311 30	
Molasses, for refining purposes.....	993,157	802,648		1,795,805	34,735	1,940,383	34,995	14,164 84	
Coffee, green.....	327,290	22,199	228,962	578,451	76,338	628,985	79,715	18,869 56	
“ ground or roasted.....	18	10		28	8	581	20	23 24	
Chicory, raw or green.....						1,563	41	45 89	
“ roasted or ground.....	77,984	20	20,700	98,704	3,759	114,481	4,920	4,379 24	
Common Soap.....	96,382	2,430	2,494	101,306	5,000	202,446	8,362	2,024 46	
Starch.....	22,779		533	23,312	1,487	39,270	3,017	785 40	
Cigars—not over \$10 per mille.....	2,900	1,336	32	3,668	18,293	6,957	33,308	20,872 55	
“ Value over \$10 and not over \$20 per mille.....	512	310	724	1,552	24,314	1,733	27,384	6,981 20	
“ Value over \$20 and not over \$40 per mille.....	153	147	141	441	13,391	648	20,198	3,237 10	
“ Value over \$40 per mille.....	3	38	30	71	3,707	110	5,745	659 10	
“ Under new tariff, from 7th April.....	17,877	22,815	3,415	43,907	37,695	15,778	18,385	7,100 02	

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTRÉED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
					\$		\$	\$ cts.
GOODS PAYING 15 PER CENT. AD VALOREM.								
Begalle Boards, and Billiard Tables and Furnishings.	20		34	54	3,323	54	3,323	498 45
Blacking.	46		166	212	3,546	267	4,032	604 75
Brooms and Brushes of all kinds	60		50	110	8,743	124	9,375	1,406 14
Cabinet Ware and Furniture.	47		728	775	9,431	775	9,431	1,414 14
Candles and Tapers, of Tallow, Wax, or any other material	75,462	2,997	22,365	100,824	19,280	108,968	20,842	3,126 34
Carpets and Hearth Rugs	681		31	712	134,282	720	134,282	20,142 40
Carrages	8		364	372	15,087	372	15,087	2,262 73
Coach and Harness Furniture	3		217	220	7,352	220	7,352	1,102 08
Chandeliers, Girandoles, and Gas Fittings	57		39	96	9,537	96	9,537	1,430 55
China-ware, Crockery, and Earthenware	26,515	5	64	26,584	225,029	26,584	220,945	33,141 63
Cider	718		435	1,153	233	1,027	216	32 42
Clocks	128		11,175	11,303	25,222	11,303	25,222	3,783 32
Clothing or Wearing Apparel, made by hand or sewing-machine	233	1	38	272	28,485	259	28,405	4,260 83
Cocoa and Chocolate	20,919	40	417	21,376	4,861	23,266	5,349	802 35
Conlage	37,657		8,122	45,779	9,269	45,970	9,291	1,393 66
Corks	336	1,564	239	2,139	17,515	2,074	17,340	2,601 00
Cottons	14,577	30	7,627	22,234	3,593,370	22,334	3,639,093	545,864 10
Dried Fruits, and Nuts of all kinds	4,972,794	341,074	283,068	5,596,936	307,062	4,863,014	233,440	35,015 79
Engravings and Prints	60		89	149	9,453	149	9,453	1,417 80
Fancy Goods	2,302	496	302	3,100	389,085	3,106	385,115	57,767 16
Drugs, not elsewhere specified	11,164	2	561	11,727	132,324	11,954	131,942	19,791 41
Foreign Newspapers	2		10	12	45	12	45	6 75
Fireworks	1		287	288	2,670	288	2,670	400 51
Fiat Wire for Crinolines, covered			158	158	9,221	158	9,221	1,382 93
Gunpowder	6,249		2,993	9,242	3,859	9,242	3,859	578 86
Guns, Rifles, and Firearms of all kinds	24		52	76	8,233	79	8,516	1,277 41
Glass—Plate and Slivered	552	95	28	675	29,225	675	28,826	4,323 90
Glass—Window, Stained, Painted, Colored or Plain	63,599	28,624	48	92,266	130,350	92,177	129,528	19,429 24
Glassware	15,108	10,399	5,925	31,432	130,906	32,102	134,420	20,163 34
Hats, Caps, and Bonnets	1,291	60	4,201	5,552	303,635	5,549	303,125	45,468 99

Hat Push	4	1,799	269 85
Hosiery	386	90,775	14,171 59
Inks of all kinds, except Printing Ink	113	4,894	734 00
Iron and Hardware, Cutlery of all sorts	385	64,364	9,654 64
Japanned & Plashed Tin, and Britannia Metal Ware	91	3,357	510 75
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	1,398	30,929	4,766 52
Spikes, Nails, Tacks, Brads, and Sprigs	2,703	22,301	3,307 21
Stoves and all other Iron Castings	1,323	58,068	8,789 31
Other Hardware	12,860	897,764	134,817 01
Jewellery and Watches	539	235,156	35,812 36
Lumber—Sawn and Plank, not being Mahogany, Rosewood, Walnut, Chesnut and Cherry, or not imported from B. N. A. Provinces	797	1,583	237 37
Leather	279	251,074	36,737 62
Leather—Sheep, Calf, Goat, and Chamois Skins, Dressed	101	24,432	3,501 12
Linen	2,424	417,902	63,069 44
Locomotive Engines and Railroad Cars	39	12,472	694 80
Maccaroni and Vermicelli	9,150	3,343	433 50
Maps, Charts, and Atlases, not elsewhere mentioned	40	1,889	266 72
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	621	13,210	1,911 50
Manufactures of Caoutchouc, India Rubber, or Gutta Percha	307	43,665	6,511 65
Manufactures of Fur, or of which Fur is principal part	356	98,705	13,913 41
Manufactures of Hair, or Mohair	370	22,405	3,785 35
Manufactures of Paper Maché	18	74	11 21
Manufactures of Grass, Osier, Palm Leaf, Straw, Whalbone, or Willow, not elsewhere specified	1,187	5,633	844 96
Manufactures of Bone, Shell, Horn, Pearl, and Ivory	11	1,004	150 60
Manufactures of Gold, Silver, or Electro Plate, Argentine, Albata, and German Silver, and Plated and Gilted Ware of all kinds	3	77,342	11,268 20
Manufactures of Brass or Copper	548	8,613	1,291 71
do Leather or Imitation of Leather	631	92,677	13,901 58
do do Leather—Boots and Shoes	251	92,677	3,713 86
do do Harness and Saddlery	223	25,546	2,479 00
do do Wood, not elsewhere specified	115	8,126	1,219 00
Mowing, Reaping, and Threshing Machines	13,000	35,382	5,267 71
Musical Instruments, including Musical Boxes and Clocks	522	36,691	4,190 46
Mustard	331	70,045	10,508 73
Machinery, not elsewhere specified	126,519	17,046	2,852 96
Oil Cloths	1,105	63,082	9,010 14
	1,166	35,301	5,280 92

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.					\$		\$	\$ cts.	
Oils, in any way rectified or prepared, not otherwise specified..... Galls.	312,147	23,517	13,776	349,440	250,072	362,717	251,917	37,790 65	
Oils of all kinds—Crude—except Whale Oil, and others elsewhere specified..... Pkgs.	994	.....	10	1,004	683	1,004	683	102 49
Opium.....	1	.....	6	7	4,672	3	2,620	393 00
Packages.....	89,793	22,977	11,866	124,636	141,019	105,639	112,868	16,953 22	
Paints and Colors.....	21,071	258	816	22,145	126,643	21,434	132,862	19,929 25	
Paper of all kinds.....	1,450	27	1,741	3,198	109,631	3,215	113,091	16,963 47	
Paper Hangings.....	1,474	61	1,117	1,652	57,165	1,906	61,529	9,229 34	
Parasols and Umbrellas.....	85	.....	3	88	22,061	88	22,061	3,308 99
Plaster of Paris and Hydraulic Cement, ground and calcined.....	950	3	104	1,057	2,516	1,059	2,545	381 70	
Pickles and Sauces.....	3,091	.....	315	3,406	21,704	4,037	24,243	3,636 47
Preserved Meats, Poultry, Fish, and Vegetables.....	2,113	386	4,304	6,803	47,938	6,715	46,573	6,986 13	
Printed, Lithographed, or Copperplate Bills and Advertising Pamphlets.....	58	.....	304	362	9,931	363	9,971	1,495 62
Sails, ready-made.....	5	3	.....	8	914	11	914	137 14
Shawls.....	5	1	3	9	980	9	980	146 84	
Silks, Satins, and Velvets.....	986	5	106	1,047	562,191	1,044	552,276	82,841 41	
Silk Twist and Mohair Twist.....	.....	.....	.....	1	21	1	21	3 12
Spices—including Ginger, Pimento, and Pepper—unground.....	107,893	27,865	182,729	318,487	31,289	342,132	31,537	4,730 55	
Spirits of Turpentine.....	5,094	94,655	38,501	138,250	49,108	138,794	49,245	7,386 79	
Stationery.....	2,092	193	972	3,257	151,656	3,290	150,833	22,024 64	
Steam Engines, other than Locomotive.....	1	.....	1,586	1	578	1	578	86 70
Small Wares.....	4,349	62	1,586	5,997	1,058,792	6,037	1,064,666	159,699 93	
Tobacco Pipes.....	2,495	5	4	2,504	9,192	2,131	8,944	1,341 55	
Toys.....	149	162	129	440	18,703	440	18,703	2,805 50	
Wanibah, other than bright and black.....	149	66	66	215	11,469	201	9,775	1,466 23	
Woolens.....	11,404	28	998	12,430	3,424,951	12,824	3,466,981	520,048 35	
Unenumerated articles.....	.....	.....	.....	.....	306,743	.....	306,743	46,349 28
Total Goods paying 15 per cent.....	.....	.....	.....	.....	14,767,176	.....	14,740,462	2,211,138 00

GOODS PAYING 10 PER CENT. AD VALOREM.										
Sole and Upper Leather	Pkgs.	982						217,370	217,647	21,764 69
Animals of all kinds	No.			10				133	133	13 30
Fruits of all kinds—green	Pkgs.	3,572		2				19,113	26,433	2,643 28
Hay, Straw, and Bran	"			2,115				17	17	1 67
Seeds, other than cereals	"			2				8,202	4,922	492 21
Grease and Grease Scraps	Cwt.			10,438				824	824	82 40
Vegetables	"			10,438				10,471	10,471	1,047 20
Trees, Plants, and Shrubs	Pkgs.	6		8,272				1,853	1,853	185 41
								257,983	262,300	26,230 16
GOODS PAYING 5 PER CENT.										
Printed Books, Periodicals and Pamphlets	Pkgs.	1,403	7	1,610				220,371	206,703	10,335 13
Iron	"	66		189				977,708	984,179	49,208 83
Type	"							11,262	11,262	563 10
Total 5 per Cent. Ad Valorem								1,209,341	1,202,144	60,107 06
5 per cent additional, on duty from 7th April, 1870										56,984 74
FREE GOODS.										
ARTS AND SCIENCES.										
Busts, Casts and Statues	Pkgs.	10	2					6,361	6,361	
Drawings—not in Oil	"	3						410	410	
Gems and Medals, including Cabinet of do., Antiquities, and Coins	"	12		3				885	885	
Paintings in Oil	"	97		195				14,543	14,543	
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models	"	9		40				2,005	2,005	
DRUGS, DYE STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.										
Acids—Alum, Antimony and Argol	Pkgs.	4,292		230				28,410	28,410	
Bark, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing	"	5,660	1,749	36,629				93,959	93,959	
Bleaching Powders and Borax	"	9,475		29				31,624	31,624	
Colors, and other articles imported by Room-paper Makers and Stainers	"	18		127				8,243	8,243	
Cream of Tartar in Crystals	Cwt.	2,910		103				23,773	23,773	

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.— <i>Continued.</i>					\$		\$	
Indigo..... Lbs.	15,913	1,211	13,007	30,131	28,245	30,131	28,245	.....
Lead—red and white—dry..... Cwt.	11,797	.....	319	12,116	72,703	12,116	72,703	.....
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, &c., &c..... Pkgs.	58,742	.....	772	59,514	147,232	59,514	147,232	.....
Ochres and Metallic Oxides—dry, ground, or unground, washed or unwashed—not calcined	2,068	85	407	2,560	6,114	2,560	6,114	.....
Oils—Cocoanut, Pine, and Palm, in their natural state..... Gall.	3,173	.....	50,425	53,598	33,899	53,598	33,899	.....
Phosphorus, Brimstone, and Sulphur, in roll or flour..... Pkgs.	2,590	.....	118	2,708	12,221	2,708	12,221	.....
Roots—Medicinal—in their natural state..... "	51	.....	46	97	5,014	97	5,014	.....
Vitriol—blue..... "	21	.....	1	22	1,209	22	1,209	.....
Whiting or Whiting..... "	14,632	.....	2	14,634	6,475	14,634	6,475	.....
Zinc—white, dry..... "	1,122	54	172	1,348	8,715	1,348	8,715	.....
MANUFACTURES AND PRODUCTS OF MANUFACTURES.								
Ashes—Pot, Pearl, and Soda..... \$	.....	.....	.....	.....	2,525	.....	2,525	.....
Biscuit and Bread from Great Britain and B. N. A. Provinces..... "	.....	.....	.....	.....	32	.....	32	.....
Bolting Cloths..... Pkgs.	2	.....	14	16	5,426	16	5,426	.....
Bookbinders' Tools and Implements..... "	69	.....	41	110	6,059	110	6,059	.....
Burrstones..... Cwt.	3,048	504	53	3,605	5,078	3,605	5,078	.....
Cotton Wool..... Pkgs.	145	.....	3,919	4,064	90,177	4,064	90,177	.....
Cotton Candle Wick..... "	8,760	.....	16,276	25,036	7,511	25,036	7,511	.....
Cotton and Flax—Waste..... "	565	.....	1,108	1,673	18,148	1,673	18,148	.....
Church Bells and Communion Plate..... "	22	.....	1,204	1,226	9,713	1,226	9,713	.....
Clothing—donations of, for Charitable purposes..... "	.....	.....	1	1	5	1	5	.....
Cocoa Paste..... "	5	.....	.....	5	226	5	226	.....
Cotton and Woolen Netting for India Rubber Shoes..... "	.....	.....	34	67	15,462	67	15,462	.....
Drain Tiles..... \$	33	.....	.....	33	42	.....	42	.....

Deck, for belting and hose.....	Pkgs.	130	131	8,371	8,371
Emery, Glass, and Sand Paper and Cloth.....	.....	582	787	3,807	3,807
Fire-Brick.....	.....	8	284	11,347	11,347
Fishing-Hooks, Nets and Seines, Lines and Twines.....	.....	44	564	48,667	48,667
Gold Beaters' Brim Moulds and Skins, Gold, Silver and Platers' Leaf.....	.....	134	148	9,315	9,315
Hoop Skirt Manufacture—Articles for.....	.....	68	429	35,922	35,922
Junk and Oakum.....	.....	5	67	21,737	21,737
Lithographic Stones.....	.....	.....	.....	1,066	1,066
Lumber—Plank, and Sawed of Mahogany, Rosewood, Walnut, Cherry, and Chestnut, and Pitch Pine.....	.....	.....	.....	2,814	2,814
Materials for Hats, Boots and Shoes, viz.—Felt, Prunella, Push, Twists, Silk and Weaving Machine Linen, Thread, and Silk Twist.....	.....	258	1,287	189,788	189,788
Machinery, when used in the original construction of Mills or Factories.....	.....	23	157	52,833	52,833
Nails—Composition or Sheathing and Composition Spikes.....	.....	461	469	47,637	47,637
Printers' Implements, viz.—Presses, Electrotypes and Stereotype Block and Ink.....	.....	.....	.....	864	864
Philosophical Instruments and Apparatus for Colleges, &c.....	.....	320	523	20,940	20,940
Rags.....	.....	3	15	1,502	1,502
Treenails.....	.....	4,002	6,031	31,707	31,707
Veneering of Wood or Ivory.....	.....	60	61	1,380	1,380
Wire Cloth, of Brass or Copper.....	.....	11	252	2,504	2,504
				2,112	2,112
SHIPS' MATERIALS.					
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	.....	.....	.....	28,575	28,575
Binnacle Lamps, Signal Lamps, Dead Eyes, and Dead Lights.....	.....	10	24	1,814	1,814
Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks.....	.....	.....	.....	2,480	2,480
Bunting and Wire Rigging.....	.....	608	608	19,778	19,778
Deck Plugs, Wedges, Knees, and Masts of Iron, and Treenails.....	.....	.....	.....	73,178	73,178
Cables, Hemp and Grass, Cordage and Sail Cloth when used for ships only.....	.....	.....	.....	88,750	88,750
Varnish, Bright and Black, when used for ships only.....	.....	20	322	487	487

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Quebec.—Continued

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
FREE GOODS.—METALS.							
Brass Bar Rod, Sheet and Scrap						\$ 3,188	
Cranks and Shafts for Steamboats & Mills—rough						474	
Copper—Pig, Bar, Rod, Bolt and Sheet, and Sheathing						16,342	
Iron—Scrap, Galvanized or Pig, puddled in Bars, Blooms and Billets, Bolts and Spikes, Galvanized						928,854	
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for Tires, bent and welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, and Connecting Rods	4,676		638	5,334	5,334	30,079	
Lead in Sheet, or Pig, and Litharge						55,123	
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	4,343	1,595	128	6,066	6,066	679,135	
Spelter and Zinc, in Blocks, Sheet, or Pig						36,232	
Steel—wrought or cast, in Bars and Rods, and Plates, cut in any form but not moulded	1,571	34	113	1,718	1,718	262,371	
Iron—in Bars, Block, Pig or Granulated, drawn	13,626		98	13,724	13,724	83,065	
Tubes, and Piping of Brass, Copper, or Iron—Type Metal, in Blocks or Pig	1			1	1	12	
Wire, of Brass or Copper, round or flat						20,466	
Yellow Metal, in Bolts, Bars, and for Sheathing						28,798	
NATURAL PRODUCTS.							
Bristles	18		10	28	28	8,278	
Broom Corn	182		1,226	1,516	1,516	36,678	
Cacouche, or India-Rubber, and Gutta Percha, unmanufactured			2,960	2,960	2,960	146,836	
Coal and Coke	97,043		51,743	148,786	148,786	446,360	
Cocoa—Bean and Shell	3		1	4	4	89	

	361	694	1,055	6,747	1,055	6,747
Corkwood and Bark	361			6,747		6,747
Diamonds and Precious Stones				18,549		18,549
Earths, Clays, and Sand				11,064		11,064
Eggs		335	335	67	335	67
Emery	190	3	193	1,949	193	1,949
Fibrella, Mexican Fibra or Tampico, white and black, and other Vegetable Fibres, for manufacturing purposes						
FireClay		96	300	702	300	702
Firewood				41,165		41,165
Fish—fresh		7,303	115,932	533,150	115,932	533,150
Flour—Wheat and Rye	47,123		15,974	191,704	15,974	191,704
Flax, Hemp, and Tow, undressed	4,972		287	107,156	287	107,156
Furs—Skins and Tails, undressed	73					
Grain of all kinds, except Indian Corn and Wheat						
Gravel	136,613	649	140,899	142,525	140,899	142,525
Grease and Grease Scraps	1	400	301	147	301	147
Gum Copal		192,474	195,985	15,478	195,985	15,478
Gypsum and Plaster of Paris, not ground nor calcined	556	444	1,005	34,131	1,005	34,131
Hair		100	100	224	100	224
Hay	10	128	138	8,886	138	8,886
Hides, Horns, and Pelts	10	49	59	519	59	519
Hops						
Indian Corn	68,559	57,125	125,684	724,925	125,684	724,925
Indian Meal	6,908	9,341	16,249	14,427	16,249	14,427
Manilla Grass and Sea Grass		52	52	201	52	201
Manures		651	651	24,016	651	24,016
Marble—unwrought				552		552
Ors of metals of all kinds						
Moss, for upholstery purposes		147	147	17,951		17,951
Pipeclay	300		300	2,002	147	2,002
Ratan, for Chair-makers	25		99	1,090	300	1,090
Rosin	814	74	99	2,975	99	2,975
Salt	1,971,675	775	5,315	15,403	5,315	15,403
Seeds, for Agricultural, Horticultural, or Manufacturing purposes		4,153	1,978,440	340,669	1,978,440	340,669
Stone, unwrought, and Slate	2,464	803	3,267	26,107	3,267	26,107
Tanners' Bark	540	486	1,262	3,352	1,262	3,352
Tar and Pitch	2,286	163	163	480	163	480
Teasels		771	9,305	20,652	9,305	20,652
Tobacco, unmanufactured	211,031			97		97
Trees, Plants and Shrubs, Bulbs, and Roots	73	5,184,176	5,569,446	501,751	5,569,446	475,393
Turpentine, other than Spirits of		4,660	4,733	6,264	4,733	6,264
Vegetables		20,195	20,395	2,905	20,395	2,905
Wheat Oil				20,928		20,928
Wheat		2,983	2,983	1,879	2,983	1,879
Wood—unmanufactured	109,111		109,111	108,062	109,111	108,062
				47,632		47,632

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Quebec.—Continued.

ARTICLES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS.—Continued.					\$		\$	
Wool	1,307,668	49,632	687,541	2,044,841	360,419	2,044,841	360,419	
SPECIAL EXEMPTIONS.								
Apparel of British subjects domiciled in Canada, but dying abroad	2			2	39		39	
Articles for the use of H. R. H. Prince Arthur					3,342		3,342	
Articles for the public uses of the Dominion					7,698		7,698	
Articles for the use of Foreign Consuls (General) ..					676		676	
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.								
Arms, Clothing, Musical Instruments for Bands, and Military Stores	3,780		27	3,807	81,462	3,807	81,462	
SETTLERS' EFFECTS					787,827		787,827	
ANIMALS—FOR IMPROVEMENT OF STOCK	88		1	89	12,405	89	12,405	
GROWTH AND PRODUCE OF B. N. A. PROVINCES.								
Fish—Smoked and Salted—Meat and Poultry ..					9,900		9,900	
Fish and Products of Fish and Fish Oil					320,140		302,575	
Timber and Lumber					18		18	
Other Articles					11,625		17,774	
Coin and Bullion					8,876,841		8,839,067	
Total Free Goods					1,215,379		1,215,379	
					\$10,092,220		\$10,054,446	

RECAPITULATION.

Goods paying Specific Duty	1,477,676	1,008,518	508,133 76
do do and Ad Valorem Duty	4,578,109	4,520,933	1,838,843 01
do 25 per Cent	499,960	376,034	94,008 65
do 15 do	14,767,176	14,740,462	2,211,138 00
do 10 do	257,983	262,300	26,230 16
do 5 do	1,209,341	1,202,144	60,107 06
Total Dutiable Goods	22,790,245	22,110,391	4,798,460 64
Add 5 per Cent. Additional on Duty from 7th April, 1870	8,876,841	8,839,067	56,984 74
FREE GOODS	1,215,379	1,215,379	.....
COIN AND BULLION .....	.....	.....	.....
Total	32,882,465	32,164,837	4,855,445 38
Foreign Reprints of British Copyright Works	3,035	3,035	.....
Grand Total	32,885,500	32,167,872	4,855,445 38

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.									
Animals—Swine.....	No. 6			6	\$ 38	6	38	\$ 12 00	
Sulphuric Acid.....	Lbs. 42,642			42,642	1,049	42,642	1,049	213 28	
Cordials.....	Galls. 112			112	497	115	379	139 24	
Perfumed Spirits—not in Flasks.....	No. 110			110	147	110	147	136 14	
Perfumed Spirits—in Flasks.....	No. 849			849	151	849	151	33 96	
Brandy.....	Galls. 93,675			93,675	106,250	50,519	68,303	40,416 21	
Gin.....	" 89,794			89,794	33,792	58,907	33,792	47,124 69	
Rum.....	" 192,588			192,588	88,059	130,466	60,640	105,173 32	
Whiskey.....	" 30,156			30,156	27,907	29,578	28,981	23,661 26	
Spirits and Strong Waters, including Spirits of Wine, &c.....	" 16			16	25	382	300	305 04	
Spirits, &c., unenumerated.....	" 103			103	220	124	201	149 94	
Oil—Coal and Kerosene.....	" 56,095			56,095	18,661	54,444	17,766	8,167 11	
Benzole, Naphtha, and Refined Petroleum.....	" 1,658			1,658	386	1,571	369	235 65	
Products of Petroleum.....	" 962			962	369	962	369	139 15	
Crude Petroleum.....	" 107			107	32	32	32	6 42	
Coffee—Green.....	Lbs. 174,951			174,951	18,434	184,717	15,584	4,641 51	
Coffee—Roasted or Ground.....	" 3,474			3,474	380	2,514	262	109 56	
Chicory—Raw or Green.....	" 20,724			20,724	1,053	22,095	1,113	83 81	
Chicory—Roasted or Ground.....	" 106,990			106,990	6,176	172,831	8,319	883 80	
Common Soap.....	" 27,124			27,124	1,984	23,842	2,889	1,728 31	
Starch.....	" 242½			242½	2,065	443½	2,731	476 84	
Cigars—value not over \$10 per Thousand.....	Mille. 65			65	1,103	41	865	1,384 40	
Cigars—value over \$10, and not over \$20 per Thousand.....	" 28½			28½	3,896	114½	2,988	171 20	
Cigars—value over \$20, and not over \$40 per Thousand.....	" 28.1			28.1	1,445	119	2,988	574 50	
Cigars—value over \$40 per Thousand.....	" 6,360			6,360	3,586	3,690	1,191	150 60	
Cigars—from 7th April, under New Tariff.....	Lbs. 6,360			6,360	3,586	3,690	3,007	1,660 29	

	2,050	3,725	8,050	1,541	1,859	341	74	36
Butter	7,725	3,725	8,050	1,541	1,859	341	256	23
Cheese	209,649	233,164	213,374	1,486	8,541	1,355	956	23
Lard and Tallow	321,856	233,164	555,020	23,884	205,176	22,189	2,051	76
Fish—Salted or Smoked	2,214	4,400	2,214	15,154	5,500	87	55	00
Malt	580,658	368	885,058	3,955	2,385	4,238	954	00
Meats—Fresh, Salted, or Smoked	2,109	368	2,109	41,245	236,769	19,760	2,368	03
Coal and Coke—from 7th April, New Tariff	1,267	368	1,267	1,703	1,703	1,703	183	75
Salt	29,083	368	2,109	374	2,109	374	105	45
Hops	29,083	368	1,267	179	1,267	179	63	35
Vinegar and Acetic Acid	358,156	368	29,083	5,850	21,423	5,394	1,215	94
Rice—	15,280	63	358,156	9,310	221,860	5,774	2,218	60
Wheat	19,290	63	15,280	15,424	15,008	14,590	450	19
Grain of all other kinds do	2,638	63	19,353	98,514	14,496	74,828	3,624	00
Flour of Wheat and Rye do	2,638	63	2,638	14,357	2,423	10,989	363	45
Flour and Meal of all other kinds do .....	.....	.....	.....	.....	.....	.....	.....	.....
Total Specific .....	.....	.....	.....	557,468	.....	413,394	251,713	54
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.								
Ale, Beer, and Porter, in casks	49,572	200	49,772	17,501	41,082	15,209	3,724	55
Ale, Beer, and Porter, in bottles	32,761	.....	32,761	19,601	25,910	12,313	3,292	78
Tea—Green and Japan	1,095	.....	1,095	671	483	483	136	15
Tea—Black	1,637,405	.....	1,637,405	441,605	1,489,447	40,374	5	.....
Tobacco (manufactured) and Snuff	37,905	5,988	42,993	10,433	34,475	9,471	5,146	27
Wines of all kinds	40,414	13,611	54,025	63,223	37,093	43,798	13,021	04
Sugar—equal to and above No. 9, Dutch Standard	15,616,755	2,282	15,619,047	737,001	5,960,187	316,082	138,601	82
Sugar—below No. 9, Dutch Standard	2,200,794	.....	2,200,794	91,693	144,453	5,693	2,494	07
Cane Juice, Melado, &c	192,567	.....	192,567	5,518	270,915	7,479	3,562	90
Confectionery	67,704	70	67,774	9,212	62,127	9,821	3,087	02
Total Specific and Ad Valorem .....	.....	.....	.....	1,390,458	.....	824,223	285,778	13
GOODS PAYING 25 PER CENT. AD VALOREM.								
Mace and Nutmegs	46,745	.....	46,745	12,242	32,157	10,213	2,553	36
Spices—including Cassia, Pimento, and Pepper, ground	535	25	560	200	399	145	96	15
Patent Medicines, and Medicinal Preparations. Pkgs.	128	14	142	4,546	132	3,957	989	88
Playing Cards	54	1	55	240	6	240	60	00
Perfumery, not elsewhere specified	84	.....	84	1,381	47	931	232	88
Perfumed and Fancy Soaps	29,298,120	22,310	29,320,430	3,209	87	3,256	813	89
Molasses, other than for refining purposes .....	.....	.....	.....	587,555	15,477,188	306,732	76,684	96
Total, 25 per Cent. Ad Valorem .....	.....	.....	.....	609,373	.....	325,474	81,371	12

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land and Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.								
Bagatelle Boards, Billiard Tables, and Furnishings	2	2	.....	4	\$ 862	4	\$ 862	cts
Blacking	140	17	.....	157	2,560	157	2,560	129 30
Brooms and Brushes	304	26	.....	330	3,374	330	3,485	384 08
Cabinet Ware and Furniture	4,019	498	.....	4,517	23,112	4,436	21,912	522 04
Candles and Tapers	11,637	.....	.....	11,637	3,119	11,320	21,912	3,288 08
Carpets and Hearth Rugs	364	.....	.....	364	67,326	365	70,908	467 36
Carriages	71	2	.....	73	3,022	73	3,022	10,636 14
Coach and Harness Furniture	4	.....	.....	4	164	4	164	453 33
Chandeliers, Girandoles, Gas Fittings	72	.....	.....	72	2,421	72	2,421	24 60
China-ware, Crockery, and Earthenware	2,128	95	.....	2,223	54,705	2,503	62,969	363 15
Cider	560	.....	.....	560	205	5,422	859	9,445 53
Clocks	302	16	.....	318	4,572	286	4,157	128 85
Clothing or Wearing Apparel, made by hand or machine	603	8	.....	611	108,148	615	107,480	623 70
Cordage	14,226	.....	.....	14,226	2,600	14,058	2,683	16,122 12
Corks	67	276	.....	343	2,235	262	1,643	402 52
Cottons	9,870	214	.....	10,084	778,234	10,084	782,806	246 35
Dried Fruits and Nuts of all kinds	386,475	3,120	.....	389,595	50,801	394,575	44,029	117,420 56
Drugs, not otherwise specified	2,872	206	.....	3,078	54,405	3,090	55,004	6,604 15
Engravings and Prints	914	116	.....	1,030	1,818	20	1,833	8,260 72
Fancy Goods	2	5	.....	7	107,590	1,075	122,526	274 95
Foreign Newspapers	.....	5	.....	5	45	7	45	18,378 99
Fireworks	.....	11	.....	11	291	11	291	6 46
Flat Wire for Crinolines	.....	6	.....	6	373	6	373	43 65
Gunpowder	67,230	200	.....	67,430	17,005	67,430	17,004	55 95
Guns, Rifles, and Firearms of all kinds	16	.....	.....	16	1,118	14	983	2,550 73
Glass—Plate and Silvered	68	.....	.....	68	816	68	816	147 44
Glass—Window, stained, painted, colored, or plain	5,221	.....	.....	5,221	14,949	5,118	14,600	122 37
Glass—Ware	6,964	88	.....	7,052	33,660	5,950	33,836	2,189 92
Hats, Caps, and Bonnets	823	220	.....	1,043	77,941	1,041	77,823	5,074 44
Hosiery	62	.....	.....	62	15,689	62	15,657	11,671 96

	100	69	953	169	953	142 91
Inks of all kinds, excepts Printing Ink.	3,161	92	64,940	3,489	69,332	10,392 39
Iron and Hardware	185	604	3,225	798	3,365	504 87
Japanned and Plinished tin, and Britannia Metal ware.	1,536	116	19,820	1,844	22,857	3,427 97
Spades, Shovels, Axes, Shoes, Forks, and Edge Tools, Scythes, and Straths.	4,114	.....	45,797	4,929	31,667	4,751 20
Spikes, Nails, Tacks, Brads, and Sprigs	9,070	505	8,575	9,466	46,052	6,908 52
Stoves, and all other iron castings.	8,513	439	168,425	8,952	168,812	25,321 87
Other Hardware	70	5	14,753	76	14,863	2,227 89
Jewellery and Watches	368	1	369	388	23,237	3,484 37
Leather	189	1	37,381	195	39,775	5,966 35
Linen	41	.....	5	.....	1,520	228 00
Maccaroni and Vermicelli.	24	3	1,747	19	.....	.....
Maps, Charts, and Atlases, not elsewhere specified	223	50	3,712	273	3,712	556 66
Manufactures—of Marble, or imitation of Marble, or other than rough slabs or blocks.	192	11	11,494	202	11,316	1,697 37
Manufactures of Osoutchou, India-rubber, or Gutta Percha	42	.....	2,695	43	2,732	409 97
Manufactures of Fur, or of which Fur is principal part.	4	.....	451	4	451	67 69
Manufactures of Hair or Mohair.	6	.....	232	6	232	34 80
Manufactures of Papier Maché	100	6	8,570	106	8,570	1,285 46
Manufactures of Grass, Ostrer, Palm-leaf, Straw, Whalebone, or Willow, not elsewhere specified	214	6	16,611	219	16,551	2,482 61
Manufactures of Gold, Silver, or Electro Plate, and Plated and Gilded Ware of all kinds	6	12	1,109	18	1,109	166 34
Manufactures of Brass or Copper	147	50	8,294	195	8,213	1,231 89
Manufactures of Leather, or imitation of Leather	424	56	37,609	480	37,790	5,668 66
Boots and Shoes	54	2	3,188	56	3,188	4,478 19
Harness and Saddlery	3,743	108	18,744	3,884	19,200	2,877 39
Wood, not elsewhere specified.	89	.....	5,624	119	6,858	1,028 74
Moving, Reaping, and Threshing Machines.	149	3	13,896	152	13,895	2,083 89
Musical Instruments, including Musical Boxes and Clocks	25,117	47	4,022	24,981	3,772	565 85
Mustard	369	.....	11,543	449	11,386	1,707 83
Machinery, not elsewhere specified.	6	.....	28	6	28	4 20
Ochres, ground and calcined	291	12	19,164	298	19,051	2,857 74
Oil Cloths.	72,283	1,096	51,134	72,159	50,284	7,542 47
Oils, rectified or prepared, not otherwise specified	.....	.....	.....	.....	.....	.....
Oils, of all kinds, Crude, except Whale Oil, and others elsewhere specified.	1,484	.....	28,999	207	83	12 45
Galls.	4,700	23	4,723	1,794	26,767	3,864 29
Packages	2,591	308	21,270	4,743	62,792	9,418 59
Paints and Colors	2,591	.....	14,957	2,913	21,836	3,275 13
Paper	442	1	7,153	447	15,117	2,267 61
Paper Hangings	29	.....	.....	29	7,153	1,073 06
Parasols and Umbrellas	1,911	.....	4,077	1,441	3,031	454 76
Plaster of Paris and Hydraulic Cement, ground or calcined	.....	.....	.....	.....	.....	.....

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Pickles and Sauces	752	1		753	9,199	773	8,691	\$ 1,303 71
Portable Hand Printing Presses	2			2	83	2	83	12 50
Preserved Meats, Poultry, Fish, Vegetables, &c., Printed, Lithographed, or Copperplate Bills, and Advertising Pamphlets	938	11		949	6,059	714	4,612	691 80
Sails, ready made	2			2	9	2	9	1 35
Shawls	7			7	900			
Silks, Satins, and Velvets	379			379	1,848	7	1,848	277 11
Spices, including Ginger, Pimento, and Pepper, unground	30,761	5		30,766	5,439	9,305	1,787	268 10
Spirits of Turpentine	5,843			5,843	3,352	6,087	3,347	502 07
Stationery	789	178		967	45,587	964	45,282	6,792 23
Steam Engines, other than Locomotive	29			29	8,138	32	8,996	1,349 40
Small Wares	244			244	7,521	242	7,108	1,066 83
Tobacco Pipes	1,319			1,319	4,171	1,430	4,213	631 87
Toys	74			74	2,387	75	2,495	374 25
Varnish, other than bright or black	3,698	21		3,719	4,463	3,719	4,466	669 57
Woolens	3,489	97		3,586	713,046	4,069	739,372	110,907 59
Unenumerated articles					96,043		96,438	14,461 58
Total 15 per cent. ad valorem					3,243,188		3,298,173	494,710 72
GOODS PAYING 10 PER CENT. AD VALOREM.								
Sole and Upper Leather	193	9		202	14,420	273	14,636	1,483 63
Swine—from 7th April, New Tariff	7			7	11	7	11	1 10
Fruits of all kinds, green do	1,842	40		1,882	13,331	3,064	14,041	1,404 43
Hay, Straw, and Bran do					31		31	3 05
Seeds, other than cereals do	180			180	3,419	160	2,985	298 53
Grease and Grease Scrap do	583			583	4,374	583	4,374	437 45

	Pkgs.	2,779	53	2,832	3,322	1,902	2,446	244 72
		95	2	97	670	97	670	67 02
Vegetables	Pkgs.							
Trees, Plants and Shrubs	"							
Total 10 per cent. ad valorem					39,578		39,394	3,939 93
GOODS PAYING 5 PER CENT. AD VALOREM.								
Printed Books, Periodicals and Pamphlets	Pkgs.	1,034	522	1,556	61,314	1,564	61,097	3,054 90
Iron	\$				127,931		134,786	6,741 72
Type	Pkgs.	63	6	69	2,685	69	2,685	134 25
Total 5 per cent. ad valorem					191,930		198,568	9,930 87
FREE GOODS.								
ARTS AND SCIENCES.								
Busts, Casts, and Statues	No.	8		8	115	8	115	
Gems and Medals, and Cabinets of do., including								
Antiquities, Coins, &c	Pkgs.	2		2	335	2	335	
Paintings in Oil	No.	9		9	1,058	9	1,058	
Specimens of Botany, Mineralogy, Natural His-								
tory, Sculpture, &c	Pkgs.	3		3	22	3	22	
DRUGS, DYE STUFFS, OILS AND COLORS NOT ELSEWHERE SPECIFIED.								
Acids—Alum, Antimony, and Argol	Pkgs.	511		511	2,302	511	2,302	
Barks, Berries, Drugs, Nuts, Vegetables, and								
Woods used chiefly in dyeing	Lbs.	32,354	7,382	39,736	11,782	39,736	11,782	
Bleaching Powders and Borax	"	877	2,312	3,189	428	3,189	428	
Colors, and other articles imported by Room-								
paper Makers and Steamers	"	149		149	89	149	89	
Cream of Tartar, in Crystals	"	8,172		8,172	2,155	8,172	2,155	
Indigo	"	19,806		19,806	7,192	19,806	7,192	
Lead—Red and White—dry	Cwt.	197		197	1,179	197	1,179	
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda								
Ash, Soda Caustic, Nitrate and Silicate of Soda								
Ochres and Metallic Oxides—dry, ground or								
unground, washed or unwashed—not calcined								
Oils—Cocoanut, Pine, and Palm, in their natural								
state	Galls.	5,545		5,545	3,623	5,545	3,623	

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.— <i>Continued.</i>					\$		\$	
Phosphorus, Brimstone, and Sulphur, in roll or flour	1,909			1,909	1,142	1,909	1,142	
Roots—Medicinal—in their natural state	19			19	174	19	174	
Vitriol—Blue	50			50	748	50	748	
Whiting or Whiting	679			679	1,373	679	1,373	
Zinc—White—dry	4,673			4,673	18,322	4,673	18,322	
MANUFACTURES AND PRODUCTS OF MANUFACTURES.								
Ashes—Pot, Pearl, and Soda	253	9		262	3,695	262	3,695	
Biscuit and Bread, from Great Britain and B. N. A. Provinces	194			194	1,916	194	1,916	
Bolting Cloths	2			2	502	2	502	
Bookbinders' Tools and Implements	67			67	270	67	270	
Burrstones	2			2	153	2	153	
Cotton Wool	61,236			61,236	3,620	61,236	3,620	
Cotton Candle Wick	14,018			14,867	2,834	14,867	2,834	
Cotton and Flax Waste	17,643	849		17,648	1,921	17,648	1,921	
Cement—Marine and Hydraulic—unground	580	5		580	1,570	580	1,570	
Church Bells and Communion Plate	17			17	1,039	17	1,039	
Clothing—donations of, for charitable-purposes. "	2			2	49	2	49	
Cocoa Paste, from Great Britain and B. N. A. Provinces	195			195	91	195	91	
Duck, for Belting and Hose	31			31	1,429	31	1,429	
Emery, Glass and Sand Paper, and Cloth	61	5		66	373	66	373	
Farming Implements and Utensils imported by Agricultural Societies	59			59	794	59	794	
Fire Brick	234			234	2,383	234	2,383	
Fishing Hooks, Nets and Seines, Lines and Twines Pkgs. Gold Beaters' Brim Moulds and Skins, Gold, Silver, and Platers' Lead	1,390	94		1,484	141,294	1,484	141,294	
	261			261	890	261	890	

Hoop Skirt manufacture—articles for.....	28	22	45	3,117	45	3,117	3,117
Junk and Oakum.....	7,823	1	7,823	20,977	7,823	20,977	20,977
Lithographic Stones.....	1	1	1	20	1	20	20
Lumber—plank and sawed—of Mahogany, Rose-wood, Walnut, Cherry, Chestnut, and Pitch Pine.....	230		230	9,770	230	9,770	9,770
Material for Hats, Boots, and Shoes, viz—Felt, Prunella, Plush, Twists, Silk and Weaving, or Tram Silk or Cotton for Elastic Webbing Pkgs.....	335		335	7,138	335	7,138	7,138
Machine Linen Thread and Silk Twist.....	319		319	9,219	319	9,219	9,219
Machinery, when used in the original construction of Mills or Factories.....	190	74	264	9,807	264	9,807	9,807
Nails—Composition or Sheathing, and Composition Spikes.....	1,862		1,862	6,631	1,862	6,631	6,631
Printers' Implements, viz.: Presses, Electrotype and Stereotype Blocks and Ink.....	76	5	81	1,339	81	1,339	1,339
Philosophical Instruments and Apparatus for Colleges and Schools.....	1		1	60	1	60	60
Straw Plaits, Tuscan or Grass, fancy.....	4		4	30	4	30	30
Veneering of Wood or Ivory.....	895		895	93	895	93	93
Wire Cloth of Brass or Copper.....	113	1	114	23	114	23	23
SHIPS' MATERIALS.							
Anchors, Chain Cables, Shackles, Riders, and Sheaves.....	1,743		1,743	43,943	1,743	43,943	43,943
Binnacle and Signal Lamps, Dead Eyes, and Dead Lights.....	376	5	381	3,666	381	3,666	3,666
Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks.....	463	14	477	5,215	477	5,215	5,215
Bunting and Wire Rigging.....	481		481	30,624	481	30,624	30,624
Deck Plugs, Wedges, Knees, and Masts of Iron, and Iron nails.....	2,186		2,186	4,968	2,186	4,968	4,968
Cables, hemp and grass, Cordage and Sail Cloth, when used for ships only.....	19,803	1,094	20,897	308,304	20,897	308,304	308,304
Varnish, bright and black.....	1,128		1,128	838	1,128	838	838
METALS.							
Brass—Bar, Rod, Sheet, and Scrap.....	219		219	931	219	931	931
Copper, in Pig, Bar, Rod, Bolts, and Sheets, and Sheathing.....	950	185	1,135	3,907	1,135	3,907	3,907

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—METALS.—Continued.								
Iron Scrap, Galvanized, or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes, (Galvanized).....	5,328			5,328	\$ 42,700	5,328	\$ 42,700	
Locomotive Engine Frames, Cranks, Axles, Hoop Iron, or Steel, for Tires—Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods, &c.....	182			182	6,255	182	6,255	
Lead, in Sheet or Pig, and Litharge.....	329			329	5,756	329	5,756	
Railroad Bars and Trags, Wrought Iron or Steel Chairs, Fish Plates and Car Axles.....	2,216			2,216	9,935	2,216	9,935	
Spelter and Zinc, in Blocks, Sheets, and Pigs.....	137			137	1,324	137	1,324	
Steel—Wrought or Cast, in Bars, Rods, and Plates, cut to any form, but not mounded.....	1,600			1,600	21,253	1,600	21,253	
Tin, in Bar, Blocks, Pig, or Granulated.....	186			186	2,950	186	2,950	
Tubes and Piping, of Brass, Copper, or Iron, drawn.....	1,134			1,134	7,199	1,134	7,199	
Wire, of Brass or Copper, Round or Flat.....	68			68	517	68	517	
Yellow Metal, in Bolts, Bars, and for Sheathing.....	6,403			6,403	56,731	6,403	56,731	
NATURAL PRODUCTS.								
Bristles.....	20			20	1,037	20	1,037	
Broom Corn.....	645			645	6,923	645	6,923	
Ceoutchouc, or India Rubber, and Gutta Percha, unmanufactured.....	49			49	576	49	576	
Coal and Coke.....	2,076			2,076	12,855	2,076	12,855	
Cocoa—Bean and Shell.....	4,012	3,000		7,012	1,294	7,012	1,294	
Corkwood and Bark.....	684	1,001		1,685	3,100	1,685	3,100	
Earths, Clays, and Sands.....	523			523	1,035	523	1,035	
Eggs.....	851			851	1,150	851	1,150	
Emery.....	77			77	163	77	163	

Fibrilla, Mexican Fibre, or Tampico, white and black, and other Vegetable Fibres, for manufacturing purposes.		Apparel of British Subjects, domiciled in Canada, but dying abroad		Articles for the Public uses of the Dominion	
Fire Clay	Pkgs. 157	584	157	584	157
Firewood	Cord. 10	252	10	252	10
Fish Bat	Pkgs. 137	294	137	294	137
Fish, fresh	Pkgs. 456	7,593	1,423	7,593	1,423
Flour of Wheat and Rye	Brls. 202	2,103	202	2,103	202
Furs - Skins, and Tails, undressed	Pkgs. 119,149	662,119	119,149	662,119	119,149
Flax, Hemp, and Tow, undressed	Pkgs. 3,185	12,900	3,186	12,900	3,186
Grain, of all kinds, except Indian Corn and Wheat	Pkgs. 214	14,864	214	14,864	214
Grease and Grease Scrap	Bush. 224,990	102,155	224,990	102,155	224,990
Hair	Pkgs. 1,802	13,644	1,812	13,644	1,812
Hay	Lbs. 44	2,530	44	2,530	44
Hides, Horns, and Pelts	Tons. 41	387	41	387	41
Hops	Pkgs. 14,839	84,943	14,889	84,943	14,889
Indian Corn	Lbs. 14,965	6,515	14,965	6,515	14,965
Indian Meal	Bush. 16,629	13,045	16,629	13,045	16,629
Manilla Grass and Sea Grass	Brls. 42,203	110,694	42,203	110,694	42,203
Mannahs	Cwt. 2	8	2	8	2
Marble, Unwrought	Pkgs. 110	227	110	227	110
Moss, for Upholstery purposes	Pkgs. 1,201	5,532	1,212	5,532	1,212
Ores of Metals of all kinds	Cwt. 54	85	54	85	54
Pipe Clay	Tons. 43	360	43	360	43
Rattan, for Chair-makers	Cwt. 14	35	14	35	14
Rosin	Pkgs. 104	294	121	294	121
Salt	Brls. 1,597	12,834	1,597	12,834	1,597
Seeds, for Agricultural, Horticultural, or Manufacturing purposes	Bush. 31,300	85,487	31,300	85,487	31,300
Stone, Unwrought, and Slate	Bush. 39	3,827	2,911	3,827	2,911
Tanner's Bark	Tons. 551	890	551	890	551
Tar and Pitch	Cord. 1,008	3,073	1,008	3,073	1,008
Teasels	Brls. 5,123	13,876	5,123	13,876	5,123
Tobacco, Unmanufactured	Pkgs. 1	46	1	46	1
Trees, Plants, and Shrubs, Bulbs and Roots	Lbs. 849,344	73,259	928,510	73,259	928,510
Turpentine, other than Spirits of	Lbs. 28	1,038	28	1,038	28
Vegetables	Pkgs. 8	16	8	16	8
Whale Oil	Bush. 216,055	65,190	217,297	65,190	217,297
Wheat	Bush. 4,975	3,042	4,987	3,042	4,987
Wood, Unmanufactured	Galls. 29,784	23,916	29,784	23,916	29,784
Wool	Bush. 2,930	6,763	2,953	6,763	2,953
	Lbs. 985	985	985	985	985
		355	14	355	14
		62,618		62,618	

SPECIAL EXEMPTIONS.

Apparel of British Subjects, domiciled in Canada, but dying abroad
Articles for the Public uses of the Dominion

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.								
Arms, Clothing, Musical Instruments for Bands, and Military Stores..... Pkgs.	500			500	\$ 27,116	500	\$ 27,116	
SETTLERS' EFFECTS..... "	193	19		212	7,191	212	7,191	
GROWTH AND PRODUCE OF ANY OF THE B. . . A. PROVINCES.								
Animals of all kinds..... No.	160			160	342	160	342	
Butter..... Lbs.	12,217	480		12,697	2,665	12,697	2,665	
Cheese..... "	250			250	25	250	25	
Meats—Fresh, Smoked, and Salted and Poultry..... Brls.	576,368	1,070		577,438	113,765	577,438	113,765	
Gypsum..... Brls.	25			25	31	25	31	
Fish, and Products of Fish and Fish Oil..... Lbs.	29,034			40,256	216,714	40,256	216,714	
Lard and Tallow..... Lbs.		11,222			7,364		7,364	
Timber and Lumber..... Lbs.					2,143		2,143	
Coin and Bullion.....					2,638,357		2,638,357	
					250,357		250,357	
Total Free Goods.....					2,908,714		2,908,714	
Foreign Reprints of British Copyright Works subject to a Duty of 12½ per cent., payable to the Imperial Government for the benefit of the Copyright-holder.....					91		91	

RECAPITULATION.

Goods paying Specific Duty	554,829	409,667	251,713 54
do and Ad Valorem Duties	1,390,458	824,223	285,778 13
do 25 per Cent. Ad Valorem	609,373	325,474	81,371 12
do 15 do	3,245,827	3,301,900	494,710 72
do 10 do	39,578	36,394	3,939 93
do 5 do	191,930	198,568	9,930 87
Add, received as difference of currency on certain entries at the Port of Halifax and other Ports			17,194 38
5 per cent. Additional on Duty, per new tariff, from 7th April, 1870			17,206 33
Add, collected at Port Mulgrave, for which no returns were furnished to the Department			657 49
Total Dutiable Goods	6,031,995	5,099,226	1,162,592 51
FREE GOODS	2,658,357	2,658,357	
COIN AND BULLION	250,357	250,357	
Total	8,940,709	8,007,940	1,162,592 51
Foreign Reprints of British Copyright Works	91	91	
Grand Total	8,940,800	8,008,031	1,162,592 51

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Continued.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.								
Animals—Horses.....	1	2	17	20	\$ 1,388	19	\$ 1,488	208 76
" Swine.....		4		4	30	4	30	4 50
Acid, sulphuric.....	52,858	2		52,860	1,176	52,860	1,176	264 31
Cordials.....	101	1		102	127	54	71	64 80
Perfumed Spirits, when in flasks.....	3,829	486		4,315	884	5,245	1,109	209 80
Tinctures.....	1			1	1		1	63
Brandy.....	102,747	7,123		109,870	123,727	58,380	77,342	46,872 24
Gin.....	112,894	23,636		136,530	54,226	103,581	47,771	82,856 48
Run.....	40,321			40,321	14,661	22,606	10,607	18,084 30
Whisky.....	83,864	443		84,307	57,762	54,469	40,285	43,579 96
Spirits and Strong Waters, including Spirits of Wine and Alcohol, and not being Whisky.....	4,361	190		4,551	2,056	981	547	785 70
Oil—Coal and Kerosene, distilled, purified, and refined.....	33,521	405	20	33,946	9,219	36,672	9,887	5,500 81
Oil—Benzole, Naphtha, and refined Petroleum.....	432	126	1,101	1,659	500	2,314	648	347 03
Products of Petroleum.....	452	432	217	1,101	399	1,101	399	110 10
Crude Petroleum.....	7,233	3,209	42	10,484	3,975	10,483	3,975	628 98
Coffee, green.....	94,816	6,455		101,271	13,391	102,852	13,307	3,085 56
" Roasted or ground.....	180	7,909	66	7,909	604	9,242	643	369 08
Chicory—Roasted or ground.....	29,307	964	1,822	32,083	279	4,479	165	179 16
Common Soap.....	35,828	811		36,639	1,830	28,504	1,639	285 04
Starch.....	67		5	72	2,504	34,132	2,800	682 64
Cigars—Value not over \$10 per mille.....	83 3		20 6	103 9	264	213	823	639 00
" Value over \$10 and not over \$20 per mille.....	66 6		16 9	83 5	2,003	88 9	1,703	355 60
" Value over \$20 and not over \$40 per mille.....	10			10	2,514	133 9	3,654	619 50
" Value over \$40 per mille.....	3,688		63	3,893	5,337	3,801	4,333	73 20
" From 7th April, under new tariff.....	2,743	142	263	3,269	5,337	3,801	4,792	1,710 45
Cheese.....	39,094	25,450	8,547	73,091	622	3,269	622	96 07
Lard and Tallow.....					7,825	72,784	7,798	727 84

Fish, salted or smoked	19,070	750	119,820	689	2,595	105	25 95
Meats, fresh, salted or smoked	407,624	81,919	724,263	73,677	499,566	60,672	4,995 66
Coal and Coke, from 7th April, under new tariff Tons	234,723	68	5,233	16,381	4,725	13,552	2,362 23
Salt, from 7th April, under new tariff	247	35	355	287	351	281	17 55
Hops, from 7th April, under new tariff	310	186	826	133	826	133	41 30
Vinegar and Acetic Acid	640	116	18,112	3,729	20,342	3,327	708 93
Rice, from 7th April, under new tariff	4,011	.....	339,171	7,551	252,531	6,273	2,525 31
Grauh of all other kinds, from 7th April, under new tariff .....	.....	.....	.....	.....	.....	.....	.....
Flour of Wheat and of Rye, from 7th April, under new tariff	481	60	1,025	1,713	1,025	1,713	30 83
Flour and Meal of all other kinds, from 7th April, under new tariff	5,439	600	6,286	28,244	4,719	25,215	1,179 73
Total Specific	1,540	723	2,289	9,342	2,279	9,302	341 86
.....	.....	.....	.....	449,068	.....	353,778	220,663 51
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.							
Ale, Beer, and Porter, in casks	22,467	.....	22,512	7,325	27,363	8,641	2,232 26
Ale, Beer, and Porter, in bottles	28,726	.....	28,726	16,520	30,087	16,100	3,722 01
Tea—Green and Japan	1,601	427	2,038	804	2,576	1,057	338 87
Black	1,044,746	135,266	1,328,704	349,962	1,169,252	311,430	87,639 19
Tobacco, manufactured, and Snuff	32,023	17,994	67,915	14,586	114,120	21,545	18,624 97
Wines of all kinds	34,786	6,018	40,804	40,899	33,690	30,041	9,888 12
Sugar, equal to and above No. 9 Dutch Standard	5,670,682	227,403	6,016,140	322,266	4,678,782	257,442	111,118 79
Sugar, below No. 9 Dutch Standard	32,372	100	32,472	1,215	8,584	388	161 49
Cane Juice, Melado, &c.	473	.....	953	58	1,445	87	30 92
Sugar Candy and Confectionery	31,917	883	35,530	5,041	28,686	4,291	1,359 61
Total, Specific and Ad Valorem .....	.....	.....	.....	788,676	.....	651,080	235,146 23
GOODS PAYING 25 PER CENT. AD VALOREM.							
Mace and Nutmegs	52,272	140	63,188	35,047	32,797	15,844	3,961 10
Spices, viz.: Cassia, Cinnamon, Ginger, Pimento and Pepper, ground	155	.....	218	2,807	208	2,524	631 22
Patent Medicines, and Medicinal Preparations	72	8	248	4,381	269	4,722	1,180 49
Playing Cards	7	.....	9	346	9	346	88 20
Perfumery, not elsewhere specified	66	.....	68	2,098	71	2,175	543 28
Perfumed and Fancy Soaps	72	.....	74	2,617	76	2,700	674 95
Molasses, other than for refining purposes	12,828,874	160,612	14,076,955	304,544	10,947,113	221,451	55,362 44
Total 25 per cent. ad valorem .....	.....	.....	.....	351,840	.....	249,762	62,441 68

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
					\$		\$	\$ cts.
GOODS PAYING 15 PER CENT. AD VALOREM.								
Blacking				333	2,954	334	2,901	434 96
Brooms and Brushes	109	224		333	3,896	135	3,804	484 25
Cabinet Ware and Furniture	58	74	4	136	25,225	7,089	23,157	3,773 76
Candles and Tapers	6,288	764	70	7,102	748	863	774	115 89
Carpets and Hearth Rugs	173	30	680	883	74,970	360	74,394	11,159 10
Carrriages	318	46		364	8,337	94	8,222	1,235 99
Coaches and Harness Furniture	25	29	41	95	736	21	736	110 36
Chandelers, Girandoles and Gas Fittings	3	17	1	21	330	4	330	49 44
China Ware, Crockery and Earthenware	2,118	2		2,120	48,705	1,948	42,999	6,449 73
Cider	355	454		809	512	585	76 80	
Clocks	63	230		293	4,221	309	4,221	633 24
Clothing or Wearing Apparel, made by hand or sewing machine	218	172	74	464	50,321	255	51,016	7,652 30
Corriage	684	15	130	829	7,427	865	8,052	1,207 48
Corks	49	22		71	2,142	70	2,078	311 79
Cottons	2,531	753		3,286	671,922	3,279	672,150	100,820 01
Dried Fruits and Nuts of all kinds	27,529	6,974	25,357	59,860	62,771	57,584	59,942	8,991 00
Drugs, not elsewhere specified	891	470	1	1,362	41,640	1,284	40,503	6,075 33
Engravings and Prints	4	19		23	337	23	337	140 55
Fancy Goods	975	140		1,115	265,108	1,125	267,707	40,158 37
Foreign Newspapers	2	21		23	326	23	326	48 48
Fireworks		1		1	12	1	12	1 80
Flat Wire for Crinolines, covered	1,270	4		1,274	157	4	157	23 55
Gunpowder	12		3	15	3,535	1,277	3,536	530 34
Guns, Rifles, and Firearms of all kinds	37	5		42	358	12	358	53 67
Glass—Plate and Silvered	311		802	1,113	2,075	42	2,471	370 62
Glass—Window	3,655	7,023	52	10,730	43,659	10,614	44,366	6,654 93
Glassware	-175	881	37	1,063	61,488	1,094	61,523	9,228 60
Hats, Caps and Bonnets	49	14		63	12,940	63	12,940	1,940 87
Hosiery	8	61		69	515	69	515	77 23
Inks of all kinds except Printing Inks	218	8	4	230	15,681	239	16,692	2,503 75
Iron and Hardware, viz.: Cutlery of all kinds, Iron, Japanned and Planchet Tin, and Britannia Metal Ware	23		61	84	648	119	868	128 55

Iron—Species, Shovels, Axes, Hoes, Pickes, Forks and Edges	2,327	263	140	3,060	10,265	3,046	10,025	1,503 75
Iron—Spikes, Nails, Tacks, Brads and Springs	2,681	113	5	2,799	15,462	2,686	15,169	2,274 76
Iron—Sloves, and all other Iron Castings	1,711	1,043	55	2,809	18,387	2,821	18,595	2,759 34
Other Hardware	3,727	3,223	117	7,067	189,414	7,060	188,711	28,307 51
Jewellery and Watches	36	37	1	74	14,223	74	14,223	2,133 89
Lumber, sawn and plank	31	8	1	39	1,238	39	1,238	185 70
Leather—Sheep, Calf, Goat, and Chamois skins, dressed	26	47	.....	73	5,003	74	5,295	794 17
Linen	17	25	.....	42	10,432	44	10,498	1,574 79
Locomotive Engines and Railroad Cars	271	20	.....	291	46,251	287	47,033	7,054 95
Maccaroni and Vermicelli	2	5	.....	7	19,199	7	19,199	2,879 85
Maps, Charts, and Atlases, not elsewhere specified	3	.....	.....	3	38	4	54	8 07
Manufactures of Marble or Imitation of Marble, or other than rough slabs or blocks	3	17	1	21	810	21	810	121 50
Manufactures of Caoutchouc or India-Rubber, or of Gutta-Percha	23	99	1	123	2,291	123	2,291	343 71
Manufactures of Cashmere	25	311	14	350	17,249	351	17,264	2,589 48
Manufactures of Fur, or of which Fur is principal part	55	16	.....	71	20,152	71	20,152	3,022 80
Manufactures of Hair or Mohair	43	45	1	89	7,552	81	7,087	1,072 11
Manufactures of Grass, Ostrer, Palm Leaf, Straw, Whalebone or Willow	12	94	.....	106	3,895	106	3,895	584 28
Manufactures of Bone, Shell, Horn, Pearl and Ivory	5	14	.....	19	825	19	825	123 87
Manufactures of Gold, Silver, or Electro Plate, and Plated and Gilded Ware of all kinds	8	.....	.....	9	213	10	260	38 95
Manufactures of Brass or Copper	14	5	.....	19	1,667	21	1,999	299 73
Manufactures of Leather, or Imitation of Leather	19	5	.....	24	465	24	465	69 75
Manufactures of Leather—Boots and Shoes	175	112	23	310	45,509	308	45,179	6,776 49
Manufactures of Leather—Harness and Saddlery	83	269	40	392	23,768	391	23,777	3,566 52
Manufactures of Wood, not elsewhere specified	8	8	18	34	1,049	34	1,049	157 29
Moving, Reaping and Threshing Machines	875	925	124	1,924	14,942	1,984	15,230	2,283 44
Musical Instruments (including Musical Boxes and Clocks)	44	30	34	108	6,668	99	6,296	944 49
Mustard	43	221	9	273	32,309	274	32,405	4,860 78
Machinery, not elsewhere specified	6,756	1,480	.....	8,236	2,541	8,779	2,449	367 38
Oil Cloths	113	349	16	478	26,389	477	25,941	3,891 18
Oils—in any way rectified or prepared, not otherwise specified	98	65	4	167	8,911	164	8,908	1,366 41
Oils—of all kinds—Crude, except Whale Oil, and others elsewhere specified	26,741	4,092	48	30,881	23,937	27,488	22,291	3,343 42
Packages	700	155	30	885	565	585	438	65 70
Paints and Colors	5,680	14	.....	5,694	31,621	4,668	23,345	3,501 22
Paper all of kinds	4,060	48	3	4,111	39,566	4,229	39,912	5,987 18
Paper Hangings	597	1,629	12	2,238	15,713	2,244	16,772	16,772 15
	367	196	2	565	16,028	563	15,948	2,392 20

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING PER CENT. AD VALOREM.—Continued.					\$		\$	cts.
Parasols and Umbrellas	20	5	.....	25	4,638	25	4,638	695 76
Plaster of Paris and Hydraulic Cement—ground or calcined	1,814	391	2	2,207	4,100	2,423	4,188	628 20
Pickles and Sauces	623	235	16	874	7,265	810	5,862	879 18
Portable Hand Printing Presses	2	10	.....	12	214	12	214	32 04
Preserved Meats, Poultry, Fish, and Vegetables	676	863	.....	1,539	12,845	1,609	14,526	2,148 97
Printed, Lithographed, or Copper Plate Bills, and Advertising Pamphlets	17	125	.....	142	4,025	142	4,025	603 66
Sails, ready made	22	3	.....	25	4,002	30	4,646	696 87
Shawls	8	1	.....	9	1,404	10	1,545	232 81
Silks, Satins, and Velvets	201	73	.....	274	1,125,297	274	1,25,297	18,794 67
Silk Twist, and Silk and Mohair Twist	2	.....	.....	2	23	2	23	3 45
Spices, including Ginger, Pimento, and Pepper, unground	281,241	46,928	286	328,405	9,099	118,080	6,422	963 36
Spirits of Turpentine	7,394	144	.....	7,538	3,627	7,538	3,627	543 91
Stationery	413	329	2	744	34,200	753	35,043	5,256 08
Steam Engines, other than Locomotive	1	2	1	4	785	15	1,783	267 45
Small Wares	276	79	30	385	31,038	388	30,883	4,632 11
Tobacco Pipes	783	509	.....	1,292	2,869	1,208	2,790	408 06
Toys	21	97	.....	48	3,034	47	2,979	446 83
Yarnish	31	12	.....	43	472	54	1,417	212 55
Woolleens	2,176	507	1	2,684	723,730	2,653	717,134	107,570 39
Unenumerated Articles .....	.....	.....	.....	.....	63,797	.....	68,972	10,182 71
Total 15 per Cent. Ad Valorem .....	.....	.....	.....	.....	3,124,778	.....	3,112,989	466,794 58
GOODS PAYING 10 PER CENT. AD VALOREM.								
Sole and Upper Leather	21	.....	1	22	2,300	23	2,416	240 49
Fruits of all kinds, green—from 7th April, under new tariff	655	873	123	1,651	9,716	7,442	10,076	1,007 60

	24	24	24	24	24	24	24	24	30	30	30	30	30
Hay, Straw, and Bran—from 7th April, under new tariff													3 00
Seeds—other than Cereals—from 7th April, under new tariff	106	45	151	2,711	151	2,711	151	2,711	2,711	2,711	2,711	2,711	271 52
Vegetables—from 7th April, under new tariff	108	718	829	3,804	829	3,804	829	3,804	3,804	3,804	3,804	3,804	380 40
Trees, Plants, and Shrubs—from 7th April, under new tariff	10	7	22	405	22	405	22	405	405	405	405	405	40 06
Total 10 per Cent. Ad Valorem				18,966		18,966		18,966	18,966	18,966	18,966	18,966	1,943 07
GOODS PAYING 5 PER CENT. AD VALOREM.													
Printed Books	233	1,230	1,552	41,517	1,552	41,517	1,552	41,517	41,517	41,517	41,517	41,517	2,088 22
Iron			59	229,905		229,905		229,905	229,905	229,905	229,905	229,905	11,243 49
Type	7	84	91	3,636	91	3,636	91	3,636	3,636	3,636	3,636	3,636	181 94
Total 5 per Cent. Ad Valorem				275,058		275,058		275,058	275,058	275,058	275,058	275,058	13,513 65
Add 5 per Cent. additional on Duty from 7th April, 1870													17,224 81
FREE GOODS.													
ARTS AND SCIENCES.													
Busts, Casts, and Statues		2	2	24	2	24	2	24	24	24	24	24	24
Gems and Metals, and Cabinets of ditto, and Antiquities, Coins, &c.	1		1	30	1	30	1	30	30	30	30	30	30
Paintings, in Oil	1		1	163	1	163	1	163	163	163	163	163	163
DRUGS, DYE STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.													
Acids, Alum, Antimony, and Argol	67	7	74	517	74	517	74	517	517	517	517	517	517
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	763	528	1,291	8,380	1,291	8,380	1,291	8,380	8,380	8,380	8,380	8,380	8,380
Bleaching Powders and Borax	2		2	64	2	64	2	64	64	64	64	64	64
Colors and other Articles imported by Room Paper Makers and Stainers				6		6		6	6	6	6	6	6

No. 2.—SUMMARY STATEMENT OF IMPORTS—Province of New Brunswick.—Continued.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—								
<i>Continued.</i>								
Cream of Tartar, in Crystals	22	4		26	3,082	26	3,082	
Indigo	39	26		65	5,795	65	5,795	
Lead—Red and White, dry	158	1		159	3,634	159	3,634	
Nitric, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda	393	63		456	3,847	456	3,847	
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined.	64			64	469	64	469	
Oils—Cocconut, Palm, and Pine, in their natural state	24	410		434	450	434	450	
Phosphorus, Brimstone, and Sulphur, in roll or flour	44			44	777	44	777	
Roots—Medicinal, in their natural state	8			8	123	8	123	
Vitriol—Blue	5			5	23	5	23	
Whiting or Whitenig	90	197		287	444	287	444	
MANUFACTURES AND PRODUCTS OF MANUFACTURES.								
Ashes—Pot, Pearl, and Soda	43	72		115	1,137	115	1,137	
Biscuit and Bread from Great Britain and B. N. A. Provinces	13			13	469	13	469	
Bolting Cloth	12	6		18	78	18	78	
Burstones	21	5		26	800	26	800	
Cotton Wool	108	687		795	65,271	795	65,271	
Cotton Cadwick	62	1		63	802	63	802	
Cotton and Flax Waste	73	44		117	2,948	117	2,948	
Church Bells and Communion Plate	1			1	24	1	24	
Cocoa Paste from Great Britain and B. N. A. Provinces	2			2	77	2	77	
Drain Tiles					206		206	

	10	2	12	91	12	91
Emery, Glass and Sand Paper and Cloth.....						
Farming Implements and Utensils imported by Agricultural Societies.....	5		5	379	5	379
Fire Brick.....	118	52	170	5,710	170	5,710
Fishing Hooks, Nets and Seines, Lines and Twines.....	266	64	330	27,863	343	27,869
Gold Beater's Brim Moulds and Skins, Gold, Silver and Platers' Leaf.....	4	1	5	153	5	153
Junk and Oakum.....	7,726	20	7,776	22,185	7,776	22,185
Lumber—Plank and Sawed—of Mahogany, Rosewood, Walnut, Cherry, Chestnut, and Pitch Pine.....	1,296	79	1,375	7,184	1,375	7,184
Material for Hats, Boots, and Shoes: viz.—Felt, Prunella, Plush, Twists, Silk and Weaving or Tram Silk or Cotton for Elastic Webbing.....	31		31	10,890	31	10,890
Machinery, when used in the original construction of Mills or Factories.....	58	28	86	9,206	86	9,206
Nails, Composition or Sheathing, and Composition Spikes.....	127	290	617	28,843	617	28,843
Printers' Implements, viz.—Presses, Electro-type and Stereotype Blocks and Ink.....	301		301	52	361	52
Philosophical Instruments and Apparatus for Colleges and Schools.....	39	66	105	5,922	105	5,922
Treenails.....	3		3	70	3	70
Veneering—of Wood or Ivory.....	43		43	2,080	43	2,080
	2		2	9	2	9
SHIPS' MATERIALS.						
Anchors, Chain Cables, Shackles, Riders and Sheaves.....						
Binnacle Lamps, Signal Lamps, Dead Eyes and Dead Lights.....	5,301	304	5,605	103,178	5,605	103,178
Blocks and Buses, Compasses, Steering Apparatus, Furnace, and Pump-Gear, and Travelling Trucks.....	156	38	194	5,159	194	5,159
Bunting and Wire Rigging.....	133	7	140	2,737	140	2,737
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails.....	8,916	142	9,058	40,735	9,058	40,735
Cables, Hemp and Grass, Cordage, and Sail Cloth, when used for ships only.....	7,109	329	11,060	204,668	11,060	204,668
Varnish, bright and black, when used for ships only.....	34	10	44	376	44	376

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of New Brunswick.—Continued.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
METALS.								
Cranks and Shafts for Steamboats and Mills (rough)..... Pkgs.	1	2	.....	3	\$ 645	3	\$ 645	.....
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing..... "	404	130	.....	534	8,167	534	8,167	.....
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)..... "	3,094	422	.....	3,516	60,309	3,516	60,309	.....
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c..... "	2	208	.....	210	2,224	210	2,224	.....
Lead (in Sheet or Pig) and Licharge..... "	147	.....	.....	147	1,939	147	1,939	.....
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles..... "	17,526	290	.....	17,816	155,876	17,816	155,876	.....
Spelter and Zinc (in Block, Sheet, or Pig)..... "	2,357	866	.....	3,223	14,685	3,223	14,685	.....
Steel (wrought or cast), in Bars and Rods, and Plates, cut to any form, but not moulded..... "	31,735	123	.....	31,858	24,327	31,858	24,327	.....
Tin, in Bar, Blocks, Pig, or Granulated..... "	446	42	.....	488	6,547	488	6,547	.....
Tubes and Piping of Brass, Copper, or Iron (drawn)..... "	1,625	324	.....	1,949	6,502	1,949	6,502	.....
Wire of Brass or Copper (round or flat)..... Cwt.	5	.....	.....	5	105	5	105	.....
Yellow Metal—in Bolts, Bars, and for Sheathing..... Pkgs.	4,187	.....	.....	4,187	37,399	4,187	37,399	.....
NATURAL PRODUCTS.								
Bristles..... Pkgs.	1	.....	.....	1	6	1	6	.....
Broom Corn..... "	342	23	.....	371	19,679	371	19,679	.....

Coal and Coke	Tons.	13,502	677	14,179	51,284	14,179	51,284
Bartha, Clays, and Sand.	Pkgs.	182	25	207	503	207	503
Figs	Doz.	258,001		258,001	34,189	258,001	34,189
Fibrilla, Mexican Fibre, or Tampico, White and Black and other Vegetable Fibre, for manufacturing purposes.	Pkgs.	32	44	76	1,936	76	1,936
Flour of Wheat and Rye.	Brls.	60,056	3,046	63,102	339,628	63,102	339,628
Flax, Hemp, or Tow, undressed.	Pkgs.	586	17	603	21,752	603	21,752
Furs—Skins and Tails, undressed.	"	4	12	16	2,479	16	2,479
Grain of all kinds, except Indian Corn and Wheat.	Bush.	114,431	527	114,958	48,693	114,958	48,693
Grease and Grease Scrap	Cwt.	1,055	110	1,165	8,553	1,165	8,553
Gum—Copal	\$	4	22	26	831	26	831
Hair.	Pkgs.	58		58	600	58	600
Hay	Tons.	11,667	637	12,304	69,793	12,304	69,793
Hides, Horns and Pelts	Pkgs.	58	56	114	1,735	114	1,735
Hops	"	16,081	1,526	17,607	16,227	17,607	16,227
Indian Corn	Bush.	10,190	608	10,807	44,289	10,807	44,289
Indian Meal	Brls.	6,750	143	6,750	894	6,750	894
Manilla Grass and Sea Grass.	Pkgs.	246	389	389	1,370	389	1,370
Manures	"	1,494	49	1,543	5,366	1,543	5,366
Marble, unwrought	"	7	93	100	162	100	162
Moss, for Upholstery purposes	"	1	1	1	5	1	5
Ratan for Chair makers	"	390	2	392	1,334	392	1,334
Rosin	Brls.	606,617	120	606,737	46,898	606,737	46,898
Salt	Bush.						
Seeds, for Agricultural, Horticultural, or Manufacturing Purposes.	Pkgs.	53	56	144	2,798	144	2,798
Stone, unwrought	Pieces	43,919		43,919	1,797	43,919	1,797
Tar and Pitch	Brls.	3,113	40	3,153	9,887	3,153	9,887
Tobacco, unmanufactured	Lbs.	33,000	76,689	109,689	8,832	109,689	8,832
Trees, Plants and Shrubs, Bulbs and Roots	Pkgs.	1	7	8	111	8	111
Vegetables	"	9,912	3,728	13,640	16,279	13,640	16,279
Whale Oil	Galls.		60	60	56	60	56
Wheat	Bush.			12	20	12	20
Wood, unmanufactured	\$	174	63	237	29,331	237	29,331
Wool	Pkgs.	1,463	977	2,440	6,474	237	6,474
Other Articles	"			2,440	29,791	2,440	29,791
Articles for the public uses of the Dominion	Pkgs.	28		28	1,348	28	1,348
Settler's Effects	\$				372		372

SPECIAL EXEMPTIONS.

No. 2.—SUMMARY STATEMENT OF IMPORTS.—Province of New Brunswick.—Concluded.

ARTICLES.	QUANTITIES IMPORTED.					ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.								
Animals of all kinds							\$	
Butter	1,461			1,461	55,597	1,461	55,597	
Meats and Poultry	68,939			68,939	13,604	68,939	13,604	
Fish, and Products of Fish, and Fish Oil.	31,712			31,712	12,687	31,712	12,687	
Lard and Tallow					70,400		70,400	
Oatmeal	10,127			10,127	1,290	10,127	1,290	
Timber and Lumber	82			82	313	82	313	
Total Free Goods					320		320	
					1,875,346		1,875,392	

RECAPITULATION.

Goods paying Specific Duty	449,688	353,778	220,663 51
do and Ad Valorem Duties	758,876	651,080	235,146 23
do 25 per Cent. Ad Valorem	351,840	249,762	62,441 68
do 15 do	3,124,778	3,112,989	465,794 58
do 10 do	18,966	19,442	1,943 07
do 5 do	275,058	270,269	13,513 65
Add 5 per Cent. Additional on Duty, from 7th April, 1870 .....	.....	.....	17,275 10
Total Dutiable Goods	4,978,986	4,657,320	1,017,777 82
FREE GOODS	1,875,346	1,875,392	.....
Total	6,854,332	6,532,712	1,017,777 82
Foreign Reprints of British Copyright Works	115	115	.....
Grand Total	6,854,447	6,532,827	1,017,777 82

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and Foreign in British or Foreign Vessels, or by Land Carriage; also, the Amount Year ending on the 30th day of June, 1870.

ARTICLES.		QUANTITIES	
		In British Vessels.	In Foreign Vessels.
GOODS PAYING SPECIFIC DUTY.			
1	Animals—Horses..... No.	52	37
2	Horned Cattle..... "	12	9
3	Swine..... "	33	117
4	Sheep..... "	98	31
5	Acid, sulphuric..... Lbs.	306,832	556,251
6	Cordials..... Galls.	1,312	245
7	Perfumed Spirits, not in Flasks..... "	664	
8	Perfumed Spirits in Flasks, from 7th April only, under new tariff..... No.	17,482	1,534
9	Tinctures..... Galls.	1	2
10	Brandy..... "	429,751	25,223
11	Gin..... "	427,996	64,011
12	Rum..... "	307,892	1,819
13	Whiskey..... "	166,419	445
14	Spirits and Strong Waters..... "	6,195	201
15	Spirits—unenumerated..... "	103	
16	Oil—Coal and Kerosene, distilled, purified, and refined..... "	90,832	563
17	Oil—Benzole, Naphtha, and refined Petroleum..... "	2,598	1,147
18	Products of Petroleum..... "	1,906	5,936
19	Crude Petroleum..... "	7,794	3,596
20	Molasses for refining purposes..... Lbs.	993,157	802,648
21	Coffee, green..... "	958,642	34,557
22	Coffee, ground or roasted..... "	4,891	7,908
23	Chicory, raw or green..... "	2,240	
24	Chicory, roasted or ground..... "	136,576	11,101
25	Common Soap..... "	239,708	4,956
26	Starch..... "	109,021	4,971
27	Cigars—Value not over \$10 per mille..... Mille.	3,733	1,467
28	" Value over \$10 and not over \$20 per mille..... "	810	386
29	" Value over \$20 and not over \$40 per mille..... "	254	267
30	" Value over \$40 per mille..... "	52	40
31	" New Tariff, from 7th April only..... Lbs.	34,649	23,715
32	Butter..... "	8,123	67
33	Cheese..... "	65,536	745
34	Lard and Tallow..... "	260,025	32,254
35	Fish, salted or smoked..... "	380,311	314,373
36	Malt..... Bush.	8,014	30
37	Meats, fresh, salted or smoked..... Lbs.	1,587,298	478,459
38	Coal and Coke, from 7th April, under new tariff..... Tons.	122,864	14,272
39	Salt, from 7th April, under new tariff..... Bush.	4,637	1,118
40	Hops, from 7th April, under new tariff..... Lbs.	4,906	640
41	Rice, from 7th April, under new tariff..... "	1,803,210	112,010
42	Vinegar and Acetic Acid..... Galls.	128,124	111,344
43	Wheat, from 7th April, under new tariff..... Bush.	608,746	1,172,281
44	Grain of all other kinds, from 7th April, under new tariff..... "	67,256	37,419
45	Flour of Wheat and of Rye, from 7th April, under new tariff..... Brls.	25,933	4,332
46	Flour and Meal of all other kinds, from 7th April, under new tariff..... "	4,289	54
47	Fruit, preserved in brandy or other spirits..... Galls.	2	
Total Specific Duties.....			
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.			
48	Ale, Beer, and Porter, in Casks..... Galls.	80,260	1,791
49	" " " Bottles..... "	132,087	

Merchandise Imported into the Dominion of Canada, shewing whether Imported Entered for Consumption, and the Duties collected thereon, during the Fiscal

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
94	183	19,381	182	19,281	2,186 04	1
33	54	8,852	54	8,852	620 71	2
33,871	34,021	500,635	1,626	23,224	3,182 81	3
22	151	3,113	151	3,113	147 80	4
1,128,693	1,991,776	44,994	1,969,613	44,448	9,848 27	5
5	1,562	3,083	1,719	3,423	2,063 50	6
1,052	1,716	4,519	1,734	4,749	2,085 12	7
36	19,052	3,342	17,774	3,453	710 94	8
187	190	310	190	310	121 00	9
1,246	456,220	493,202	302,886	373,566	242,278 68	10
1,007	493,014	195,443	473,006	206,595	378,394 69	11
1,402	311,113	142,636	218,505	104,827	175,604 20	12
469	167,333	124,617	131,584	107,248	105,269 82	13
84	6,480	3,990	2,199	1,751	1,934 94	14
.....	103	220	124	201	149 94	15
14,101	105,496	32,828	106,554	32,603	15,983 79	16
13,778	22,523	5,535	26,371	6,493	4,038 07	17
23,728	31,570	7,314	31,570	7,314	3,200 20	18
4,584	15,974	5,133	15,968	5,133	958 35	19
.....	1,795,805	34,735	1,940,389	34,966	14,164 84	20
487,647	1,480,846	183,817	1,545,964	186,756	46,378 85	21
151	12,850	1,497	13,008	1,018	520 34	22
100	2,340	117	7,030	336	210 90	23
21,128	168,805	6,842	179,911	7,877	7,196 44	24
24,625	269,289	15,286	432,691	20,600	4,326 91	25
29,362	143,354	9,940	151,243	12,039	3,024 85	26
409	5,609	28,330	9,489	45,392	28,475 22	27
845	2,041	32,618	2,213	35,389	8,856 00	28
288	809	24,480	1,033	31,519	5,118 13	29
80	172	8,451	208	10,350	1,248 60	30
4,599	62,963	52,943	25,944	28,751	11,674 82	31
93	8,283	1,588	2,092	388	83 68	32
5,326	71,607	12,000	59,494	10,582	1,784 80	33
53,828	346,107	37,552	337,602	35,820	3,376 03	34
362,472	1,057,156	43,101	454,011	26,275	4,540 11	35
.....	8,044	12,874	19,415	30,095	7,766 00	36
3,376,780	5,442,537	546,590	4,117,380	522,390	41,174 15	37
3,530	140,666	445,777	114,272	375,086	57,136 07	38
5,593	11,348	2,609	6,597	2,265	329 95	39
530	6,076	1,636	6,076	1,636	303 80	40
233	1,915,453	44,550	1,418,021	35,017	14,180 05	41
369	239,837	39,651	178,408	30,061	9,405 68	42
9,799	1,790,826	1,512,496	25,145	19,424	1,005 80	43
1,489	106,164	83,900	105,892	83,066	3,176 93	44
6,982	37,247	180,192	19,865	103,016	4,954 78	45
773	5,116	24,456	4,891	21,048	735 72	46
.....	2	7	2	7	1 80	47
.....	.....	4,987,182	.....	2,667,753	1,229,930 12	.....
185	82,245	27,976	85,112	28,591	7,189 38	48
.....	132,087	65,095	140,516	64,326	16,268 18	49

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.		QUANTITIES	
		In British Vessels.	In Foreign Vessels.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.— <i>Continued.</i>			
1	Tea—Green and Japan..... Lbs.	4,341,550	674,000
2	Tea—Black	3,744,383	340,268
3	Tobacco, Manufactured, and Snuff	10,061	26,051
4	Wines of all kinds..... Galls.	68,077	258,478
5	Sugar, equal to and above No. 9 Dutch Standard. Lbs.	42,526,273	9,392,924
6	Sugar, below No. 9 Dutch Standard	9,697,877	6,608,170
7	Cane Juice, Melado, &c..... "	14,516,714	3,472,461
8	Sugar Candy and Confectionery	165,823	5,725
Total Specific and Ad Valorem			
GOODS PAYING 25 PER CENT. AD VALOREM.			
9	Mace and Nutmegs	132,047	10,776
10	Spices, viz : Cassia, Cinnamon, Ginger, Pimento, and Pepper, ground	9,039	4,902
11	Patent Medicines and Medicinal preparations... Pkgs.	899	244
12	Playing Cards	152	44
13	Perfumery, not elsewhere specified	613	8
14	Perfumed and Fancy Soaps..... Lbs.	64,114	362
15	Molasses, other than for refining purposes	60,312,556	6,029,862
Total, 25 per Cent. Ad Valorem			
GOODS PAYING 15 PER CENT. AD VALOREM.			
16	Bagatelle Boards, and Billiard Tables and Fur- nishings..... Pkgs.	40	4
17	Blacking	348	258
18	Brooms and Brushes of all kinds	460	122
19	Cabinet Ware and Furniture	11,026	2,772
20	Candles and Tapers..... Lbs.	93,960	4,218
21	Carpets and Hearth Rugs	2,247	92
22	Carriages	147	101
23	Coach and Harness Furniture	491	210
24	Chandeliers, Girandoles, and Gas Fittings	181	6
25	Chinaware, Crockery, and Earthenware	34,881	1,391
26	Cider	2,040	3,097
27	Clocks..... Pkgs.	1,309	248
28	Clothing or Wearing Apparel, made by hand or sewing-machine	1,404	77
29	Cocoa and Chocolate	33,217	40
30	Cordage	96,254	2,869
31	Corks	564	1,881
32	Cottons	36,088	1,368
33	Dried Fruits, and Nuts of all kinds	8,843,912	548,365
34	Drugs, not elsewhere specified	21,394	860
35	Engravings and Prints	168	52
35	Fancy Goods	7,123	1,019
37	Foreign Newspapers	6	26
38	Fireworks	30	43
39	Flat Wire for Crinolines, covered	3	10
40	Gunpowder..... Lbs.	93,053	8,015
41	Guns, Rifles, and Firearms of all kinds	116	25
42	Glass—Plate and Silvered	703	107
43	Glass—Window, Stained, Painted, Colored or Plain	75,290	30,189

Foreign Merchandise Imported into the Dominion of Canada, &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.				
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.		
		\$		\$	\$ cts.		
2,453,433	7,473,983	2,449,580	6,826,600	2,306,938	823,900 63	1	
274,631	4,356,282	1,197,397	4,132,678	1,147,360	316,748 29	2	
98,680	228,792	52,709	349,240	76,682	57,614 55	3	
8,193	955,748	601,491	674,929	478,789	170,547 66	4	
5,600,692	57,519,889	2,824,434	46,215,054	2,374,963	1,055,866 65	5	
2,484,021	18,790,068	793,870	16,474,520	695,513	297,424 94	6	
456,159	18,445,334	549,898	19,906,312	581,484	269,785 78	7	
17,039	188,587	29,816	169,736	28,409	8,810 12	8	
		8,592,266			7,783,055	3,024,156 18	
140	142,963	59,792	109,742	44,710	11,177 51	9	
22	13,963	3,219	12,564	2,881	720 19	10	
3,715	4,858	59,636	4,684	58,291	14,572 94	11	
4	200	10,205	196	10,145	2,537 70	12	
648	1,269	23,058	1,159	22,248	5,561 96	13	
4,340	68,816	13,795	66,586	13,533	3,383 52	14	
4,907,747	71,250,165	1,394,540	45,135,534	894,782	223,697 13	15	
		1,564,245			1,046,592	261,650 95	
148	192	10,968	192	10,968	1,645 36	16	
311	917	11,340	975	11,794	1,768 89	17	
76	658	19,318	671	20,059	3,008 34	18	
1,243	15,041	73,030	14,957	71,762	10,764 27	19	
28,810	126,988	25,437	135,449	27,221	4,082 92	20	
57	2,396	436,408	2,399	439,079	65,861 67	21	
562	810	37,914	809	37,799	5,672 24	22	
1,944	2,645	91,539	2,645	91,539	13,730 56	23	
118	305	17,219	305	17,219	2,582 63	24	
370	36,642	431,525	36,247	435,189	65,277 54	25	
815	5,952	1,445	10,698	2,082	312 50	26	
12,568	14,125	60,361	14,091	59,826	8,973 95	27	
272	1,753	218,609	1,752	218,556	32,783 84	28	
4,217	37,474	8,559	39,164	8,992	1,348 70	29	
37,795	126,918	25,540	129,397	26,270	3,940 31	30	
477	2,922	34,907	2,781	32,589	4,888 49	31	
11,052	48,508	7,270,927	48,645	7,339,992	1,100,998 31	32	
1,132,871	10,525,148	570,140	9,597,552	480,434	72,064 03	33	
1,617	23,871	327,326	24,224	339,204	50,879 54	34	
448	668	22,864	669	22,879	3,431 61	35	
1,345	9,487	1,426,460	9,463	1,445,420	216,814 47	36	
18	50	460	50	460	68 20	37	
439	512	7,489	512	7,489	1,124 71	38	
264	277	16,025	277	16,025	2,403 50	39	
3,488	104,556	27,881	124,456	31,123	4,668 62	40	
95	236	14,754	237	14,902	2,235 18	41	
40	850	36,132	846	35,479	5,321 83	42	
875	106,354	159,006	106,108	157,952	23,692 81	43	

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.		QUANTITIES		
		In British Vessels.	In Foreign Vessels.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.				
1	Glassware	Pkgs.	30,016	19,260
2	Hats, Caps, and Bonnets	"	2,777	1,213
3	Hat Plush	"	4	
4	Hosiery	"	669	21
5	Inks of all kinds, except Printing Ink	"	465	134
6	Iron and Hardware,—Cutlery of all kinds	"	3,785	389
7	Japanned & Planished Tin, and Britannia Metal Ware	"	319	611
8	Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	"	4,542	1,139
9	Spikes, Nails, Tacks, Brads, and Sprigs	"	9,392	204
10	Stoves and all other Iron Castings	"	42,698	2,711
11	Other Hardware	"	48,827	5,525
12	Jewellery and Watches	"	585	65
13	Lumber—Sawn and Plank, not being Mahogany, Rosewood, Walnut, Chesnut and Cherry, or not imported from B. N. A. Provinces	\$		
14	Leather	Pkgs.	1,087	79
15	Leather—Sheep, Calf, Goat, and Chamois Skins, Dressed	"	131	25
16	Linen	"	4,316	33
17	Locomotive Engines and Railroad Cars	No.	40	5
18	Maccaroni and Vermicelli	Lbs.	50,304	9,150
19	Maps, Charts, and Atlases, not elsewhere specified	Pkgs.	78	28
20	Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	"	1,580	242
21	Manufactures of Caoutchouc, India Rubber, or Gutta Percha	"	752	354
22	Manufactures of Cashmere	"	55	16
23	Manufactures of Fur, or of which Fur is principal part	"	747	185
24	Manufactures of Hair and Mohair	"	126	98
25	Manufactures of Papier Maché	"	14	
26	Manufactures of Grass, Osier, Palm Leaf, Straw, Whalebone, or Willow, not elsewhere specified	"	303	1,251
27	Manufactures of Bone, Shell, Horn, Pearl, and Ivory	"	92	3
28	Manufactures of Gold, Silver, or Electro Plate, Argentine, Albata, and German Silver, and Plated and Gilded Ware of all kinds	"	774	33
29	Manufactures of Brass or Copper	"	667	92
30	do Leather or Imitation of Leather	"	567	231
31	do Leather—Boots and Shoes	"	904	401
32	do Harness and Saddlery	"	215	121
33	do Wood, not elsewhere specified	"	5,701	2,389
34	Mowing, Reaping, and Threshing Machines	No.	194	44
35	Musical Instruments, including Musical Boxes and Clocks	Pkgs.	469	325
36	Mustard	Lbs.	229,431	1,860
37	Machinery, not elsewhere specified	Pkgs.	1,258	639
38	Ochres, ground or calcined	"	6	
39	Oil Cloths	"	1,175	121
40	Oils, in any way rectified or prepared, not otherwise specified	Galls.	428,279	31,825
41	Oils of all kinds—Crude—except Whale Oil, and others elsewhere specified	"	1,694	155
42	Opium	Pkgs.	2	1
43	Packages	\$		
44	Paints and Colors	Pkgs.	31,254	447

Foreign Merchandise Imported into the Dominion of Canada.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
24,704	73,960	353,888	73,730	359,935	53,989 01	1
8,667	12,657	632,088	12,673	632,401	94,859 27	2
.....	4	1,799	4	1,799	269 85	3
29	719	172,489	735	176,160	26,423 55	4
248	847	8,247	846	8,220	1,232 66	5
326	4,500	198,320	4,716	204,261	30,632 51	6
677	1,607	15,122	1,652	15,520	2,327 48	7
2,743	8,424	74,278	8,635	77,925	11,687 96	8
1,036	10,632	77,854	11,280	81,666	12,250 51	9
3,961	49,370	185,675	49,297	186,463	27,973 02	10
29,184	83,536	1,802,690	82,544	1,800,430	270,063 15	11
846	1,496	368,602	1,511	383,548	57,531 63	12
.....	.....	17,752	.....	17,752	2,662 53	13
541	1,707	340,169	1,718	334,645	50,194 22	14
27	183	52,710	184	51,685	7,752 68	15
94	4,443	768,828	4,495	774,589	116,187 67	16
3	48	51,671	48	45,790	6,868 50	17
90	59,544	3,437	50,430	2,995	449 16	18
142	248	10,289	240	9,953	1,492 55	19
5,147	6,969	31,937	6,964	31,469	4,719 54	20
818	1,924	103,851	1,923	103,436	15,515 17	21
.....	71	20,152	71	20,152	3,022 80	22
616	1,548	140,488	1,495	134,110	20,125 81	23
448	672	38,931	761	41,812	6,271 45	24
18	32	704	32	704	105 76	25
758	2,312	41,309	2,311	40,811	6,121 64	26
29	124	8,699	125	8,746	1,311 78	27
574	1,381	148,476	1,361	146,526	21,978 77	28
283	1,042	26,465	1,042	26,465	3,969 77	29
411	1,209	175,864	1,205	175,405	26,310 87	30
824	2,129	139,731	2,122	139,134	20,869 40	31
224	560	18,056	560	18,056	2,708 24	32
13,124	21,214	170,084	21,196	170,558	25,581 59	33
.....	.....	54,756	740	46,863	7,029 83	34
572	810	.....	.....	.....	.....	.....
1,041	1,835	230,085	1,850	234,083	35,112 26	35
371	231,662	33,695	254,489	36,690	5,504 00	36
.....	6,087	255,376	6,108	252,536	37,880 23	37
4,190	6	28	6	28	4 20	38
461	1,757	96,242	1,747	96,030	14,433 94	39
18,161	478,265	346,445	502,816	355,673	53,353 86	40
208	2,057	1,336	1,964	1,292	193 84	41
11	14	9,196	10	7,144	1,071 59	42
.....	.....	249,193	.....	203,063	30,479 75	43
2,479	34,180	265,889	33,712	274,785	41,217 41	44

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.		QUANTITIES		
		In British Vessels.	In Foreign Vessels.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.				
1	Paper of all kinds	Pkgs.	5,640	2,190
2	Paper Hangings	"	2,984	358
3	Parasols and Umbrellas	"	198	5
4	Plaster of Paris and Hydraulic Cement, ground and calcined	Brls.	10,431	1,318
5	Pickles and Sauces	Pkgs.	5,941	267
6	Portable Hand Printing Presses	"	9	10
7	Preserved Meats, Poultry, Fish, Vegetables, &c.	"	7,002	1,619
8	Printed, Lithographed, or Copperplate Bills and Advertising Pamphlets	"	187	167
9	Sails, ready-made	"	44	19
10	Shawls	"	20	2
11	Silks, Satins, and Velvets	"	2,360	95
12	Silk Twist	"	2	
13	Spices—including Ginger, Pimento, and Pepper —unground	Lbs.	489,071	75,522
14	Spirits of Turpentine	Galls.	31,739	94,996
15	Stationery	Pkgs.	5,840	796
16	Steam Engines, other than Locomotive	No.	34	3
17	Small Wares	Pkgs.	6,511	397
18	Tobacco Pipes	"	4,609	516
19	Toys	"	388	306
20	Varnish, other than bright and black	"	763	41
21	Woollens	Pkgs.	23,973	829
22	Unenumerated articles	\$		
Total 15 per Cent. Ad Valorem				
GOODS PAYING 10 PER CENT. AD VALOREM.				
23	Sole and Upper Leather	Pkgs.	1,365	28
24	Animals of all kinds, from 7th April only	No.	7	
25	Fruits of all kinds—green	Pkgs.	7,307	1,982
26	Hay, Straw, and Bran	"	1	15
27	Seeds, other than cereals	"	344	119
28	Vegetables	\$		
29	Trees, Plants, and Shrubs	Pkgs.	400	245
Total, 10 per Cent. Ad Valorem				
GOODS PAYING 5 PER CENT. AD VALOREM.				
30	Printed Books, Periodicals and Pamphlets	Pkgs.	5,197	2,219
31	Iron	\$		
32	Type	Pkgs.	745	94
Total 5 per Cent. Ad Valorem				
FREE GOODS.				
ARTS AND SCIENCES.				
33	Anatomical Preparations	Pkgs.		
34	Busts, Casts and Statues	"	18	4
35	Drawings—not in Oil	"	3	

Foreign Merchandise Imported into the Dominion of Canada, &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
2,255	10,085	174,546	10,319	181,186	27,178 05	1
399	3,741	127,273	4,005	132,449	19,867 02	2
4	207	49,367	207	49,367	7,405 18	3
2,541	14,290	19,028	12,511	18,099	2,714 74	4
437	6,645	47,846	7,739	49,237	7,385 43	5
22	41	944	41	944	141 60	6
9,456	18,077	112,496	18,392	114,523	17,148 96	7
1,276	1,630	29,891	1,631	29,931	4,489 99	8
7	70	6,620	69	6,539	980 87	9
3	25	4,232	26	4,373	656 76	10
155	2,610	1,282,132	2,614	1,281,248	192,185 87	11
1	3	44	3	44	6 57	12
251,354	815,947	57,703	601,028	51,356	7,703 62	13
46,599	173,334	64,011	174,072	64,133	9,619 66	14
1,663	8,299	363,819	8,409	365,811	54,870 44	15
3	40	16,805	54	18,661	2,799 21	16
4,092	11,000	1,475,921	11,029	1,481,377	222,206 79	17
18	5,143	18,189	4,797	17,834	2,674 93	18
243	937	31,950	937	32,003	4,800 74	19
254	1,058	24,527	1,060	24,147	3,621 88	20
1,773	26,575	6,893,424	27,488	6,968,552	1,045,287 77	21
.....	.....	674,433	.....	685,365	102,683 24	22
.....	.....	30,601,230	.....	30,710,780	4,606,515 75	
11	1,404	270,204	1,484	271,013	27,100 22	23
2	9	144	9	144	14 40	24
5,618	14,907	61,353	159,437	69,743	6,974 87	25
26	42	87	42	87	8 65	26
175	638	17,008	607	13,193	1,319 55	27
.....	.....	37,235	.....	36,359	3,636 85	28
8,840	9,485	26,360	9,485	26,360	2,635 77	29
.....	.....	412,391	.....	416,899	41,690 31	
6,317	13,733	674,373	13,654	660,734	33,037 60	30
.....	.....	1,786,647	.....	1,793,876	89,697 16	31
373	1,212	47,213	1,244	47,733	2,386 72	32
.....	.....	2,508,233	.....	2,502,343	125,121 48	
4	4	97	4	97	.....	33
1	23	6,650	23	6,650	.....	34
14	17	569	17	569	.....	35

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.	QUANTITIES	
	In British Vessels.	In Foreign Vessels.
FREE GOODS.—ARTS AND SCIENCES. —Continued.		
1 Gems and Medals, and Cabinets of, including Antiquities, Coins, &c..... Pkgs.	24	.....
2 Paintings in Oil..... "	109	3
3 Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models..... "	29	1
DRUGS, DYE STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.		
4 Acids—Alum, Antimony and Argol..... Pkgs.	5,478	15
5 Bark, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing..... \$	.....	.....
7 Bleaching Powders and Borax..... Pkgs.	9,900	103
8 Colors and other Articles not elsewhere specified..... "	85	.....
9 Cream of Tartar in Crystals..... Lbs.	359,846	6,240
8 Indigo..... "	43,143	3,941
10 Lead—Red and White—dry..... Cwt.	13,760	4
11 Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate, and Silicate of Soda..... Pkgs.	63,719	73
12 Ochres and Metallic Oxides—dry, ground, or unground, washed or unwashed—not calcined..... "	2,603	85
13 Oils—Cocconut, Pine, and Palm, in their natural state..... Galls.	9,246	804
14 Phosphorus, Brimstone, and Sulphur, in roll or flour..... Pkgs.	3,153	8
15 Roots—Medicinal—in their natural state..... "	149	.....
16 Vitriol—blue..... "	49	.....
17 Whiting or Whiting..... "	17,092	197
18 Zinc—white, dry..... Cwt.	5,826	54
MANUFACTURES AND PRODUCTS OF MANUFACTURES.		
19 Ashes—Pot, Pearl, and Soda..... Brls.	548	81
20 Biscuit and Bread from Great Britain and B. N. A. Provinces..... \$	.....	.....
21 Bolting Cloth..... Pkgs.	18	9
22 Bookbinders' Tools and Implements..... "	283	.....
23 Burrstones..... Cwt.	5,726	826
24 Cotton Wool..... Pkgs.	3,318	876
25 Cotton Candle Wick..... Lbs.	32,217	900
26 Cotton and Flax—Waste..... Pkgs.	997	289
27 Cement—Marine and Hydraulic—unground..... Brls.	599	.....
28 Church Bells and Communion Plate..... Pkgs.	48	5
29 Clothing—donations of, for Charitable purposes..... "	3	.....
30 Cocoa Paste from Great Britain and the B. N. A. Provinces..... "	11	.....
31 Cotton and Woollen Netting for India Rubber Shoes..... "	33	.....
32 Drain Tiles..... \$	.....	.....
33 Duck, for belting and hose..... Pkgs.	56	.....
34 Emery, Glass, and Sand Paper and Cloth..... "	102	207
35 Farming Implements and Utensils imported by Agricultural Societies..... "	66	.....
36 Fire-Bricks..... \$	.....	.....

Foreign Merchandise Imported into the Dominion of Canada, &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
28	52	2,656	52	2,656	.....	1
202	314	16,215	314	16,215	.....	2
165	195	5,249	195	5,249	.....	3
299	5,792	39,324	5,792	39,324	.....	4
.....	.....	176,232	.....	176,232	.....	5
116	10,119	33,774	10,119	33,774	.....	6
158	243	12,876	243	12,876	.....	7
24,933	391,019	30,407	391,019	30,407	.....	8
14,424	61,508	44,911	61,508	44,911	.....	9
319	14,083	93,088	14,083	93,088	.....	10
1,222	65,015	174,116	65,015	174,347	.....	11
421	3,109	9,255	3,109	9,255	.....	12
62,976	73,026	41,659	73,026	41,659	.....	13
559	3,720	27,442	3,720	27,442	.....	14
86	235	8,127	235	8,127	.....	15
1	50	2,722	50	2,722	.....	16
2	17,801	8,659	17,801	8,659	.....	17
177	6,057	27,428	6,057	27,428	.....	18
.....	629	7,357	629	7,357	.....	19
.....	.....	2,538	.....	2,538	.....	20
68	95	12,969	95	12,969	.....	21
156	439	11,986	439	11,986	.....	22
320	6,872	10,607	6,872	10,607	.....	23
12,891	17,085	427,479	17,085	427,479	.....	24
28,657	61,774	15,793	61,774	15,793	.....	25
1,719	2,985	34,240	2,985	34,240	.....	26
614	1,213	2,912	1,213	2,812	.....	27
47	100	16,166	100	16,166	.....	28
4	7	104	7	104	.....	29
.....	11	490	11	490	.....	30
34	67	15,462	67	15,462	.....	31
.....	.....	347	.....	347	.....	32
142	198	13,118	198	13,118	.....	33
828	1,137	6,496	1,137	6,496	.....	34
.....	66	1,516	66	1,516	.....	.....
.....	.....	29,371	.....	29,371	.....	.....

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.	QUANTITIES	
	In British Vessels.	In Foreign Vessels.
FREE GOODS.—MANUFACTURES, ETC.—Continued.		
1 Fire Engines, Steam, imported by Municipal Corporations..... No.	.....	1
2 Fishing-Hooks, Nets and Seines, Lines and Twines..... Pkgs.	2,408	386
3 Gold Beaters' Brim Moulds and Skins, Gold, Silver and Platers' Leaf..... "	292	1
4 Hoop Skirt Manufacture—Articles for..... "	93	22
5 Junk and Oakum..... "	22,551	70
6 Lithographic Stones..... "	63	.....
7 Lumber—Plank, and Sawed of Mahogany, Rosewood, Walnut, Cherry, and Chestnut, and Pitch Pine..... \$	.....	.....
8 Materials for Hats, Boots and Shoes, viz:—Felt, Prunella, Plush, Twists, Silk and Weaving or Tram Silk, or Cotton for Elastic Webbing Pkgs.	1,405	1
9 Machine Linen, Thread, and Silk Twist..... "	611	29
10 Machinery, when used in the original construction of Mills or Factories..... "	1,345	589
11 Nails—Composition or Sheathing and Composition Spikes..... \$	.....	.....
12 Oil Cake..... Cwt.	.....	.....
13 Printers' Implements, viz.—Presses, Electrotypes and Stereotype Blocks and Ink..... Pkgs.	566	75
14 Philosophical Instruments and Apparatus for Colleges, and Schools, &c..... "	18	2
15 Rags..... "	2,030	.....
16 Straw Plaits, Tuscan and Grass, fancy..... "	84	.....
17 Veneering of Wood or Ivory..... "	59	2
18 Wire Cloth, of Brass or Copper..... "	65	.....
SHIPS' MATERIALS.		
19 Anchors, Chain Cables, Shackles, Riders and Sheaves..... \$	.....	.....
20 Binnacle and Signal Lamps, Dead Eyes, and Dead Lights..... Pkgs.	68	15
21 Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks..... "	814	67
22 Bunting and Wire Rigging..... "	1,287	7
23 Deck Plugs, Wedges, Knees, and Masts of Iron, and Treennails..... \$	.....	.....
24 Cables, Hemp and Grass, Cordage and Sail Cloth, when used for ships or vessels only..... "	.....	.....
25 Varnish, Bright and Black, when used for ships or vessels only..... Galls.	1,629	81
METALS.		
26 Brass—Bar, Rod, Sheet and Scrap..... \$	.....	.....
27 Cranks and Shafts for Steamboats & Mills, rough..... "	.....	.....
28 Copper—Pig, Bar, Rod, Bolt and Sheet, and Sheathing..... "	.....	.....
29 Iron—Scrap, Galvanized or Pig, puddled in Bars, Blooms and Billets, Bolts and Spikes, Galvanized..... "	.....	.....

Foreign Merchandise Imported into the Dominion of Canada &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
	1	695	1	695		1
277	3,071	253,053	3,084	253,099		2
193	486	15,999	486	15,999		3
537	652	53,198	652	53,198		4
2,200	24,821	71,162	24,821	71,162		5
6	69	1,096	69	1,096		6
		30,283		30,283		7
265	1,671	212,257	1,671	212,257		8
51	691	109,238	691	109,238		9
1,462	3,396	191,034	3,396	191,034		10
		7,547		7,547		11
84	84	335	84	335		12
918	1,559	82,500	1,559	82,500		13
6	26	2,058	26	2,058		14
4,010	6,040	31,790	6,040	31,790		15
67	151	20,840	151	20,840		16
126	187	13,839	187	13,839		17
100	165	3,471	165	3,471		18
		179,575		179,575		19
11	94	5,817	94	5,817		20
105	986	18,235	986	18,235		21
15	1,309	57,865	1,309	57,865		22
		122,392		122,392		23
		632,825		632,825		24
	1,710	1,713	1,710	1,713		25
		6,925		6,925		26
		3,996		3,996		27
		56,046		56,046		28
		1,134,001		1,134,001		29

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.		QUANTITIES	
		In British Vessels.	In Foreign Vessels.
FREE GOODS—METALS.—Continued.			
1	Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for Tires, bent and welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, and Connecting Rods..... \$		
2	Lead in Sheet, or Pig, and Litharge..... "		
3	Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles.....		
4	Spelter and Zinc, in Blocks, Sheet, or Pig.... Cwt.	10,430	2,255
5	Steel—wrought or cast, in Bars and Rods, and Plates, cut to any form but not moulded.... \$		
6	Tin—in Bars, Block, Pig or Granulated..... Cwt.	2,566	64
7	Tubes and Piping, of Brass, Copper, or Iron—drawn..... "	18,517	252
8	Type Metal..... Pkgs.	2	
9	Wire, of Brass or Copper, round or flat..... \$		
10	Yellow Metal, in Bolts, Bars, and for Sheathing..... "		
NATURAL PRODUCTS.			
11	Bristles..... Pkgs.	70	
12	Broom Corn..... "	1,400	173
13	Caoutchouc, or India Rubber, and Gutta Percha, unmanufactured..... "	51	
14	Coal and Coke..... Tons.	172,935	11,819
15	Cocoa—Bean and Shell..... Lbs.	4,412	3,000
16	Corkwood and Bark..... Pkgs.	1,045	1,001
17	Diamonds and Precious Stones..... \$		
18	Earths, Clays, and Sands..... "		
19	Eggs..... Doz.	258,915	210
20	Emery..... Pkgs.	287	
21	Fibrilla, Mexican Fibre, or Tampico, white and black, and other Vegetable Fibres, for manufacturing purposes..... Cwt.	1,022	57
22	Fire Clay..... Pkgs.	995	99
23	Firewood..... Cords.	1,949	6,923
24	Fish Bait..... Pkgs.	967	456
25	Fish, fresh..... \$		
26	Flour of Wheat and Rye..... Brls.	229,297	12,809
27	Flax, Hemp, and Tow, undressed..... Pkgs.	6,140	19
28	Furs—Skins, and Tails, undressed..... "	3,275	52
29	Grain, of all kinds, except Indian Corn and Wheat..... Bush.	575,123	108,848
30	Gravels..... Tons.	7	107
31	Grease and Grease Scraps..... Lbs.	301,609	22,526
32	Gum—Copal..... Pkgs.	557	5
33	Gypsum and Plaster of Paris, not ground or calcined..... Tons.	1,833	14
34	Hair..... Pkgs.	67	26
35	Hay..... Tons.	159	
36	Hides, Horns, and Pelts..... Pkgs.	35,535	10,340
37	Hops..... Lbs.	96,766	11,371
38	Indian Corn..... Bush.	360,279	260,795
39	Indian Meal..... Brls.	55,738	1,950
40	Manilla Grass and Sea Grass..... \$		
41	Manures..... "		
42	Marble, Unwrought..... Pkgs.	8,749	294
43	Moss, for Upholstery purposes..... \$		
44	Ores of Metals of all kinds..... "		

Foreign Merchandise Imported into the Dominion of Canada, &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
		75,073		75,073		1
		81,825		81,825		2
		917,283		917,283		3
129	12,814	76,109	12,814	76,109		4
		361,139		361,139		5
158	2,788	58,308	2,788	58,308		6
392	19,161	116,007	19,161	116,007		7
1	3	143	3	143		8
		26,853		26,853		9
		122,928		122,928		10
36	106	24,293	106	24,293		11
3,953	5,526	147,643	5,526	147,643		12
		148,140	3,020	148,140		13
2,969	3,020	1,010,159	279,780	1,010,159		14
95,026	279,780	1,383	7,512	1,383		15
100	7,512	9,847	2,740	9,847		16
694	2,740	18,697		18,697		17
		22,524		22,524		18
726	259,851	34,674	259,851	34,674		19
90	377	3,220	377	3,220		20
383	1,462	28,695	1,462	28,695		21
215	1,309	2,532	1,309	2,532		22
269	9,141	20,315	9,141	20,315		23
	1,423	7,593	1,423	7,593		24
		52,757		52,757		25
64,416	306,522	1,575,984	306,522	1,575,984		26
11,382	27,541	256,682	17,541	256,682		27
227	3,554	127,684	3,554	127,684		28
1,639	685,610	492,473	685,610	492,473		29
200	314	223	314	223		30
197,728	521,863	40,437	521,863	40,437		31
444	1,006	34,134	1,006	34,134		32
67	1,914	5,372	1,914	5,372		33
157	250	14,390	250	14,390		34
53	212	2,192	212	2,192		35
41,995	87,870	1,186,234	87,870	1,186,234		36
79,799	187,936	38,639	187,936	38,639		37
45,253	666,327	420,989	666,327	420,989		38
830	58,518	169,164	58,518	169,164		39
		29,031		29,031		40
		19,022		19,022		41
5,796	14,839	57,852	14,839	57,852		42
		3,535		3,535		43
		15,877		15,877		44

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.		QUANTITIES	
		In British Vessels.	In Foreign Vessels.
FREE GOODS.—NATURAL PRODUCTS.—Continued.			
1	Osiers or Willow, for Basket Makers..... Pkgs.	62	.....
2	Pipe Clay..... "	316	.....
3	Ratan, for Chair-makers..... "	142	..... 18
4	Rosin..... Brls.	6,038	..... 3,932
5	Salt..... Bush.	3,325,798	..... 67,794
6	Seeds, for Agricultural, Horticultural, or Manufacturing purposes..... Pkgs.	10,515	..... 185
7	Stone, unwrought, and Slate..... \$	.....	.....
8	Tanners' Bark..... Cords.	1,008	..... 205
9	Tar and Pitch..... Brls.	10,926	..... 6,407
10	Teasels..... Pkgs.	11	.....
11	Tobacco, Unmanufactured..... Lbs.	1,108,196	..... 467,543
12	Trees, Plants and Shrubs, Bulbs and Roots..... Pkgs.	389	..... 88
13	Turpentine, other than Spirits of..... Galls.	2,266	..... 20,195
14	Vegetables..... \$	.....	.....
15	Whale Oil..... Galls.	5,547	..... 904
16	Wheat..... Bush.	2,574,967	..... 1,802,644
17	Wood, Unmanufactured..... \$	.....	.....
18	Wool..... Lbs.	2,265,990	..... 113,918
19	Other Articles..... \$	.....	.....
SPECIAL EXEMPTIONS.			
20	Apparel of British Subjects, domiciled in Canada, but dying abroad..... Pkgs.	21	.....
21	Articles for the use of H. R. H. Prince Arthur..... \$	.....	.....
22	Articles for the use of the Governor General..... "	75	.....
23	Articles for the Public uses of the Dominion..... \$	.....	.....
24	Articles for the use of Foreign Consuls General..... "	.....	.....
25	Articles for the use of the Army and Navy, viz.: Arms, Clothing, Musical Instruments for Bands, and Military Stores..... "	.....	.....
26	Settlers' Effects..... "	.....	.....
27	Animals for improvement of stock..... No.	88	.....
GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.			
28	Animals of all kinds..... No.	1,621	.....
29	Butter..... Lbs.	81,156	..... 480
30	Cheese..... "	250	.....
31	Fresh, Smoked, and Salted Meats, and Poultry..... \$	.....	.....
32	Fish, and Products of Fish and Fish Oil..... "	.....	.....
33	Gypsum..... Pkgs.	25	.....
34	Lard and Tallow..... Lbs.	39,161	..... 11,222
35	Oatmeal..... Brls.	82	.....
36	Timber and Lumber..... \$	.....	.....
37	Coin and Bullion.....	.....	.....
38	Total Free Goods.....	.....	.....
39	Foreign Reprints of British Copyright Works subject to a Duty of 12½ per cent., payable to the Imperial Government for the benefit of the Copyright-holders.....	.....	.....

Foreign Merchandise Imported into the Dominion of Canada, &c.—Continued.

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	
95	157	251	157	251	1
.....	316	1,140	316	1,140	2
192	352	8,980	352	8,980	3
2,110	12,080	48,098	12,080	48,098	4
5,102	3,398,694	540,557	3,398,694	540,557	5
2,937	13,637	83,742	13,637	83,742	6
.....	21,613	21,613	.....	21,613	7
163	1,376	4,736	1,376	4,736	8
1,094	18,427	46,868	18,427	46,868	9
43	54	2,099	54	2,099	10
7,241,747	8,817,486	832,950	8,451,252	805,478	11
4,968	5,445	33,001	5,445	33,001	12
200	22,661	2,792	22,661	2,792	13
.....	116,413	116,413	.....	116,413	14
3,188	9,639	6,253	9,639	6,253	15
17	4,377,628	4,010,698	4,377,628	4,010,698	16
.....	220,583	220,583	.....	220,583	17
1,980,486	4,360,394	799,944	4,360,394	799,944	18
.....	92,716	92,716	.....	98,865	19
9	30	699	30	699	20
.....	75	3,342	75	3,342	21
.....	.....	2,092	.....	2,092	22
.....	.....	180,499	.....	180,499	23
.....	.....	1,580	.....	1,580	24
.....	.....	272,418	.....	272,418	25
1	89	1,086,380	89	1,086,380	26
.....	.....	12,405	.....	12,405	27
.....	1,621	55,939	1,621	55,939	28
.....	81,636	16,269	81,636	16,269	29
.....	250	25	250	25	30
.....	.....	136,361	.....	136,361	31
.....	.....	608,120	.....	590,555	32
.....	25	31	25	31	33
.....	50,383	8,654	50,383	8,654	34
.....	82	313	82	313	35
.....	.....	2,481	.....	2,481	36
.....	.....	21,809,168	.....	21,770,537	37
.....	.....	4,335,529	.....	4,335,529	.....
.....	.....	26,144,697	.....	26,106,086	38
.....	.....	4,095	.....	4,095	39

No. 3.—SUMMARY STATEMENT of the Principal Articles of British and

ARTICLES.	QUANTITIES	
	In British Vessels.	In Foreign Vessels.
RECAPITULATION.		
1 Goods paying Specific Duty		
2 do do and Ad Valorem Duties		
3 do 25 per Cent. Ad Valorem		
4 do 15 do		
5 do 10 do		
6 do 5 do		
7 Add 5 per cent. Additional on Duty from 7th April, only		
Total Dutiable Goods		
8 Difference of currency on certain entries at Halifax, and other Ports, Nova Scotia		
9 Duty collected at Port Mulgrave, Nova Scotia, for which no returns were furnished to the Department		
10 FREE GOODS		
11 COIN AND BULLION		
Total		
12 Foreign Reprints of British Copyright Works		
13 Export duty on Saw Logs, &c.		
Grand Total		

Foreign Merchandise Imported into the Dominion of Canada, &c.—*Concluded.*

IMPORTED.			ENTERED FOR CONSUMPTION.			
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
		\$		\$	\$ cts.	
		4,987,182		2,667,753	1,229,930 12	1
		8,592,266		7,783,055	3,024,156 18	2
		1,564,245		1,046,592	261,650 95	3
		30,601,230		30,710,780	4,606,515 75	4
		412,391		416,899	41,690 31	5
		2,508,233		2,502,343	125,121 48	6
					118,111 50	7
		48,665,547		45,127,422	9,407,176 29	
					17,194 38	8
					657 49	9
		21,809,168		21,770,557		10
		4,335,529		4,335,529		11
		74,810,244		71,233,508	9,425,028 16	12
		4,095		4,095		
					37,912 28	13
		74,814,339		71,237,603	9,462,940 44	

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 4.—COMPARATIVE STATEMENT shewing, in contrast, the Quantity and Value of the Principal Articles of British and Foreign Merchandise Entered for Consumption, in the Dominion of Canada, during the Fiscal Years ending respectively on the 30th June, 1869 and 1870.

ARTICLES.	1st July, 1868, to 30th June, 1869.			1st July, 1869, to 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.
GOODS PAYING SPECIFIC DUTY.						
Animals—Horses	No. 167	26,246	2,505 00	182	19,281	2,186 04
Horned Cattle	43	4,173	430 00	54	8,852	620 71
Sheep	926	14,907	1,852 00	1,626	23,224	3,182 81
Swine	141	638	141 00	151	3,113	147 80
Acid—Sulphuric	222,652	4,317	1,113 27	1,969,613	44,448	9,848 27
Cordials	1,998	3,532	2,398 20	3,423	2,063 50	2,063 50
Perfumed Spirits not in flasks	1,338	3,955	1,603 40	4,749	2,085 12	2,085 12
Perfumed Spirits in flasks, from 7th April only	No. 793	876	498 96	17,774	3,453	710 94
Tinctures	Galls. 200,868	247,044	160,657 51	190	310	121 00
Brandy	430,960	206,774	344,773 65	302,886	373,566	242,273 68
Gin	274,204	124,699	219,750 01	473,006	206,595	378,394 69
Rum	106,006	88,833	84,838 37	218,505	104,827	175,604 20
Whisky	3,579	2,230	2,863 62	131,564	107,248	105,269 82
Spirits and Strong Waters	206,265	57,083	30,902 99	2,323	1,952	2,084 88
Oil—Coal and Kerosene	25,321	5,971	3,799 95	106,554	32,603	15,983 79
Benzole, Naphtha, and Refined Petroleum	23,892	5,742	2,387 97	26,371	6,493	4,038 07
Products of Petroleum	21,714	6,146	1,302 82	31,570	7,314	3,200 20
Crude Petroleum	2,131,541	46,605	15,560 24	15,968	5,133	958 35
Molasses for refining purposes	1,539,695	182,994	46,190 98	1,940,389	34,966	14,164 84
Coffee—Green	44,363	4,111	46,190 98	1,545,964	186,756	46,378 85
Roasted or Ground	14,600	722	1,373 65	13,008	1,018	520 34
Raw or Green	215,175	10,269	438 00	336	336	210 90
Roasted or Ground	695,940	29,172	8,606 60	179,911	7,877	7,196 44
Common Soap	109,682	7,950	6,959 52	432,691	20,600	4,326 91
Starch	10,642	119,361	2,193 31	151,243	12,039	3,024 85
Cigars	Mille. 2,013	318	37,126 50	12,943	122,650	43,697 95
New tariff, from 7th April only	Lbs. 56,541	9,506	80 52	25,944	28,761	11,674 82
Butter	485,726	48,501	1,696 28	2,092	388	83 68
Cheese	398,311	22,154	4,857 27	59,494	10,582	1,784 80
Lard and Tallow			3,966 91	337,692	35,820	3,376 03
Fish—Salted or Smoked				464,011	26,275	4,540 11

Malt	28,992	43,923	11,696 80	19,415	30,095	7,766 00
Meats—Fresh, Salted, or Smoked	5,895,949	637,752	53,935 99	4,117,380	522,390	41,174 15
Coal and Coke from 7th April, new tariff	Free.			114,272	375,066	57,136 07
Salt	do			6,597	2,265	329 95
Hops	do			6,076	1,636	303 80
Rice	do			1,418,021	86,017	14,180 05
Vinegar and Acetic Acid	17,917	35,495	5,323 93	178,408	30,091	9,405 08
Indian Corn	22,414	18,514	2,241 40	Included in "grain of all other kinds."		
Wheat—from 7th April, under new tariff	Free.			25,145	19,424	1,005 80
Grain of all other kinds	do			105,892	83,066	3,176 93
Flour of Wheat and of Rye	do			19,865	103,016	4,984 78
Flour and Meal of all other kinds	do			4,891	21,048	755 72
Fruits preserved in Brandy or other Spirits, do	do			2	7	1 80
Total Specific		2,027,436	1,068,989 62		2,667,753	1,229,930 12
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.						
Ale, Beer, and Porter, in Casks		29,969	7,252 44	85,112	28,591	7,180 38
do do in Bottles		79,502	18,879 70	140,516	64,326	16,268 18
Tea—Green and Japan		1,965,784	683,205 98	6,826,690	2,306,938	823,900 63
Black		849,472	232,971 65	4,132,678	1,147,380	316,748 29
Tobacco, Manufactured, and Snuff		500,659	78,678 36	349,240	76,682	57,614 55
Wines of all kinds		493,306	129,178 62	674,929	478,789	170,547 66
Sugar—equal to and above No. 9 Dutch Standard		44,217,844	979,917 81	46,215,054	2,374,963	1,055,866 65
below No. 9, Dutch Standard		12,779,048	222,709 99	16,474,520	2,695,513	297,424 94
Cane Juice, Melado, &c.		8,877,820	115,105 26	19,906,312	581,484	269,785 78
Sugar Candy and Confectionery		218,692	10,046 58	169,736	28,469	8,810 12
Total Specific and Ad Valorem		6,379,215	2,477,945 79		7,783,085	3,024,156 18
GOODS PAYING 25 PER CENT. AD VALOREM.						
Mace and Nutmegs	Pkgs.	35,444	8,861 22	109,742	44,710	11,177 51
Spices, Ground	Lbs.	108,586	1,056 17	4,564	2,881	720 19
Patent Medicines	Pkgs.	4,193	17,667 60	12,684	58,291	14,572 94
Playing Cards		5,162	2,250 70	196	10,145	2,537 70
Perfumery not elsewhere specified		1,68	8,428 81	1,159	22,248	5,561 96
Perfumery and Fancy Soaps	Pkgs.	1,748	3,068 35	66,586	13,585	3,383 52
Molasses, other than for refining purposes	Lbs.	75,552	158,798 25	45,135,534	894,782	223,697 13
Total 25 per Cent. Ad Valorem		32,741,070	200,031 11		1,046,592	261,650 95

Inks of all kinds, except Printing Ink	732	6,391	938 89	846	8,220	1,292 66
Ironware and Hardware	175,056	2,132,021	319,725 08	158,124	2,366,265	354,934 63
Jewellery and Watches	1,087	370,513	55,577 23	1,511	383,548	57,531 63
Lumber—Sawn or Plank, not being Mahogany, &c.		19,684	2,947 90		17,752	2,682 53
Leather	1,443	262,753	39,469 83	1,718	334,645	50,194 22
do Sheep, Calf, &c., dressed		18,718	2,807 80	184	51,985	7,762 67
Linen	3,597	704,125	105,618 63	4,495	774,589	116,187 68
Locomotive Engine and Railroad Cars		149,778	22,466 54	48	45,790	6,868 50
Maps, Charts, and Atlases	64,268	3,875	581 34	50,430	2,995	4,449 16
Maccaroni and Vermicelli	171	4,937	743 53	240	9,953	1,492 55
Manufactures of Marble, &c.	5,034	23,674	3,551 47	6,964	31,469	4,719 54
do Caoutchouc, &c.	2,046	115,167	17,276 32	1,923	103,436	15,515 17
do Cashmere				71	20,152	3,022 80
do Fur	1,973	161,568	24,235 37	1,495	134,110	20,125 81
do Hair and Mohair	589	26,821	4,022 96	781	41,812	6,271 45
do Papier Maché	15	168	23 11	32	704	105 76
do Grass, Ostr, &c.	1,942	69,459	10,418 39	2,311	40,811	6,121 64
do Bone, Shell, &c.	1,108	5,752	862 94	125	8,746	1,311 78
do Gold, Silver, Plated ware, &c.	885	103,509	15,526 45	1,361	146,526	21,978 77
do Brass or Copper	759	28,372	4,255 36	1,042	3,989 77	3,989 77
do Leather or imitation thereof	936	123,408	18,496 17	1,205	26,465	26,310 87
do Boots and Shoes	2,546	137,428	20,615 92	2,122	175,405	20,869 40
do Harness and Saddlery	492	14,376	2,156 11	560	18,056	2,708 24
do Wood, not elsewhere specified	39,839	139,088	20,863 77	21,196	170,558	25,581 59
Mowing, Reaping, and Threshing Machines	555	39,451	5,917 86	1,850	46,863	7,029 83
Musical Instruments	2,032	220,790	33,118 22	1,850	234,083	36,112 26
Mustard	195,202	28,151	4,222 49	254,469	36,090	5,604 00
Machinery, not elsewhere specified		247,324	37,099 59	6,108	252,536	37,880 23
Ochres—ground or calcined	7	65	9 68	6	28	4 20
Oilcloths	1,539	83,593	12,538 53	1,747	96,030	14,433 94
Oils—rectified or prepared, not otherwise specified	475,937	333,156	50,098 10	502,816	355,673	53,353 86
do Crude—except whale oil and others else-where specified	1,452	837	125 54	1,964	1,292	193 84
Opium		4,732	709 68	10	7,144	1,071 59
Packages		134,676	30,192 69		203,053	30,479 75
Paints and Colors	27,792	225,426	33,810 83	33,712	274,785	41,217 41
Paper of all kinds and Paper Hangings	14,278	295,121	44,268 10	14,324	313,635	47,045 07
Parasols and Umbrellas	171	41,800	6,270 44	207	49,367	7,405 18
Pisater of Paris, &c., ground and calcined	14,854	20,488	3,073 03	12,511	18,099	2,714 74
Pickles and Sauces	10,550	60,963	9,147 95	7,739	7,385 43	
Portable Hand Printing Presses	121	1,186	178 02	41	944	1,141 60
Preserved Meats, Fish, Vegetables, &c.	12,210	84,911	12,736 16	18,392	114,523	17,148 96
Printed, Lithographed, or Copperplate Bills, &c.	1,828	27,847	4,176 39	1,631	29,931	4,489 99
Sails, ready made	99	11,032	1,654 39	69	6,539	980 87
Shawls	5	1,114	167 02	26	4,373	656 76
Silks, Satins, and Velvets	2,140	1,057,135	133,568 68	2,614	1,281,248	192,185 87
Silk Twist	1	7	0 99	3	44	6 57
Spices—unground	803,581	56,251	8,437 55	601,028	51,356	7,708 62
Spirits of Turpentine	132,481	46,596	6,989 98	174,072	64,133	9,619 66

No. 4.—COMPARATIVE STATEMENT OF IMPORTS.—Concluded.

ARTICLES.	1st July, 1868, to 30th June, 1869.			1st July, 1869, to 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.						
Stationery Pkgs.	8,612	327,536	49,129 67	8,409	365,811	54,870 44
Steam Engines, other than Locomotives No.	14	43,720	6,558 04	54	18,661	2,799 21
Small Wares Pkgs.	10,444	1,403,256	210,487 69	11,029	1,481,377	222,206 79
Tobacco Pipes " "	1,372	16,151	2,422 98	4,797	17,834	2,674 93
Toys " "	618	16,876	2,531 45	937	4,800 74	3,003 74
Varnish, other than Bright or Black " "	1,989	16,593	2,489 91	1,060	24,147	3,621 88
Woolens " "	26,065	6,722,556	1,008,382 64	27,488	6,968,552	1,045,287 77
Unenumerated Articles \$		926,489	138,947 38		685,365	1,102,683 24
Total 15 per Cent. Ad Valorem		29,178,124	4,376,646 16		30,710,780	4,606,515 75
GOODS PAYING 10 PER CENT. AD VALOREM.						
Sole and Upper Leather Pkgs.	4,979	189,726	18,972 51	1,484	271,013	27,100 22
Animals of all kinds, from 7th April only No.				9	144	14 40
Fruits of all kinds—Green Pkgs.				159,437	69,743	6,974 87
Hay, Straw, and Bran " "				42	87	8 65
Seeds—other than Cereals " "				607	13,193	1,319 55
Vegetables \$					36,359	3,636 85
Trees, Plants and Shrubs Pkgs.				9,485	26,360	2,635 77
Total 10 per Cent. Ad. Valorem		189,726	18,972 51		416,899	41,690 31
GOODS PAYING 5 PER CENT. AD VALOREM.						
Printed Books, Periodicals, and Pamphlets Pkgs.	12,908	640,820	32,045 27	13,654	660,734	33,037 60
Iron \$		1,817,800	90,890 50		1,793,876	89,697 16
Type Pkgs.	1,211	36,113	1,805 85	1,244	47,733	2,386 72
Total 5 per Cent. Ad Valorem		2,494,733	124,741 62		2,502,343	125,121 48

FREE GOODS	23,081,329	21,770,557	1,229,930 12
COIN AND BULLION	4,247,229	4,335,529	3,024,156 18
Total Free Goods	26,328,558	26,106,086	2,657,753
Copyright Works	4,270	4,095	7,783,055
			1,046,592
			30,710,780
			4,603,515 75
			416,899
			41,690 31
			125,121 48
			118,111 50
			9,407,176 29
			17,194 38
			657 49
			9,425,028 16
			37,912 28
			9,462,940 44

RECAPITULATION.

Goods paying Specific Duties	2,027,486	1,068,989 62	2,657,753	1,229,930 12
do do and Ad Valorem Duties	6,379,215	2,477,945 79	7,783,055	3,024,156 18
do 25 per Cent. Ad Valorem	800,108	200,031 11	1,046,592	261,650 95
do 15 do do	29,178,124	4,376,646 16	30,710,780	4,603,515 75
do 10 do do	189,726	18,972 51	416,899	41,690 31
do 5 do do	2,494,733	124,741 62	2,502,343	125,121 48
Add 5 per cent. additional on Duties from 7th April only				118,111 50
Total Dutiable Goods	41,069,342	8,267,326 81	45,127,422	9,407,176 29
Difference of currency on certain entries at Halifax and other Ports, Nova Scotia		15,293 90		17,194 38
Duty collected at Campbelltown, New Brunswick, for which no returns were furnished to the Department		1,886 33		657 49
Duty collected at Port Mulgrave, Nova Scotia, for which no returns were furnished to the Department.				
FREE GOODS	22,081,329		21,770,557	
COIN AND BULLION	4,247,229		4,335,529	
Total	67,397,900	8,284,507 04	71,233,508	9,425,028 16
Foreign Reprints of British Copyright Works	4,270	14,402 67	4,095	37,912 28
Export Duty on Saw Logs, &c.				
Grand Total	67,402,170	8,298,909 71	71,237,603	9,462,940 44

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 5.—STATEMENT (by Provinces) shewing the Quantity and Value of the Dominion of Canada, during the Fiscal Year

PROVINCE OF

ARTICLES.	KINGSTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
		\$		\$
Ale, Beer, and Porter..... Galls.	1,205	435	17,673	7,513
Books—printed.....		4,301		219,869
Brandy..... Galls.	1,532	1,618	24,722	29,690
Carpets and Hearth Rugs.....		7,885		77,422
Cane Juice..... Lbs.			57,524	1,287
Chinaware, Crockery, and Earthenware.....		4,775		48,529
Cigars.....	Mille. | Lbs.		Mille. | Lbs.	
	20 | 6	75	1,600 | 1,669	14,061
Clothing—ready made.....		1,348		11,275
Coffee—green..... Lbs.	33,854	4,359	247,796	29,561
Cottons.....		55,009		1,199,215
Dried Fruits..... Lbs.	250,379	10,247	1,328,377	60,325
Drugs and Medicines.....		3,279		62,370
Fancy Goods.....		5,021		417,771
Fish—Salted or Smoked..... Lbs.	15,791	745	59,365	3,395
Gin..... Galls.	750	302	7,711	3,778
Glass and Glassware.....		3,738		79,034
Hats, Caps, and Bonnets.....		1,044		119,618
Hosiery.....		8,379		16,131
Iron—paying 5 per cent.....		7,843		108,099
Jewellery and Watches.....		327		84,712
Leather.....		279		65,712
Linen.....		8,783		133,170
Machinery.....		3,364		42,967
Manufactures of Fur.....		1,330		18,861
Do Gold, Silver, or Plated Ware.....		861		39,382
Do Grass, Osier, Palm Leaf, &c.....		195		22,604
Do Hardware.....		15,463		227,819
Do Leather, including Boots and Shoes, &c.....		446		53,601
Do Wood, including Cabinet Ware.....		2,286		20,308
Meats—Fresh, Smoked or Salted..... Lbs.	140,200	17,087	156,413	17,909
Molasses.....	110,670	1,794	6,556	1,231
Musical Instruments.....		5,261		72,565
Oils—rectified or prepared..... Galls.	2,482	2,096	23,742	17,759
Packages.....		692		12,691
Paints and Colors.....		440		19,092
Paper and Paper Hangings.....		2,484		34,300
Rum..... Galls.	497	222	9,188	4,842
Silks, Satins, and Velvets.....		18,933		297,465
Small Wares.....		9,169		85,593
Spices—unground..... Lbs.	6,904	894	68,059	5,952
Stationery.....		1,374		101,596
Sole and Upper Leather.....		694		24,378
Sugar—equal to & above No. 9 Dutch Standard..... Lbs.	1,586,312	82,677	3,484,667	178,891
Do below No. 9 Dutch Standard.....	118,128	5,669	276,326	13,682
Tea.....	123,089	39,826	1,051,943	396,710
Tobacco and Snuff—manufactured.....	2,357	504	25,490	7,301
Whiskey..... Galls.	97	110	12,359	9,421
Wine of all kinds.....	1,834	1,403	61,594	60,411
Woolens.....		39,342		1,148,087
Other Articles.....		36,265		378,635
Total Dutiable Goods.....		420,673		6,105,590
Free Goods.....		4,002,256		1,020,202
Coin and Bullion.....		71,260		111
Copyrights.....		67		1,050
Grand Total.....		4,494,256		7,126,953

Principal Articles Entered for Consumption at the Principal Ports in the ending on the 30th day of June, 1870.

ONTARIO.

HAMILTON.		LONDON.		OTHER PORTS.		TOTALS.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	\$		\$		\$		\$
8,177	3,139	1,297	596	8,166	3,469	36,518	15,152
	14,739		11,856		100,406		361,171
12,542	14,037	5,046	5,632	9,761	11,917	53,603	62,894
	20,937		1,634		53,250		159,494
		53,239	13,283	47	4	110,810	2,925
	25,742		1,634		15,947		108,276
Mille. Lbs.		Mille. Lbs.		Mille. Lbs.		Mille. Lbs.	
232	3,890	130	2,404	442	3,874	2,424	2,675
	6,694		761		11,577		31,655
249,900	29,631	70,445	7,716	59,414	6,883	661,409	78,150
	480,927		224,024		286,768		2,245,943
877,158	36,336	460,629	20,714	333,553	15,401	3,250,096	143,023
	38,702		7,429		18,994		130,774
	49,375		21,563		176,342		670,072
21,446	1,167	11,905	723	127,926	7,903	236,433	13,933
4,605	1,940	2,100	1,129	7,073	2,958	22,239	10,107
	24,798		13,323		41,672		162,565
	46,906		1,356		21,006		189,930
	16,911				11,664		53,085
	231,843		44,651		57,605		450,041
	8,520		3,226		19,936		115,721
	8,397		1,695		2,958		79,041
	57,169		24,748		43,447		267,317
	29,920		4,141		74,748		155,140
	6,024				5,321		31,536
	1,723		2,427		9,463		52,856
	2,896				88		25,783
	160,659		71,990		219,430		695,361
	15,765		128		17,897		87,837
	5,662		21,826		50,934		101,016
28,359	1,718	6,657	818	2,286,246	301,708	2,617,875	339,240
1,306,475	34,389	195,085	5,707	650,575	18,545	2,269,361	61,666
	6,129		4,887		28,881		117,723
9,340	6,401	960	1,079	3,938	3,846	40,462	31,181
	8,498		9,482		9,712		41,075
	8,488		6,550		4,649		39,219
	11,870		5,427		15,261		69,342
4,993	2,494	1,091	617	2,386	1,398	18,155	9,573
	70,117		4,723		75,418		466,656
	99,669		82,042		102,247		378,720
25,322	3,267	4,817	348	26,409	1,149	131,511	11,610
	6,191		5,202		20,290		134,653
	3,529				7,513		36,114
2,007,561	107,353	1,495,899	74,116	4,579,208	242,756	13,153,647	685,793
		59,418	2,675		613	29	22,055
536,040	210,641	253,106	102,236	502,228	192,519	2,466,406	941,932
30,084	6,441	11,677	3,074	23,125	4,389	92,733	21,709
3,161	2,437	2,597	2,119	945	761	19,159	14,848
18,318	10,976	5,936	4,122	17,662	17,434	105,344	94,346
	437,094		115,225		305,317		2,045,065
	395,413		58,865		313,685		1,182,863
	2,777,564		998,289		2,958,369		13,260,485
	809,705		111,851		2,453,727		8,397,741
	509		120		2,797,793		2,869,793
	50				1,271		2,438
	3,587,828		1,110,260		8,211,160		24,530,457

No. 5.—PRINCIPAL PORTS, &c.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	MONTREAL.		QUEBEC.		OTHER PORTS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$		\$		\$		\$
Acetic Acid and Vinegar.....								
Ale, Beer, and Porter.....	87,687	13,973	35,482	4,395	1,079	340	124,818	18,708
Books—printed.....	45,700	20,211	12,800	5,159	121	72	58,121	25,442
Brandy.....	2,369	174,658	372	27,424	295	4,621	2,929	206,703
Carpets and Hearth Rugs.....	118,339	142,124	21,321	22,185	474	718	140,134	165,027
Cane Juice.....	651	123,626	60	10,332	9	325	720	134,283
China Ware, Crockery and Earthenware.....	19,523,042	570,983	100	10			19,523,142	570,993
Cigars.....	24,434	176,858	1,962	40,532	158	3,555	26,554	220,945
	8,301		(1,083)		{		{	
	14,258	93,844	(1,479)	11,051	{	75	{	104,970
Clothing—ready made.....	94	12,374	60	3,230	105	12,801	250	28,405
Coffee—green.....	520,196	67,020	105,295	12,552	1,495	143	626,966	79,715
Cottons.....	16,277	2,910,830	3,912	670,774	2,205	57,489	22,394	3,639,093
Dried Fruits and Nuts.....	4,605,394	217,318	246,046	14,276	11,574	1,846	4,863,014	233,440
Drugs and Medicines.....	13,431	153,645	722	8,126	276	764	14,419	162,535
Fancy Goods.....	2,395	333,728	651	48,975	60	2,412	3,106	385,115
Fish—salted or smoked.....	135,141	8,546	30,181	1,670	44,161	2,034	203,483	12,150
Gin.....	174,433	71,220	108,015	41,173	5,881	2,532	288,279	114,925
Glass and Glassware.....	78,187	211,321	45,771	75,224	1,541	6,229	124,962	292,774
Hats, Caps and Bonnets.....	5,076	268,015	324	23,479	149	11,631	5,549	303,125
Hosiery.....	365	93,226	3	141	14	1,111	382	94,478
Iron paying 5 per cent.....		851,179		127,993		5,007		984,179
Jewellery and Watches.....	720	231,017	48	7,168	29	566	797	238,751
Leather.....	774	252,232	67	13,006	48	1,021	869	268,259
Machinery.....	991	43,760	37	1,805	233	14,504	1,261	60,069
Malt.....	12,200	18,489	4,800	7,335			17,000	25,824
Manufactures of Fur.....	902	75,862	31	16,693	22	200	965	92,755
Gold, Silver or Plated Ware, &c.....	441	64,033	72	10,215	14	872	527	75,120
Grass Oatier, Palm Leaf, &c.....	212	1,499	1,194	3,714	1	420	1,407	5,633
Hardware.....	48,649	889,658	22,973	148,688	3,604	37,318	75,226	1,075,564

Leather, including Boots and Shoes, &c.	206	25,997	53	4,073	490	95,492	688	128,562
Wood, including Cabinet Ware.	13,383	27,218	453	6,866	2,267	10,759	16,103	44,543
Meats—fresh, smoked or salted.	702,109	94,120	22,890	2,862	38,171	5,736	763,170	109,718
Molasses.	11,758,523	206,061	6,288,404	123,875	335,334	9,963	18,382,261	339,899
Oils—rectified or prepared.	333,276	229,239	25,651	20,737	3,790	1,941	362,717	251,917
Paints and Colors.	84,777	91,235	18,735	20,185	2,127	1,446	105,639	112,865
Paper and Paper Hangings.	12,757	110,703	8,399	20,178	278	1,981	21,434	132,862
Rum.	36,226	157,759	473	16,134	115	727	174,620	24,007
Silks, Satins and Velvets.	4,541	17,871	6,604	3,634	4,448	2,302	47,278	552,237
Small Wares.	898	499,617	1,282	234,936	784	8,897	6,037	1,064,666
Spices—unground.	289,645	820,833	52,487	4,650	.....	.....	342,132	31,537
Stationery.	2,922	132,388	281	16,734	87	1,061	3,290	150,853
Sugar, equal to and above No. 9 Dutch Standard.	19,778,280	968,213	2,590,475	144,582	53,683	2,853	22,422,438	1,115,648
" below No. 9, Dutch Standard.	15,839,926	666,005	27,048	1,369	24	3	15,866,998	667,377
Tea.	5,346,249	1,660,681	436,244	122,179	48,194	12,662	5,830,687	1,795,822
Tobacco and Snuff—manufactured.	101,007	22,272	2,697	595	4,208	1,089	107,912	23,367
Whisky.	25,502	21,182	2,876	1,972	.....	.....	28,378	23,154
Wines of all kinds.	385,031	245,517	113,325	64,532	.....	.....	498,802	310,604
Woollens.	10,260	2,933,683	2,254	501,154	310	32,144	12,824	3,406,481
Other articles.	1,655,576	1,655,576	.....	307,256	.....	17,009	.....	1,979,841
Total Dutiable Goods.	18,704,846	.....	.....	3,029,475	.....	376,070	.....	22,110,391
Free Goods.	5,312,731	.....	.....	2,504,867	.....	1,021,469	.....	8,839,067
Coin and Bullion.	1,037,463	.....	.....	.....	.....	157,916	.....	1,215,379
Total.	25,075,040	.....	.....	5,534,342	.....	1,555,455	.....	32,164,837
Copyrights.	1,435	.....	.....	12	.....	4	.....	1,451
Grand Total.	25,076,475	.....	.....	5,534,354	.....	1,555,459	.....	32,166,288

No. 5.—PRINCIPAL PORTS, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	HALIFAX.		OTHER PORTS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ale, Beer, and Porter.....		\$		\$		\$
Books.....	70,268	26,015	3,271	1,507	73,539	27,522
Brandy.....	1,369	55,195	195	5,942	1,564	61,097
China Ware, Crockery and Earthenware.....	45,961	62,117	4,558	6,186	50,519	68,303
Cigars.....	2,064	55,244	439	7,725	2,503	62,969
Clothing—ready made.....	3,690	10,483	9	239	3,699	10,722
Confectionery.....	58,981	96,025	81	11,455	615	107,480
Coffee—green.....	148,216	9,045	3,146	776	62,127	9,821
Coffee—roasted.....	1,380	14,988	6,501	596	154,717	15,584
Cordage and Canvass.....	1,362	128	1,134	134	2,514	262
Cottons.....	3,373	692,571	6,691	1,321	10,064	2,683
Dried Fruits.....	41,764	40,968	352,811	90,235	394,575	782,806
Drugs and Medicines.....	2,684	48,490	406	6,514	3,090	44,029
Fancy Goods.....	192	95,688	143	26,838	1,075	55,004
Gin.....	48,884	28,185	10,023	5,907	58,907	122,526
Hats, Caps, and Bonnets.....	819	68,499	222	9,324	1,041	37,792
Iron—paying 5 per cent.....	55	96,445		38,341		77,823
Jewellery and Watches.....		13,034		1,819		194,786
Manufactures—Iron and Hardware.....	21,869	233,420	6,984	108,665	28,853	342,085
do Leather (including Boots & Shoes).....	632	44,450	99	4,741	731	49,191
do Wood (including Cabinet Ware).....	2,625	13,046	5,795	27,865	8,320	41,112
Meats—fresh, smoked, or salted.....	85,280	3,851	151,539	15,909	236,769	19,760
Molasses.....	11,908,721	232,167	3,563,467	74,565	15,477,188	306,732
Musical Instruments.....	96	9,169	56	4,726	152	13,895
Oils—refined or prepared.....	57,216	38,913	14,943	11,371	72,159	50,284
Oils—crude, of all kinds.....	207	83			207	83
Packages.....	1,593	22,318	201	3,449	1,794	25,767
Patent Medicines.....	3,103	3,646	29	311	132	3,957
Paints and Colors.....	3,862	50,097	881	12,735	4,743	62,792
Paper and Paper Hangings.....	2,710	29,993	650	6,960	3,360	36,953

Pickles and Sauces	Pkgs.	8,327	52	364	773	8,691
Rum	Galls.	47,554	27,239	13,686	130,466	60,640
Silks, Satins, and Velvets	Pkgs.	134,672	25	2,347	374	137,019
Sole and Upper Leather	"	13,055	102	1,781	273	14,836
Sugar—equal to and above No. 9 Dutch Standard. Lbs.	"	287,350	565,423	28,732	5,960,187	316,082
Sugar—below No. 9 Dutch Standard	"	376,049	144,453	5,693	1,444,453	5,693
Tea	"	6,631	102,041	28,288	1,490,357	404,357
Tobacco and Snuff—manufactured	"	23,756	15,667	3,840	34,475	9,471
Whiskey	Galls.	32,131	7,256	5,225	29,578	28,981
Wines of all kinds	"	626,222	9,582	11,667	37,093	43,796
Woolens	Pkgs.	555,526	1,451	113,150	4,099	739,372
Other Articles	"	4,206,048	.....	190,087	.....	745,513
Total Dutiable Goods		1,752,392	.....	893,178	.....	5,099,226
Free Goods		250,357	.....	905,975	.....	2,658,357
Coin and Bullion		57	.....	34	.....	250,357
Foreign Reprints of British Copyright Works		6,208,844	.....	1,799,187	.....	8,008,031
Grand Total .....		.....	.....	.....	.....	.....

No. 5.—PRINCIPAL PORTS, &c.—Concluded.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	ST. JOHN.		OTHER PORTS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Acetic Acid and Vinegar	19,565	\$ 3,196	677	131	20,242	\$) 3,327
Ale, Beer and Porter	30,622	20,255	6,828	4,546	37,450	24,801
Books, printed	1,420	39,028	1,136	2,735	2,556	41,763
Brandy	39,564	53,586	18,756	23,756	58,320	77,342
Carpets and Hearth Rugs	296	65,571	64	8,823	360	74,394
Cane Juice	480	27	965	60	1,445	87
China-ware, Crockery, and Earthenware	1,404	29,040	544	13,359	1,948	42,399
Cigars	374.6	5,188	544	1,425	918	6,613
Clothing—ready made	147	28,102	73.6	1,425	221	51,016
Coffee, green	100,421	12,984	108	22,914	208	102,832
Cottons	2,557	531,639	2,431	323	5,088	13,337
Coal and Coke	4,225	11,977	722	140,511	3,503	672,150
Dried Fruits and Nuts	21,603	56,595	500	1,575	2,103	13,552
Drugs and Medicines	1,096	35,508	35,981	3,347	57,584	59,942
Fancy Goods	832	218,910	181	4,995	1,013	40,503
Fish, salted or smoked	1,095	49	293	48,797	1,388	267,707
Flour of Wheat and Rye	3,385	17,944	1,500	53	4,885	105
Gin	54,447	24,635	1,334	7,271	4,719	25,215
Glass and Glassware	10,011	39,033	49,134	23,135	103,581	47,771
Hats, Caps and Bonnets	912	51,597	1,680	7,271	11,671	46,304
Hosiery	46	11,481	182	9,926	1,084	61,323
Iron, paying 5 per cent. . . . .	.....	193,744	17	1,459	63	12,940
Jewellery and Watches	71	13,922	.....	31,126	.....	224,870
Leather	54	4,652	3	301	74	14,223
Machinery	417	23,619	20	643	74	5,293
Manufactures of Fur	53	6,533	60	2,322	477	25,941
Manufactures of Gold, Silver, or Plated Ware, &c	6	910	28	564	81	7,087
Manufactures of Grass, Ostr. Palm Leaf, &c	11	383	15	1,089	21	1,999
Manufactures of Hardware	12,049	182,956	9,922	442	19	825
Manufactures of Leather, including Boots & Shoes	465	60,972	3,922	56,894	15,971	249,850
Manufactures of Wood, including Cabinet Ware	6,236	30,753	234	7,984	689	68,956
			2,827	9,584	9,083	40,387

Masts, fresh, smoked or salted.....	Lbs.	278,381	34,285	221,186	499,566	60,672
Molasses.....		8,296,966	164,201	2,646,127	10,947,113	221,451
Musical Instruments.....	Pkgs.	242	29,574	32	274	32,406
Oils, rectified or prepared.....	Galls.	23,201	17,762	4,287	27,488	22,291
Package.....	Pkgs.	1,951	17,161	2,717	4,668	23,345
Paints and Colors.....	"	3,298	34,660	981	4,229	39,913
Paper and Paper Hangings.....	"	2,478	27,660	329	2,807	32,720
Rum.....	Galls.	7,913	3,768	14,693	22,606	10,667
Silks, Satins, and Velvets.....	Pkgs.	233	109,664	41	15,633	125,297
Small Wares.....		189	23,491	227	7,392	30,883
Spices, unground.....	Lbs.	116,822	6,316	1,288	118,080	6,422
Stationery.....	Pkgs.	661	30,868	92	4,185	35,043
Sugar, equal to and above No. 9 Dutch Standard Lbs.		3,904,266	218,096	714,516	4,678,782	297,440
Tea.....		763,000	207,670	408,828	1,171,828	312,487
Tobacco and Snuff, manufactured.....	"	41,700	9,070	72,420	114,120	21,545
Whisky.....	Galls.	39,966	29,325	14,703	54,463	40,285
Wines of all kinds.....	"	30,338	26,415	3,352	33,680	30,041
Woolens.....	Pkgs.	2,090	593,592	563	123,542	717,134
Other Articles.....	\$	329,325	329,325	85,220	2,653	414,545
Total Dutiable Goods.....			3,698,182		989,138	4,657,320
Free Goods.....			1,365,920		509,472	1,875,392
Total.....			5,064,102		1,468,610	6,532,712
Foreign Reprints of British Copyright Works.....			115			115
Grand Total.....			5,064,217		1,468,610	6,532,827

R. S. M. BOUCHETTE

Commissioner of Customs.

No. 6.

GENERAL STATEMENT

(BY PROVINCES)

OF THE

PRINCIPAL ARTICLES

OF

CANADIAN PRODUCE AND MANUFACTURE

EXPORTED FROM THE

DOMINION OF CANADA.

Shewing the Quantity and Value of each Article, the Country to which Exported,
and whether in British or Foreign Vessels or by Land Carriage,
during the Fiscal Year ending 30th June, 1870.

No. 6.—GENERAL STATEMENT (by Provinces,) of Exports, the Growth, Produce and Manufacture of the Dominion of Canada, Exported during the Fiscal Year ending 30th June, 1870; shewing the Quantity and Value of each Article, the Country to which Exported, and whether in British or Foreign Vessels, or by Land Carriage.

PROVINCE OF ONTARIO.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCTS OF THE MINE.						
Gold bearing Quartz Dust, Nuggets	United States	\$ 50				\$ 50
Copper	United States	27				27
Coal	United States	Tons. 6			Tons. 6	61
Iron Ore	United States	Tons. 10,243	Tons. 4,973		Tons. 15,216	34,800
Pig and Scrap Iron	United States	Tons. 10,820	Tons. 442	Tons. 1,683	Tons. 12,945	211,588
Stone	United States	\$ 18,700	\$ 2,126	\$ 15		20,841
Mineral or Earth Oil	Great Britain	Galls. 2,096,187			Galls. 2,096,187	465,701
	United States	194,928	158	2,320,290	2,515,376	481,979
		2,291,115	158	2,320,290	4,611,563	947,680
Other Articles	United States	\$ 13,566	\$ 2,261			15,827
THE FISHERIES.						
Fish, fresh	United States	\$ 65,908				\$ 65,908
Fish, salted, wet	United States	Brls. 2,018	Brls. 765	Brls. 210	Brls. 2,993	18,364
Fish, salted, dry	United States	Cwt. 37	Cwt. 11		Cwt. 48	197
Fish Oil	United States	Galls. 20	Galls. 487		Galls. 507	507

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantity.	Total Value.
THE FOREST.		Brls.		Brls.	Brls.	\$
Ashes—Pot....	United States	21	.....	36	57	1,816
Timber—Ash ..	United States	Tons. 2,984	.....	.....	Tons. 2,984	1,682
Elm.....	United States	Tons. 2,375	Tons. 690	.....	Tons. 3,065	5,521
Maple.....	United States	Tons. 1,500	.....	.....	Tons. 1,500	180
Oak.....	United States	Tons. 11,441	Tons. 4,000	.....	15,441	61,108
White Pine..	United States	Tons. 1,903	Tons. 170	.....	Tons. 2,073	7,890
Walnut	United States . . . .	.....	M. Feet. 11	M. Feet. 5	M. Feet. 16	373
Basswood, Butternut, &c.....	United States	M. Feet. 48	M. Feet. 10	.....	M. Feet. 58	337
Standard Staves	United States	Mille. 1,362	Mille. 15	.....	Mille. 1,377	31,783
Other Staves ..	United States	Mille. 3,260	Mille. 658	Mille. 27	Mille. 3,945	66,656
Planks and Boards.....	United States	M. Feet. 322,852	M. Feet. 81,509	M. Feet. 12,909	M. Feet. 417,270	4,064,044
Spars	United States	Pieces. 126	Pieces. 12	.....	Pieces. 138	673
Masts	United States	Pieces. 1,056	Pieces. 4	.....	Pieces. 1,060	10,533
Laths	United States	Mille. 18,214	Mille. 3,681	.....	Mille. 21,895	30,082
Firewood.....	United States	Cords. 53,682	Cords. 146,616	Cords. 690	Cords. 200,988	419,616

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.	Duty.
THE FOREST— <i>Continued.</i>		Mille.	Mille.	Mille.	Mille.	\$	\$ cts.
Shingles	United States	38,770	24,909	5,123	68,802	131,799	.....
Shingle Bolts— Duty \$1 00 per Cord	United States	Cords. 8,141	Cords. 2,896	.....	Cords. 11,037	39,887	11,083 94
Stave Bolts— Duty \$1 00 per Cord	United States	Cords. 1,528	Cords. 89	.....	Cords. 1,617	5,205	1,651 31
Oak Logs— Duty \$2 00 per M. Feet	United States	M. Feet. 190	M. Feet. 685	.....	M. Feet. 875	9,153	1,752 66
Pine Logs— Duty \$1 00 per M. Feet	United States	M. Feet. 17,607	M. Feet. 427	.....	M. Feet. 18,034	85,022	18,010 44
Sleepers and Railroad ties.	United States	Pieces. 248,667	Pieces. 30,650	.....	Pieces. 279,317	55,842	.....
Other Woods ...	United States	\$ 85,905	.....	.....	.....	85,905	.....
ANIMALS AND OTHER PRODUCE.		No.	No.	No.	No.		
Horses	United States	2,947	2,762	1,607	7,316	661,547	.....
Horned Cattle.	United States	No. 50,557	No. 6,810	No. 26,696	No. 84,063	2,427,689	.....
Swine	United States	No. 98,956	No. 2,322	No. 2,967	No. 104,745	251,250	.....
Sheep	United States	No. 36,119	No. 18,094	No. 35,466	No. 88,679	251,755	.....
Foultry	United States	\$ 12,460	\$ 10,229	\$ 292	.....	22,981	.....
Bacon and Ham	Great Britain	Cwt. 52,974	.....	Cwt.	Cwt. 52,974	439,837	.....
	United States .....	.....	.....	3,902	3,902	42,434	.....
		52,974	.....	3,902	56,876	482,271	.....
Beef	Great Britain	Cwt. 5,697	Cwt.	Cwt.	Cwt. 5,697	56,504	.....
	United States	156	628	722	1,506	10,341	.....
		5,853	628	722	7,203	66,845	.....

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.,— <i>Continued.</i>		Lbs.	Lbs.	Lbs.	Lbs.	\$
Beeswax	United States	6	57	160	223	75
Bones	United States	Cwt. 524	Cwt. 8	Cwt. 152	Cwt. 684	785
Butter	Great Britain	Lbs. 95,244	.....	.....	Lbs. 95,244	17,366
	United States	970,821	299,131	244,803	1,514,755	272,493
		1,066,065	299,131	244,803	1,609,999	289,859
Cheese	Great Britain	Lbs. 775,296	.....	.....	Lbs. 775,296	94,199
	United States	20	37	23,692	23,749	2,760
		775,316	37	23,692	799,045	96,959
Eggs	United States	Doz. 829,264	Doz. 118,266	Doz. 483,226	Doz. 1,430,756	184,744
Feathers	United States	Lbs. 20	Lbs. 76	Lbs. 6	Lbs. 102	40
Furs, Dressed & Undressed	United States	\$ 5,368	\$ 8,708	\$ 80	.....	14,156
Hides and Skins	United States	\$ 29,574	\$ 71,925	\$ 3,929	.....	105,428
Horns & Hoofs	United States .....	.....	.....	Cwt. 13	Cwt. 13	165
Honey	United States	Lbs. 66	Lbs. 50	Lbs. 30	Lbs. 146	20
Lard	Great Britain	Lbs. 293,302	Lbs. 6,715	Lbs. 60,620	Lbs. 293,302	48,748
	United States	1,640	6,715	60,620	68,975	8,766
		294,942	6,715	60,620	362,277	57,514
Pork	Great Britain	Cwt. 7,438	Cwt. 28,836	Cwt. 767	Cwt. 7,438	49,727
	United States	65	28,836	767	29,668	10,278
		7,503	28,836	767	37,106	60,005
Sheep's Pelts	United States	No. 97,143	No. 37,205	No. 70,383	No. 204,731	108,755

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.,— <i>Continued.</i>		Lbs.	Lbs.	Lbs.	Lbs.	\$
Tallow	Great Britain	6,331			6,331	530
	United States	2,262	460	1,590	4,312	402
		8,593	460	1,590	10,643	932
Tongues	Great Britain	Kegs. 74			Kegs. 74	497
Venison	United States	\$ 1,669	\$ 160	\$ 65		1,894
Wool	United States	Lbs. 915,130	Lbs. 122,482	Lbs. 835,436	Lbs. 1,873,048	586,353
Other Articles	United States	\$ 136				136
AGRICULTURAL PRODUCTS.				\$		
Balsam	United States			128		128
Barley and Rye	United States	Bush. 4,814,237	Bush. 1,251,788	Bush. 346,364	Bush. 6,412,389	4,586,878
Beans	United States	Bush. 16,373	Bush. 5,319	Bush. 33,569	Bush. 55,261	57,349
Bran	United States	Cwt. 13,840	Cwt. 40,824	Cwt. 34,020	Cwt. 88,684	73,874
Flax	United States	Cwt. 2,539	Cwt. 16,303	Cwt. 43,632	Cwt. 62,474	64,368
Flax Seed	United States		Bush. 29,497	Bush. 22,339	Bush. 51,836	68,158
Flour	Great Britain	Brls. 596	Brls.	Brls.	Brls. 596	2,434
	United States	3,702	6,225	42,625	52,552	204,829
		4,298	6,225	42,625	53,148	207,263
Fruit Green	Great Britain	Brls. 1	Brls.	Brls.	Brls. 1	2
	United States	4,580	2,207	1,707	8,494	19,941
		4,581	2,207	1,707	8,495	19,943
Hay	United States	Tons. 17	Tons. 139	Tons. 31	Tons. 177	1,551

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS,— Continued.		Cwt.	Cwt.		Cwt.	\$
Hemp.....	United States.....	1	37	.....	38	407
Hops.....	Great Britain.....	Lbs. 126,223	Lbs.	Lbs.	Lbs. 126,223	15,441
	United States.....	58,138	107,200	98,622	263,960	28,716
		184,361	107,200	98,622	390,183	44,157
Indian Corn...	United States.....	Bush. 13,079	Bush. 531	.....	Bush. 13,610	8,434
Malt.....	United States.....	Bush. 51,676	Bush. 14,659	Bush. 61,008	Bush. 127,343	112,120
Maple Sugar...	United States.....	.....	Lbs. 85	.....	Lbs. 85	9
Meal.....	Great Britain.....	Brls. 1,204	Brls.	Brls.	Brls. 1,204	4,466
	United States.....	1,437	661	14,701	16,799	68,355
		2,641	661	14,701	18,003	72,821
Oats.....	United States.....	Bush. 116,129	Bush. 176,795	Bush. 157,055	Bush. 449,979	155,108
Peas.....	Great Britain.....	Bush. 900	Bush.	Bush.	Bush. 900	416
	United States.....	257,830	82,256	112,139	452,225	306,473
		258,730	82,256	112,139	453,125	306,889
Other Seeds...	United States.....	Bush. 5,638	Bush. 1,992	Bush. 2,084	Bush. 9,714	15,244
Tobacco.....	United States.....	.....	Lbs. 6,417	.....	Lbs. 6,417	3,565
Vegetables...	United States.....	\$ 4,134	\$ 249	.....	.....	4,383
Wheat.....	Great Britain.....	Bush. 23,793	Bush.	Bush.	Bush. 23,793	21,376
	United States.....	728,460	63,967	31,264	823,691	788,770
		752,253	63,967	31,264	847,484	810,146
Other Articles	United States.....	\$ 1,458	.....	.....	.....	1,458

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES.		\$	\$	\$		\$
Books	United States	7,279	259	20		7,558
		No.	No.	No.	No.	
Carriages	United States	111	280	246	637	19,912
		\$	\$	\$		
Cottons	United States	62	65	8		135
Extract of Hemlock Bark	United States			Brls. 5	Brls. 5	90
		\$				
Furs	United States	52				52
		\$	\$			
Glass	United States	6,448	969			7,417
		\$				
Gypsum Plaster Lime, &c	United States	2,895				2,895
		\$				
India Rubber	United States	16				16
		\$	\$	\$		
Iron and Hardware	United States	35,330	1,343	2,656		39,329
		\$				
Leather	United States	7,432				7,432
		\$	\$	\$		
Machinery	Great Britain	242				242
	United States	15,115	2,150	1,113		18,378
	Germany	1,105				1,105
		16,462	2,150	1,113		19,725
		\$	\$	\$		
Musical Instruments	United States	4,403	1,430	578		6,411
		\$	\$	\$		
Rags	United States	22,981	2,132	255		25,368
		No.		No.	No.	
Sewing Machines	United States	2		22	24	1,257
			Lbs.		Lbs.	
Soap	United States		1,137		1,137	93

No. 6.—GENERAL Statement of Exports.—Province of Ontario.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES, Continued.		\$				\$
Straw	United States	913				913
Wood	United States	\$ 20,883	\$ 584	\$ 455		21,922
Woollens	United States	\$ 1,164	\$ 443			1,607
Ale, Beer, and Cider	United States	Galls. 200	Galls. 2,020	Galls. 539	Galls. 2,759	1,102
Whiskey	United States	Galls. 255	Galls. 25,548	Galls. 4,533	Galls. 30,336	30,230
Other Spirits ..	United States	Galls. 11,378	Galls. 8,649		Galls. 20,027	27,204
Vinegar	United States		Galls. 947		Galls. 947	429
Other Articles .	United States	\$ 8,323				8,323
Coin and Bullion	United States					2,655,154
Other Miscel- laneous articles	United States					287,951

ABSTRACT of the Value of Goods, the Growth, Produce, and Manufacture of the Dominion, Exported from the Province of Ontario to each Country during the Fiscal Year ending 30th June, 1870.

To Great Britain	\$ 1,216,989
United States	18,017,212
Germany	1,105
Total Produce	19,235,306
COIN AND BULLION	2,655,154
Goods not Produce	525,666
Estimated Amount short returned at Inland Ports	2,243,273
Total Exports	\$24,659,399

No. 6.—GENERAL Statement of Exports.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCTS OF THE MINE.		Tons.			Tons.	\$
Copper	Great Britain	218	.....	.....	218	19,990
Copper Ore	Great Britain	Tons. 3,310	.....	Tons.	Tons. 3,310	223,262
	United States .....	.....	.....	1,897	1,897	26,505
	.....	3,310	.....	1,897	5,207	249,767
Coal	United States .....	.....	.....	Tons. 127	Tons. 127	1,257
Iron Ore	Great Britain	Tons. 3	Tons. ....	.....	Tons. 3	15
	United States .....	.....	10	.....	10	100
	.....	3	10	.....	13	115
Antimony Ore.	United States .....	.....	.....	Tons. 2	Tons. 2	272
Pig and Scrap Iron	United States .....	.....	Tons. 1,889	Tons. 438	Tons. 2,327	51,601
Stone	United States .....	.....	.....	\$ 154	.....	154
	B. N. A. Provinces.	.....	.....	304	.....	304
	.....	.....	.....	458	.....	458
Mineral or Earth Oil	Great Britain	Galls. 207	.....	Galls.	Galls. 207	304
	United States .....	.....	.....	119,851	119,851	13,135
	Newfoundland	3,490	.....	.....	3,490	987
.....	.....	3,697	.....	119,851	123,548	14,426
Other Articles.	Great Britain	\$ 9,800	.....	\$ .....	.....	9,800
	United States	9,851	.....	2,119	.....	11,970
	.....	19,651	.....	2,119	.....	21,770
THE FISHERIES.						
Salmon Fresh	United States .....	.....	.....	\$ 17,385	.....	17,385
Salmon Pickled	Great Britain	Brls. 6	.....	Brls.	Brls. 6	80
	United States .....	.....	.....	100	100	906
	.....	6	.....	100	106	986

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
THE FISHERIES.						
<i>—Continued.</i>						
Salmon, Canned	United States			Lbs. 48	Lbs. 48	\$ 8
Fish of all kinds, Fresh	South America	\$ 31				31
Fish Preserved and Spiced ..	Great Britain	Pkgs. 100			Pkgs. 100	1,000
Fish, Salted dry	Great Britain	Cwt. 8,050			Cwt. 8,050	31,150
	South America	20,817			20,817	85,218
	Italy	33,110			33,110	119,566
	Spain	19,166			19,166	71,384
	Brazil	10,759			10,759	51,831
	British West Indies	6,136			6,136	23,845
	Portugal	6,239			6,239	29,395
	Naples	13,812			13,812	56,263
		118,089			118,089	468,352
Fish, Salted wet	Great Britain	Brls. 7,786	Brls.	Brls.	Brls. 7,786	20,692
	United States	4,746	2,802	2,631	10,179	27,417
	Newfoundland	100			100	400
	Prince Edward I.	1,218			1,218	3,001
	British West Indies	1,013			1,013	2,534
	Spanish W. Indies	100			100	450
		14,963	2,802	2,631	20,396	54,494
Fish, Smoked ..	Newfoundland	Boxes. 25			Boxes. 25	5
Fish Oil	Great Britain	Galls. 49,401	Galls.		Galls. 49,401	25,405
	United States		9,694		9,694	5,331
		49,401	9,694		59,095	30,736
Furs or Skins, of Fish, &c .	Great Britain	\$ 723				723
PRODUCE OF THE FOREST.						
Ashes, Pot	Great Britain	Brls. 13,617		Brls.	Brls. 13,617	439,521
	United States			1,719	1,719	52,202
	France	200			200	5,768
	Newfoundland	2			2	74
		13,819		1,719	15,538	497,565

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.—Continued.		Brls.	Brls.	Brls.	Brls.	\$
Ashes, Pearl ..	Great Britain	2,003			2,003	59,566
	United States		12	637	649	17,433
		2,003	12	637	2,652	76,999
Timber :—		Tons.	Tons.		Tons.	
Ash	Great Britain	3,649	750		4,399	35,262
	United States		38		38	74
	Spain		47		47	376
	France		55		55	332
		3,649	890		4,539	36,044
Birch	Great Britain	9,289	2,746		12,035	96,073
	France		1		1	3
	Newfoundland	23	4		27	111
		9,312	2,751		12,063	96,187
Elm	Great Britain	25,842	4,394		30,236	306,813
	France		12		12	144
	Spain		170		170	1,360
	United States		3		3	9
	Newfoundland	12			12	135
	25,854	4,579		30,433	308,461	
Maple	Great Britain	44	15		59	529
Oak	Great Britain	43,480	5,940		49,420	696,039
	United States	20	7	8	35	248
	France	1,252	640		1,892	26,238
	Germany		132		132	2,006
	Spain		275		275	3,300
	Holland		489		489	5,868
	Belgium		968		968	11,616
	Newfoundland	5			5	60
	Prince Edward I	2			2	60
		44,759	8,451	8	53,218	745,429
White Pine	Great Britain	315,848	16,450		332,298	2,609,495
	United States	4,425	23,689	96	28,210	75,847
	France		1,681		1,681	9,066
	Belgium		67		67	376
	Spain		565		565	2,260
	Germany		50		50	400
	Holland		120		120	600
	Prince Edward I	4			4	30
		320,277	42,622	96	362,995	2,698,064

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value
		Tons.	Tons.		Tons.	\$
PRODUCE OF THE FOREST.—Continued. Red Pine	Great Britain	39,973	4,500	.....	44,473	329,791
	United States	9	358	.....	367	1,025
	France .....	.....	70	.....	70	420
	Spain .....	.....	370	.....	370	2,220
	Prince Edward I.	21	.....	.....	21	300
		40,003	5,298	.....	45,301	333,756
Tamarack	Great Britain	981	39	.....	1,020	8,386
	United States	2,032	1,059	103	3,194	5,844
	Prince Edward I.	50	.....	.....	50	900
		3,063	1,098	103	4,264	15,130
Walnut	Great Britain	M. Feet. 1,085	M. Feet. 477	.....	M. Feet. 1,562	48,241
	United States .....	.....	39	.....	39	2
	France .....	.....	1	.....	1	16
	Germany .....	.....	91	.....	91	3,420
		1,085	608	.....	1,693	51,679
Basswood, Butternut, and Hickory	Great Britain	M. Feet. 438	M. Feet. 158	M. Feet. 103	M. Feet. 596	11,818
	United States .....	.....	1	.....	104	954
	France .....	.....	2	.....	2	21
	Germany .....	.....	53	.....	53	1,700
	Spain .....	.....	1	.....	1	24
		438	215	103	756	14,517
Standard Staves	Great Britain	Mille. 1,093	Mille. 205	.....	Mille. 1,298	287,493
	France .....	.....	28	.....	28	4,450
	Germany .....	.....	5	.....	5	940
	Holland .....	.....	1	.....	1	120
	Portugal .....	.....	44	.....	44	9,583
	Australia .....	.....	5	.....	5	1,000
	Valparaiso	2	.....	.....	2	480
	Newfoundland	15	.....	.....	15	2,428
		1,110	288	.....	1,398	306,494
Other Staves ..	Great Britain	Mille. 1,792	Mille. 350	.....	Mille. 2,142	139,529
	United States .....	.....	.....	142	142	2,735
	France	78	116	.....	194	13,530
	Spain .....	.....	6	.....	6	360
	Australia .....	.....	8	.....	8	800
	Spanish W. Indies ..	3	.....	.....	3	120
	British W. Indies ..	61	.....	.....	61	3,660
	Portugal .....	.....	3	.....	3	200
	Valparaiso	2	.....	.....	2	120
	Newfoundland	335	.....	.....	335	9,581
	Prince Edward I.	6	.....	.....	6	212
		2,277	483	142	2,902	170,847

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.—Continued.		Pieces.			Pieces.	\$
Battens	France	240			240	20
	Newfoundland	400			400	4
		640			640	24
Knees and Fut-tocks	United States		Pieces. 94	Pieces. 5,738	Pieces. 5,832	5,069
Scantling	Great Britain	Pieces. 5,496	Pieces. 465	Pieces. 108	Pieces. 5,961	848
	United States		730,742		730,850	47,237
	South America	4,562			4,562	1,050
	Newfoundland	914			914	1,343
		10,972	731,207	108	742,287	50,478
Treenails	Great Britain	Pieces. 21,000			Pieces. 21,000	178
Deals	Great Britain	Stan. Hund. 39,332	Stan. Hund. 26,040		Stan. Hund. 65,372	2,991,910
	United States		28		28	1,480
	France	380	64		444	14,263
	Spain		33		33	1,328
	Belgium		47		47	1,606
	Holland		6		6	147
	South America	21	49		70	2,790
	Newfoundland	2			2	29
	Australia		146		146	5,547
		39,735	26,413		66,148	3,019,100
Deal Ends	Great Britain	Stan. Hund. 2,860	Stan. Hund. 1,803		Stan. Hund. 4,663	138,969
	Australia		162		162	4,980
	France		319		319	7,283
	B. N. A. Provinces					5
		2,860	2,284		5,144	151,237
Planks and Boards	Great Britain	M. Feet. 1,799	M. Feet. 217	M. Feet. 29,656	M. Feet. 2,016	27,351
	United States	211,061	31,373		272,090	2,624,364
	France	71	2		73	2,137
	Australia		623		623	18,824
	South America	2,402	3,222		5,624	90,184
	Montevideo	10,828	990		11,818	143,814
	Valparaiso	835	752		1,587	19,050
	Peru		246		246	2,958
	Germany		142		142	4,700
	Spanish W. Indies	48			48	543
	Buenos Ayres	5,665			5,665	67,946
	Newfoundland	553			553	5,323
		233,262	37,567	29,656	300,485	3,007,194

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.—Continued.		Pieces.	Pieces.	Pieces.	Pieces.	\$
Spars	Great Britain	464	130	.....	594	7,234
	United States .....	.....	.....	12	12	50
	France	22	.....	.....	23	446
	Spain .....	.....	.....	.....	3	180
	Portugal .....	.....	71	.....	71	293
	St. Pierre Miquelon	4	.....	.....	4	40
	Newfoundland	20	.....	.....	20	429
		510	205	12	727	8,672
		Pieces.	Pieces.		Pieces.	
Masts	Great Britain	17	.....	.....	17	676
	France .....	.....	2	.....	2	60
	Spain .....	.....	1	.....	1	90
	Portugal .....	.....	6	.....	6	365
	Prince Edward I	6	.....	.....	6	500
	Newfoundland	10	.....	.....	10	132
		33	9	.....	42	1,823
		Pieces.			Pieces.	
Handspikes	Great Britain	86	.....	.....	86	34
		Mille.	Mille.	Mille.	Mille.	
Laths	Great Britain	6	.....	.....	6	65
	United States	3,984	2,582	1,939	8,505	8,746
	Australia .....	.....	172	.....	172	241
		3,990	2,754	1,939	8,683	9,052
		Cords.	Cords.		Cords.	
Lathwood	Great Britain	2,089	114	.....	2,203	14,971
	B. N. A. Provinces	7	.....	.....	7	33
		2,096	114	.....	2,210	15,004
		Cords.	Cords.	Cords.	Cords.	
Firewood	United States .....	.....	546	852	1,398	1,608
	British W. Indies	15	.....	.....	15	30
	Newfoundland	55	.....	.....	55	150
		70	546	852	1,468	1,788
		Mille.	Mille.	Mille.	Mille.	
Shingles	Great Britain	16	.....	.....	16	32
	United States	2,188	18	1,811	4,017	9,011
	British W. Indies	570	.....	.....	570	2,940
	Prince Edward I	130	.....	.....	130	195
	Newfoundland	2,650	.....	.....	2,650	3,255
		5,554	18	1,811	7,383	15,433

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.—Continued.						
Shingles Bolts, \$1 per cord.	United States			Cords. ½	Cords. ½	\$ 2 Duty. \$ cts 00 72
Stave Bolts, \$1 per cord.	United States			Cords. 8	Cords. 8	\$ 43 Duty. \$ cts 8 00
Oak Logs, \$1 per M. feet.	United States			M. Feet. 1	M. Feet. 1	\$ 12 Duty. \$ cts 1 66
Spruce Logs, \$1 per M. feet.	United States			M. Feet. 5,165	M. Feet. 5,165	\$ 17348 Duty. \$ cts 5344.52
Pine Logs	United States			M. Feet. 59	M. Feet. 59	\$ 580 Duty. \$ cts 59 00
Sleepers and Railroad Ties	Great Britain	Pieces. 293	Pieces. 7,801	Pieces. 28,214	Pieces. 293	88
	United States				36,015	4,295
		293	7,801	28,214	36,308	4,383
Oars	Great Britain	Pairs. 792	Pairs. 541		Pairs. 1,333	877
	France		750		750	1,500
		792	1,291		2,083	2,377
Other Woods	Great Britain	\$ 20,935		\$		20,935
	United States	61,503		64,273		125,776
	France	227				227
	French W. Indies	989				989
	South America	893				893
	Prince Edward I.	28				28
	Newfoundland	217				217
	Brazil	12				12
	Australia	1,188				1,188
	Montevideo	2,597				2,597
	Buenos Ayres	390				390
		88,979		64,273		153,252
ANIMALS AND THEIR PRODUCE.						
Horses	United States		No. 2	No. 8,761	No. 8,763	765,891
Horned Cattle	United States			No. 20,475	No. 20,475	492,932

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
				No.	No.	\$
ANIMALS, &c. <i>Continued.</i>						
Swine	United States			No. 2,331	No. 2,331	19,356
Sheep	United States			No. 53,918	No. 53,918	123,480
Poultry	United States			\$ 40,648		40,648
Bacon & Hams.		Cwt.			Cwt.	
	Great Britain	96,283			96,283	1,066,511
	South America	11			11	150
	Spanish W. Indies	8			8	110
	Newfoundland	217			217	2,619
		96,519			96,519	1,069,390
Beef		Cwt.		Cwt.	Cwt.	
	Great Britain	5,712			5,712	53,071
	United States			370	370	5,536
	Newfoundland	366			366	2,446
	Spanish W. Indies	30			30	218
		6,108		370	6,478	61,271
Beeswax		Lbs.		Lbs.	Lbs.	
	Great Britain	23,738			23,738	5,220
	United States			100	100	14
		23,738		100	23,838	5,234
Bones	United States			Cwt. 3,562	Cwt. 3,562	7,023
Butter		Lbs.		Lbs.	Lbs.	
	Great Britain	7,639,925			7,639,925	1,431,905
	United States		1,643	2,080,911	2,082,554	437,324
	Spanish W. Indies	2,844			2,844	526
	South America		2,475		2,475	550
	Newfoundland	477,981		17,956	495,937	80,352
	St. Pierre Miquelon	8,953			8,953	1,468
		8,129,703	4,118	2,098,867	10,232,688	1,952,125
Cheese		Lbs.		Lbs.	Lbs.	
	Great Britain	4,996,956			4,996,956	573,342
	United States			492	492	63
	Newfoundland	17,660			17,660	2,238
	Prince Edward I. L.	1,000			1,000	130
		5,015,616		492	5,016,108	575,773
Eggs		Doz.		Doz.	Doz.	
	United States	1,559	2,557	635,651	639,767	96,113
	Newfoundland	414			414	40
		1,973	2,557	635,651	640,181	96,153

No. 6.—GENERAL Statement of Export—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
ANIMALS, &c.— <i>Continued.</i>				Lbs.	Lbs.	\$
Feathers	United States			1,113	1,113	149
Furs, dressed	Great Britain	\$ 219,704		\$		219,704
	United States	55,298		139		55,437
		275,002		139		275,141
Furs, undressed	Great Britain	\$ 16,815		\$		16,815
	United States			204		204
		16,815		204		17,019
Hides and Skins	United States			\$ 44,239		44,239
	Great Britain	1,560				1,560
		1,560		44,239		45,799
Horns & Hoofs	United States	\$ 1,065				1,065
Honey	United States			Lbs. 1,324	Lbs. 1,324	202
Lard	Great Britain	Lbs. 988,293		Lbs. 365	Lbs. 988,293	139,248
	United States			365	365	42
	Spanish W. Indies	1,915			1,915	275
	Newfoundland	3,467			3,467	511
	St. Pierre Miquelon	938			938	144
		994,613		365	994,978	140,220
Pork	Great Britain	Cwt. 11,846		Cwt. 205	Cwt. 11,846	120,354
	United States				205	1,835
	Spanish W. Indies	110			110	1,298
	Newfoundland	9,073			9,073	89,901
		21,029		205	21,234	213,388
Sheeps' Pelts	United States			No. 10,899	No. 10,899	5,563
Tallow	Great Britain	Lbs. 3,926			Lbs. 3,926	380
Tongues	Great Britain	Kegs. 79			Kegs. 79	1,115

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
<i>ANIMALS, &c.—Continued.</i>		Lbs.		Lbs.	Lbs.	\$
Wool	Great Britain	5,060			5,060	1,116
	United States			563,544	563,544	182,657
	Newfoundland	100			100	25
		5,160		563,544	568,704	183,798
Other Articles .	Great Britain	\$ 1,825		\$		1,825
	United States	1,007		3,805		4,812
		2,832		3,805		6,637
<i>AGRICULTURAL PRODUCTS.</i>		\$		\$		
Balsam	Great Britain	2,041				2,041
	United States	2,229		788		3,017
		4,270		788		5,058
Barley, Pot and Pearl	United States	Lbs.		Lbs.	Lbs.	
	Newfoundland	400		13,400	13,400	530
		400		13,400	13,800	22
		400		13,400	13,800	552
Barley and Rye	Great Britain	Bush.	Bush.	Bush.	Bush.	
	United States	6,003	194,837	50,634	6,003	5,101
		6,003	194,837	50,634	245,471	160,766
		6,003	194,837	50,634	251,474	165,867
Beans	United States	Bush.		Bush.	Bush.	
	Spanish W. Indies	110		7,765	7,765	10,748
	St. Pierre et Miquelon	18			110	247
	Newfoundland	21			18	30
		149		7,765	21	35
		149		7,765	7,914	11,060
Bran	United States	Cwt.		Cwt.	Cwt.	
	Spanish W. Indies	36		30,471	30,471	33,450
		36		30,471	36	41
		36		30,471	30,507	33,491
Flax	United States			Cwt.	Cwt.	
				1,859	1,859	9,885
Flax Seed	United States	Bush.		Bush.	Bush.	
	Great Britain	351		1,269	1,620	4,307
		39			39	62
		390		1,269	1,659	4,369

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.		
		Brls.	Brls.	Brls.	Brls.	\$		
AGRICULTURAL PRODUCTS.—Continued.	Flour	Great Britain	182,525	20,389	202,914	1,480,569	
		United States	14,126	14,126	59,722	
		Spanish W. Indies	2,103	2,103	9,353	
		St. Pierre et Miquelon	6,926	6,926	31,212	
		British West Indies	50	50	250	
		Prince Edward I.	10,487	10,487	49,916	
		Newfoundland	68,723	68,723	326,243	
		270,814	20,389	14,126	305,329	1,960,265	
				Brls.		Brls.	Brls.	
		Fruit, green	Great Britain	6,545	6,545	22,774
United States .....	.....		.....	1,006	1,006	3,563
St. Pierre et Miquelon	80		.....	.....	80	237
Newfoundland	370		.....	.....	370	1,110
Prince Edward I.	32		.....	.....	32	156
.....	7,027	.....	1,006	8,033	27,840		
Hay	United States .....	.....	.....	Tons. 8,366	Tons. 8,366	60,713
				Lbs.	Lbs.			
Hops	Great Britain	565,760	.....	.....	565,760	59,321
	United States .....	.....	.....	218,993	218,993	27,175
	.....	565,760	.....	218,993	784,753	86,496
Indian Corn	Great Britain	Bush. 3	Bush.	Bush.	Bush. 3	4		
			
		.....	150	434	584	422	
		.....	.....	.....	327	140
		.....	81	.....	81	94
		.....	39	.....	39	39
.....	450	150	434	1,034	699			
Maple Sugar	Great Britain	Lbs. 3,900	.....	Lbs.	Lbs. 3,900	380	
		.....	.....	2,192	2,192	181
		.....	.....	.....	200	20
		.....	4,100	2,192	6,292	581	
Meal	Great Britain	Brls. 9,635	Brls.	Brls.	Brls. 9,635	42,317		
		.....	.....	7,754	8,061	26,771
		.....	307	.....	25	75
			
		.....	105	.....	105	327
		.....	60	.....	60	227
		.....	125	.....	125	385
		.....	2,411	.....	2,411	10,217
.....	12,361	307	7,754	20,422	80,319			

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
AGRICULTURAL PRODUCTS.—Continued.						
		Bush.	Bush.	Bush.	Bush.	\$
Oats	Great Britain	141,874	46,425		188,299	69,474
	United States	150,627	320,361	1,044,671	1,515,659	479,980
	Spanish W. Indies	1,060			1,060	324
	British W. Indies	2,642			2,642	1,946
	Newfoundland	668			668	278
		296,871	366,786	1,044,671	1,708,328	552,002
Peas		Bush.	Bush.	Bush.	Bush.	
	Great Britain	826,808	105,244		932,052	842,060
	United States	106	324	49,778	50,208	36,857
	British W. Indies	565		1,050	1,615	1,670
	Newfoundland	12,158			12,158	12,260
	St. Pierre et Miquelon	75			75	75
Spanish W. Indies	300			300	246	
Prince Edward I.	24			24	30	
		840,036	105,568	50,828	996,432	893,198
Other Seeds	Great Britain	\$ 507		\$		507
	United States			50,467		50,467
		507		50,467		50,974
Tobacco	United States			Lbs. 24,551	Lbs. 24,551	982
		\$		\$		
Vegetables	Great Britain	\$ 47		\$		47
	United States			283		283
	St. Pierre et Miquelon	90				90
	Newfoundland	263				263
	British W. Indies	10				10
		410		283		693
Wheat		Bush.	Bush.	Bush.	Bush.	
	Great Britain	2,116,795	496,090		2,612,885	2,793,991
	United States			32,693	32,693	33,576
	France	50,800			50,800	54,170
	Newfoundland	20			20	20
		2,167,615	496,090	32,693	2,696,398	2,881,757
Other articles	United States	\$ 126		\$ 2,694		2,820
		\$		\$		
Books	Great Britain	\$ 5,763		\$		5,763
	United States	37,767		705		38,472
		43,530		705		44,235

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES. <i>Continued.</i>		Cwt.			Cwt.	
Biscuits	Great Britain	20			20	140
	Newfoundland	2,746			2,746	10,474
	Prince Edward I.	46			46	154
		2,812			2,812	10,768
Candles	Newfoundland	Lbs. 916			Lbs. 916	111
Carriages	Great Britain	No. 5		No. 5	5	1,000
	United States	1		104	105	2,589
	South America	1			1	130
	Newfoundland	3			3	234
		10		104	114	3,953
Cottons	Great Britain	\$ 1,153		\$		1,153
	United States	1,470		51		1,521
	Newfoundland	381				381
		3,004		51		3,055
Extract of Hemlock Bark	Great Britain	Brls. 3,182		Brls. 3,182	3,182	27,618
	United States			15,514	15,514	120,751
	Newfoundland	50			50	477
		3,232		15,514	18,746	154,846
Furs	Great Britain	\$ 804		\$		804
	Prince Edward I.	168				168
	United States	8,703		28		8,731
		9,675		28		9,703
Glass	United States	\$ 1,773		\$ 100		1,873
Gypsum, Plaster, Lime, &c.	United States	\$ 366		\$ 6,135		6,501
	Newfoundland	10				10
		376		6,135		6,511
India Rubber.	United States	\$ 170				170
Indian Bark Work	Great Britain	\$ 570				570

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES, Continued.						
Iron and Hard-ware		\$		\$		\$
	Great Britain	1,402				1,402
	United States	6,950		12,310		19,260
	Prince Edward I.	6,348				6,348
	Newfoundland	3,512				3,512
		18,212		12,310		30,522
Leather		\$		\$		
	Great Britain	179,984				179,984
	United States	28,734		7,445		36,179
	Newfoundland	24,929				24,929
	Prince Edward I.	23,029				23,029
		256,676		7,445		264,121
Linen		\$		\$		
	Great Britain	75				75
	United States	4,249		11		4,260
			4,324		11		4,335
Machinery		\$		\$		
	Great Britain	1,632		2,220		3,852
	United States	2,385		3,395		5,780
	Prince Edward I.	120				120
			4,137		5,615		9,752
Musical Instru-ments		\$		\$		
	Great Britain	300				300
	United States	1,886		5		1,891
			2,186		5		2,191
Oil Cake		\$		\$		
	Great Britain	40,626				40,626
	British West Indies	2,176				2,176
			42,802			
Rags		\$		\$		
	Great Britain	2,218				2,218
	United States	953		153		1,106
			3,171		153		3,324
Sewing Ma-chines		No.		No.	No.	
	Great Britain	4,320			4,320	75,721
	United States			1,436	1,436	13,305
	Portugal			50	50	842
			4,320		1,486	5,806	89,868

N. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES, <i>Continued.</i>		Lbs.		Lbs.	Lbs.	\$
Soap	United States			55	55	5
	Prince Edward I.	360			360	23
	Newfoundland	5,887			5,887	305
		6,247		55	6,302	333
Starch	Great Britain	880			880	97
	United States			860	860	86
		880		860	1,740	183
Straw	United States	\$ 3,392		\$ 1,360		4,752
Sugar Boxes ...	United States	No. 2,042	No. 45,601	No. 19,813	No. 67,456	20,826
	Spanish W. Indies.	6,430	100,393		106,823	36,388
	South America	36			36	60
		8,508	145,994	19,813	174,315	57,274
Tobacco	Great Britain	Lbs. 17,562		Lbs.	Lbs. 17,562	2,785
	United States			14,406	14,406	2,885
	Newfoundland	290,666			290,666	43,040
	Prince Edward I.	7,180			7,180	1,277
		315,408		14,406	329,814	49,987
Wood	Great Britain	\$ 15,415	\$	\$		15,499
	United States	7,061	806	84		17,988
	Australia		1,600	10,121		1,600
	France	45				45
	South America	399				390
	Prince Edward I.	9,979				9,979
	Newfoundland	11,531				11,531
		44,421	2,406	10,205		57,032
Woollens	Great Britain	\$ 1,431		\$		\$ 1,431
	United States	2,310		153		2,463
	Prince Edward I.	5,423				5,423
	Newfoundland	6,211				6,211
		15,375		153		15,528
Liquors, Ale, Beer, & Cider	United States	Galls.		Galls. 1,740	Galls. 1,740	72
	Newfoundland	203			20	89
		203		1,740	1,943	811

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES, Continued.		Galls.		Galls.	Galls.	\$
Whiskey	Great Britain	724			724	378
	United States			114	114	142
	Newfoundland.....	570			570	375
		1,294		114	1,408	895
Other Spirits...		Galls.		Galls.	Galls.	
	Great Britain	6			6	22
	United States			74,477	74,477	53,375
	Prince Edward I.	3,000			3,000	2,492
	Newfoundland	332			332	224
	3,338		74,477	77,815	56,113	
Vinegar		Galls.			Galls.	
	Great Britain	60			60	15
Other Articles .		\$		\$		
	Great Britain	2,519				2,519
	United States	1,153		21,634		22,787
	Brazil.....	18				18
	Prince Edward I.	620				620
	4,310		21,634		25,944	
Other Miscellane- ous Articles		\$		\$		
	Great Britain	16,431				16,431
	United States	17,254		19,937		37,191
	Germany			1,270		1,270
	Prussia			20		20
	France.....			14		14
	British W. Indies	1,580				1,580
	Spanish W. Indies	136				136
	Prince Edward I.	5,990				5,990
	Newfoundland	4,854				4,854
	46,245		21,241		67,486	
COIN & BULLION						
Viz. :—		\$				
Gold	Great Britain	875				875
	United States	1,623,829				1,623,829
		1,624,704				1,624,704
Silver		\$				
	Great Britain	1,039,649				1,039,649
	United States	2,588,511				2,588,511
	3,628,160				3,628,160	

No. 6.—GENERAL Statement of Exports—Province of Quebec.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
Copper	Great Britain	\$ 500				\$ 500
Ships built at Quebec during the Fiscal Year ended June 30, 1870.	Great Britain	20	15,062		15,082	602,480
	France	7	3,065		3,072	122,600
		27	18,127		18,154	725,080

ABSTRACT of the Value of Goods, the Growth, Produce, and Manufacture of the Dominion, Exported from the Province of Ontario to each Country, during the Fiscal Year ending 30th June, 1870.

To Great Britain	\$ 18,538,842
United States	6,880,446
France	262,743
Germany	14,430
British West Indies	21,772
Spanish West Indies	50,502
French West Indies	989
Holland	6,735
Belgium	13,598
Spain	82,882
Portugal	40,678
Italy	119,566
Prussia	20
Naples	56,263
Australia	34,180
British North American Provinces	771,922
South America	181,446
Brazil	51,861
Monte Video	146,411
Buenos Ayres	68,336
Barbadoes	16,469
St. Vincent	2,315
Peru	2,958
Valparaiso	19,650
St. Pierre et Miquelon	36,662
Total Produce	27,421,676
COIN AND BULLION	5,253,364
Goods not Produce	4,413,303
Estimated Amount short returned at Inland Ports	719,125
Total Amount of Exports	37,807,468

No. 6.—GENERAL Statement of Exports.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
PRODUCE OF THE MINE.		\$				\$
Gold Bars	Great Britain	116,145				116,145
	United States	14,950				14,950
		131,095				131,095
Copper	United States	Tons. 7			Tons. 7	1,045
Copper Ore.	Great Britain	Tons. 4			Tons. 4	280
Coal	Great Britain	Tons. 160	Tons.		Tons. 160	280
	United States	183,915	25,533		209,448	398,621
	Prince E. Island	20,099			20,099	29,240
	Newfoundland	34,868			34,868	72,688
	British W. Indies.	1,170			1,170	2,289
	Spanish W. Indies.	10,211			10,211	17,614
	French W. Indies.	2,305			2,305	5,186
	St. Pierre et Miquelon	2,444	255		2,699	6,036
	Demerara	120			120	400
	Spain	69			69	200
		255,361	25,788		281,149	532,554
Barytes	United States	Tons. 1,195			Tons. 1,195	11,960
Manganese	United States	Tons. 1,256			Tons. 1,256	4,102
Pig and Scrap Iron	United States	Tons. 216			Tons. 216	7,257
Stone and Sand	United States	\$ 298				298
	P. E. Island	21,683				21,683
	Newfoundland	3,733				3,733
	B. N. A. Provinces	1,766				1,766
		27,480				27,480
Mineral or Earth Oils.	P. E. Island.	Galls. 8,134			Galls. 8,134	2,561
	Newfoundland	2,622			2,622	770
	F. W. Indies.	500			500	150
	British W. Indies.	1,290			1,290	387
		12,546			12,546	3,868

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
PRODUCE OF THE MINE.—Continued.		\$				\$
Other Articles	B. W. Indies	165				165
	P. E. Island	292				292
	Newfoundland	619				619
	St. Pierre		5			5
	United States	2,398				2,398
		3,474	5			3,479
Salmon, fresh	United States	\$ 4,460	\$ 400			4,860
		Lbs.			Lbs.	
Salmon, smoked	Great Britain	50			50	15
Salmon, pickled	Great Britain	Brls.	Brls.		Brls.	
		2			2	23
		1,414	1,610		3,024	43,302
		1,098			1,098	14,551
		20			20	311
		17			17	237
		26			26	65
		30			30	420
		2,607	1,610		4,217	58,909
Salmon, canned	British W. Indies	Pkgs.			Pkgs.	
		420			420	1,675
		4			4	24
		132			132	528
		20			20	120
		576			576	2,347
Fish, all other, fresh	United States	\$ 70				70
		8,008				8,008
		400				400
		8,478				8,478
Fish, preserved and spiced	Great Britain	Pkgs.	Pkgs.		Pkgs.	
		1,544	674		1,544	7,366
					674	1,769
		50			50	150
		1			1	6
		120			120	197
		13			13	96
		19			19	114
		1,747	674		2,421	9,698

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES.						
<i>Continued.</i>						
		Cwt.	Cwt.		Cwt.	\$
Fish, salted, dry	Great Britain	1	.....	.....	1	5
	United States	31,540	3,417	.....	34,957	148,575
	Prince E. Island	79	.....	.....	79	275
	South America	65	.....	.....	65	285
	British W. Indies	170,525	.....	.....	170,525	681,521
	Spanish W. Indies	100,546	.....	.....	100,546	443,874
	French W. Indies	24,904	.....	.....	24,904	98,914
	Danish W. Indies	1,504	.....	.....	1,504	7,728
	St. Domingo	803	.....	.....	803	4,956
	Madeira	442	413	.....	855	3,494
	Demerara	25	.....	.....	25	84
	Italy	4,213	.....	.....	4,213	15,190
	Jersey	6,297	.....	.....	6,297	22,311
	British Guiana	29,112	.....	.....	29,112	125,951
		370,056	3,830	.....	373,886	1,553,163
		Brls.	Brls.		Brls.	
Fish, salted, wet	Great Britain	209	42	.....	251	1,222
	United States	40,171	17,095	.....	57,266	322,429
	Prince E. Island	2,671	14	.....	2,685	10,794
	Newfoundland	72	.....	.....	72	200
	British W. Indies	73,613	.....	.....	73,613	305,624
	Spanish W. Indies	75,225	.....	.....	75,225	61,354
	French W. Indies	4,325	.....	.....	4,325	16,034
	Danish W. Indies	355	.....	.....	355	1,949
	Demerara	3	.....	.....	3	9
	St. Domingo	1,008	.....	.....	1,008	5,759
	Madeira	60	.....	.....	60	340
	British Guiana	6,057	.....	.....	6,057	27,417
	France	1,033	.....	.....	1,033	4,332
	St. Pierre et Miquelon	12	29	.....	41	195
South America	15	.....	.....	15	132	
		204,829	17,180	.....	222,009	758,690
		Pkgs.			Pkgs.	
Fish, smoked ..	B. W. Indies	4,225	.....	.....	4,225	2,647
	Spanish W. Indies	1,809	.....	.....	1,809	589
	French W. Indies	3,050	.....	.....	3,050	1,210
	Danish W. Indies	249	.....	.....	249	110
	Prince E. Island	26	.....	.....	26	19
	Newfoundland	90	.....	.....	90	45
	St. Domingo	100	.....	.....	100	33
	British Guiana	500	.....	.....	500	278
		10,049	.....	.....	10,049	4,931
		Galls.	Galls.		Galls.	
Fish, Oil	Great Britain	1,910	.....	.....	1,910	2,890
	United States	63,242	20,174	.....	83,416	47,400
	Prince E. Island	604	.....	.....	604	350
	British W. Indies	6,853	.....	.....	6,853	3,741
	Spanish W. Indies	130	.....	.....	130	80
		72,739	20,174	.....	92,913	54,461

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES.						
<i>Continued.</i>						
		\$				\$
Furs or Skins &c	Great Britain	82,212				82,212
	United States	50				50
	Jersey	238				238
		82,500				82,500
		\$				\$
Other Articles.	Jersey	3,353				3,353
	United States	220				220
	B. N. A. Provinces	42				42
		3,615				3,615
THE FOREST.						
Timber, birch..	Great Britain	Tons. 3,320	Tons. 275		Tons. 3,595	23,976
	Newfoundland	104			104	610
	B. N. A. Provinces	100			100	476
		3,524	275		3,799	25,062
Timber, tamer- ank	United States	Tons. 11			Tons. 11	33
White Pine....	Portugal					994
Standard Staves	Great Britain	Mille. 7			Mille. 7	160
	British W. Indies	342			342	5,666
	French W. Indies	35			35	671
	St. Pierre et Mique- lon	30	11		41	444
	Spain	20			20	2,000
	Newfoundland	8			8	47
	Madeira	5	1		6	134
	Demerara	5			5	90
		452	12		464	9,212
Other Staves...	Newfoundland	Mille. 24			Mille. 24	200
	British W. Indies	206			206	4,547
	Spanish W. Indies	1			1	26
	Danish W. Indies	2			2	44
	South America	2			2	36
	St. Pierre et Mique- lon	32			32	401
	Portugal	1			1	34
	B. N. A. Provinces	18			18	122
		286			286	5,410
Battens	Great Britain	\$ 715				715
	South America	260				260
	British W. Indies..	15				15
		990				990

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FOREST.— <i>Continued.</i>		No.			No.	\$
Knees and Fut-tocks	United States	5,137			5,137	3,932
		\$	\$			
Scantling	United States	18	2			20
	Newfoundland	106				106
	Prince E. Island	20				20
	St. Domingo	728				728
	South America	1,146				1,146
		2,018	2			2,020
		Stand hund.	Stand hund.		hund.	\$
Deals	Great Britain	4,135	209		4,344	98,875
	United States	373			373	4,952
	B. N. A. Provinces	107	65		172	3,820
	French W. Indies		15		15	327
		4,615	289		4,904	107,974
		\$				
Deal ends	Great Britain	1,412				1,412
		Mille.	Mille.		Mille.	
Plank & Boards	Great Britain	3,232	500		3,732	45,983
	United States	20,230	221		20,451	171,076
	Prince Edward I.	270			270	3,077
	Newfoundland	2,144			2,144	16,623
	British W. Indies	26,641			26,641	306,059
	Spanish W. Indies	2,254			2,254	27,590
	French W. Indies	2,579			2,579	37,116
	Danish W. Indies	208			208	2,600
	Dutch W. Indies	110			110	1,320
	South America	3,451			3,451	40,774
	St. Domingo	293			293	3,593
	St. Pierre et Mique- lon	519	12		531	4,792
	Hayti	136			136	1,498
	Madeira	466	420		886	10,798
	British Guiana	482			482	5,538
	Monté Video	1,209			1,209	20,296
	Portugal	199			199	3,992
	Demerara	913			913	10,600
	B. N. A. Provinces	250			250	2,093
	France	45			45	885
		65,631	1,153		66,784	716,308

No. 6.—GENERAL Statement of Exports—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FOREST.— <i>Continued.</i>		Pieces.	Pieces.		Pieces.	
Spars	Great Britain	29			29	225
	United States	2,249	65		2,314	2,523
	Prince Edward I.	16			16	380
	Newfoundland	60			60	165
	British W. Indies	513			513	1,822
	French W. Indies	117			117	265
	Danish W. Indies	2			2	10
	Spanish W. Indies	8			8	26
	St. Pierre Miquelon	616			616	973
	Madeira	57			57	162
	South America	522			522	414
	British Guiana	2			2	12
	Portugal	32			32	24
	Demerara	1			1	5
	B. N. A. Provinces	308			308	1,031
France	66			66	267	
		4,598	65		4,663	8,304
Laths		Mille.	Mille.		Mille.	
	Great Britain	111	9		120	446
	United States	5,525	46		5,571	5,220
	French W. Indies	201			201	300
	British W. Indies	378			378	591
	Newfoundland	10			10	15
	Demerara	30			30	50
St. Pierre Miquelon	7			7	14	
		6,262	55		6,317	6,636
Lathwood		Cords.	Cords.		Cords.	
	Great Britain	89	10		99	466
	United States	329			329	224
Prince Edward I.	2			2	3	
		420	10		430	693
Firewood		Cords.			Cords.	
	United States	32,746			32,746	97,385
	Newfoundland	3			3	7
	St. Pierre Miquelon	18			18	50
	Great Britain	5			5	8
Prince Edward I.	8			8	13	
		32,780			32,780	97,463
Shingles		Mille.			Mille.	
	British W. Indies	7,897			7,897	15,538
	French W. Indies	1,484			1,484	2,193
	Danish W. Indies	35			35	43
	Spanish W. Indies	2,676			2,676	5,510
	United States	201			201	953
	Newfoundland	558			558	1,170
	St. Domingo	175			175	370
	St. Pierre Miquelon	132			132	236
	British Guiana	19			19	39
	Demerara	30			30	50
	South America	31			31	91
	B. N. A. Provinces	107			107	215
		13,345			13,345	26,408

No. 6.—GENERAL Statement of Exports—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantity.	Total Value.
THE FOREST. <i>Continued.</i>						
Sleepers & R.R. Ties		Pieces.			Pieces.	\$
	Great Britain	4,472			4,472	890
	United States	2,340			2,340	539
	South America	3,000			3,000	745
		9,812			9,812	2,174
Oars		Pairs.			Pairs.	
	British W. Indies ..	483			483	459
	French W. Indies ..	480			480	253
	Portugal	30			30	47
	South America	28			28	56
		1,021			1,021	815
Other Woods ..		\$	\$			
	Great Britain	1,465	88			1,553
	United States	8,991	9,431			18,422
	Prince Edward I. . .	1,505				1,505
	Newfoundland	10,521				10,521
	British W. Indies ..	1,838				1,838
	French W. Indies ..	187				187
	Spanish W. Indies ..	1,550				1,550
	St. Pierre Miquelon	3,033				3,033
	Monté Video	75				75
	South America	469				469
	Demerara	50				50
	British Guiana	289				289
	B. N. A. Provinces.	2,982				2,982
		32,955	9,519			42,474
ANIMALS AND THEIR PRODUCTS.		No.			No.	
Horses	Newfoundland	100			100	5,650
	United States	14			14	950
	Prince Edward I. . .	1			1	40
		115			115	6,640
Horned Cattle.		No.			No.	
	Newfoundland	2,776			2,776	77,400
	United States	13			13	327
	St. Pierre Miquelon	346			346	6,868
		3,135			3,135	84,595
Swine		No.				
	Newfoundland	71			71	325
	St. Pierre Miquelon	8			8	21
		79			79	346

No. 6.—GENERAL Statement of Exports—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.— <i>Continued.</i>		No.				\$
Sheep	Newfoundland	3,623			3,623	10,027
	British W. Indies	130			130	650
	St. Pierre Miquelon	981			981	2,728
	Prince Edward I.	4			4	12
		4,738			4,738	13,417
		\$				
Poultry	United States	134				134
	Newfoundland	1,290				1,290
	St. Pierre Miquelon	88				88
		1,512				1,512
		Cwt.				
Bacon and Ham	Newfoundland	5			5	305
	Spanish W. Indies	1			1	19
	Danish W. Indies	1			1	60
	Great Britain	1			1	18
		8			8	402
		\$				
Beef and other Meats	Great Britain	2,329				2,329
	Prince Edward I.	116				116
	Newfoundland	46,316				46,316
	British W. Indies	5,065				5,065
	Spanish W. Indies	3,757				3,757
	Danish W. Indies	1,093				1,093
	French W. Indies	12				12
	St. Domingo	49				49
	St. Pierre Miquelon	3,115				3,115
	Jersey	320				320
British Guiana	2,925				2,925	
		65,097				65,097
		Tons.				
Bones	United States	20			20	415
		Lbs.				
Butter	Newfoundland	152,359			152,359	53,381
	United States	700			700	137
	Prince E. Island	50			50	12
	British W. Indies	159,596			159,596	35,824
	Spanish W. Indies	13,839			13,839	2,961
	Danish West Indies	42,708			42,708	8,968
	St. Pierre Miquelon	32,787			32,787	6,570
	Jersey	675			675	169
	British Guiana	270			270	54
	South America	2,436			2,436	609
B. N. A. Provinces	800			800	154	
		406,220			406,220	108,839

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
<i>ANIMALS, &c.— Continued.</i>		Lbs.				\$
Cheese	Prince E. Island.....	93			93	15
	Newfoundland.....	2,566			2,566	361
	British W. Indies..	1,862			1,862	285
	Danish W. Indies..	1,170			1,170	128
	French W. Indies..	400			400	26
	Spanish W. Indies..	2,959			2,959	356
	St. Domingo	720			720	108
	St. Pierre Miquelon		2,130		2,130	426
	United States	600			600	33
		10,370	2,130		12,500	1,738
		Doz.				
Eggs	United States	139,772	12,480		152,252	19,095
	Prince Edward I....	240			240	23
	Newfoundland.....	360			360	70
	St. Pierre Miquelon	90			90	24
		140,462	12,480		152,942	19,212
		Pkgs.	Pkgs.		Pkgs.	
Hides and Skins	United States	54	56		110	4,811
		\$				
Horns	Great Britain	30				30
		Cwt.			Cwt.	
Pork	British W. Indies..	64			64	730
	French W. Indies..	4			4	15
	Newfoundland.....	12			12	28
	B. N. A. Provinces	2			2	22
		82			82	795
		Lbs.			Lbs.	
Lard	Great Britain	957			957	172
	Danish W. Indies..	2,300			2,300	320
	British W. Indies..	2,844			2,844	312
	Spanish W. Indies..	3,600			3,600	570
	Newfoundland	1,711			1,711	306
	St. Domingo	400			400	80
	Prince E. Island....	50			50	10
		11,862			11,862	1,770
		\$				
Tallow	British W. Indies..	30				30
		Lbs.			Lbs.	
Wool.....	United States	300			300	21
	Newfoundland	640			640	45
		940			940	66

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
ANIMALS, &c.— <i>Continued.</i>		\$				\$
Other Articles .	United States	175				175
	Newfoundland	345				345
		520				520
AGRICULTURAL PRODUCTS.		Bush.			Bush.	
Barley and Rye.	Newfoundland	6			6	20
	British W. Indies	6			6	5
	St. Pierre Miquelon	2			2	4
		14			14	29
		Bush.			Bush.	
Beans	Great Britain	210			210	437
	Newfoundland	155			155	280
	Prince Edward I.	6			6	11
	British W. Indies	17			17	27
	Spanish W. Indies	350			350	754
	Danish W. Indies	42			42	81
	St. Pierre Miquelon	3			3	4
		783			783	1,594
		Bush.			Bush.	
Bran	Prince Edward I.	3			3	6
		Brls.	Brls.		Brls.	
Flour	Prince Edward I.	5,572	4		5,576	30,358
	Newfoundland	6,427			6,427	36,167
	British W. Indies	4,134			4,134	23,889
	Spanish W. Indies	2,907			2,907	17,637
	Danish W. Indies	20			20	93
	French W. Indies	223			223	1,210
	St. Pierre Miquelon	622	1		623	4,234
	British Guiana	268			268	1,483
		20,173	5		20,178	115,071
		Brls.				
Fruit, green	Great Britain	60			60	237
	United States	90	25		115	321
	Prince Edward I.	752	12		764	1,858
	Newfoundland	1,966			1,966	4,793
	British W. Indies	249			249	681
	Spanish W. Indies	209			209	748
	French W. Indies	18			18	38
	Danish W. Indies	19			19	65
	St. Pierre Miquelon	173			173	374
		3,536	37		3,573	9,115

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS.—						
<i>Continued.</i>		Tons.			Tons.	\$
Hay	Newfoundland	33			33	468
	British W. Indies ..	27			27	317
	St. Pierre et Miquelon	3			3	42
	British Guiana	6			6	81
	United States	15			15	142
		84			84	1,050
Hops	Great Britain	Lbs.			Lbs.	
		10,226			10,226	1,027
Meat	British W. Indies ..	Brls.			Brls.	
		75			75	338
		6			6	42
		3			3	13
		1			1	6
		85			85	399
Oats	United States	Bush.			Bush.	
		3,250			3,250	1,305
		1,831			1,831	805
		9,523			9,523	4,766
		2,837			2,837	1,266
		1,107			1,107	543
		1,575			1,575	657
		628			628	289
		20,751			20,751	9,631
Peas	Newfoundland	Bush.			Bush.	
		3			3	3
Other Seeds	Newfoundland	\$				
		170				170
Vegetables	British W. Indies ..	\$				
		15,443				14,443
		9,325				9,325
		1,248				1,248
		2,132				2,132
		14,168				14,168
		1,740				1,740
		191				191
		862				862
		2,174				2,174
		47,283			47,283	
Wheat	Newfoundland	Bush.			Bush.	
		10			10	18

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS.— <i>Continued.</i>		\$				\$
Other Articles ..	Prince Edward I ..	4				4
	United States	150				150
	Newfoundland	14				14
		168				168
MANUFACTURES.		Cwt.			Cwt.	
Biscuit	Prince Edward I ..	22			22	1,261
	Newfoundland	283			283	4,572
	British W. Indies ..	13			13	40
	St. Domingo	10			10	33
	St. Pierre et Miquelon	118			118	4,529
		446			446	10,435
Candles and Soap		Lbs.			Lbs.	
	Prince Edward I ..	2,711			2,711	472
	Newfoundland	778			778	120
	British W. Indies ..	38,680			38,680	5,225
	Spanish W. Indies ..	9,700			9,700	1,236
	Danish W. Indies ..	4,000			4,000	500
	St. Pierre et Miquelon	45			45	4
	St. Domingo	21,970			21,970	1,855
	77,884			77,884	9,412	
Carriages		No.			No.	
	Newfoundland	1			1	80
Cottons		\$				
	British W. Indies ..	1,000				1,000
Gypsum, Plaster, &c		\$	\$			
	Prince Edward I ..	60				60
	Newfoundland	12				12
	United States	78,223	292			78,515
		78,295	292			78,587
Iron & Hardware		\$				
	Great Britain	5,100				5,100
	United States	8,174				8,174
	Prince Edward I ..	10,384				10,384
	Newfoundland	11,123				11,123
	British W. Indies ..	200				200
	Spanish W. Indies ..	476				476
	St. Pierre et Miquelon	728				728
British Guiana	275				275	
St. Domingo	40				40	
	36,500				36,500	

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES. <i>Continued.</i>		\$				\$
Leather	Prince Edward I.	8,046				8,046
	United States	175				175
	Newfoundland	21,069				21,069
	Great Britain	360				360
	St. Pierre et Miquelon	167				167
British W. Indies	158				158	
		29,975				29,975
Machinery	Newfoundland	\$ 500				500
	Prince Edward I.	3,110				3,110
	Spanish W. Indies	72				72
		3,682				3,682
Musical Instruments	Great Britain	\$ 200				200
Rags	United States	\$ 126				126
Sewing Machines	Newfoundland	\$ 65				65
	British Guiana	330				330
		395				395
Soap	Newfoundland	Lbs. 4,064			Lbs. 4,064	250
	Prince Edward I.	2,451	736		3,187	174
	St. Domingo	46,472			46,472	3,378
	St. Pierre et Miquelon	100			100	10
		53,087	736		53,823	3,812
Sugar Boxes	Monte Video	No. 126			126	150
	British W. Indies	110			110	110
	French W. Indies	119			119	85
	South America	222			222	333
		577			577	678
Tobacco	Prince Edward I.	Lbs. 12,997	3,204		16,201	3,872
	Newfoundland	50,129	224		50,353	10,980
	British W. Indies	7,626			7,626	1,886
	Danish W. Indies	3,280			3,280	656
	St. Domingo	237			237	52
	St. Pierre et Miquelon	10,980	2,404		13,384	2,366
		85,249	5,832		91,081	19,812

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES. <i>Continued.</i>		\$				\$
Wood	Great Britain	208				208
	United States	1,371				1,371
	Prince Edward I.	3,357				3,357
	Newfoundland	231				231
	British W. Indies	634				634
	St. Pierre et Miquelon	133				133
	Spanish W. Indies	25				25
Portugal	100				100	
		6,059				6,059
Woollens	United States	50				50
	Newfoundland	4,934				4,934
	Prince Edward I.	60				60
	Great Britain	612				612
	St. Domingo	234				234
		5,890				5,890
Ale, Beer, and Cider.....	Prince Edward I.	Galls. 68	Galls. 84		Galls. 152	31
	Newfoundland	1,094			1,094	284
	British W. Indies	48,490			48,490	17,835
	Spanish W. Indies	178			178	100
	St. Pierre et Miquelon	122			122	32
	Great Britain	100			100	44
	United States	75			75	12
			50,127	84		50,211	18,338
Other Spirits ...	Prince Edward I.	Galls. 2,630	Galls. 1,753		Galls. 4,383	2,526
	St. Pierre et Miquelon	40			40	29
	French W. Indies	70			70	150
			2,740	1,753		4,493	2,705
Vinegar	Newfoundland	Galls. 44			Galls. 44	11
	Prince Edward I.	128			128	59
					172	70
Other Articles ..	British W. Indies	\$ 453				453
	B. N. A. Provinces	50				50
	United States	5,925				5,925
	French W. Indies	11				11
	Prince Edward I.	228				228
	Newfoundland	459				459
St. Pierre et Miquelon	300				300	
		7,436				7,436

No. 6.—GENERAL Statement of Exports.—Province of Nova Scotia.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
OTHER MISCELLANEOUS ARTICLES	Great Britain	6				6
	United States	855				855
	Prince Edward I.	1,349				1,349
	South America	12				12
	Newfoundland	3,560				3,560
	Danish W. Indies	190				190
	British W. Indies	117				117
	St. Pierre et Miquelon	717				717
	British Guiana	141				141
			6,947			
Coin and Bullion	Great Britain					53,760

ABSTRACT of the Value of Goods, the Growth, Produce, and Manufacture of the Dominion, Exported from the Province of Nova Scotia to each Country, during the Fiscal Year ending 30th June, 1870.

	\$
To Great Britain	395,925
United States	1,473,895
Prince Edward Island	145,878
Newfoundland	419,304
British West Indies	1,464,352
Spanish West Indies	578,687
French West Indies	166,841
Danish West Indies	26,153
Dutch West Indies	1,320
France	5,484
St. Domingo	21,268
St. Pierre et Miquelon	52,523
Madeira	14,928
Spain	2,200
Portugal	5,171
Italy	15,190
Jersey	26,391
British Guiana	166,654
Monte Video	20,521
South America	45,518
Demarara	11,388
Hayti	1,498
Total Produce	5,061,039
COIN AND BULLION	53,760
Goods not Produce	688,618
Grand Total	5,803,417

No. 6.—GENERAL Statement of Exports.—Continued.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
PRODUCTS OF THE MINE.						\$
Copper Ore.....	Great Britain					112
Coal	United States	Tons. 5,405			Tons. 5,405	54,777
	Spanish W. Indies.....	20			20	150
		5,425			5,425	54,927
Iron Ore	United States					12
Antimony	Great Britain					10
Manganese	Great Britain	Tons. 109	Tons.		Tons. 109	2,917
	United States	33	4		37	663
		142	4		146	3,580
Pig and Scrap Iron	Great Britain	Tons. 280	Tons.		Tons. 280	5,590
	United States	398	481		879	18,461
		678	481		1,159	24,051
Stone	United States					82,433
	Prince E. Island					47
						82,480
Mineral or Earth Oil.....	Prince E. Island	Galls. 900			Galls. 900	487
Other Articles.	Great Britain					3,523
	United States					4,206
						7,729
THE FISHERIES.						
Salmon—Fresh.	United States	No. 43,555			No. 43,555	56,790
Salmon—Smoked	Great Britain	No. 3	No.		No. 3	7
	United States		6,873		6,873	6,908
		3	6,873		6,876	6,915

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES.						
<i>Continued.</i>						
		Brls.	Brls.		Brls.	\$
Salmon— Pickled	Great Britain	1			1	14
	United States		10		10	207
		1	10		11	221
Salmon— Canned	Great Britain					67,400
	United States					4,726
						72,126
Fish—all other — Fresh	Great Britain					70
	United States					19,910
						19,980
Fish— Preserved and Spiced ..		Pkgs.	Pkgs.		Pkgs.	
	Great Britain	4,976	2,493		7,469	59,758
	United States	1,605	1,112		2,717	16,986
	South America	25			25	150
		6,606	3,605		10,211	76,894
Fish—Salted, Dry		Cwt.	Cwt.		Cwt.	
	Great Britain	3,621			3,621	14,484
	United States		470		470	1,334
	Portugal	2,476			2,476	8,904
	Naples	2,027			2,027	8,108
	B. N. A. Provinces	50			50	150
		8,174	470		8,644	33,980
Fish—Salted, Wet		Brls.	Brls.		Brls.	
	Great Britain	756	40		796	2,433
	United States	36,664	5,813		42,477	114,927
	South America	11			11	50
	Spanish W. Indies.	65			65	260
	Prince E. Island ..	540			540	1,620
	B. N. A. Provinces	20			20	60
		38,056	5,853		43,909	119,350
Fish—Smoked.		Boxes.	Boxes.		Boxes.	
	Great Britain	5,407			5,407	4,079
	United States		22,068		22,068	13,959
	British W. Indies.	267			267	67
	Canary Islands	826			826	274
	Spanish W. Indies.	50			50	10
		6,550	22,068		28,618	18,389

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES. <i>Continued.</i>		Galls.	Galls.		Galls.	\$
Fish Oil	United States		90		90	44
	Jersey	2,591			2,591	1,295
		2,591	90		2,681	1,339
Other Articles	United States					2,171
	Prince Edward I.					31
						2,202
THE FOREST.		Tons.	Tons.		Tons.	
Birch	Great Britain	10,929	3,189		14,118	90,961
	United States	8			8	20
	France		42		42	320
	Newfoundland		14		14	56
		10,937	3,245		14,182	91,357
White Pine	Great Britain	9,000	457		9,457	97,943
	Prince Edward I.	16			16	80
	France		20		20	110
		9,016	477		9,493	98,133
Tamarack	Prince Edward I.	7			7	35
Knees and Fut- tocks	United States	1,818	80		1,898	1,738
	Prince Edward I.	50			50	25
		1,868	80		1,948	1,763
Scantling	Great Britain	9,592	4,615		14,207	98,181
	United States	7,403	1,007		8,410	49,982
	British W. Indies ..	67			67	536
	Spanish W. Indies ..	53			53	624
	Prince Edward I.	628			628	3,596
	Portugal		22		22	263
	Newfoundland	41			41	242
	South America	1,248	313		1,561	14,033
	Canary Islands	360			360	3,558
	France		12		12	90
	St. Pierre et Mique- lon	117			117	484
	B. N. A. Provinces ..	83			83	467
	Monte Video	245			245	2,114
		19,837	5,969		25,806	174,170
Treenails	United States	10,500			10,500	100

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.	
THE FOREST.—Continued.		Stan. Hund.	Stan. Hund.		Stan. Hund.	\$	
Deals	Great Britain	63,244	23,295		86,539	1,750,162	
	United States	846	177		1,023	17,757	
	Prince Edward I.	350			350	5,783	
	B. N. A. Provinces	16			16	269	
	Newfoundland	155			155	1,698	
	France		440		440	9,196	
	South America	117	8		125	3,322	
	St. Pierre Miquelon	64			64	450	
	Australia	189			189	4,674	
	Monte Video	104			104	1,032	
		65,085	23,920		89,005	1,794,343	
Deal Ends	Great Britain	3,179	1,276		4,455	66,221	
	United States	35	48		83	1,887	
	Prince Edward I.	81			81	745	
	B. N. A. Provinces					12	
	France	2	20		22	297	
	Newfoundland	8			8	200	
	St. Pierre Miquelon	42			42	232	
	Australia	2			2	37	
			3,349	1,344		4,693	69,631
	Plank & Boards	Great Britain	M. Feet. 2,283	M. Feet. 990		M. Feet. 3,273	22,689
United States		36,714	2,028		38,742	194,236	
British W. Indies.		2,152			2,152	22,306	
Spanish W. Indies.		7,153	2,531		9,684	112,255	
Prince Edward I.		1,293			1,296	8,486	
Newfoundland		314			314	3,252	
South America		3,569	2,244		5,813	94,125	
Portugal			11		11	277	
St. Pierre Miquelon		63			63	444	
Canary Islands		274	331		605	8,060	
Danish W. Indies.		135			135	1,215	
Demerara		122			122	1,010	
Monte Video		133			133	698	
			54,208	8,135		62,343	469,053
Spars		Great Britain	Pieces. 102	Pieces. 5		Pieces. 107	176
	United States	7,908	4,465		12,273	5,717	
	South America	39			39	206	
	British W. Indies.	99			99	89	
	Spanish W. Indies.	48	1		49	115	
	Canary Islands		2		2	3	
	France		45		45	180	
	Portugal		10		10	29	
			8,096	4,528		12,624	6,515
	Masts	Newfoundland	Pieces. 20			Pieces. 20	30

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
THE FOREST— <i>Continued.</i>		Mille.	Mille.		Mille.	\$
Laths	Great Britain	430	39	.....	469	585
	United States	62,162	29,818	.....	91,980	92,396
	Prince Edward I.	935	.....	.....	935	1,003
	Newfoundland	291	.....	.....	291	294
	St. Pierre	62	.....	.....	62	72
	South America .....	.....	15	.....	15	17
	Canary Islands	100	10	.....	110	161
		63,980	29,882	.....	93,862	94,528
Lathwood	Great Britain	Cords. 203	Cords. 54	.....	Cords. 257	1,431
Firewood	United States	Cords. 526	.....	.....	Cords. 526	1,368
Shingles	United States	Mille. 16,508	Mille. 325	.....	Mille. 16,833	36,856
	B. W. Indies	220	.....	.....	220	539
	Prince Edward I.	1,326	.....	.....	1,326	1,962
	Spanish W. Indies	858	.....	.....	858	840
	Newfoundland	3,108	.....	.....	3,108	3,810
	Canary Islands	10	.....	.....	10	30
	St. Pierre	119	.....	.....	119	168
	South America .....	.....	75	.....	75	225
	Honduras .....	.....	49	.....	49	172
		22,149	449	.....	22,598	44,602
Sleepers & Rail- road Ties	Great Britain	Pieces. 15,724	Pieces. .....	.....	Pieces. 15,724	7,551
	United States	128,895	73,733	.....	202,628	34,109
		144,619	73,733	.....	218,352	41,660
Oars	Great Britain	Pairs. 38	.....	.....	Pairs. 38	23
Other Woods	Great Britain .....	.....	.....	.....	.....	17,633
	United States .....	.....	.....	.....	.....	39,094
	British W. Indies .....	.....	.....	.....	.....	762
	Spanish W. Indies .....	.....	.....	.....	.....	708
	Prince Edward I. ....	.....	.....	.....	.....	622
	Newfoundland .....	.....	.....	.....	.....	1,975
	St. Pierre .....	.....	.....	.....	.....	676
	South America .....	.....	.....	.....	.....	396
	Canary Islands .....	.....	.....	.....	.....	394
	Monte Video .....	.....	.....	.....	.....	1,107
	Honduras .....	.....	.....	.....	.....	70
		.....	.....	.....	.....	63,437

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
ANIMALS AND THEIR PRODUCE.						
			No.		No.	\$
Horses	United States		267		267	24,033
Horned Cattle.	United States.		No. 58		No. 58	1,662
Sheep	United States		No. 40		No. 40	105
Poultry.....	United States					454
Bacon & Hams.	United States	Cwt. 840			Cwt. 840	44
	Prince Edward I.	21,000			21,000	1,216
		21,840			21,840	1,260
Beef.....	United States	Lbs. 85	Lbs. 900		Lbs. 985	4,452
Butter	Great Britain	Lbs. 1,011	Lbs. 775		Lbs. 775	157
	United States	1,500	8,694		9,705	2,290
	Prince Edward I.	1,500			1,500	300
		2,511	9,469		11,980	2,747
Cheese	United States		Lbs. 129		Lbs. 129	16
Eggs	United States		Doz. 236,808		Doz. 236,808	14,703
Feathers	United States					34
Furs, undressed	Great Britain					2,883
	United States					878
						3,761
Hides & Skins..	United States					694

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.— <i>Continued.</i>						\$
Horns & Hoofs	Great Britain					16
Pork	Spanish W. Indies.		Cwt. 10		Cwt. 10	113
Sheep's Pelts	United States		No. 3,067		No. 3,067	1,106
Wool	United States					82
Other Articles.	United States					281
AGRICULTURAL PRODUCTS.						
Flax Seed	United States		Bush. 380		Bush. 380	442
Flour	Great Britain	Brls. 1			Brls. 1	5
	Spanish W. Indies.	800			800	4,325
	Prince Edward I.	2,704			2,704	15,118
	Newfoundland	17			17	102
			3,522			3,522	19,550
Fruit—green	Great Britain	Brls. 136	Brls.		Brls. 136	449
	United States		44		44	121
	Spanish W. Indies.	68			68	197
	Prince Edward I.	461			461	1,146
			665	44		709	1,913
Hay	United States	Tons. 75			Tons. 75	599
	British W. Indies.	102			102	1,103
	Spanish W. Indies.	15			15	200
			192			192	1,902
Hops	United States		Lbs. 9,017		Lbs. 9,017	1,809
	Prince Edward I.	200			200	50
		200	9,017		9,217	1,859

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS.— Continued.		Lbs.			Lbs.	\$
Maple Sugar...	Great Britain.....	300	.....	.....	300	19
	United States.....	470	.....	.....	470	27
	Prince Edward I....	755	.....	.....	755	46
		1,525	.....	.....	1,525	92
Meal.....		Brls.	Brls.		Brls.	
	United States.....	1	33	.....	34	193
	Prince Edward I....	12	.....	.....	12	40
		13	33	.....	46	233
Oats.....		Bush.	Bush.		Bush.	
	United States.....	4,440	138	.....	4,578	1,852
	British West Indies	394	.....	.....	394	164
	Spanish W. Indies.	1,423	.....	.....	1,423	851
	Canary Islands.....	1,675	15	.....	1,690	395
	Demerara.....	1,004	.....	.....	1,004	452
	8,336	153	.....	8,489	3,714	
Other Seeds...	United States.....	.....	.....	.....	.....	66
		Lbs.			Lbs.	
Tobacco.....	Prince Edward I....	250	.....	.....	250	50
Vegetables...	Great Britain.....	.....	.....	.....	.....	13
	United States.....	.....	.....	.....	.....	2,742
	British West Indies	.....	.....	.....	.....	382
	Spanish W. Indies.	.....	.....	.....	.....	709
	Newfoundland.....	.....	.....	.....	.....	118
		.....	.....	.....	.....	3,964
Wheat.....		Bush.	Bush.		Bush.	
	Great Britain.....	13,000	.....	.....	13,000	13,000
	United States.....	.....	1	.....	1	2
	Prince Edward I....	208	.....	.....	208	250
	13,208	1	.....	13,209	13,252	
Other Articles.	United States.....	.....	.....	.....	.....	38
	B. N. A. Provinces	.....	.....	.....	.....	86
		.....	.....	.....	.....	124

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES.		Cwt.			Cwt.	\$
Biscuits	United States	3			3	12
	Prince Edward I.	156			156	602
	South America	54			54	205
		213			213	819
Carriages	Great Britain	No. 1			No. 1	180
	United States		6		6	356
	Prince Edward I.	7			7	360
		8	6		14	896
Cottons	United States					8,485
	Prince Edward I.					230
						8,715
Gypsum, Plaster and Lime	United States					43,054
	Prince Edward I.					95
						43,149
Iron and Hardware	Great Britain					15,040
	United States					4,395
	British West Indies					356
	Spanish West Indies					1,384
	Prince Edward I.					19,405
	South America					1,000
					41,580	
Leather	United States					3,353
	Prince Edward I.					5,821
						9,174
Machine	Great Britain					11
	United States					579
						590
Musical Instruments	Prince Edward I.					100
Sewing Machines	Great Britain	No. 10			No. 10	475
	United States	125	426		551	23,510
	Prince Edward I.	26			26	644
		161	426		587	24,029

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—Continued.

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES. <i>Continued.</i>		Lbs.			Lbs.	\$
Soap	United States	250			250	15
	Prince Edward I.	1,050			1,050	65
		1,300			1,300	80
Sugar Boxes...	United States	No. 11,568	No. 1,304		No. 12,872	6,606
	Spanish West Indies	698,927	395,289		1,094,216	528,308
		710,495	396,593		1,107,088	534,914
Tobacco	United States					80
Wood	United States					1,187
	British West Indies					117
	Prince Edward I.					215
						1,519
Woollens	United States					7,404
	Prince Edward I.					4,341
						11,745
Ale, Beer, and Cider	United States					180
Whisky	Prince Edward I.	Galls. 75			Galls. 75	60
	Other Spirits ..	Prince Edward I.				120
Vinegar	United States					11
Other Articles .	Great Britain					14,530
	United States					8,530
	Prince Edward I.					799
	Italy					15,250
						39,109
Other Miscel- laneous Arti- cles	United States					9,003
	British West Indies					235
	Spanish West Indies					30
						9,268
Coin and Bul- lion	Great Britain					40,000

No. 6.—GENERAL Statement of Exports.—Province of New Brunswick.—*Concluded*

ABSTRACT of the Value of Goods, the Growth, Produce, and Manufacture of the Dominion of Canada, Exported from the Province of New Brunswick, to each Country, during the Fiscal Year ending 30th June, 1870.

	\$
To Great Britain.....	1,009,231
United States.....	2,400,759
British West Indies.....	26,656
Spanish West Indies.....	651,079
Danish West Indies.....	1,215
Prince Edward Island.....	75,595
Newfoundland.....	12,821
France.....	10,193
St. Pierre.....	2,526
Canary Islands.....	12,875
Portugal.....	10,473
Italy.....	15,250
South America.....	113,729
Naples.....	8,108
Australia.....	4,711
Jersey.....	1,295
Demerara.....	1,462
Honduras.....	242
Monte Video.....	4,951
Total Produce.....	4,363,171
COIN AND BULLION.....	40,000
Not Produce or Manufacture.....	900,035
Total Exports.....	5,303,206

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 7.—SUMMARY STATEMENT OF EXPORTS (by Provinces) the Growth, Produce, and Manufacture of the Dominion of Canada, Exported during the Fiscal Year ending 30th June, 1870; shewing the Quantity and Value of each Article, the Country to which Exported, in British or Foreign Vessels, or by Land Carriage.

PROVINCE OF ONTARIO.

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Value.
THE MINE.					\$
Gold bearing Quartz Dust Nuggets, &c.. \$	50				50
Copper	Tons.			6	27
Coal	6				61
Iron Ore	10,243	4,973		15,216	34,800
Pig and Scrap Iron	10,820	442	1,683	12,945	211,588
Stone	18,700	2,126	15		20,841
Mineral or Earth Oil... Galls.	2,291,115	158	2,320,290	4,611,563	947,680
Other Articles	13,566	2,261			15,827
Total Produce of the Mine					1,230,874
THE FISHERIES.					
Fish—Fresh	\$ 65,908				65,908
Salted, wet	Brls. 2,018	765	210	2,993	18,364
Salted, dry	Cwt. 37	11		48	197
Fish Oil	\$ 20	487		507	507
Total Value, Produce of the Fisheries					84,976
THE FOREST.					
Ashes—Pot	Brls. 21		36	57	1,816
Timber—Ash	Tons. 2,984			2,984	1,682
Elm	2,375	690		3,065	5,521
Maple	1,500			1,500	180
Oak	11,441	4,000		15,441	61,108
White Pine	1,903	170		2,073	7,890
Walnut	M. ft. 11	11	5	16	373
Basswood, But- ternut, &c.	48	10		58	337
Standard Staves	Mille. 1,362	15		1,377	31,783
Other Staves	3,260	658	27	3,945	66,656
Planks and Boards	M. ft. 322,852	81,509	12,909	417,270	4,064,044
Spars	Pieces. 126	12		138	673
Masts	1,056	4		1,060	10,583
Laths	Mille. 18,214	3,681		21,895	30,082
Firewood	Cords. 53,682	146,616	690	200,988	419,616
Shingles	Mille. 38,770	24,909	5,123	68,802	131,799

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Ontario.—Continued

ARTICLES.	In British or Colonial Vessels.		By Land Carriage.	Total Quantities.	Total Value.	
	Quantity.	Quantity.			\$	Duty. \$ cts.
THE FOREST.—Continued.						
Shingle Bolts \$1 per Cord	Cords 8,141	2,896	.....	11,037	39,887	11,083 94
Stave Bolts \$1 per Cord	1,528	89	.....	1,617	5,205	1,651 31
Oak Logs \$2 per M. feet M. ft.	190	685	.....	875	9,153	1,752 66
Pine Logs \$1 per M. feet	17,607	427	.....	18,034	85,022	18,010 44
Sleepers & Railroad Ties	Pcs. 248,667	30,650	.....	279,317	55,842	
Other Woods	\$ 85,905	.....	.....	.....	85,905	
Total Value, Produce of the Forest	.....	.....	.....	.....	5,115,157	32,498,35
ANIMALS AND THEIR PRODUCE.						
\$						
Horses	No. 2,947	2,762	1,607	7,316		661,547
Horned Cattle	50,557	6,810	26,696	84,063		2,427,689
Swine	98,956	2,822	2,967	104,745		251,250
Sheep	35,119	18,094	35,466	88,679		251,755
Poultry	\$ 11,760	10,229	992	.....		22,981
Bacon and Hams	Cwt. 52,974	.....	3,902	56,876		482,271
Beef	5,853	53,206	722	59,781		66,845
Beeswax	Lbs. 6	57	160	223		75
Bones	Cwt. 524	8	152	684		785
Butter	Lbs. 1,066,065	299,131	244,803	1,609,999		289,859
Cheese	775,316	37	23,692	799,045		96,959
Eggs	Doz. 829,264	118,266	483,226	1,430,756		184,744
Feathers	Lbs. 20	76	6	102		40
Furs—Dressed and Undress'd	\$ 5,368	8,708	80	.....		14,156
Hides and Skins	\$ 29,574	71,925	3,929	.....		105,428
Horns and Hoofs	Cwt. 13	.....	13	13		165
Honey	Lbs. 66	50	30	146		20
Lard	294,942	6,715	60,620	362,277		57,514
Pork	Cwt. 7,503	28,836	767	37,106		60,005
Sheeps' Pelts	No. 97,143	37,205	70,383	204,731		108,755
Tallow	Lbs. 8,593	460	1,590	10,643		932
Tongues	Kegs. 74	.....	.....	74		497
Venison	\$ 1,669	160	65	.....		1,894
Wool	Lbs. 915,130	122,482	835,436	1,873,048		586,353
Other Articles	\$ 136	.....	.....	.....		136
Total Value, Animals and their Produce	.....	.....	.....	.....		5,672,655
AGRICULTURAL PRODUCTS.						
Balsam	\$	.....	128	.....		128
Barley and Rye	Bush. 4,814,237	1,251,788	346,364	6,412,389		4,586,878
Beans	16,373	5,319	33,569	55,261		57,949
Bran	Cwt. 13,840	40,824	34,020	88,684		73,874
Flax	2,539	16,303	43,632	62,474		64,388
Flax Seed	Bush. 29,497	.....	22,339	51,836		68,158
Flour	Brls. 4,298	6,225	42,625	53,148		207,263
Fruit, green	4,581	2,207	1,707	8,495		19,943
Hay	Tons. 17	139	31	187		1,551
Hemp	Cwt. 1	37	.....	38		407
Hops	Lbs. 184,361	107,200	98,622	390,183		44,157
Indian Corn	Bush. 13,079	531	.....	13,610		8,434

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Ontario.—Continued.

ARTICLES.	In British or Colonial Vessels.— Quantity.	In Foreign Vessels.— Quantity.	By Land Carriage.— Quantity.	Total Quantities,	Total Value.
AGRICULTURAL PRODUCTS.—					\$
<i>Continued.</i>					
Malt	Bush 51,676	14,659	61,008	127,343	112,120
Maple Sugar	Lbs. 85	85		85	9
Meal	Brls. 2,641	661	14,701	18,003	72,821
Oats	Bush. 116,129	176,795	157,055	449,979	155,108
Peas	" 258,730	82,256	112,139	453,125	306,889
Other Seeds	" 5,638	1,992	2,084	9,714	15,244
Tobacco	Lbs. 6,417	6,417		6,417	3,565
Vegetables	\$ 4,134	249			4,383
Wheat	Bush. 752,253	63,967	31,264	847,484	810,146
Other Articles	\$ 1,458				1,458
Total Value, Agricultural Produce					6,614,273
MANUFACTURES.					
Books	\$ 7,279	259	20		7,558
Carriages	No. 111	280	246	637	19,912
Cottons	\$ 62	65	8		135
Extract of Hemlock Bark	Brls. 52		5	5	90
Furs	\$ 52				52
Glass	\$ 6,448	969			7,417
Gypsum Plaster, Lime, &c.	\$ 2,895				2,895
Indian Rubber	\$ 16				16
Iron and Hardware	\$ 35,330	1,343	2,656		39,329
Leather	\$ 7,432				7,432
Machinery	\$ 16,462	2,150	1,113		19,725
Musical Instruments	\$ 4,403	1,430	578		6,411
Rags	\$ 22,981	2,132	255		25,368
Sewing Machines	No. 2		22	24	1,257
Soap	Lbs. 913	1,137		1,137	93
Straw	\$ 913				913
Wood	\$ 20,883	584	455		21,922
Woollens	\$ 1,164	443			1,607
Ale, Beer and Cider	Galls. 200	2,020	539	2,759	1,102
Whiskey	" 255	25,548	4,533	30,336	30,230
Other Spirits	" 11,378	8,649		20,027	27,204
Vinegar	" 947	947		947	429
Other Articles	\$ 8,323				8,323
Total Value, Manufactures					229,420
COIN AND BULLION					2,655,154
OTHER MISCELLANEOUS ARTICLES					287,951

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Ontario.—*Concluded.*

RECAPITULATION.	Value.	Duty.
	\$	\$ cts.
The Mine	1,230,874	
" Fisheries	84,976	
" Forest	5,115,157	32,498 35
Animals and their Produce	5,672,655	
Agricultural Products	6,614,273	
Manufactures	229,420	
Miscellaneous Articles	287,951	
Total Produce	19,235,306	32,498 35
Coin and Bullion	2,655,154	
Goods not Produce of Canada	525,666	
Estimated Amount short returned at Inland Ports	2,243,273	
Total Exports	24,659,399	32,498 35

No. 7—SUMMARY STATEMENT OF EXPORTS.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
THE MINE.					\$
Copper Tons.	218			218	19,990
Copper Ore "	5,027			5,207	249,767
Coal "			127	127	1,257
Iron Ore "	3	10		13	115
Antimony Ore "			2	2	272
Pig and Scrap Iron "		1,889	438	2,327	51,601
Stone \$			458		458
Mineral or Earth Oil . . Galls.	3,697		119,851	123,548	14,426
Other Articles \$	19,651		2,119		21,770
Total Value, produce of the Mine					359,656
THE FISHERIES.					
Salmon—Fresh \$			17,385		17,385
Pickled Brls.	6		100	106	986
Canned Lbs.			48	48	8
Fish of all kinds—Fresh \$	31				31
Fish—Preserv'd & Spic'd Pkgs.	100			100	1,000
Salted, dry Cwt.	118,089			118,089	468,352
Salted, wet Brls.	14,963	2,802	2,631	20,396	54,494
Smoked Boxes.	25			25	5
Fish Oil Galls.	49,401	9,694		59,095	30,736
Furs & Skins of Fish, &c. \$	723				723
Total Value, produce of the Fisheries					573,720
THE FOREST.					
Ashes—Pot Brls.	13,819		1,719	15,538	497,565
Pearl "	2,003	12	637	2,652	76,999
Timber—Ash Tons.	3,649	890		4,539	36,044
Birch "	9,312	2,751		12,063	96,187
Elm "	25,854	4,579		30,433	308,461
Maple "	44	15		59	529
Oak "	44,759	8,451	8	53,218	745,429
White Pine "	320,277	42,622	96	362,995	2,698,064
Red Pine "	40,003	5,298		45,301	333,756
Tamarack "	3,063	1,098	103	4,264	15,130
Walnut M. ft.	1,085	608		1,693	51,679
Basswood, Butternut & Hickory }	438	215	103	756	14,517
Standard Staves Mille.	1,110	288		1,398	306,494
Other Staves "	2,277	483	142	2,902	170,847
Battens Pieces.	640			640	24
Knees and Futtocks "		94	5,738	5,832	5,069
Scantling "	10,972	731,207	108	742,287	50,478
Treenails "	21,000			21,000	178

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Quebec.—Continued.

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Values.
THE FOREST.—Continued.					\$
Deals Stand. Hund.	39,735	26,413	.....	66,148	3,019,100
Deal Ends " "	2,860	2,284	.....	5,144	151,237
Planks and Boards M. ft.	233,262	37,567	29,656	300,485	3,007,194
Spars Pieces.	510	205	12	727	8,672
Masts " "	33	9	.....	42	1,823
Handspikes " "	86	.....	.....	86	34
Laths Mille.	3,990	2,754	1,939	8,683	9,052
Lathwood Cords.	2,096	114	.....	2,210	15,004
Firewood " "	70	545	852	1,468	1,788
Shingles Mille.	5,554	18	1,811	7,383	15,433
Shingle Bolts, \$1 $\frac{1}{2}$ cord. Cords.	.....	.....	1	1	2
Stave Bolts, do " "	.....	.....	8	8	43
Oak Logs, \$2 $\frac{1}{2}$ M. ft. M. ft.	.....	.....	1	1	12
Spruce Logs, \$1 $\frac{1}{2}$ M. ft. " "	.....	.....	5,165	5,165	17,348
Pine Logs, do " "	.....	.....	59	59	580
Sleepers & Railroad Ties. Pieces.	293	7,801	28,214	36,308	4,383
Cars Pairs.	792	1,291	.....	2,083	2,377
Other Woods \$	88,979	.....	64,273	.....	153,252
Total Value, produce of the Forest . . . . .	.....	.....	.....	.....	11,814,784
ANIMALS, AND THEIR PRODUCE.					
Horses No.	.....	2	8,761	8,763	765,891
Horned Cattle . . . . . " "	.....	.....	20,475	20,475	492,932
Swine . . . . . " "	.....	.....	2,331	2,331	19,356
Sheep . . . . . " "	.....	.....	53,918	53,918	123,480
Poultry . . . . . \$	.....	.....	40,648	.....	40,648
Bacon and Hams Cwt.	96,519	.....	.....	96,519	1,069,390
Beef " "	6,108	.....	370	6,478	61,271
Beeswax Lbs.	23,738	.....	100	23,838	5,234
Bones Cwt.	.....	.....	3,562	3,562	7,023
Butter Lbs.	8,129,703	4,118	2,098,867	10,232,688	1,952,125
Cheese " "	5,015,616	.....	492	5,016,108	575,773
Eggs Doz.	1,973	2,557	635,651	640,181	96,153
Feathers Lbs.	.....	.....	1,113	1,113	149
Furs—dressed \$	275,002	.....	139	.....	275,141
Furs—undressed \$	16,815	.....	204	.....	17,019
Hides and Skins \$	1,560	.....	44,239	.....	45,799
Horns and Hoofs \$	1,065	.....	.....	.....	1,065
Honey Lbs.	.....	.....	1,324	1,324	202
Lard " "	994,613	.....	365	994,978	140,220
Pork Cwt.	21,029	.....	205	21,234	213,388
Sheep's Pelts No.	.....	.....	10,899	10,899	5,563
Tallow Lbs.	3,926	.....	.....	3,926	380
Tongues Kegs.	79	.....	.....	79	1,115
Wool Lbs.	5,160	.....	563,544	568,704	183,798
Other Articles \$	2,832	.....	3,805	.....	6,637
Total Value, Animals and their Produce . . . . .	.....	.....	.....	.....	6,099,752

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Quebec.—Continued.

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Values. \$
AGRICULTURAL PRODUCTS.					
Balsam	\$ 4,270		788		5,058
Barley and Rye	Bush. 6,003	194,837	50,634	251,474	165,867
Barley—Pot and Pearl. Lbs.	400		13,400	13,800	552
Beans	Bush. 149		7,765	7,914	11,060
Bran	Cwt. 36		30,471	30,507	33,491
Flax			1,859	1,859	9,885
Flax Seed	Bush. 390		1,269	1,659	4,369
Flour	Brls. 270,814	20,389	14,126	305,329	1,960,265
Fruit—Green	" 7,027		1,006	8,033	27,840
Hay	Tons.		8,366	8,366	60,713
Hops	Lbs. 565,760		218,993	784,753	86,496
Indian Corn	Bush. 450	150	434	1,034	699
Maple Sugar	Lbs. 4,100		2,192	6,292	581
Meal	Brls. 12,361	307	7,754	20,422	80,319
Oats	Bush. 296,871	366,786	1,044,671	1,708,328	552,002
Peas	" 840,036	105,568	50,828	996,432	893,198
Other Seeds	\$ 507		50,467		50,974
Tobacco	Lbs.		24,551	24,551	982
Vegetables	\$ 410		283		693
Wheat	Bush. 2,167,615	496,090	32,693	2,696,398	2,881,757
Other Articles	\$ 126		2,694		2,820
Total Value, Agricultural Produce					6,829,621
MANUFACTURES.					
Books	\$ 43,530		705		44,235
Biscuits	Cwt. 2,812			2,812	10,768
Candles	Lbs. 916			916	111
Carriages	No. 10		104	114	3,953
Cottons	\$ 3,004		51		3,055
Extract of Hemlock Bark	Brls. 3,232		15,514	18,746	154,846
Furs	\$ 9,675		28		9,703
Glass	\$ 1,773		100		1,873
Gypsum, Plaster, Lime, &c.	\$ 376		6,135		6,511
India Rubber	\$ 170				170
Indian Bark-work	\$ 570				570
Iron and Hardware	\$ 18,212		12,310		30,522
Leather	\$ 256,676		7,445		264,121
Linen	\$ 4,324		11		4,335
Machinery	\$ 6,357		3,395		9,752
Musical Instruments	\$ 2,186		5		2,191
Oil Cake	\$ 42,802				42,802
Rags	\$ 3,171		153		3,324
Sewing Machines	No. 4,320		1,486	5,806	89,868
Soap	Lbs. 6,247		55	6,302	333
Starch	\$ 880		860	1,740	183
Straw	\$ 3,392		1,360		4,752
Sugar Boxes	No. 8,508	145,994	19,813	174,315	57,274
Tobacco	Lbs. 315,408		14,406	329,814	49,987
Wood	\$ 44,505	2,406	38,121		57,032
Woolens	\$ 15,375		153		15,528
Liquors—Ale, Beer, and Cider	Galls. 203		1,740	1,943	811
Whiskey	" 1,294		114	1,408	895

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Quebec.—*Concluded.*

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
MANUFACTURES.—Continued.					\$
Other Spirits Galls.	3,338		74,477	77,815	56,113
Vinegar "	60			60	15
Other Articles \$	4,310		21,634		25,944
Total Value, Manufac- tures					951,577
OTHER MISCELLANEOUS ARTICLES \$	46,245		21,241		67,486
COIN AND BULLION :—					
Gold \$	1,624,704				1,624,704
Silver \$	3,628,160				3,628,160
Copper \$	500				500
	5,253,364				5,253,364
VESSELS BUILT AT QUEBEC DURING THE YEAR.—No. 27; Tons, 18,127, @ \$40 per ton					725,080
RECAPITULATION.					
				Value.	Duty.
				\$	\$ cts.
Produce of the Mine				359,656	
do do Fisheries				573,720	
do do Forest				11,814,784	5,453 43
Animals and their Produce				6,099,752	
Agricultural Products				6,829,621	
Manufactures				951,577	
Miscellaneous Articles				67,486	
New Ships, built at Quebec during the Fiscal Year ended 30th June, 1870.—No. 27; Tons, 18,127, @ \$40 per Ton				725,080	
Total Produce				27,421,676	5,453 43
Coin and Bullion				5,253,364	
Goods not Produce of Canada				4,413,303	
Estimated Amount short returned at Inland Ports				719,125	
Total Exports				37,807,468	5,453 43

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
THE MINE.					\$
Gold Bars	\$ 131,095				131,095
Copper	Tons. 7			7	1,045
Copper Ore	" 4			4	280
Coal	255,361	25,788		281,149	532,554
Barytes	" 1,195			1,195	11,960
Manganese	" 1,256			1,256	4,102
Pig and Scrap Iron	" 216			216	7,257
Stone and Sand	\$ 27,480				27,480
Mineral or Earth Oils .. Galls.	12,546			12,546	3,868
Other Articles	\$ 3,474	5			3,479
Total Value, produce of the Mine					723,120
THE FISHERIES.					
Salmon—Fresh	\$ 4,460	400			4,860
Smoked	Lbs. 50			50	15
Pickled	Brls. 2,607	1,610		4,217	58,909
Canned	Pkgs. 576			576	2,347
Fish—all other—Fresh	\$ 8,478				8,478
Preserv'd & Spic'd Pkgs.	1,747	674		2,421	9,698
Salted, dry	Cwt. 370,056	3,830		373,886	1,553,163
Salted, wet	Brls. 204,839	17,180		222,009	758,690
Smoked	Pkgs. 10,049			10,049	4,931
Fish Oil	Galls. 72,739	20,174		92,913	54,461
Furs or Skins, &c.	\$ 82,500				82,500
Other Articles	\$ 3,615				3,615
Total Value, produce of the Fisheries					2,541,667
THE FOREST.					
Timber—Birch	Tons. 3,524	275		3,799	25,062
Tamarack	" 11			11	33
White Pine	" 270			270	994
Standard Staves	Mille. 452	12		464	9,212
Other Staves	" 286			286	3,410
Battens	\$ 990				990
Knees and Futtocks	No. 5,137			5,137	3,932
Scantling	\$ 2,018	2			2,020
Deals	Stand. Hund. 4,615	289		4,904	107,974
Deal Ends	\$ 1,412				1,412
Plank and Boards	Mille. 65,631	1,153		66,784	716,308
Spars	Pieces. 4,598	65		4,663	8,304
Laths	Mille. 6,262	55		6,317	6,636
Lathwood	Cords. 420	10		430	693
Firewood	" 32,780			32,780	97,463

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Nova Scotia.—Contin'd.

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Values.
THE FOREST.—Continued.					\$
Shingles..... Mille.	13,345			13,345	26,408
Sleepers & Railroad Ties Pcs.	9,812			9,812	2,174
Oars..... Pairs.	1,021			1,021	815
Other Woods..... \$	32,955	9,519			42,474
Total Value, produce of the Forest					1,058,314
ANIMALS AND THEIR PRODUCE.					
Horses..... No.	115			115	6,640
Horned Cattle..... "	3,135			3,135	81,595
Swine..... "	79			79	346
Sheep..... "	4,738			4,738	13,417
Poultry..... \$	1,512				1,512
Bacon and Hams..... Cwt.	8			8	402
Beef, and other Meats. \$	65,097				65,097
Bones..... Tons.	20			20	415
Butter..... Lbs.	406,220			406,220	108,839
Cheese..... "	10,370	2,130		12,500	1,738
Eggs..... Doz.	140,462	12,480		152,942	19,212
Hides and Skins..... Pkgs.	54	56		110	4,811
Horns..... \$	30				30
Pork..... Cwt.	82			82	795
Lard..... Lbs.	11,862			11,862	1,770
Tallow..... \$	30				30
Wool..... Lbs.	940			940	66
Other Articles..... \$	520				520
Total Value, Animals and their produce.....					310,235
AGRICULTURAL PRODUCTS.					
Barley and Rye..... Bush.	14			14	29
Beans..... "	783			783	1,594
Bran..... "	3			3	6
Flour..... Brls.	20,173	5		20,178	115,071
Fruit—Green..... "	3,536	37		3,573	9,115
Hay..... Tons.	84			84	1,050
Hops..... Lbs.	10,226			10,226	1,027
Meal..... Brls.	85			85	399
Oats..... Bush.	20,751			20,751	9,631
Pease..... "	3			3	3
Other Seeds..... \$	170				170
Vegetables..... \$	47,283				47,283
Wheat..... Bush.	10			10	18
Other Articles..... \$	168				168
Total Value, Agricul- tural products.....					185,564

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of Nova Scotia.—*Conclud.*

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Values.
MANUFACTURES.					\$
Biscuit..... Cwt.	446			446	10,435
Candles..... Lbs.	77,884			77,884	9,412
Carriages..... No.	1			1	80
Cottons.....	1,000				1,000
Gypsum Plaster, &c. \$	78,295	292			78,587
Iron and Hardware..... \$	36,500				36,500
Leather..... \$	29,975				29,975
Machinery..... \$	3,682				3,682
Musical Instruments..... \$	200				200
Rags..... \$	126				126
Sewing Machines..... \$	395				395
Soap..... Lbs.	53,087	736		53,823	3,812
Sugar Boxes..... No.	577			577	678
Tobacco..... Lbs.	35,249	5,832		91,081	19,812
Wood..... \$	6,059				6,059
Woolens..... \$	5,890				5,890
Ale, Beer, and Cider... Galls.	50,127	84		50,211	18,338
Other Spirits..... l.	2,740	1,753		4,493	2,705
Vinegar..... \$	172			172	70
Other Articles..... \$	7,436				7,436
Total Value Manufac- tures.....					235,192
OTHER MISCELLANEOUS ARTICLES..... \$	6,947				6,947
COIN AND BULLION..... \$	53,760				53,760
RECAPITULATION.					
					\$
The Mine.....					723,120
„ Fisheries.....					2,541,667
„ Forest.....					1,058,314
Animals.....					310,235
Agricultural Products.....					185,564
Manufactures.....					235,192
Miscellaneous Articles.....					6,947
Total Produce.....					5,061,039
Coin and Bullion.....					53,760
Goods not Produce of Canada.....					688,618
Total.....					15,803,417

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Continued.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
PRODUCE OF THE MINE.					
Copper Ore..... \$					112
Coal..... Tons.	5,425			5,425	54,927
Iron Ore..... "					12
Antimony..... \$					10
Manganese..... Tons.	142	4		146	3,580
Pig and Scrap Iron..... "	678	481		1,159	24,051
Stone..... \$					82,480
Mineral or Earth Oil..... Galls.	900			900	487
Other Articles..... \$					7,729
Total Produce of the Mine.....					173,388
PRODUCE OF THE FISHERIES.					
Salmon—Fresh..... No.	43,555			43,555	56,790
Smoked..... "	6,876			6,876	6,915
Pickled..... Brs.	1	10		11	221
Canned..... \$					72,126
Fish—all other—Fresh..... \$					19,980
Preserved and spiced..... Pkgs.	6,606	3,605		10,211	76,894
Salted, dry..... Cwt.	8,174	470		8,644	33,980
Salted, wet..... Brs.	38,056	5,853		43,909	119,350
Smoked..... Boxes	6,550	22,068		28,618	18,389
Fish Oil..... Galls.	2,591	90		2,681	1,339
Other Articles..... \$					2,202
Total Produce of the Fisheries.....					408,186
PRODUCE OF THE FOREST.					
Birch..... Tons.	10,937	3,245		14,182	91,357
White Pine..... "	9,016	477		9,493	98,133
Tamarack..... "	7			7	35
Knees and Futtocks..... Pieces	1,868	80		1,948	1,763
Scantling..... M. Ft.	19,837	5,969		25,806	174,170
Treenails..... Pieces	10,500			10,500	100
Deals..... Stand. Hund.	65,085	23,920		89,005	1,794,343
Deal Ends..... "	3,349	1,344		4,693	69,631
Plank and Boards..... M. Ft.	54,208	8,135		62,343	469,053
Spars..... Pieces	8,096	4,528		12,624	6,515
Masts..... "	20			20	30
Laths..... Mille.	63,980	29,882		93,862	94,528
Lathwood..... Cords.	203	54		257	1,431
Firewood..... "	526			526	1,368
Shingles..... Mille.	22,149	449		22,598	44,602
Sleepers and Railroad Ties..... Pieces	144,637	73,733		218,370	41,660
Oars..... Pairs.	38			38	23
Other Woods..... "					63,437
Total Produce of Forest.....					2,952,179

No. 7.—SUMMARY STATEMENT OF EXPORTS—Province of New Brunswick.—*Cnt'd.*

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
ANIMALS AND THEIR PRODUCE.					
Horses..... No.		267		267	24,033
Horned Cattle..... "		58		58	1,662
Sheep..... "		40		40	105
Poultry..... "					454
Bacon and Hams..... Cwt.	21,840			21,840	1,260
Beef..... Lbs.	85	900		985	4,452
Butter..... "	2,511	9,469		11,980	2,747
Cheese..... "		129		129	16
Eggs..... Doz.		236,808		236,808	14,703
Feathers..... \$					34
Furs—Undressed..... "					3,761
Hides and Skins..... "					694
Horns and Hoofs..... "					16
Pork..... Cwt.		10		10	113
Sheep's Pelts..... No.		3,067		3,067	1,106
Wool..... \$					82
Other Articles..... \$					281
Total Animals and their Produce.....					55,519
AGRICULTURAL PRODUCTS.					
Flax Seed..... Bush.		380		380	442
Flour..... Brls.	3,522			3,522	19,550
Fruit—Green..... "	665	44		709	1,913
Hay..... Tons.	192			192	1,902
Hops..... Lbs.	200	9,017		9,217	1,859
Maple Sugar..... "	1,525			1,525	92
Meal..... Brls.	13	33		46	233
Oats..... Bush.	8,236	153		8,489	3,714
Other Seeds..... \$					66
Tobacco..... Lbs.	250			250	50
Vegetables..... \$					3,964
Wheat..... Bush.	13,208	1		13,209	13,252
Other Articles..... \$					124
Total Agricultural Products.....					47,161
MANUFACTURES.					
Biscuit..... Cwt.	213			213	819
Carriages..... No.	8	6		14	896
Cottons..... \$					8,715
Gypsum Plaster, and Lime..... \$					43,149
Iron and Hardware..... \$					41,580
Leather..... \$					9,174
Machinery..... \$					590
Musical Instruments..... \$					100
Sewing Machines..... No.	161	426		587	24,629
Soap..... Lbs.	1,050			1,050	80
Sugar Boxes..... No.	710,495	396,593		1,107,088	534,914
Tobacco..... Lbs.					80
Wood..... \$					1,519
Woollens..... \$					11,745
Ale, Beer, and Cider... Galls.					180

No. 7.—SUMMARY STATEMENT OF EXPORTS.—Province of New Brunswick.—
Concluded.

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
MANUFACTURES.—Continued.					
Whisky.....Galls.	75			75	\$ 60
Other Spirits.....\$					120
Vinegar....."					11
Other Articles....."					39,109
Total Manufactures.....					717,470
OTHER MISCELLANEOUS ARTICLES.....\$					9,268
COIN AND BULLION....\$					40,000

RECAPITULATION.

Products of the Mine.....	\$ 173,388
do Fisheries.....	408,186
do Forest.....	2,952,179
Animals and their Produce.....	55,519
Agricultural Produce.....	47,161
Manufactures.....	717,470
Other Miscellaneous Articles.....	9,268
Total Produce.....	4,363,171
COIN AND BULLION.....	40,000
Goods, not Growth, Produce, or Manufacture.....	900,035
Grand Total Exports.....	5,303,206

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 8.—SUMMARY STATEMENT OF EXPORTS, the Growth, Produce, and Manufacture of the Dominion of Canada, Exported during the Fiscal Year ended 30th June, 1870; shewing the Quantity and Value of each Article, and whether Exported in British or Foreign Vessel, or by Land Carriage.

ARTICLES	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Value.
PRODUCE OF THE MINE.					\$
Gold—bearing Quartz, Nuggets, &c. \$	131,145				131,145
Copper Tons.	225			225	21,062
Copper Ore..... "	5,227			5,227	250,159
Coal..... "	260,792	25,788	127	286,707	588,799
Iron Ore..... "	10,249	4,983		15,232	34,927
Antimony Ore..... "			2	2	282
Manganese..... "	1,398	4		1,402	7,682
Pig and Scrap Iron.... "	11,714	2,812	2,121	16,647	294,497
Stone..... \$	128,660	2,126	473		131,259
Mineral or Earth Oil... Galls.	2,308,258	158	2,440,141	4,748,557	966,461
Other Articles..... \$	56,380	2,266	2,119		60,765
Total Value, Produce of Mine.					2,487,038
PRODUCE OF THE FISHERIES.					
Salmon,—Fresh..... \$	61,250	400	17,385		79,035
Smoked..... No.	18	6,873		6,891	6,930
Pickled..... Brls.	2,614	1,620	100	4,334	60,116
Canned..... \$	74,473		8		74,481
Fish, all other—Fresh..... "	94,397				94,397
Preserved and Spiced.... Pkgs.	8,453	4,279		12,732	87,592
Salted, dry.... Cwt.	496,356	4,311		500,667	2,055,692
Salted, wet.... Brls.	259,866	26,600	2,841	289,307	950,898
Smoked..... Boxes	16,624	22,068		38,692	23,325
Fish Oil..... Galls.	124,751	30,445		155,196	87,043
Furs and Skins, the produce of Fish or Creatures living in the sea. \$	83,223				83,223
Other Produce of the Fisheries..... \$	5,817				5,817
Total Value, Produce of the Fisheries.					3,608,549
PRODUCE OF THE FOREST.					
Ashes—Pot..... Brls.	13,840		1,755	15,595	499,381
Pearl..... "	2,003	12	637	2,652	76,999
Timber—Ash..... Tons.	6,633	890		7,523	37,726
Birch..... "	23,773	6,271		30,044	212,606
Elm..... "	28,229	5,269		33,498	313,982
Maple..... "	1,544	15		1,559	709
Oak..... "	56,200	12,451	8	68,659	806,537
White Pine..... "	331,306	43,269	96	374,671	2,805,081
Red Pine..... "	40,003	5,298		45,301	333,756
Tamarac..... "	3,081	1,098	103	4,282	15,198
Walnut..... M. ft.	1,085	619	5	1,709	52,052
Basswood, Butternut, & Hickory..... "	486	225	103	814	14,854

No. 8.—SUMMARY STATEMENT OF EXPORTS.—Dominion of Canada.—Continued.

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.— <i>Continued.</i>					\$
Standard Staves Mille.	2,924	315		3,239	347,489
Other Staves „	5,823	1,141	169	7,133	242,913
Battens Pcs.	26,380			26,380	1,014
Knees and Futtocks „	7,005	174	5,738	12,917	10,764
Scantling Pcs.	33,583	19,837	7,363	59,783	226,668
Treenails „	31,500			31,500	278
Deals Stand. Hund.	109,435	50,622		160,057	4,921,417
Deal Ends „	6,303	3,628		9,931	222,280
Planks and Boards M. ft.	673,953	123,364	42,565	846,882	8,256,599
Spars and Masts Pcs.	14,539	4,823	12	19,374	36,600
Handspikes „	86			86	34
Laths Mille.	92,446	36,372	1,930	130,757	140,238
Lathwood Cords.	2,719	178		2,897	17,128
Firewood „	87,053	147,162	1,542	235,762	520,235
Shingles Mille.	79,818	25,376	6,934	112,128	218,242
Shingle Bolts Cords.	8,141	2,896	1	11,038	39,889
Stave Bolts „	1,518	89	8	1,615	5,248
Oak Logs M. ft.	190	685	1	876	9,165
Pine & Spruce Logs „	17,607	427	3,224	21,258	102,950
Sleepers and Railroad Ties Pcs.	403,391	112,184	28,214	543,789	104,059
Oars Pairs.	1,851	1,291		3,142	3,215
Other Woods \$	271,276	9,519	64,273		345,068
Total Value, Produce of the Forest					20,940,434
ANIMALS AND THEIR PRODUCE.					\$
Horses No.	3,062	3,031	10,368	16,461	1,458,111
Horned Cattle „	53,692	6,868	47,171	107,731	3,006,878
Swine „	99,035	2,822	5,298	107,155	270,952
Sheep „	39,857	18,134	89,384	147,375	388,757
Poultry \$	14,426	10,229	40,940		65,595
Bacon and Hams Cwt.	171,341		3,902	173,243	1,553,323
Beef „	25,052	1,523	1,092	27,672	197,665
Beeswax Lbs.	23,744	57	260	24,061	5,309
Bones Cwt.	924	8	3,714	4,646	8,223
Butter Lbs.	9,604,409	311,718	2,343,670	12,259,887	2,353,570
Cheese „	5,801,302	2,296	24,184	5,827,782	674,486
Eggs Doz.	971,699	370,111	1,118,877	2,460,687	314,812
Feathers Lbs.	20	76	1,119	1,215	223
Furs—dressed and undressed \$	300,946	8,708	423		310,077
Hides and Skins „	34,148	74,416	48,163		156,732
Horns and Hoofs „	1,111		165		1,276
Honey Lbs.	66	50	1,354	1,470	222
Lard „	1,301,417	6,715	60,985	1,369,117	199,504
Pork Cwt.	26,614	23,846	972	58,432	274,301
Sheep's Pelts No.	97,143	40,272	31,282	218,697	115,424
Tallow Lbs.	12,829	460	1,590	14,879	1,342
Tongues Kegs.	153			153	1,612
Venison \$	1,669	160	65		1,894
Wool Lbs.	922,400	122,482	1,398,980	2,443,862	770,299
Other Articles \$	3,769		3,805		7,574
Total Value, Animals and their Produce					12,138,161

No. 8.—SUMMARY STATEMENT OF EXPORTS.—Dominion of Canada.—Continued

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS.					
Balsam	\$ 4,270		916		5,186
Barley and Rye	4,820,254	1,446,625	396,998	6,663,877	4,752,774
Barley—pot and pearl	7		240	247	552
Beans	17,305	5,319	41,334	63,958	70,003
Bran	Cwt. 13,879	40,824	64,491	119,194	107,371
Flax	2,539	16,303	45,491	64,333	74,273
Flaxseed	Bush. 390	29,877	23,608	53,875	72,969
Flour	Brls. 298,807	26,619	56,751	382,177	2,302,149
Fruit—Green	15,809	2,288	2,713	20,810	58,811
Hay	Tons. 293	139	8,397	8,829	65,216
Hemp	Cwt. 1	37		38	407
Hops	Lbs. 760,547	116,217	317,615	1,194,379	133,539
Indian Corn	Bush. 13,529	681	434	14,644	9,133
Malt	51,676	14,659	61,008	127,343	112,120
Maple Sugar	Lbs. 5,625	85	2,192	7,902	682
Meal	Brls. 15,100	1,001	22,455	38,556	153,772
Oats	Bush. 442,087	543,734	1,201,726	2,187,547	720,455
Peas	1,098,769	187,824	162,967	1,449,560	1,200,090
Other Seeds	\$ 9,594	3,127	53,733		66,454
Tobacco	Lbs. 250	6,417	24,551	31,218	4,597
Vegetables	\$ 55,791	249	283		56,323
Wheat	Bush. 2,933,086	560,058	63,957	3,557,101	3,705,173
Other Articles	\$ 1,876		2,694		4,570
Total Value, Agricultural Pro- ducts					13,676,619
MANUFACTURES.					
Books	\$ 50,809	259	725		51,793
Biscuits	Cwt. 3,471			3,471	22,022
Candles and Soap	Lbs. 139,184	1,873	55	141,112	13,841
Carriages	No. 130	286	350	766	24,841
Cottons	\$ 12,781	65	59		12,905
Extract of Hemlock Bark	Brls. 3,232		15,519	18,751	184,936
Furs	\$ 9,727		28		9,755
Glass	" 8,221	969	100		9,290
Gypsum, Plaster, Lime, &c	" 124,715	292	6,135		131,142
India Rubber	" 186				186
Indian Barkwork	" 570				870
Iron and Hardware	" 131,622	1,343	14,966		147,931
Leather	" 303,257		7,445		310,702
Linen	" 4,324		11		4,335
Machinery	" 27,091	2,150	4,508		33,749
Musical Instruments	" 6,889	1,430	583		8,902
Oil Cake	" 42,802				42,802
Rags	" 26,278	2,132	408		28,818
Sewing Machines	No. 6,458	426	1,508	8,392	116,149
Starch	Lbs. 880		860	1,740	183
Straw	\$ 4,305		1,360		5,665
Sugar Boxes	No. 719,580	542,587	19,813	1,281,980	592,866
Tobacco	Lbs. 401,057	5,832	14,406	421,295	69,879
Wood	\$ 72,966	2,990	10,576		86,532
Woolens	" 34,174	443	153		34,770

No. 8.—SUMMARY STATEMENT OF EXPORTS.—Dominion of Canada.—*Concluded.*

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Value.
MANUFACTURES.—Continued.					\$
Liquors—Ale, Beer and Cider	50,930	2,104	2,279	55,313	20,431
Whisky	1,624	25,548	4,647	31,819	31,185
Other Spirits	17,616	10,402	74,477	102,495	86,142
Vinegar	232	947	.....	1,179	525
Other Articles	59,178	.....	21,634	.....	80,812
Total Value, Manufactures. .....	.....	.....	.....	.....	2,133,659
Miscellaneous Articles. .....	.....	.....	.....	.....	371,652
Ships built at Quebec during the Fiscal Year ending 30th June, 1870	No. Tons. 27—18,127	.....	.....	No. Tons. 27—18,127	725,080
COIN AND BULLION. .....	.....	.....	.....	.....	8,002,278

RECAPITULATION.

	Value.	Duty.
	\$	\$ cts.
Produce of the Mine	2,487,038	.....
do Fisheries	3,608,549	.....
do Forest	20,940,434	37,912 28
Animals and their Produce	12,138,161	.....
Agricultural Products	13,676,619	.....
Manufactures	2,133,659	.....
Other Articles	371,652	.....
Ships built at Quebec during the Fiscal Year ending 30th June, 1870	725,080	.....
Total Produce.	56,081,192	37,912 28
COIN AND BULLION.	8,002,278	.....
Goods not Produce.	6,527,622	.....
Estimated Amount short returned at Inland Ports.	2,962,398	.....
Total Exports	73,573,490	37,912 28

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 9.—COMPARATIVE STATEMENT shewing the Quantities and Values of the Principal Articles, the Growth, Produce, and Manufacture of the Dominion of Canada, Exported therefrom during the Fiscal Years, ending respectively on the 30th day of June, 1869 and 1870.

ARTICLES.	TOTAL EXPORTS.					
	Fiscal Year ending 30th June, 1869.			Fiscal Year ending 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
PRODUCE OF THE MINE :—						
Gold-bearing Quartz, Dust, Nuggets, &c.	395	\$ 174,806	cts.	225	\$ 131,145	cts.
Copper	9,513	34,110		5,227	21,062	
Copper Ore	440,308	482,520		286,707	250,189	
Coal	13	763,262			688,799	
Lead Ore	27,948	617		15,232	34,927	
Iron Ore	1	60,298		2	34,282	
Antimony Ore	488	10,869		1,402	7,682	
Manganese	9,371	152,017		16,647	294,497	
Pig and Scrap Iron		250,038			131,259	
Stone	690,553	127,319		4,748,557	966,461	
Mineral (or Earth) Oil		37,636			60,765	
Other Articles						
Total Produce of the Mine		2,093,502			2,487,038	
PRODUCE OF THE FISHERIES :—						
Salmon—Fresh	2,906	61,912			79,035	
Smoked	3,355	4,533		6,891	6,930	
Pickled	442,476	89,314		4,334	60,116	
Canned		78,424			74,481	
Fish—all other—Fresh	8,108	101,366			94,397	
Preserved and Spiced		38,677		12,732	87,592	
Salted—dry	1,496,681	1,783,639		500,667	\$ 2,055,692	
Salted—wet	21,513	998,608		289,307	950,898	
Smoked	45,002	28,085		38,662	23,325	
Fish Oil	271,762	136,016		156,196	87,043	
Furs or Skins, the produce of Fish or Creatures living in the Sea		14,725			83,223	
Other produce of the Fisheries		1,414			5,817	
Total Produce of the Fisheries		\$ 2,242,710			\$ 608,549	

No. 9.—COMPARATIVE STATEMENT OF EXPORTS.—Dominion of Canada.—Continued.

ARTICLES.	TOTAL EXPORTS.			
	Fiscal Year ending 30th June, 1869	Duty.	Quantity.	Fiscal Year ending 30th June, 187
	Value.	\$		Value.
PRODUCE OF THE FOREST:—				
Ashes—Pot. Brls.	16,501			499,381
Pearl Tons.	6,295			76,999
Timber—Ash Tons.	4,479			37,726
Birch "	31,377			212,606
Elm "	35,965			313,982
Maple "	467			709
Oak "	67,954			806,537
White Pine "	431,814			2,805,061
Red Pine "	56,860			333,756
Tamarac "	2,455			15,198
Walnut M. ft.	1,835			52,052
Basswood, Butternut, and Hickory Mille.	573			14,854
Standard Staves Mille.	2,811			347,489
Other Staves "	8,783			242,913
Lattens Pieces	9,064			1,014
Knees and Futlocks "	21,046			10,764
Scantling M. feet.	72,463			226,668
Treenails Pieces	72,589			278
Deals Stand. Hund.	187,117			4,921,417
Deal Ends "	6,680			222,280
Planks and Boards M. ft.	677,859			8,256,599
Spars and Masts Pieces	23,182			36,600
Handpikes "	3,019			34
Lath and Lathwood Mille.	112,759			157,426
Firewood Cords.	244,565			520,235
Shingles Mille.	118,547			218,242
Saw Logs and Shingle Bolts \$				
do do for Duty M. ft.		14,402 67		157,252
Sleepers and Railroad Ties Pieces	432,620			104,659
Oars Pairs.	8,614			3,215
Other Woods "				345,068
Total Produce of the Forest	19,838,963	14,402 67		20,940,454
				37,912 28

ANIMALS AND THEIR PRODUCE :-					
Horses	No.	10,355	830,174	16,461	1,458,111
Horned Cattle	"	65,251	1,427,761	107,731	3,006,878
Swine	"	32,271	112,421	107,155	270,952
Sheep	"	195,682	454,568	147,375	388,757
	\$		59,344		65,595
Poultry	Cwt.	78,562	869,746	175,243	1,553,323
Bacon and Hams	"	21,166	134,235	27,732	197,665
Beef	Lbs.	13,707	4,281	24,061	5,309
Beeswax	Cwt.	2,739	8,765	4,646	8,223
Bacon	Lbs.	10,853,268	2,342,270	12,259,887	2,353,370
Butter	"	4,503,370	549,572	5,827,782	674,486
Cheese	"	465,290	38,666	1,369,117	199,504
Lard	"	1,539,411	188,249	2,460,687	314,812
Eggs	Doz.	574	204	1,215	223
Feathers	Lbs.		307,567		310,077
Furs—dressed and undressed	\$		119,449		156,732
Hides and Skins	"	2,941	6,082		1,276
Horns and Hoofs	Cwt.	878	81	1,470	274,301
Honey	Lbs.	23,906	203,081	58,432	115,424
Pork	Cwt.	249,736	164,767	218,697	1,342
Sheep's Pelts	No.	7,538	541	14,879	1,612
Tallow	Lbs.	54	464	153	1,894
Tongues	Kegs.	200	2,004		770,239
Venison	No.	2,820,562	816,785	2,443,862	7,574
Wool	Lbs.				
Other Articles	\$				
Total Animals and their Produce			8,769,407		138,161
AGRICULTURAL PRODUCTS :-					
Balsam	\$		6,188		5,186
Barley and Rye	Bush.	4,630,069	5,004,105	6,663,877	4,752,774
Barley—Pot and Pearl	Lbs.	5,775	280	13,800	552
Beans	"	38,802	66,220	63,958	70,003
Bran	Cwt.	41,078	23,573	119,194	107,371
Flax	"	11,681	116,943	64,333	74,273
Flax Seed	Bush.	27,108	42,425	53,875	72,969
Flour and Meal	Brls.	399,081	2,087,010	382,177	2,302,149
Fruit—Green	"	11,310	30,150	20,810	58,811
Hay	Tons.	4,952	43,431	8,929	63,210
Hemp	Cwt.	3,114	44,924	38	407
Hops	Lbs.	411,842	46,098	1,194,379	133,539
Indian Corn	Bush.	6,083	5,878	14,644	9,133
Math	"	22,332	33,102	127,343	112,120
Maple Sugar	Lbs.	4,240	391	7,902	682
Meal	Brls.			38,556	153,772
Oat	Bush.	762,620	361,749	2,187,547	720,455
Peas	"	1,046,300	971,499	1,449,560	1,200,090

No. 9.—COMPARATIVE STATEMENT OF EXPORTS.—Dominion of Canada.—*Concluded.*

ARTICLES.	TOTAL EXPORTS.					
	Fiscal Year ending 30th June			Fiscal Year ending 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Y.
AGRICULTURAL PRODUCTS.—Continued.						
Other Seeds	23,525	\$ 37,219	cts.		\$ 66,454	cts.
Tobacco	9,650	1,288		31,218	4,597	
Vegetables	2,809,208	76,896		3,557,101	56,323	
Wheat		3,183,383			3,705,173	
Other Articles					4,570	
Total Agricultural Products		12,182,702			13,676,619	
MANUFACTURES:—						
Books	\$ 940	18,304		3,471	51,793	
Biscuits	238,184	19,192		141,112	22,022	
Candles and Soap	506	22,952		766	13,841	
Carriages	20,910	25,157			24,841	
Cottons		16,182			12,905	
Extract of Hemlock Bark		186,750		18,751	154,936	
Furs		3,559			9,735	
Glass		4,606			9,230	
Gypsum, Plaster, Lime, &c.		56,046			131,142	
India Rubber		30			186	
Indian Barkwork					570	
Iron and Hardware		122,847			147,931	
Leather		214,074			310,702	
Linen		67			4,335	
Machinery		65,913			33,749	
Musical Instruments		7,612			8,902	
Oil Cake		60,615			42,802	
Rees		29,713			28,818	
Sewing Machines	4,849	60,993		8,392	116,149	
Starch	250,221	10,622		1,740	183	
Straw		17,131			5,665	
Sugar Boxes	1,206,756	684,919		1,281,980	592,866	
Tobacco	230,601	38,886		421,285	68,879	
Wood		65,037			86,532	
Woolens		24,453			34,770	

Liquors—Ale, Beer, and Cider	49,836	17,411			55,313	20,431
Whisky	4,351	4,145			31,819	31,185
Other Spirits	124,478	85,471			102,495	86,142
Vinegar		2,534			1,179	86,528
Other Articles						80,812
Total, Manufactures		1,765,461				2,133,659
Miscellaneous Articles		350,559				371,682
Vessels built at Quebec	No. | Tons.	1,080,000	No. | Tons.			725,080
	37 | 27,000		27 | 18,127			
COIN AND BULLION		4,218,208				8,002,278

RECAPITULATION.

Produce of the Mine	2,093,502					2,487,038
do Fisheries	3,242,710					3,608,549
do Forest	19,838,963		14,402 67			20,940,484
Animals and their Produce	8,769,407					12,138,161
Agricultural Produce	12,182,702					13,676,619
Manufactures	1,765,461					2,133,659
Other Articles	350,559			No. | Tons.		371,682
				27 | 18,127		
Ships built at Quebec	1,080,000					725,080
Total Produce of the Dominion	49,323,304		14,402 67			56,081,192
COIN AND BULLION	4,218,208					8,002,278
Goods not Produce of the Dominion	3,855,901					6,527,622
Estimated Amount short returned at Inland Ports	3,077,468					2,962,398
Grand Total of Exports	60,474,781		14,402 67			73,573,490
						37,912 28

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 10.—STATEMENT (by Provinces) shewing the Quantities and Values of the
Canada, Exported from the Principals Ports in the

PROVINCE

ARTICLES.	CLIFTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
THE MINE.				
		\$		\$
Gold-bearing Quartz, Dust, Nuggets.....				
Copper and Copper Ore.....				
Coal.....				
Iron Ore.....				
Pig and Scrap Iron.....	545	13,458	810	17,006
Stone and Sand.....		100		
Mineral or Earth Oil.....	2,096,187	465,701	26	56
Other Articles.....				
Total.....		479,259		17,062
FISHERIES.				
Fish of all descriptions.....		2,053		
Fish Oil.....				
Total.....		2,053		
THE FOREST.				
Ashes—Pot.....	Brls.			
Timber, other than Spars and Masts.....	\$		1,300	3,000
Standard Staves.....	Mille.		51	4,210
Other Staves.....	"	6	427	
Planks and Boards.....	"	319	4,289	82,638
Spars and Masts.....	Pcs.			730,056
Laths.....	Mille.		395	496
Firewood.....	Cords.			
Shingles.....	Mille.	2,311	6,147	1,944
Shingle Bolts.....	Cords.			3,994
Stave Bolts.....	"			
Oak Logs.....	M. ft.			
Pine Logs.....	"			
Sleepers and Railroad Ties.....	Pcs.			
Other Woods.....	\$			
Total.....		10,863		741,756
ANIMALS AND THEIR PRODUCE.				
Horses.....	No.	250	23,640	86
Horned Cattle.....	"	1,860	56,911	313
Sheep.....	"	3,919	12,622	241
Swine.....	"	181	835	22
Poultry.....	"			110
Pork, Beef, and other Meats.....	"			50
Butter, Cheese, and Eggs.....	"	25,588	263,933	48
Tallow and Lard.....	"	1,058,215	131,904	22,041
Hides, Pelts, Horns, and Hoofs.....	"	165,864	20,571	2,707
Wool.....	Lbs.	48,175	29,516	5,497
Furs, dressed and undressed.....	"	424,043	131,813	
Other Articles.....	\$			
Total.....			671,745	23,652

Principal Articles, the Growth, Produce, and Manufacture of the Dominion of
Dominion during the Fiscal Year ending 30th June, 1870.

OF ONTARIO.

HOPE.		HAMILTON.		KINGSTON.		OTHER PORTS.		TOTAL.	
Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.
	\$		\$		\$		\$		\$
					50				50
							27		27
						6	61	6	61
				3,945	9,021	11,271	25,779	15,216	34,800
60	1,200	57	2,126	1,794	36,776	9,279	141,022	12,945	211,538
					3,048		17,693		20,841
	400				1,016	2,515,376	481,923	4,611,563	947,680
							14,411		15,827
	1,600		2,126		49,911		680,916		1,230,874
	213			445	14,858	2,646	67,345	3,091	84,469
							507		507
	213				14,858		67,852		84,976
							57	57	1,816
						22,967	70,528	5,037	77,091
		73	7,060	770	3,563	1,253	20,513	1,377	31,783
270	1,273					3,669	64,956	3,945	66,656
62,613	626,319	9,686	123,492	9,786	96,519	252,228	2,483,369	417,270	4,064,044
						1,198	11,256	1,198	11,256
2,725	2,725			2,854	2,868	15,921	23,993	21,895	30,082
						200,988	419,616	200,988	419,616
11,854	27,423	449	1,102	9,753	17,226	42,491	75,907	68,802	131,799
48	237			3,959	15,431	7,066	24,219	11,073	39,887
		104	379	22	66	1,481	4,760	1,607	5,205
						875	9,153	875	9,153
						18,034	85,022	18,034	85,022
	6,492			48,038	9,554	231,279	46,288	279,317	55,842
					1,116		78,297		85,905
	664,469		132,033		146,343		3,419,693		5,115,157
175	19,495			948	97,468	5,857	510,786	7,316	661,547
2,940	90,163			7,898	223,673	71,052	2,049,667	84,063	2,427,689
4,551	14,251			7,007	17,025	72,961	206,907	88,679	251,755
40	162			750	46,103	103,752	204,040	104,745	251,250
	210				1,269		21,452		22,981
2,721	32,667			482	4,311	125,006	310,553	153,797	611,512
44,521	7,446			289,300	47,882	2,425,723	381,623	3,839,800	571,562
				6	1	207,050	37,874	372,920	58,446
	688			9,400	10,007	141,672	171,783	204,744	214,348
34,900	10,100			12,853	3,853	1,401,252	440,587	1,873,048	586,353
					421		13,735		14,156
					21		1,035		1,056
	175,182				452,034		4,350,042		5,672,655

No. 10.—EXPORTS.—Principal Ports, &c.—

ARTICLES.	CLIFTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
AGRICULTURAL PRODUCTS.				
		\$		\$
Wheat.....	Bush. 9,191	10,033	103,102	130,175
Barley, Rye, Beans, Peas, and Oats	„ 68,381	120,869	1,562,404	136,737
Indian Corn	„	„	12,348	7,708
Flour and Meal of all kinds	Brls. 23,763	89,615	68	753
Seeds of all descriptions, not mentioned above	\$ 4,603	9,180	„	7
Hops	Lbs. 137,476	17,467	„	„
Tobacco	„	„	„	„
Fruit and Vegetables	\$ 1,169	2,600	„	7
Flax	„	11,191	„	„
Other Articles	„	„	„	„
Total		260,955		275,387
MANUFACTURES.				
Books	\$	„	„	„
Furs	No.	„	„	„
Iron and Hardware	\$	856	„	„
Leather	„	340	„	„
Machinery	„	4,064	„	„
Carriages	„ 28	1,291	9	235
Straw	„	„	„	„
Wood	„	180	„	„
Woollens	„	„	„	„
Ground Plaster, Lime, and Gypsum	„	„	„	„
Ale, Beer, and Cider	Galls. 507	120	„	„
Whiskey and other Spirits	„ 4,533	5,168	3	10
Other Articles	„	38	„	130
Total		12,057		375
Other Miscellaneous Articles		32,553		3,212
Total Goods, Produce of Canada		1,469,485		1,061,444
COIN AND BULLION		2,433,000		„
Goods not the Produce of Canada		„		23,072
Total as Reported		3,902,485		1,084,516

Province of Ontario.—Continued.

HOPE.		HAMILTON.		KINGSTON.		OTHER PORTS.		TOTAL.	
Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.
	\$		\$		\$		\$		\$
154,122	155,902	198,564	190,581	19,179	15,277	363,325	308,178	847,483	810,146
236,001	166,123	682,633	507,333	484,408	332,884	4,543,015	3,842,278	7,572,842	5,100,224
1,146	7,136	2,600	12,710	46	176	1,264	726	13,610	8,434
				2,342	1,252	43,528	169,694	71,151	280,084
				57,778	5,224	76,417	22,963	83,362	83,402
						194,929	21,466	390,183	44,157
		1,000	2,000	126	273	6,417	3,565	6,417	3,565
						10,583	19,446	12,878	24,326
							53,197		64,388
							189,547		189,547
	329,161		712,624		355,086		4,681,060		6,614,273
					188		7,370		7,558
					41		11		52
	133				27,551		10,789		39,329
					720		6,372		7,432
					392		15,269		19,725
6	685			228	1,954	366	15,747	637	19,912
	25				352		536		913
	240		100		1,929		19,473		21,922
	14				1,032		561		1,607
				10	5		2,895		2,895
				198	197	2,242	977	2,759	1,102
					947	45,629	52,059	50,363	57,434
							48,424		49,539
	1,097		100		35,308		180,483		229,420
					14,110		238,076		287,951
	1,171,722		846,883		1,067,650		13,618,122		19,235,306
					113,930		108,224		2,655,154
			13,603		379,695		109,296		525,666
	1,171,722		860,486		1,561,275		13,835,642		22,416,126
Estimated Amount short returned at Inland Ports									2,243,273
Grand Total Exports									24,659,399

PROVINCE

ARTICLES.	COATICOOK.		MONTREAL.	
	Quantity.	Value.	Quantity.	Value.
THE MINE.				
		\$		\$
Coal..... Tons.			89	1,010
Copper and Copper Ore..... "	1,368	63,272	3,758	194,645
Iron Ore..... "				
Pig and Scrap Iron..... "	91	1,930	98	2,026
Antimony Ore..... "			2	272
Stone..... \$		20		
Mineral or Earth Oil..... Galls.			123,201	14,061
Other Articles..... \$		1,130		9,451
Total.....		66,352		231,465
THE FISHERIES.				
Fish of all descriptions..... \$		17,845		12,091
Fish Oil..... Galls.			7,300	4,385
Furs, and Skins of Fish, &c..... \$				
Total.....		17,845		16,476
THE FOREST.				
Pot and Pearl Ashes..... Brls.	2,194	67,516	15,980	506,547
Deals—Plank and Boards..... \$		125,664		332,150
Timber, other than Spars or Masts..... "		2,087		
Shingle Bolts, \$1 per cord..... Cords.				
Staves, Bolts, "..... "				
Oak Logs, per M. feet, \$2 per cord..... M. ft.				
Spruce Logs, \$1 per cord..... "	8	32	167	754
Pine Logs, \$1 per cord..... "				355
Shingles..... Mille.	1,261	1,843	100	198
Spars and Masts..... Pieces		50		
Staves..... Mille.	142	2,732	351	14,611
Other Woods..... \$		39,191		63,371
Total.....		239,115		917,986
ANIMALS AND THEIR PRODUCTS.				
Horses..... No.	291	26,927	4,048	372,910
Horned Cattle..... "	835	18,869	5,482	181,800
Sheep..... "	1,363	2,785	10,907	32,236
Swine..... "	23	67	1,715	16,255
Poultry..... \$		1,304		31,316
Pork, Beef, and other Meats..... "		1,052,492		263,966
Butter, Cheese, and Eggs..... "		409,981		2,103,923
Tallow and Lard..... "		101,026		39,375
Hides, Pelts, Horns and Hoofs..... "		3,515		38,609
Wool..... Lbs.	490,218	158,816	74,435	23,886
Furs, dressed or undressed..... \$		6,284		285,672
Other Articles..... "		9,816		5,922
Total.....		1,791,882		3,395,870

Ports, &c.—Continued.

OF QUEBEC.

QUEBEC.		ST. JOHN'S.		OTHER PORTS.		TOTAL.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	\$		\$		\$		\$
				38	247	127	1,257
299	11,840					5,425	269,757
3	15	10	100			13	115
200	4,500	930	18,310	1,008	24,835	2,327	51,601
						2	272
						438	458
140	61					123,548	14,426
	200		989		304		21,770
	16,616		19,399		25,824		359,656
	1,111		12		511,202		542,261
		9,693	5,331	42,101	21,020	59,095	30,736
					723		723
	1,111		5,343		532,945		573,720
		12	381	4	120	18,190	574,564
	3,132,390		2,387,241		200,086		6,177,531
	4,204,867		81,930		10,912		4,299,796
				1	2	1	2
				8	43	8	43
				1	12	1	12
				4,990	16,562	5,165	17,348
					225		580
169	360	2,206	6,278	3,647	6,754	7,383	15,433
	10,231				214		10,495
3,747	458,944			59	1,054	4,300	477,341
	33,799		66,243		39,035		241,639
	7,840,591		2,542,073		275,019		11,814,784
		2	175	4,422	365,879	8,763	765,891
				14,158	292,263	20,475	492,932
				41,648	88,459	53,918	123,480
				593	3,034	2,331	19,356
					8,028		40,648
	21,417				6,174		1,344,049
	13,754		854		95,539		2,624,051
			109		90		140,600
					10,303		52,427
100	25			3,951	1,071	568,704	183,798
					204		292,160
			3,659		963		20,360
	35,196		4,797		872,007		6,099,752

No. 10.—EXPORTS.—Principal

ARTICLES.	COATICOOK.		MONTREAL.		
	Quantity.	Value.	Quantity.	Value.	
AGRICULTURAL PRODUCTS.					
		\$		\$	
Wheat.....	Bush.	230,572	207,344	2,237,231	2,439,569
Barley, Rye, Beans, Peas and Oats.....	"	662,789	261,224	1,482,828	1,013,683
Indian Corn.....	"				
Flour, and Meal of all kinds.....	Brls.	28,781	115,804	277,469	1,838,588
Seeds of all descriptions, not named above.....	\$		27,573		23,218
Hops.....	Lbs.	223,434	25,585	558,119	60,451
Tobacco.....	"			24,551	982
Fruits and Vegetables.....	\$		6,734		17,733
Other Articles.....	"		17,354		87,137
Total.....			661,618		5,481,361
MANUFACTURES.					
Books.....	\$		4,568		39,665
Candles and Soap.....	Lbs.			3,510	179
Furs.....	\$		804		8,871
Iron and Hardware.....	"		12,124		16,307
India Rubber.....	"				170
Leather.....	"		73,450		188,472
Machinery.....	"		5,208		4,137
Carriages.....	"				1,748
Straw.....	"		1,075		3,392
Sugar Boxes.....	"		5,909		20,659
Tobacco.....	Lbs.	10,348	1,656	310,557	46,442
Wood.....	\$		9,847		28,769
Woollens.....	"		295		14,141
Oil Cake.....	"		9,930		26,258
Ground Plaster, Lime, Gypsum, &c.....	"		1,671		18
Ale, Beer and Cider.....	Galls.			1,807	640
Whisky, and other Spirits.....	"	68,677	40,457	10,507	16,458
Other Articles.....	\$		181,292		80,687
Total.....			348,286		497,022
Miscellaneous Articles.....	\$		18,999		39,971
Ships, built at Quebec, No. 27.....	Tons.				
Total Produce.....			3,144,097		10,580,151
Coin and Bullion.....					4,212,840
Goods not Produce.....			6,745		4,317,762
			3,150,842		19,110,753

No. 10.—EXPORTS.—Principal Ports, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	HALIFAX.		OTHER PORTS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
THE MINE.						
Gold Bars.....		\$				\$
Coal.....	540	131,095	280,609	532,196	281,149	131,095
Iron.....		Tons. 358	1,195	11,960	1,195	532,554
Copper and Copper Ore.....	11	11	11	1,325	11	11,960
Pig and Scrap Iron.....			216	7,257	216	7,257
Manganese.....			1,286	4,102	1,256	4,102
Stone and Sand.....		78		27,402		27,480
Mineral or Earth Oil.....	12,046	3,718		150		3,868
Other Articles.....		2,293	12,500	1,186	12,546	3,479
Total Produce of the Mine.....		137,542		585,578		723,120
THE FISHERIES.						
Fish of all description.....		\$				\$
Fish Oil.....	56,777	1,795,642	36,136	605,449	92,913	2,401,091
Furs or Skins of Creatures living in the water.....		37,242		17,219		54,461
Other Articles.....		82,212		288		82,500
Total Produce of the Fisheries.....		1,915,096		626,571		2,541,667
THE FOREST.						
Deals—Plank and Boards.....		\$				\$
Timber, other than Spars or Masts.....		113,257		12,759		825,694
Shingles.....	7,808	13,330	5,537	8,780	13,345	26,089
Spars.....	116	17,628	4,547	7,064	4,663	26,408
Other Woods.....		32,247		139,572		8,304
Total Produce of the Forest.....		177,702		880,612		1,058,314
ANIMALS AND THEIR PRODUCE.						
Horses.....	1	60	114	6,580	115	6,640
Horned Cattle.....	4	120	3,131	84,475	3,135	84,595

Sheep.....	130	650	4,608	12,767	4,788	13,417
Swine.....			79	346	79	346
Poultry.....		1,496		17		1,512
Pork, Beef and other Meats.....		53,771		12,523		66,294
Butter, Cheese and Eggs.....		61,520		68,269		129,789
Lard and Tallow.....		1,653		147		1,800
Hides, Pelts, Horns and Hoofs.....		4,841				4,841
Wool.....	640	45	300	21	940	66
Other Articles.....		415		520		935
Total Animals and their Products.....		124,570		185,665		310,235
AGRICULTURAL PRODUCTS.						
Wheat.....	10	18			10	18
Barley, Rye, Beans, Peas and Oats.....	16,328	8,782	5,223	2,475	21,551	11,257
Flour and Meal of all kinds.....	11,097	88,610	9,166	26,860	20,263	115,470
Seeds of all descriptions, not named above.....		128		42		170
Hops.....	10,226	1,027			10,226	1,027
Fruit and Vegetables.....		11,644		44,754		56,398
Other Articles.....		654		564		1,218
Total Agricultural Products.....		110,863		74,695		185,558
MANUFACTURES.						
Candles and Soap.....	131,707	13,224		8,821	131,707	13,224
Iron and Hardware.....		27,679		6,771		36,500
Leather.....		23,204		985		29,975
Machinery.....		2,697				3,682
Carriages.....		80				80
Sugar Boxes.....		19,743		678		678
Tobacco.....	90,911	2,311	170	69	91,061	19,812
Wood.....		5,307		3,848		6,059
Woolens.....		12		583		5,890
Gypsum, Plaster, &c.....		18,326		78,575		78,587
Ale, Beer and Cider.....	50,136	2,555	75	12	50,211	18,388
Other Spirits.....	4,423	11,029	70		4,493	2,706
Other Articles.....				8,633		19,662
Total Manufactures.....		126,067		109,125		235,192
Other Miscellaneous Articles.....		6,213		735		6,947
Total—Goods Produce of the Dominion.....		2,598,052		2,462,981		5,061,033
Goods, not Produce.....		514,482		174,136		688,618
Coin and Bullion.....		83,766				83,766
Grand Total of Exports.....		3,166,300		2,637,117		5,803,417

PROVINCE OF

ARTICLES.	ST. JOHN.		BATHURST.	
	Quantity.	Value.	Quantity.	Value.
THE MINE.				
		\$		\$
Copper Ore..... Tons.		112		
Coal..... "	20	150		
Iron Ore..... "		12		
Antimony Ore..... "		10		
Manganese..... "	141	3,520		
Pig and Scrap Iron..... "	483	9,850		
Stone..... "				30,818
Mineral or Earth Oil..... Galls.				
Other Articles..... \$		7,729		
Totals.....		21,383		30,818
THE FISHERIES.				
Fish of all descriptions..... \$		204,928		40,009
Fish Oil..... Galls.	90	44		
Totals.....		204,972		40,009
THE FOREST.				
Deals—Plank and Boards..... \$		1,436,397		69,700
Timber, other than Spars and Masts..... "		322,732		12,192
Shingles..... Mille.	1,570	3,097	2,665	3,410
Spars and Masts..... Pieces	203	513		
Other Woods..... \$		19,568		1,808
Totals.....		1,782,307		87,110
ANIMALS AND THEIR PRODUCE.				
Horses..... No.	267	24,033		
Horned Cattle..... "	58	1,662		
Sheep..... "	40	105		
Poultry..... \$		454		
Pork, Beef, and other Meats..... "		4,565		
Butter, Cheese, and Eggs..... "		16,787		
Hides, Pelts, Horns, and Hoofs..... "		1,816		
Wool..... "		82		
Furs, dressed or undressed..... "		3,519		
Other Articles..... "		315		
Totals.....		53,338		

Ports, &c.—Continued.

NEW BRUNSWICK.

CHATHAM.		NEWCASTLE.		RICHIBUCTO.		OTHER PORTS.		TOTALS.		
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	\$		\$		\$		\$		\$	
									112	
							5,405	54,777	5,425	54,927
									12	
									10	
							5	60	146	3,580
							676	14,201	1,159	24,051
								51,662		82,480
							900	487	900	487
										7,729
								121,187		173,388
	63,620		23,369		13,525		61,396			406,847
						2,591	1,295		2,681	1,339
	63,620		23,369		13,525		62,691			408,186
	221,110		171,887		116,264		248,038			2,263,396
	70,809		20,506		14,772		133,667			574,078
420	584	50	70	786	1,302	17,107	36,139	22,598		44,602
50	197	20	30			12,371	5,805	12,644		6,545
	4,638		3,720				33,224			62,958
	297,338		196,213		132,338		456,873			2,952,179
									267	24,033
									58	1,662
									40	105
										454
										5,825
							1,260			17,466
							679			1,816
										82
								242		3,761
										315
								2,181		55,519

No. 10.—EXPORTS—Principal Ports, &c.—

ARTICLES.	ST. JOHN.		BATHURST.	
	Quantity.	Value.	Quantity.	Value.
AGRICULTURÆ PRODUCTS.				
		\$		\$
Barley, Rye, Beans, Peas, and Oats.....	Bush. 1,936	1,087		
Flour and Meal of all kinds.....	Brls. 833	4,515	40	200
Seeds of all descriptions.....	\$	442		
Hops.....	Lbs. 9,017	1,809		
Fruit and Vegetables.....	\$	2,997		10
Other Articles.....	"	860		
Totals		11,710		210
MANUFACTURES.				
Iron and Hardware.....	\$	22,175		
Leather.....	"	3,353		
Machinery.....	"	590		
Carriages.....	"	536		
Sugar Boxes.....	"	534,353		
Wood.....	"	135		
Woollens.....	"	5,974		
Ground Plaster, Lime, Gypsum, &c.....	"	861		
Ale, Beer, and Cider.....	"	180		
Whisky and other Spirits.....	"			
Other Articles.....	"	42,961		
Totals		611,118		
Other Miscellaneous Articles.....	\$	9,268		
Total—Goods, Produce of the Dominion		2,694,096		158,147
Coin and Bullion.....		40,000		
Goods, not the Produce of the Dominion...		807,011		73
Grand Total		3,541,107		158,220

Province of New Brunswick.—*Concluded.*

CHAWHAM.		NEWCASTLE.		RICHIBUCTO.		OTHER PORTS.		TOTALS.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	*		*		*		*		*
17	102			1,004	452	5,549	2,175	8,489	3,714
						2,678	14,966	3,568	19,783
							66		508
						200	50	9,217	1,859
	113		108				2,762		5,877
			13,000				1,447		15,420
	215		13,108		452		21,466		47,161
							19,405		41,580
							5,821		9,174
									590
							360		896
							561		524,914
							1,384		1,519
							5,771		11,745
							42,288		43,149
									180
			12,800				180		180
							17,782		73,543
			12,800						
							93,552		717,470
									9,268
	361,173		245,490		146,315		757,950		4,333,171
	3,003		230		76		89,642		40,000
									900,035
	364,176		245,720		146,391		847,592		5,303,206

R. S. M. BOUCHETTE,

Commissioner of Customs.

No 11.—COMPARATIVE STATEMENT (by Provinces) of the Value of Exports, the Value of Goods Imported and Entered for Consumption, and the Amount of Duties collected at each Port in the Dominion of Canada, during the Fiscal Years ending respectively on the 30th June, 1869 and 1870.

PROVINCE OF ONTARIO.

Ports.	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	\$	\$	\$	cts.	\$	\$	\$	\$
Amherstburgh.....	144,510	45,631	45,679	1,448 42	128,542	36,863	36,663	1,793 79
Bellefleur.....	575,004	192,992	190,809	24,566 38	587,834	155,232	158,411	30,091 42
Bramford.....	127,751	242,671	236,386	34,692 05	138,560	272,237	253,724	46,202 40
Brighton.....	60,125	5,340	5,340	513 07	54,124	8,885	8,885	675 60
Brockville.....	634,404	384,759	384,759	10,757 24	701,918	322,576	320,609	17,356 33
Burwell.....	136,250	4,185	4,185	944 46	93,490	8,928	8,928	1,951 71
Chatham.....	543,452	84,989	84,989	5,329 16	647,561	80,518	80,518	6,893 16
Chippawa.....	59,157	66,254	66,254	631 66	19,102	61,242	61,242	1,846 90
Clifton.....	3,297,961	4,178,054	4,136,106	57,597 80	3,958,516	2,985,903	2,945,332	94,535 86
Cobourg.....	251,660	90,627	90,881	6,980 75	572,892	82,458	82,458	7,855 22
Colborne.....	15,233	12,386	12,386	1,240 23	21,359	15,393	15,393	1,713 99
Cornwall.....	44,548	29,678	23,286	1,549 21	64,005	46,047	46,436	1,758 24
Cramahe.....	78,475	51,124	51,124	705 37	79,913	56,340	56,340	817 01
Darlington.....	118,777	127,037	135,125	29,429 90	164,540	106,159	116,440	22,348 62
Dover.....	339,573	19,077	17,061	2,331 67	211,852	18,773	20,789	3,439 46
Dundas.....	63,366	161,668	161,668	6,000 70	46,993	190,465	190,465	5,576 47
Dunnville.....	178,493	21,397	21,808	823 49	162,796	12,800	12,919	1,094 53
Elgin.....	2,958	1,394	1,394	79 58	6,273	3,227	3,227	178 35
Fort Erie.....	1,001,305	54,371	54,371	6,124 91	2,355,350	55,260	55,260	5,775 26
Gananoque.....	70,831	32,492	32,492	1,325 66	64,279	28,403	28,403	1,505 89
Goderich.....	120,377	90,732	90,732	2,994 68	16,933	119,943	119,943	4,204 82
Guelph.....	292,066	262,169	254,410	29,417 48	412,563	232,930	217,810	37,076 86
Hamilton.....	894,471	3,437,658	3,202,567	44,129 34	862,936	3,692,550	3,377,138	463,112 21
Hope.....	1,176,570	283,025	285,166	20,944 24	1,171,020	183,227	183,611	16,925 13
Kingston.....	1,234,475	3,381,001	3,386,634	98,893 52	1,527,519	5,441,554	4,494,189	102,684 98

Kingsville.....	46,019	10,005	159 66	53,963	3,357	3,357	103 59
London.....	450,001	922,810	167,133 11	1,149,137	1,104,224	1,110,260	200,857 72
Murriaburgh.....	177,038	52,006	470 80	182,333	47,727	47,727	613 14
Napanee.....	403,249	65,867	6,684 55	499,949	54,252	54,462	8,038 82
Newcastle.....	48,934	31,562	4,531 83	64,053	33,615	32,900	5,168 82
Niagara.....	108	20,793	4,320 65	89,839	29,998	28,898	7,441 70
Oakville.....	95,101	5,408	230 60	97,549	8,975	8,975	850 05
Oshawa.....	106,560	67,853	5,863 68	132,864	69,317	69,317	6,676 73
Ottawa.....	173,253	754,243	89,997 40	326,331	962,377	969,401	98,311 01
Owen's Sound.....	8,753	12,626	886 08	358	7,739	7,739	718 40
Paris.....	112,892	46,997	4,190 83	184,813	51,586	51,586	5,000 50
Penetanguishene.....	75,086	10,265	379 45	74,727	736	736	51 51
Pictou.....	232,460	27,759	1,208 59	289,158	18,943	18,943	1,320 14
Prescott.....	705,174	309,208	10,535 39	746,215	394,076	394,076	9,672 43
Queenston.....	135	135	15 02				
Rowan.....	133,845	6,162	4,465 07	128,057	3,871	3,871	17,449 87
St. Catharine's.....	79,321	846,828	28,031 01	41,789	819,827	683,486	34,402 55
Sarnia.....	343,385	387,455	5,750 56	495,379	189,775	188,176	13,253 80
Saugeen.....	23,181	928		3,470	346		
Sault Ste. Marie.....	160,430	37,551	3,546 97	18,293	64,705	64,705	8,342 55
Stanley.....	313,543	33,707	222 27	127,660	28,704	28,704	708 25
Stratford.....	103,954	87,231	6,548 39	166,421	106,930	98,519	9,789 16
Toronto.....	1,847,623	6,472,791	916,987 88	2,039,215	7,268,015	7,127,198	1,067,268 71
Trenton.....	477,177	25,745	634 72	486,213	15,299	15,299	1,119 53
Wellaceburgh.....	254,072	9,431	790 05	227,478	6,709	6,709	720 66
Wiribby.....	536,004	94,180	15,654 15	396,498	87,219	87,219	15,058 48
Windsor.....	237,009	335,462	14,425 62	343,381	488,548	481,282	20,465 61
Woodstock.....	90,254	72,766	8,027 55	101,114	87,905	87,905	10,893 15
Estimated Amount short returned at Inland Ports	18,625,318	24,242,928	2,090,992 1	22,416,126	26,132,738	24,528,019	2,421,710 80
Copyrights.....	2,328,165	2,398		2,243,273	2,438	2,438	
Totals.....	20,953,483	24,245,326	2,090,992 13	24,659,399	26,135,176	24,530,457	2,421,710 80

No. 11.—COMPARATIVE STATEMENT of the Value of Exports and Imports, at each Port, &c.—Continued.

PROVINCE OF QUEBEC.

Ports.	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	\$		\$	cts.	\$	\$	\$	cts.
Clarenceville	36,860	8,350	8,350	601 30	55,909	6,606	6,606	638 25
Coaticook	2,791,397	403,262	402,658	9,251 32	3,151,142	551,176	551,176	10,368 67
Dundee	95,613	21,153	21,153	1,312 18	145,542	13,911	13,911	1,224 54
Freighsburg	808	8,111	8,111	796 06	3,400	9,207	9,207	770 20
Gaspé	239,138	72,750	73,804	10,160 43	318,427	112,236	107,884	14,966 08
Hemmingford	189,125	14,150	14,150	636 70	283,988	12,585	12,585	796 90
Lacolle	33,381	4,726	4,726	567 73	37,104	5,302	5,302	536 23
Magdalen Islands	28,713	3,377	3,517	538 65	7,607	2,456	1,891	849 79
Montreal	11,222,101	23,638,688	22,560,809	3,608,254 73	19,100,413	25,680,814	25,075,040	4,138,294 89
New Carlisle	296,762	79,606	68,127	13,123 43	260,395	133,232	111,540	18,981 23
Philipsburgh	32,824	6,851	6,851	434 95	30,755	2,441	2,441	229 60
Porton	42,270	6,402	6,402	607 36	36,412	10,705	10,705	455 09
Quebec	9,629,537	6,141,140	5,894,744	567,324 07	10,131,165	5,670,332	5,593,468	656,675 12
Rimouski	63,288	38	38	11 45	86,092	1,200	1,200	.....

Russabowh.....	44,846	6,132	6,132	707 41	45,840	10,324	10,324	933 72
Saint John's.....	2,304,288	333,153	333,153	7,374 15	2,877,173	491,680	483,686	8,209 66
Stanstead.....	301,961	102,404	102,404	9,456 36	322,193	110,226	110,226	12,729 20
Sutton.....	121,053	8,774	8,774	1,078 51	91,513	8,698	8,698	794 99
Three Rivers, Outport of Quebec in '69					103,273	49,334	48,997	3,403 15
Estimated amount short returned at Inland Ports.....	27,473,965	30,939,067	29,543,903	4,232,236 79	37,063,343	32,882,465	32,164,837	4,860,859 31
Copyr.....	749,303				719,125			
		1,274	1,274			1,451	1,451	
Totals.....	28,223,268	30,940,341	29,545,177	4,232,236 79	37,807,468	32,883 916	32,166,288	4,860,859 31

No. 11.—COMPARATIVE STATEMENT of the Value of Exports and Imports, at each Port, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

PORT	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	£	£	£	cts.	£	£	£	cts.
Amherst.....	115,955	104,648	102,339	14,724 55	121,982	93,312	93,052	15,894 84
Annapolis.....	78,435	122,555	122,555	6,462 70	74,433	32,340	32,340	5,287 95
Antigonish.....	191,142	38,094	36,491	10,529 46	96,169	40,627	40,627	10,250 39
Aricat.....	42,718	62,635	62,635	5,884 09	46,145	62,166	62,166	4,206 46
Baddeck.....	97,374	2,147	6,621	3,454 87	38,374	5,846	12,777	3,623 96
Barrington.....	39,622	33,485	33,485	766 75	32,444	30,594	30,294	1,214 02
Bridgeton.....	4,208	46,379	46,042	6,308 07	3,312	16,218	16,767	2,669 81
Brigton.....	75,615	157,040	157,040	3,960 37	60,901	41,512	41,512	3,268 39
Cornwallis.....	72,983	46,434	45,809	3,708 31	77,076	41,726	43,583	4,355 26
Digby.....	2,983,867	6,498,345	5,689,379	892,062 55	3,172,848	7,202,504	6,208,787	972,652 27
Halifax.....	201,261	108,629	109,348	8,985 47	219,871	123,057	112,692	9,619 60
Liverpool.....	66,471	47,603	47,503	1,979 43	34,376	41,473	41,473	3,148 61
Lunenburg.....	140,009	72,279	69,333	3,616 88	209,130	85,220	83,877	6,248 23
Margareville.....	15,436	29,245	29,245	1,191 34	13,901	20,619	20,619	478 35
North Sydney.....	84,124	62,164	71,780	12,087 96	88,209	26,221	38,308	7,274 16
Parraborough.....	13,138	20,164	20,164	269 60	11,745	13,042	13,042	322 10
Pictou.....	316,898	351,287	338,445	41,427 40	286,345	345,448	350,859	38,704 52
Port Hawkesbury.....	50,502	37,123	21,282	2,371 24	13,995	17,811	14,764	1,921 98
Port Hood.....	12,076	10,858	9,851	763 33	32,407	5,754	6,550	2,222 60
Port Medway.....	156,818	31,029	31,029	1,403 95	127,699	32,237	30,359	2,294 84
Port Mulgrave.....	50,116	40,942	41,008	2,904 51	183,068	37,152	36,681	3,891 02
Regged Islands.....	149,004	34,902	31,966	1,964 35	26,062	13,470	13,470	655 81
Shelburne.....	19,076	24,438	24,438	836 58	321,148	14,498	15,166	1,600 46
Sydney.....	335,955	16,386	17,718	3,695 10	91,563	55,945	55,909	2,717 02
Weymouth.....	122,099	80,777	80,687	4,066 09	91,301	116,185	164,013	14,517 31
Windsor.....	122,163	154,037	153,319	9,578 19	329,013	425,732	428,198	42,945 06
Yarmouth.....	267,447	373,656	360,239	31,182 43	5,803,417	8,940,709	8,007,940	1,162,592 51
Copyrights.....	5,743,511	8,607,081	7,749,171	1,076,173 47	.....	91	91	.....
Totals.....	5,743,511	8,607,244	7,749,334	1,076,173 47	5,803,417	8,940,800	8,008,031	1,162,592 51

* \$657.49, deposited by Collector of Port Mulgrave during the year as per his account current, but no returns furnished to the Department.

No. 11.—COMPARATIVE STATEMENT of the Value of Exports, and Imports, at each Port, &c.—Concluded.

PROVINCE OF NEW BRUNSWICK.

PORTS.	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
Bathurst.....	\$ 99,411	\$ 34,244	\$ 71,155	\$ cts. 14,622 70	\$ 158,220	\$ 69,780	\$ 75,141	\$ cts. 15,823 94
Bay Verte.....	4,050	588	588	23 30	25,956	6,999	317 16	6,999
Campo Bello (Welchpool).....	11,593	6,862	6,862	3,842 23	4,753	15,271	15,271	3,599 28
Caracquette.....	13,527	9,646	12,444	1,857 01	1,770	8,946	6,873	2,183 26
Charatham.....	294,069	201,774	185,213	29,219 49	364,176	182,123	197,531	37,070 99
Chalouais.....	143,407	43,133	29,917	* 7,733 96	103,423	21,682	33,451	8,233 41
Dorchester.....	52,289	12,981	13,197	1,624 50	49,107	17,309	18,326	2,132 86
Fredericton.....	66,824	212,936	184,413	44,188 10	53,159	168,544	175,173	41,779 90
Hillsborough.....	144,403	4,313	4,813	346 92	110,150	9,057	9,057	1,520 58
Moncton.....	1,541	38,808	61,331	8,024 17	9,814	63,957	65,368	9,423 46
Newcastle.....	-196,940	95,479	90,769	17,074 06	245,720	85,863	92,028	20,577 71
Norwich.....	188,735	28,750	30,700	4,921 53	146,991	28,793	30,679	4,439 79
Richibucto.....	.....	3,898	6,893	3,717 29	.....	7,799	5,438	2,510 84
Richmond Station.....	23,282	72,547	75,683	5,864 23	25,096	53,784	53,689	5,573 06
Sackville.....	141,494	241,806	242,838	1,002 74	143,652	229,366	230,404	734 39
Shediac.....	41,816	22,317	24,952	3,141 90	36,842	19,697	24,560	3,896 23
Shippegan.....	41,170	75,597	95,806	22,957 25	43,142	122,917	120,162	18,966 13
St. Andrews.....	139,470	31,038	31,038	2,812 89	142,312	21,307	21,307	2,676 99
St. George.....	3,863,282	5,247,371	4,963,265	677,596 20	3,541,107	5,406,311	5,064,102	764,426 06
St. John.....	96,311	232,533	232,533	39,773 85	89,666	279,689	262,644	60,388 09
St. Stephens.....	450	1,068	5,384	3,078 36	8,740	2,555	5,036	2,778 55
West Isles.....	455	.....	15,302	7,144 54	.....	19,483	19,483	8,678 14
Woodsstock.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	5,554,519	6,621,819	6,382,461	899,517 32	5,303,206	6,854,332	6,532,712	1,017,777 82
Copyright Works.....	.....	435	435	.....	.....	115	115	.....
Grand Totals.....	5,554,519	6,622,254	6,382,896	899,517 32	5,303,206	6,854,447	6,532,827	1,017,777 82

* Includes \$1,886.93 deposited by the Collector of Campbelltown as per his account current, but for which no return was furnished to the Department.

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 12.—COMPARATIVE STATEMENT (by Provinces) shewing the Total Value of Exports, the Total Value of Goods Imported and Entered for Consumption, and the Amount of Duties collected in the Dominion of Canada, during the Fiscal Years ending, respectively, on 30th June, 1869 and 1870.

PROVINCES.	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Total Exports.	Total Imports.	Entered for Consumption.	Duty.	Total Exports.	Total Imports.	Entered for Consumption.	Duty.
Ontario	\$ 20,953,483	24,245,326	\$ 23,724,764	\$ cts. 2,090,982 13	\$ 24,659,399	26,135,176	\$ 24,530,457	\$ cts. 2,421,710 80
Quebec	28,223,268	30,940,341	29,545,177	4,232,236 79	37,807,468	32,883,916	32,166,288	4,860,859 31
Nova Scotia	5,743,511	8,607,244	7,749,333	1,076,173 47	5,803,417	8,940,800	8,008,031	1,162,592 51
New Brunswick	5,584,51	6,622,254	6,392,896	890,517 32	5,303,206	6,854,447	6,532,827	1,017,777 82
Grand Total	60,474,781	70,415,165	67,402,170	8,298,909 71	73,573,490	74,814,339	71,237,603	9,462,940 44

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 13. —STATISTICAL VIEW of the Commerce of the Dominion of Canada, exhibiting the value of Exports to, the value of Goods Imported and Entered for Consumption from, Great Britain, her Colonies, and Foreign Countries, and the Amount of Duty collected thereon, together with the Tonnage of Vessels arriving and departing, including in such Tonnage the Vessels engaged in the Inland Trade, during the Fiscal Year ending the 30th June, 1870.

	COMMERCE.			SHIPPING.				
	Value of Exports.	Value of Goods entered for Consumption.	Duty.	Tonnage of British Vessels.		Tonnage of Foreign Vessels.		Totals.
				Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.	
Great Britain.....	\$ 24,950,925	\$ 38,595,433	\$ 5,037,439 70					
United States.....	32,984,652	24,728,166	1,738,162 99					
France.....	278,420	1,394,346	392,871 74					
Germany.....	15,535	469,275	121,863 60					
British North American Provinces.....	1,421,423	1,268,948	84,421 96					
British West Indies.....	1,512,780	892,134	387,136 75					
Spanish West Indies.....	1,280,268	2,423,421	1,041,284 79					
China.....		432,919	1,155,618 76					
Spain.....	85,082	314,925	64,459 48					
Other Foreign Countries.....	1,554,365	718,036	302,724 30					
Goods not the produce of Canada.....	6,527,622			4,864,622	4,702,164	1,796,046	6,624,980	
Estimated amount short, returned at Inland Ports.....	2,962,398						6,498,210	
Add difference of currency on certain entries at the Port of Halifax and other Ports in Nova Scotia.....			17,194 38					
Add Collected at Port Mulgrave, N. S., for which no Returns were furnished to the Department.....			657 49					
Add Additional Duty of 5% from 7th April only.....			118,111 50					
	73,573,490	71,237,603	9,462,940 44					

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 14.—STATEMENT (by Provinces) shewing the Importation of the following Articles into the Dominion of Canada from Foreign West Indies, distinguishing whether such Importations have been direct, or through any British Possessions, or Foreign Country, during the Fiscal Year ending on 30th June, 1870.

PROVINCE OF ONTARIO.

ARTICLES.	TOTAL.		DIRECT.	THROUGH OTHER COUNTRIES.	
	Quantity.	Value.		United States.	Newfoundland, Prince Ed. Island, &c.
		\$	\$	\$	\$
Coffee.....Lbs.	10,436	1,210	1,210		
Spices....."	2,349	306	306		
Sugar....."	6,009,756	292,732	49,409	243,323	
Molasses....."	133,330	2,900	2,320	580	
Rum.....Galls.	1,407	764	458	306	
Cigars.....Lbs.	800	1,361		1,361	
Other Articles.....		16	16		
Total.....		299,289	53,719	245,570	

PROVINCE OF QUEBEC.

ARTICLES.	TOTAL.		DIRECT.	THROUGH OTHER COUNTRIES.	
	Quantity.	Value.		United States.	Newfoundland, Prince Ed. Island, &c.
		\$	\$	\$	\$
Sugar.....Lbs.	24,335,016	1,078,278	320,425	757,853	
Cane Juice....."	17,058,605	505,335	179,376	325,959	
Molasses....."	7,517,367	96,858	34,404	62,454	
Rum.....Galls.	3,383	1,076	357	519	
Cigars.....Lbs.	5,211	14,198	258	13,940	
Sago.....		1,151	1,151		
Wax.....		1,502	1,502		
Other Articles.....		6	6		
Total.....		1,698,404	537,679	1,160,725	

No. 14.—STATEMENT of the Imports from West Indies, &c.—*Concluded.***PROVINCE OF NOVA SCOTIA.**

ARTICLES.	TOTAL.		DIRECT.	THROUGH OTHER COUNTRIES.	
	Quantity.	Value.		United States.	Newfoundland, Prince Ed. Island, &c.
		\$		\$	\$
Coffee	Lbs. 3,440	383	383		
Spices	" 100	4	4		
Sugar	" 11,095,467	486,046	485,993	53	
Molasses	" 20,423,602	214,505	214,466	39	
Honey	" 50	2	2		
Rum	Galls. 57,701	19,397	19,397		
Cigars	Lbs. 841	2,041	2,041		
Salt	Bush. 93,394	7,990	7,990		
Other Articles	Pkgs. 47	983	983		
Total		731,351	731,259	92	

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	TOTAL.		DIRECT.	THROUGH OTHER COUNTRIES.	
	Quantity.	Value.		United States.	Newfoundland, Prince Ed. Island, &c.
		\$		\$	\$
Coffee	Lbs. 798	88	88		
Sugar	" 1,659,917	80,461	80,461		
Molasses	" 7,011,082	154,786	154,335	451	
Cigars	" 919	2,290	2,290		
Total		237,625	237,174	451	

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 15.—STATEMENT (by Provinces) of the Quantity and Value of Foreign Goods Imported into the Dominion of Canada, *vide* the United States, and passing under Bond through that Country to the Canadian Importer; shewing also the Quantity and Value of Foreign Goods purchased in the United States Market—either in Bond—or Duty paid—or Duty Free; and also, the Quantity and Value of Goods, the Produce or Manufacture of the United States, during the Fiscal Year ending on 30th June, 1870.

PROVINCE OF ONTARIO.

DESCRIPTION OF GOODS.	Foreign Goods passing through the United States under Bond to the Canadian Importer.		FOREIGN GOODS PURCHASED IN THE UNITED STATES MARKETS.				Goods, the Produce of the United States.	
	Quantity.	Value.	In Bond.		After having paid duty under American tariff, into the United States.		Quantity.	Value.
			Quantity.	Value.	Quantity.	Value.		
Animals—Horses..... No.	2	\$ 500						8,481
" Horned Cattle..... "								2,802
" Swine..... "								447,923
" Sheep..... "								43
Acid—Sulphuric..... Libs.	109	502						786
Cordials..... Galls.								40,015
Perfumed Spirits not in flasks..... No.	24	84						58
Tinctures, Essences, and Extracts..... Galls.								14
Brandy..... "	5,271	5,557	724	559	1	2		38
Gin..... "	823	311						36
Rum..... "	1,304	660						39
Whiskey..... "	2,052	1,520						11
Spirits and Strong Waters..... "								
Oil—Coal and Kerosene—distilled, purified and refined..... "								
Oil—Benzole, Naphtha and Refined Petroleum..... "								
Products of Petroleum, &c..... "								
Crude Petroleum..... "								
Molasses for Refining purposes..... Libs.	1,221	237						713
Coffee, green..... "	397,736	46,848						16,947
Coffee, ground or roasted..... "	76,859	7,385						892
Chicory, raw or green..... "								59,158
Chicory, roasted or ground..... "								1,330
Common Soap..... "	9,240	403						1
Starch..... "								60
								12
								48
								1,894
								23,153
								37,871
								265
								3,718
								4,241
								892
								1,330
								1
								2
								248
								60
								100
								422
								48
								1,894
								23,153
								37,871

Cigars—value not over \$10 per M. Mille.	192	1,020	496	2,261						296	396
Cigars—value over \$10 and not over \$20 per M.	20	238	130	2,395						10	200
Cigars—value over \$20 and not over \$40 per M.	16	685	130	4,414						3	90
Cigars—value over \$40 per M.			50	2,453						2	11
Cigars—from 7th April, new tariff Lbs.	2,372	2,048	1,075	861						172	532
Butter										183	37
Cheese										14,610	1,532
Lard and Tallow										56,774	5,411
Fish, salted or smoked										238,804	13,765
Malt Bushels										30	33
Meats, fresh, salted, or smoked Lbs.										3,350,676	333,732
Coal and Coke Tons										144,743	192,534
Salt Bushels										19,022	5,701
Hops Lbs.			530	93							
Vinegar and Acetic Acid Galls.	1,685	389								684	273
Rice Lbs.	50,400	1,141								20,531	466
Wheat Bushels										476,225	529,831
Grain of all other kinds										92,321	68,920
Flour of Wheat and of Rye Barrels										197	875
Flour and Meal of all other kinds										389	1,294
Ale, Beer, and Porter in Casks Galls.										2,696	693
Tea, green and Japan in Bottles.	168	122									
Tea, black Lbs.	694,351	280,659	618,332	217,870			340				27
Tobacco, manufactured, and Snuff	107,426	35,877	13,454	5,095						32	
Wines of all kinds Galls.			30,445	8,058						41,198	9,694
Sugar, equal to and above No. 9, Dutch Standard Lbs.	9,346	7,796	9,657	8,407			116			165	298
Sugar, below No. 9, Dutch Standard	3,955,844	193,705	6,640,883	369,755			100			12,211	718
Cane Juice, Melado, &c.	6,766	371	118,128	5,669			283			235	9
Sugar Candy and Confectionery			49,946	1,089						47	4
Goods paying 25 per cent.										9,776	1,855
" 15 " " " " " " " " " " "		5,738		28,214							59,172
" 10 " " " " " " " " " "		3,839,795		71,267			261				2,186,298
" 5 " " " " " " " " " "		16,302		457							83,089
Free Goods		124,930		8,738							213,100
Coin and Bullion		79,575		191,749							6,948,570
Total		4,607,334		961,163			1,982				2,869,773
											14,042,788

No. 15.—STATEMENT of the Quantity and Value of Foreign Goods Imported, *via* the United States, and passing under Bond, &c.—*Concluded.*

PROVINCE OF QUEBEC.

DESCRIPTION OF GOODS.	Foreign Goods passing through the United States under Bond to the Canadian Importer.		Foreign Goods purchased in the United States Markets.				Goods, the Produce of the United States.	
	Quantity.	Value.	In Bond.		After having paid duty under American Tariff.		Quantity.	Value.
			Quantity.	Value.	Quantity.	Value.		
Animals—Horses.....No.		\$						
" Horned Cattle....."						41	\$ 4,122	
" Swine....."						11	240	
" Sheep....."						2,625	43,577	
Acid—Sulphur.....Lbs.						10	56	
Cordials.....Galls.	7	22				91,689	1,999	
Perfumed Spirits not in flasks.....No.	708	245				901	1,411	
" when in flasks.....Galls.		228				451	1,650	
Tinctures, Essences, and Extracts.....No.						181	240	
Brandy.....Galls.	158	222		1,207				
Gin....."	6,288	3,189		530				
Run....."	17,806	9,389		604				
Whiskey....."	2,387	1,706		546				
Spirits, and Strong Waters....."								
Oil—Coal and Kerosene, distilled, purified and refined....."								276
Oil—Benzole, Naphtha and Refined....."								4,673
Products of Petroleum, &c....."								15,326
Crude Petroleum....."								63,713
Molasses for Refining purposes.....Lbs.	486,491	8,123		20,168				
Coffee, green....."	66,108	9,207		31,448				
Coffee, ground or roasted....."								
Chicory, raw or green....."								
Chicory, roasted or ground....."				410				
Common Soap....."					3			
Starch....."								
Cigars—value not over \$10 per M.....Mille.	3,808	12,882		16				
" value over \$10 and not over \$20 per M....."	353	5,208		78				
" value over \$20 and not over \$40 per M....."	170	4,921		53				
						38,680	5,405	
						10,177	357	
						2,494	176	
						583	23	
						52	236	
						646	10,472	
						189	5,810	

Cigars—v us over \$40 per M.....	30)	2,627	15	763				15	685
Cigars—f m 7th April, new tariff	5,444	6,418	2,670	6,291				845	1,815
Butter.....								718,718	52,310
Cheese.....	3,407	664						3,532	604
Lard and Tallow.....								2,189	382
Fish, salted or smoked.....	20,050	378						201,923	11,549
Maat.....	1,000	1,551							
Meats, fresh, salted or smoked.....	438	148	20,000	4,282				714,017	88,230
Coal and Coke.....								13,684	53,200
Salt.....								5,479	791
Hops.....									
Vinegar and Acetic Acid.....									
Rice.....									
Wheat.....									
Grain of all other kinds.....									
Flour of Wheat and of Rye.....								379,802	368,427
Flour and Meal of all other kinds.....								371	278
Ale, Beer and Porter, in Casks.....								11,437	52,370
Tea, green and Japan.....	506	268						49	209
Tea, black.....	1,923,134	621,880	1,408,020	545,158				14	6
Tobacco, manufactured, and Snuff.....	378,588	92,074	125,849	28,917	10	5			
Wines of all kinds.....	1,232	565		265					
Sugar, equal to and above No. 9, Dutch Standard.....	3,553	6,185	6,536	5,039				35,803	5,760
Sugar, below No. 9, Dutch Standard.....	13,870,437	611,883	912,492	40,565				159	120
Cane Juice, Melado, &c.....	10,372,103	425,854	218,591	104,221		12			
Sugar Candy and Confectionery.....	11,029,355	325,959	1,128,614	37,491					
Goods paying 25 per cent.....	7,257	1,654						8,709	1,501
" 15 " 		80,340		177,762					29,709
" 10 " 		3,905,046		35,191		1,161			1,452,616
" 5 " 		142,331		13,871					13,129
Free Goods.....		119,566		2,075					83,987
Otin and Bullion.....		438,939		861,994		1,208			2,470,141
Total.....		6,986,081		1,921,674		2,378			157,941
									4,934,534

Note.—The Department is without complete Returns from the Principal ports in Nova Scotia and New Brunswick, and cannot, therefore, extend this Statement to those Provinces.

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 16.—STATEMENT (by Provinces) of Goods in Warehouse under Bond, in the Dominion of Canada, for the Fiscal Year, ending on 30th June, 1870, and shewing the amount of Duty chargeable thereon, at that date.

PROVINCE OF ONTARIO.

ARTICLES.	Quantity.	Value.		Duty.	
		\$		\$	cts.
Swine..... No.	285	4,573		457	30
Acid, Sulphuric..... Lbs.	30,778	677		153	89
Cordials..... Galls.	80	283		96	00
Perfumed Spirits..... "	9	33		10	80
Brandy..... "	51,408	59,983		41,126	00
Gin..... "	11,262	5,309		9,009	32
Rum..... "	9,116	4,794		7,292	80
Whiskey..... "	13,000	10,138		10,400	00
Spirits and Strong Waters..... "	51	83		61	20
Coffee—Green..... Lbs.	169,808	19,632		5,094	24
Chicory—Roasted or Ground..... "	15,052	1,017		602	08
Starch..... "	2,280	182		45	60
Cigars..... "	7,418	4,475		3,337	87
Meats..... "	14,800	1,890		148	00
Coal and Coke..... Tons.	2,331	13,054		1,165	50
Vinegar and Acetic Acid..... Galls.	7,844	1,378		794	40
Rice..... Lbs.	241,472	5,068		2,414	72
Wheat..... Bush.	187,543	180,371		7,501	72
Ale, Beer and Porter, in bottles..... Galls.	8,835	4,648		1,681	44
Tea—Green and Japan..... Lbs.	1,002,276	378,164		126,883	92
do—Black..... "	91,471	34,742		8,412	56
Tobacco Manufactured and Snuff..... "	17,732	3,708		4,009	81
Wines of all kinds..... Galls.	101,251	63,998		26,124	72
Sugar, equal to and above No. 9 Dutch standard..... Lbs.	2,189,578	113,016		50,149	89
Cane Juice, Melado, &c..... "	4,960	126		62	50
Sugar Candy and Confectionery..... "	288	41		13	13
Goods paying 25 per cent. ad valorem.....		10,227		2,556	63
do 15 do.....		176,858		26,528	73
do 10 do.....		101		10	10
do 5 do.....		1,062		53	10
Free Goods.....		8,355			
		1,108,076		335,587	97
Add 5 per cent additional on Duty, per New Tariff.....				16,779	30
Total.....		1,108,076		352,367	27

No. 16.—STATEMENT of Goods in Warehouse, under Bond, &c.—Continued.

PROVINCE OF QUEBEC.

ARTICLES.	Quantity.	Value.	Duty.
		\$	\$ cts.
Cordials.....Galls.	1,057	1,623	1,268 40
Perfumed Spirits not in Flasks.....	71	227	85 20
do do in Flasks.....No.	2,208	114	88 32
Brandy.....Galls.	120,613	128,731	96,490 40
Gin.....	109,692	37,229	87,753 44
Rum.....	24,259	12,456	19,407 50
Whiskey.....	20,802	15,026	16,641 60
Spirits of Wine and Alcohol.....	17,069	7,020	13,655 20
Spirits and Strong Waters.....	790	879	948 00
Oil—Coal and Kerosene.....	3,690	1,502	553 50
Benzole, Naptha and Refined Petroleum.....	5,582	1,926	837 30
Crude Petroleum.....	2,048	453	122 88
Molasses for Refining purposes.....Lbs.	193,214	4,757	1,410 46
Coffee—Green.....	186,536	21,346	5,596 08
Coffee—Ground or Roasted.....	471	8	18 84
Chicory—do.....	55,416	1,989	2,216 64
Common Soap.....	27,988	1,396	279 88
Starch.....	10,642	790	212 84
Cigars.....	36,165	25,601	15,824 25
Cheese.....	606	75	18 18
Meats—Fresh, Salted or Smoked.....	54,328	2,027	543 28
Coal and Coke.....Tons.	14,496	35,713	7,248 00
Vinegar and Acetic Acid.....Galls.	70,286	11,231	7,028 60
Rice.....Lbs.	2,009,333	51,566	20,093 53
Wheat.....Bush.	197,754	192,670	7,910 16
Grain of all other kinds.....	1,363	1,146	40 89
Flour of Wheat or of Rye.....Brls.	6,347	29,922	1,586 75
Ale, Beer and Porter, in casks.....Galls.	346	83	25 60
do do in bottles.....	16,007	6,545	1,774 99
Tea—Green and Japan.....Lbs.	2,018,938	638,298	237,070 36
do—Black.....	415,787	107,305	30,648 32
Tobacco Manufactured and Snuff.....	33,994	7,569	7,744 93
Wines of all kinds.....Galls.	340,110	197,007	83,262 75
Sugar equal to and above No. 9, Dutch standard.....Lbs.	7,614,707	339,560	161,037 07
do below No. 9 Dutch standard.....	2,581,706	110,063	46,878 54
Cane Juice, Melado, &c.....	2,738,852	80,134	37,151 32
Sugar Candy and Confectionery.....	20,017	2,443	810 92
Goods paying 25 per cent. ad valorem.....		143,456	35,864 00
do 15 do.....		493,820	74,073 00
do 10 do.....		5,083	508 30
do 5 do.....		19,706	985 30
Free Goods.....		55,141	
Add 5 per cent. additional on Duty, per New Tariff.....			51,285 77
Total.....		2,793,636	1,077,001 29

No. 16.—STATEMENT of Goods in Warehouse under Bond, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

ARTICLES.	Quantity.	Value.	Duty.
		\$	\$ cts.
Cordials.....	Galls. 453	197	543 78
Brandy.....	67,774	72,749	54,219 52
Gin.....	81,923	28,787	65,538 56
Rum.....	68,082	9,445	54,465 44
Whiskey.....	31,149	11,901	24,919 80
Spirits of Wine and Alcohol.....	1,803	456	1,442 00
Spirits and Strong Waters—other.....	5,429	1,896	6,514 62
Oil—Coal and Kerosene.....	471	144	70 65
Coffee—green.....	Lbs. 60,716	7,643	1,821 48
roasted or ground.....	1,716	118	68 64
Chicory—raw or green.....	4,318	190	129 54
Common Soap.....	36,138	1,592	361 38
Starch.....	2,244	997	44 88
Cigars.....	1,640	2,110	738 00
Cheese.....	1,988	331	59 64
Lard and Tallow.....	16,729	1,729	167 29
Fish—salted or smoked.....	72,828	2,049	728 28
Meats—fresh, salted, or smoked.....	58,445	5,277	534 45
Vinegar and Acetic Acid.....	Galls. 9,668	2,288	966 80
Rice.....	Lbs. 105,140	2,581	1,051 40
Flour of Wheat or of Rye.....	Brls. 2,486	10,316	621 50
Flour and Meal of all other kinds.....	787	2,487	118 05
Ale, Beer, and Porter—in casks.....	Galls. 14,994	4,861	1,235 81
do do in bottles.....	21,684	5,433	2,061 18
Tea—green and Japan.....	Lbs. 237	173	42 54
Black.....	393,614	110,825	30,400 13
Tobacco, manufactured, and Snuff.....	43,302	12,309	10,199 03
Wines of all kinds.....	Galls. 62,432	61,947	21,729 95
Sugar—equal to and above No. 9 Dutch standard.....	Lbs. 5,890,764	258,229	123,465 00
below do do.....	183,247	6,416	2,978 57
Sugar Candy and Confectionery.....	15,390	2,103	679 65
Goods paying 25 per cent. ad Valorem.....		291,928	72,981 92
do 15 do do.....		97,320	14,598 04
do 10 do do.....		53	5 30
do 5 do do.....		23,211	1,160 55
Add 5 per cent. additional on Duty, per New Tariff.....		1,040,091	496,713 07
Total.....		1,040,091	521,549 77

No. 16.—STATEMENT of Goods in Warehouse under Bond, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	Quantity.	Value.	Duty.
		\$	\$ cts.
Cordials.....	Galls. 72	82	86 40
Brandy.....	" 87,290	91,815	69,831 44
Gin.....	" 105,640	36,402	84,512 32
Rum.....	" 28,818	10,743	23,054 20
Whiskey.....	" 33,470	41,017	42,776 00
Spirits of Wine and Alcohol.....	" 84	284	67 20
Oil—Coal and Kerosene.....	" 4,486	801	672 89
Coffee—green.....	Lbs. 31,857	4,091	955 71
Chicory—roasted or ground.....	" 4,137	139	165 48
Common Soap.....	" 5,105	269	31 05
Starch.....	" 8,486	558	169 72
Cigars.....	" 2,037	2,042	916 65
Meats—fresh, salted, or smoked.....	" 88,100	3,652	831 00
Coal and Coke.....	Tons. 529	2,820	264 50
Vinegar and Acetic Acid.....	Galls. 4,827	1,608	482 70
Rice.....	Lbs. 65,360	721	653 60
Flour of Wheat and of Rye.....	Brls. 319	1,596	79 75
Ale, Beer, and Porter—in casks.....	Galls. 7,886	2,599	654 20
do do in bottles.....	" 3,166	5,197	1,091 29
Tea—green and Japan.....	Lbs. 3,478	1,115	410 65
do black.....	" 419,145	107,784	30,837 78
Tobacco, manufactured, and Snuff.....	" 14,286	2,379	3,154 47
Wines of all kinds.....	Galls. 38,500	36,977	13,094 27
Sugar, equal to and above No. 9 Dutch Standard.....	Lbs. 2,885,328	150,655	66,517 28
do below do do.....	" 10,619	525	210 90
Confectionery.....	" 6,952	770	262 02
Goods paying 25 per cent. ad Valorem.....		135,029	33,757 38
do 15 do do.....		67,559	10,133 38
do 10 do do.....		76	7 60
do 5 do do.....		4,628	231 38
		713,933	385,983 21
Add 5 per cent. additional on duty, per New Tariff.....			19,312 85
Total.....		713,933	405,296 06

No. 16.—STATEMENT of Goods in Warehouse under Bond, &c.—*Concluded.*

RECAPITULATION.

PROVINCES.	Quantity.	Value.		Duty chargeable thereon.	
		\$	cts.	\$	cts.
Ontario.....		1,108,076	00	352,367	27
Quebec.....		2,793,636	00	1,077,001	29
Nova Scotia.....		1,040,091	00	521,549	77
New Brunswick.....		713,933	00	405,296	06
Grand Total.....		5,655,736	00	2,356,214	39

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 17.

SHIPPING STATEMENTS

(BY PROVINCES)

OF THE

DOMINION OF CANADA,

Shewing, at each Port, the Number and Tonnage of British and Foreign Vessels Entered Inwards and Cleared Outwards, *Seaward*—distinguishing whether with Cargo or in Ballast, the Countries whence they Came, or for which they Cleared, and the Flag under which they Sailed. Shewing, also, the Shipping engaged in the Inland Trade between the Dominion and the United States.
Also, Tables of Ships Built and Registered, &c., during the Fiscal Year ending 30th June, 1870.

No. 17.—STATEMENT OF VESSELS (by Provinces), British and Foreign, entered Inwards, from Sea, distinguishing those with Cargoes and in Ballast, at the following Ports, in the Dominion of Canada, during the Fiscal Year ending on 30th June, 1870.

PROVINCE OF ONTARIO.

No Vessels Entered or Cleared *Seaward* in this Province during the Fiscal Year ending 30th June, 1870.

PROVINCE OF QUEBEC.

PORT OF AMHERST.												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
Prince Edward Island.....	7	229	31				2	68	9			
United States	1	57	7	1	47	10				41	2,684	330
Total.....	8	286	38	1	47	10	2	68	9	41	2,684	330

PORT OF GASPE.

United Kingdom	15	2,635	129					6	1,211	52		
Newfoundland	2	153	13					1	50	5		
Prince Edward Island	7	201	23					3	155	12		
United States	6	554	40					1	149	7		
British West Indies	1	110	7					1	173	9		
South America	9	1,000	55					1	99	6		
France	4	341	20					1	63	6		
Spain												
Portugal												
Italy												
Total	44	4,994	287					14	1,900	97		

PORT OF MONTREAL.

United Kingdom	192	183,913	8,098	3	966	29	3	1,667	39	2	730	19
Newfoundland	56	5,827	307					1	340	9		
Prince Edward Island	5	758	27									
United States	5	2,323	58					4	2,663	46	5,464	106
British West Indies	4	663	29									
Spanish West Indies	13	4,824	125	1	366	8						
South America	1	237	10									
France	11	3,986	122	2	885	24	1	1,327	14			
Spain	6	1,917	62	1	204	8						
Portugal				1	215	11						
Netherlands	4	2,349	54	3	1,391	32						
Belgium	1	1,121	22	1	454	11						
Hamburg				1	416	13						
Bremen				3	699	26						
Norway										2	1,261	29
Africa	2	583	21									
Gibraltar												
Italy												
Sicily												
Sardinia	1	126	6									
Sardinia												
Bahia											446	11
Total	301	208,627	8,941	16	5,596	162	9	5,997	108	14	7,901	165

No. 17.—STATEMENT of Vessels, British and Foreign entered Inwards, from Sea, &c.—Province of Quebec.—Continued.

PORT OF NEW CARLISLE.												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	16	3,184	127				3	387	17			
Newfoundland	6	823	43				13	1,630	76			
Prince Edward Island	3	221	13				13	864	40			
United States	3	277	16				3	634	23			
British West Indies	4	526	28									
South America							1	137	7			
Portugal	2	229	11									
Total	34	5,260	238				32	3,452	163			
PORT OF QUEBEC.												
United Kingdom	477	429,043	13,551	32	16,545	411	145	103,188	2,527	93	49,607	1,287
Newfoundland	61	3,211	243				15	3,835	123			
Prince Edward Island	12	870	72				6	2,280	180			
St. Pierre Miquelon	2	215	10									
United States	4	3,440	77	3	970	32	14	10,273	215	12	8,096	210
British West Indies	7	1,362	52				2	1,336	34			
Spanish West Indies	3	834	21	1	366	7						
South America				6	2,827	80	3	2,693	59	1	446	11
France	1	279	8				3	2,626	55	11	5,545	140

Spain	2	972	24	1	204	8	16	13,266	281	1	175	9
Portugal				3	490	25				4	2,729	57
Belgium	3	1,539	40	3	1,391	35	2	2,380	48	1	633	17
Holland	1	1,121	21	1	454	10	4	4,031	84	1	434	11
Hamburgh				1	416	14	1	785	17	1	567	14
Bremen				6	1,999	61	1	790	17	1	44,562	1,129
Norway	2	769		2		22				83		
Malta							1	717	15			
Africa							6	4,268	107			
Gilvaltar							2	879	23	1	609	14
Italy							10	8,049	181	3	1,998	44
Sticly	3	426	22				1	1,342	22			
Sardinia	3	912	29									
Egypt							8	7,246	148			
Jersey	1	138	7									
Total	580	444,362	14,177	59	26,431	705	240	169,894	4,136	212	115,401	2,913

PORT OF RIMOUSKI.

United Kingdom							9	5,853	125	1	682	14
United States										9	4,026	109
Norway										10	4,708	123
Total							9	5,853	125			

No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

FROM WHAT PLACE OR COUNTRY.	PORT OF AMHERST.						PORT OF ANNAPOLIS.							
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.				
	British.		Foreign.	British.		Foreign.	British.		Foreign.	British.		Foreign.		
No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newfoundland	1	140	7	.....	.....	1	428	12	2	1,050	27	.....	.....	.....
Prince Edward Island	20	1,026	57	.....	.....	1	140	5	.....	.....	.....	.....	.....	.....
United States	18	1,687	90	2	25	22	978	68	1	85	5	.....	.....	.....
Norway .....	.....	.....	.....	3	317	15	1,823	121	63	8,960	330	.....	.....	.....
Total	39	2,853	154	4	342	17	3,309	206	68	10,933	387	.....	.....	.....
United States	78	6,504	392	.....	.....	.....	.....	.....	53	5,623	321	.....	.....	.....
British West Indies	2	215	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	80	6,719	403	.....	.....	.....	.....	.....	53	5,623	321	.....	.....	.....

No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Province of Nova Scotia.—Continued.

PORT OF BRIDGETOWN.									
FROM WHAT PLACE OR COUNTRY	WITH CARGOES.					IN BALLAST.			
	British.		Foreign.			British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United States.....	13	1,133	65	7	691	36			
United States.....	127	11,576	609	55	5,590	268			
PORT OF CORNWALLIS.									
United States.....	97	9,259	465	28	4,117	155			
British West Indies.....	7	834	40	1	177	6			
Spanish West Indies.....	3	367	20						
Total.....	107	10,460	525	29	4,294	161			
PORT OF DIGBY.									

PORT OF HALIFAX.

United Kingdom.....	86	72,498	3,487	7	2,575	76	8	692	44	.....	.....
Newfoundland.....	173	20,639	1,501	11	679	140	1	21	3	.....	.....
Prince Edward Island.....	222	11,867	953	21	15,900	664	1	292	3	.....	.....
St. Pierre Miquelon.....	2	91	8	4	304	30	3	3,557	132	.....	.....
United States.....	231	69,978	3,937	93	54,202	2,179	38	7,035	287	66	628
British West Indies.....	106	17,071	984	.....	.....	.....	10	1,326	70	.....	.....
Spanish West Indies.....	116	13,801	626	2	750	18	12	1,213	75	.....	.....
South America.....	2	1,035	17	.....	.....	.....	1	158	6	.....	.....
France.....	2	544	15	2	2,025	164	.....	.....	.....	.....	.....
Spain.....	2	177	12	.....	.....	.....	.....	.....	.....	.....	.....
Portugal.....	1	254	8	6	1,073	51	.....	.....	1	119	9
Holland.....	1	646	14	1	159	6	.....	.....	.....	.....	.....
Hamburg.....	1	130	7	.....	.....	.....	.....	.....	.....	.....	.....
Russia.....	1	328	12	.....	.....	.....	.....	.....	.....	.....	.....
Madaira.....	.....	.....	.....	1	235	11	1	177	9	.....	.....
St. Domingo.....	2	349	15	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies.....	1	69	5	.....	.....	.....	.....	.....	.....	.....	.....
Danish West Indies.....	7	775	42	.....	.....	.....	6	3,050	74	.....	.....
Total.....	956	210,252	11,643	148	77,902	3,339	80	17,229	700	67	5,974
											637

PORT OF LIVERPOOL.

Newfoundland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States.....	9	341	34	.....	.....	.....	1	151	6	.....	.....
British West Indies.....	77	9,077	446	.....	.....	.....	19	3,096	126	.....	.....
Spanish West Indies.....	16	3,083	125	.....	.....	.....	1	301	10	.....	.....
South America.....	1	118	7	.....	.....	.....	.....	.....	.....	.....	.....
Madaira.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Azores or Western Islands.....	1	259	10	.....	.....	.....	1	417	10	.....	.....
Danish West Indies.....	2	510	19	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	106	13,388	641	.....	.....	.....	23	4,126	159	.....	.....

PORT OF LONDONDERRY.

United Kingdom.....	1	206	8	.....	.....	.....	.....	.....	.....	.....	.....
United States.....	28	2,346	144	.....	.....	.....	1	257	8	.....	.....
Total.....	29	2,552	152	.....	.....	.....	1	257	8	.....	.....

No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Province of Nova Scotia.—Continued.

PORT OF LUNENBURG.												
FROM WHAT PLACE OR COUNTRY;	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
Newfoundland	2	352	15				2	248	12			
Prince Edward Island	5	247	24					32	3			
St. Pierre Miquelon	141	11,032	695				46	4,185	241	2	118	14
United States	6	601	36									
British West Indies	7	848	48									
Spanish West Indies												
Total	161	13,080	818				49	4,465	256	2	118	14
PORT OF MARGARETVILLE.												
United States	41	2,976	184									
PORT OF NORTH SYDNEY.												
United Kingdom	2	392	14				13	3,362	103			
Newfoundland							115	12,831	636			
Prince Edward Island							8	453	35			
St. Pierre Miquelon							29	1,861	131	12	668	56
United States							56	8,492	346			

No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Province of Nova Scotia.—Continued.

PORT OF PORT MEDWAY.												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	fMen.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	1	228	7									
Newfoundland							2	298	16			
Prince Edward Island	4	189	17				20	2,534	118	5	463	46
United States	32	2,451	155				1	177	7			
British West Indies	4	855	33		202	11	3	569	21			
Spanish West Indies	2	173	10		162	10						
Total	43	3,896	222	2	364	21	26	3,578	162	5	463	46
PORT OF RAGGED ISLANDS.												
Prince Edward Island	3	102	13									
United States	12	827	72				2	96	8			
British West Indies	11	910	60				1	87	6			
Spanish West Indies	18	1,455	108				1	79	6			
Total	45	1,294	253				4	262	20			
PORT OF SHELBURNE.												
United States	15	918	79				4	772	25			

PORT OF SYDNEY.

Newfoundland.....	2	97	7	60	7,407	370	3	899	30
Prince Edward Island.....	2	243	12	8	1,341	50	.....	.....	.....
St. Pierre Miquelon.....	28	4,300	178	20	2,067	101	.....	.....	.....
United States.....	32	4,640	197	127	30,938	1,049	32	10,038	247
Total.....	.....	.....	.....	215	41,753	1,870	35	10,937	277

PORT OF WEYMOUTH.

United Kingdom.....	2	94	6	28	2,300	144	.....	.....	.....
United States.....	182	15,163	894	1	103	7	.....	.....	.....
British West Indies.....	5	657	29	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	5	537	30	.....	.....	.....	.....	.....	.....
Total.....	194	16,451	959	29	2,403	151	.....	.....	.....

PORT OF WINDSOR.

United Kingdom.....	2	422	17	81	11,159	504	63	11,270	395
United States.....	113	12,569	668	6	.....	.....	.....	.....	.....
Total.....	115	12,991	685	81	11,159	504	63	11,270	395

PORT OF YARMOUTH.

United Kingdom.....	3	680	22	23	2,051	117	.....	.....	.....
Newfoundland.....	1	65	5	.....	.....	.....	.....	.....	.....
Prince Edward Island.....	4	236	15	.....	.....	.....	.....	.....	.....
St. Pierre Miquelon.....	1	54	4	4	189	17	.....	.....	.....
United States.....	121	20,365	1,081	16	1,700	94	.....	.....	.....
British West Indies.....	33	3,242	178	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	36	3,116	186	1	162	6	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	199	27,758	1,491	23	2,051	117	.....	.....	.....

No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

PORT OF BATHURST.												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	3	2,288	60	.....	.....	.....	4	3,287	78	2	850	24
Newfoundland	2	144	9	.....	.....	.....	2	64	8	.....	.....	.....
United States	11	1,558	60	.....	103	4	4	425	20	1	99	4
Total	16	3,990	129	.....	103	4	10	3,776	106	3	949	28
PORT OF BAY VERTE.												
United Kingdom	1	215	8	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward Island	14	532	41	.....	.....	.....	22	1,243	83	.....	.....	.....
United States	2	495	16	.....	.....	.....	1	335	10	.....	.....	.....
Total	17	1,242	65	.....	.....	.....	23	1,578	93	.....	.....	.....
PORT OF CAMPO BELLO (WELSHPOOL).												
United Kingdom	5	3,485	80	.....	.....	.....	.....	.....	.....	.....	.....	.....

PORT OF CARAQUETTE.

Prince Edward Island.....	7	270	27	.....	.....	1	34	3	.....	
PORT OF CHATHAM.											
United Kingdom.....	10	7,746	165	1	361	10	8,689	232	13	5,018	151
Newfoundland.....	.....	.....	.....	.....	.....	.....	314	12	.....	.....	.....
Prince Edward Island.....	41	860	103	.....	.....	.....	1,096	85	.....	.....	7
St. Pierre Miquelon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	194	.....
United States.....	6	571	31	.....	.....	.....	5,509	121	.....	1,214	34
France.....	.....	.....	.....	.....	.....	.....	365	10	.....	1,246	38
Portugal.....	.....	.....	.....	.....	.....	.....	987	33	.....	363	12
Hamburgh.....	.....	.....	.....	.....	.....	.....	513	13	.....	399	10
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,608	77
Total.....	57	9,157	299	1	361	10	17,463	506	28	10,982	329

PORT OF DALHOUSIE.

United Kingdom.....	6	4,174	100	.....	.....	.....	761	17	3	1,269	36
Newfoundland.....	1	108	5	.....	.....	.....	586	21	.....	.....	.....
Prince Edward Island.....	1	15	2	.....	.....	.....	92	5	.....	.....	.....
United States.....	1	124	6	.....	.....	.....	2,387	59	1	1,122	18
France.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	415	13
Spain.....	.....	.....	.....	.....	.....	.....	477	12	.....	.....	.....
Portugal.....	.....	.....	.....	1	360	10	.....	.....	.....	.....	.....
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	2	687	24
Sweden.....	.....	.....	.....	.....	.....	.....	.....	.....	1	329	10
Madeira.....	.....	.....	.....	.....	.....	.....	436	12	.....	.....	.....
Total.....	9	4,421	113	1	360	10	4,739	126	8	3,822	101

PORT OF DORCHESTER.

United States.....	6	362	30	6,985	277
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No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Province of New Brunswick.—Continued.

PORT OF FREDERICTON.												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United States.....	32	2,178	126				79	6,676	404			
PORT OF HILLSBOROUGH.												
United States.....	13	1,119	63	1	119	5	57	7,256	325	13	2,165	75
PORT OF MONCTON.												
United States.....	11	806	52				3	173	14			
PORT OF NEWCASTLE.												
United Kingdom.....	3	1,221	34				28	14,014	376	10	4,114	126
Prince Edward Island.....	6	276	21				12	714	42	1	163	6
St. Paul's Island.....							1	816	13	1	929	18
United States.....	6	1,569	44							3	1,379	34
France.....												

PORT OF RICHIBUCTO.												
Belgium.....										1	611	15
Norway.....										6	2,479	70
Total.....	15	3,066	99							22	9,575	269
PORT OF RICHIBUCTO.												
United Kingdom.....	4	976	38								770	23
Newfoundland.....												
Prince Edward Island.....	28	1,505	102									
Algers.....												
Cape de Verd.....												
United States.....	1	299	9								249	12
British West Indies.....											2,479	58
France.....											1,400	45
Spain.....											344	12
Norway.....											344	12
Madeira.....												
Total.....	33	2,780	140							14	5,586	162

PORT OF SACKVILLE.

United Kingdom.....	1	195	8									
United States.....	17	1,716	95								197	7
British West Indies.....	1	171	8									
Total.....	19	2,082	111							1	197	7

PORT OF SHEDIAC.

United Kingdom.....	1	522	13									
Newfoundland.....												
Prince Edward Island.....	171	42,151	1,124									
United States.....												
Total.....	172	42,673	1,137							15	4,404	124

No. 17.—STATEMENT of Vessels, British and Foreign entered Inwards, from Sea; &c.—Province of New Brunswick.—Concluded.

PORT OF SHIPPEGAN												
FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	2	346	18									
Jersey.....	2	212	14									
Prince Edward Island.....	1	63	6	2	76	7						
British West Indies.....	1	125	7									
Spain.....												
Total.....	6	746	45			7	2	76	7			
PORT OF ST. ANDREW'S.												
United Kingdom.....	1	429	9	12	380	12	1	380	12	37	220	2,193
United States.....	53	4,841	231	37	549	37	47	4,602	220	24	2,193	92
Total.....	54	5,270	239	49	929	49	47	4,602	220	24	2,193	92
PORT OF ST. GEORGE.												
United States.....	46	2,732	156	6	377	24	66	6,464	326	33	4,581	178
Spanish West Indies.....							1	146	7			
Total.....	46	2,732	156	6	377	24	67	6,610	333	33	4,581	178

PORT OF ST. JOHN.

United Kingdom.....	64	40,635	1,064	6	2,097	61	14	7,898	193	189	73,489	1,604
United States.....	343	43,102	1,686	406	91,394	2,747	275	119,943	3,200	40	1,445	
British West Indies.....	14	2,859	101				4	1,445				
Spanish West Indies.....	15	2,846	100									
South America.....	5	1,791	51				2	1,216	30			
France.....	2	544	16	2	401	17				1	499	12
Holland.....	1	647	15	1	159	6						
Madours.....												
Other Countries.....	243	74,154	2,270	1	414	8	24	5,199	11			
Total.....	687	166,578	5,283	416	94,465	2,839	320	136,294	3,644	190	73,988	1,616

PORT OF ST. STEPHEN'S.

United Kingdom.....	1	365	13									
United States.....	7	850	39	7	485	24	15	1,540	67	25	2,600	102
British West Indies.....				1	154	6						
Spanish West Indies.....	2	295	12	2	267	11						
Total.....	10	1,510	64	10	906	41	15	1,540	67	25	2,600	102

PORT OF WEST ISLES.

United States.....							7	244	28	9	400	41
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R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 18.—STATEMENT of Vessels (by Provinces), British and Foreign, cleared Outwards, for Sea and Seaward, distinguishing those with Cargoes and in Ballast, in the Dominion of Canada, during the Fiscal Year ending on 30th June, 1869.

PROVINCE OF QUEBEC.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	PORT OF AMHERST.						PORT OF GASPÉ.							
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.				
	British.		Foreign.	British.		Foreign.	British.		Foreign.	British.		Foreign.		
No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
Prince Edward Island.....	8	237	34			3	109	14				6	387	39
United States.....	1	25	3	5	275	27								
Total.....	9	262	37	5	275	27	109	14	6	387	39			
PORT OF GASPÉ.														
United Kingdom.....	11	2,794	109						1	21	3			
Newfoundland.....	2	267	15											
Prince Edward Island.....	7	243	22											
British West Indies.....	3	257	19											
South America.....	5	730	38											
Spain.....	8	867	52											
Portugal.....	2	126	12											
States of the Church.....	6	472	32											
Italy.....	9	859	55											
Total.....	53	6,605	354				21	3	1	21	3			

PORT OF MONTREAL.

United Kingdom.....	231	201,654	8,560	9	3,526	99	.....
Newfoundland.....	86	9,330	531	.....	.....	.....	.....
Prince Edward Island.....	16	1,551	89	.....	.....	.....	.....
St. Pierre et Miquelon.....	7	612	36	.....	.....	.....	.....
United States.....	5	640	32	1	472	20	.....
French West Indies.....	1	144	6	.....	.....	.....	.....
Spanish West Indies.....	3	586	22	5	2,167	48	.....
South America.....	39	17,565	440	5	3,652	76	.....
France.....	2	1,267	25	.....	.....	.....	.....
Total.....	390	233,350	9,741	20	9,917	243	.....

PORT OF NEW CARLISLE.

United Kingdom.....	9	1,625	66	.....	.....	.....	.....
Newfoundland.....	17	1,782	98	.....	.....	.....	.....
Prince Edward Island.....	14	750	47	.....	.....	.....	.....
United States.....	5	374	25	.....	.....	.....	.....
British West Indies.....	5	618	37	.....	.....	.....	.....
South America.....	7	1,477	66	.....	.....	.....	.....
Spain.....	1	76	6	.....	.....	.....	.....
Portugal.....	1	139	8	.....	.....	.....	.....
Italy.....	5	627	37	.....	.....	.....	.....
Total.....	64	7,468	390	.....	.....	.....	.....

PORT OF QUEBEC.

United Kingdom.....	636	526,943	14,733	212	114,158	2,872	.....
Newfoundland.....	82	5,627	383	.....	.....	.....	.....
Prince Edward Island.....	14	3,056	240	.....	.....	.....	.....
St. Pierre et Miquelon.....	4	389	19	.....	.....	.....	.....
United States.....	2	514	18	1	472	20	.....
British West Indies.....	2	300	13	.....	.....	.....	.....
Spanish West Indies.....	1	127	6	6	2,574	53	.....
South America.....	6	4,327	95	6	4,540	96	.....
France.....	7	3,501	75	6	2,512	73	.....
Spain.....	.....	.....	.....	2	1,079	29	.....
Portugal.....	.....	.....	.....	4	636	32	.....
Belgium.....	.....	.....	.....	2	865	36	.....
Holland.....	.....	.....	.....	1	437	12	.....
Hamburg.....	.....	.....	.....	3	643	22	.....
Australia.....	2	2,194	45	.....	.....	.....	.....
Total.....	756	546,978	15,628	243	127,916	3,237	.....

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Quebec.—Continued.

PORT OF RIMOUSKI.													
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.		WITH CARGOES.						IN BALLAST.					
		British.			Foreign.			British.			Foreign.		
		No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	6	3,535	80	11	6,082	143							
France				2	944	25							
Total.....	6	3,535	80	13	7,026	168							

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	PORT OF AMHERST.						IN BALLAST.					
	WITH CARGOES.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	14	7,010	164	3	1,412	41						
Newfoundland.....	10	1,011	54									
Prince Edward Island.....	33	1,195	103									
St. Pierre et Miquelon.....	2	121	9	1	33	3						
United States.....	61	7,549	339	89	10,236	414						
British West Indies.....	1	171	7									
South America.....	1	79	6									
Total.....	122	17,136	682	93	11,681	458						
PORT OF ANNAPOLIS.												
United Kingdom.....	1	235	8									
United States.....	108	8,071	502									
British West Indies.....	21	3,311	138									
South America.....	4	1,304	33									
Total.....	134	12,921	681									

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Nova Scotia.—Continued.

PORT OF ANTIGONISH.												
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
Newfoundland.....	22	2,689	146									
Prince Edward Island.....	3	137	11				6	301	22			
St. Pierre et Miquelon.....	2	119	9									
United States.....	1	151	7									
Total.....	28	3,096	173				6	301	22			
PORT OF ARICHAT.												
Newfoundland.....	4	310	31									
Prince Edward Island.....	33	983	185									
United States.....	5	602	40									
Portugal.....	1	95	10	1	70	5						
Italy.....	1	108	11									
Total.....	44	2,097	277	1	70	5	9	387	34			
PORT OF BADDECK.												
Newfoundland.....	25	1,700	125									
St. Pierre et Miquelon.....	10	400	50									
Total.....	35	2,100	175									

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Nova Scotia.—Continued.

PORT OF HALIFAX.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	48	53,989	2,886	4	1,711	47	4	4,672	135	2	976	47
Newfoundland	182	22,753	1,665	2	205	15	8	659	53	9	670	90
Prince Edward Island	129	8,962	651	20	15,136	636	27	2,570	115	1	180	30
St. Pierre et Miquelon	12	586	53	3	228	24	3	206	19	4	2,012	83
United States	139	43,638	2,574	95	57,054	2,408	17	18,950	1,089			
British West Indies	176	25,670	1,450				1	329	9			
Spanish West Indies	113	10,593	730									
South America	6	1,268	45									
France	1	129	6									
Spain	2	227	13				2	323	14			
Madeira				1	140	9						
St. Domingo	2	345	15									
Total	810	168,160	10,098	125	74,474	3,139	63	28,590	1,453	16	3,838	250

PORT OF LIVERPOOL.

Newfoundland	4	247	20									
Prince Edward Island	7	274	29									
St. Pierre et Miquelon	1	20	4									
United States	48	3,308	252									
British West Indies	53	11,138	446									
Spanish West Indies	4	584	30									
South America	4	1,600	36									
French West Indies	1	238	9									

PORT OF LONDONDERRY.									
Azores, or Western Islands	1	259	10						
Danish West Indies	2	306	14						
Total	125	17,374	850						
LUNENBURG.									
United Kingdom	1	181	8						
United States	23	1,956	121						
Total	24	2,137	129						
Newfoundland	17	1,556	91						
Prince Edward Island	12	483	48						14
St. Pierre et Miquelon	1	32	4						2
United States	189	13,002	933						
British West Indies	24	3,213	153						
Spanish West Indies	12	1,852	79						
South America	5	2,160	55						
Total	260	22,098	1,368						14
PORT OF MARGARETVILLE.									
United States	51	3,828	241						
PORT OF NORTH SYDNEY.									
Newfoundland	141	13,659	808						
Prince Edward Island	23	1,788	111						
St. Pierre et Miquelon	23	1,249	102	19	739	55			
United States	16	1,936	97						
British West Indies	1	462	10						
Spanish West Indies	7	1,422	55						
Total	211	20,513	1,183	10	739	55			

No. 18—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.,—Nova Scotia.—Continued.

PORT OF PARRSBOROUGH												
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	4	976	32									
United States.....	21	2,681	130									
Total.....	25	3,657	162									
PORT OF PICTOU.												
United Kingdom.....	2	996	24									
Newfoundland.....	3	163	12									
Prince Edward Island.....	339	31,796	1,414				88	53,971	1,289			
St. Pierre et Miquelon.....	1	32	4									
United States.....	248	55,317	1,912	17	7,726	283				17	11,926	490
British West Indies.....	1	254	9									
Danish West Indies.....	1	360	6									
Total.....	595	88,918	3,381	17	7,726	283	88	53,971	1,289	17	11,926	490

PORT OF PORT HAWKESBURY.

Newfoundland.....	5	293	19	16,664	598	13	608	48	1	31	6
Prince Edward Island.....	45	22,683	916	22	108	2	12	598	12	108	12
St. Pierre et Miquelon.....	2	105	8	22	16,664	22	598	1,208	13	608	48
United States.....	16	4,384	380	46	33,436	13	608	48	1	31	6
Total.....	68	27,465	1,323								

PORT OF PORT HOOD.

Newfoundland.....	8	417	32				94	9			
Prince Edward Island.....	1	30	3			2					
St. Pierre et Miquelon.....	9	254	26								
Total.....	18	701	63			2	94	9			

PORT OF PORT MEDWAY.

United Kingdom.....	2	510	19								
Newfoundland.....	6	654	39								
Prince Edward Island.....	1	59	5								
St. Pierre et Miquelon.....	1	86	5								
United States.....	72	5,188	368	1	180	6					
British West Indies.....	31	6,138	233								
Spanish West Indies.....	7	743	46								
South America.....	1	451	12								
Madeira.....	2	431	18	3	599	32					
Total.....	123	14,260	745	4	779	38					

PORT OF RAGGED ISLANDS.

Newfoundland.....	1	41	4								
Prince Edward Island.....	4	115	18								
United States.....	6	295	26								
British West Indies.....	36	2,940	213								
Total.....	47	3,391	261								

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Nova Scotia.—Continued.

PORT OF SHELBURNE.												
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United States.....	20	1,613	103				2	1,102	26			
Spanish West Indies.....	3	574	21									
South America.....	1	261	8									
Total.....	24	2,448	132				2	1,102	26			
PORT OF SYDNEY.												
United Kingdom.....	2	1,089	54									
Newfoundland.....	40	5,895	288									
Prince Edward Island.....	32	2,462	145									
St. Pierre et Miquelon.....	4	167	15									
United States.....	314	58,210	2,183	43	14,123	353						
British West Indies.....	1	230	6									
Spanish West Indies.....	32	6,349	248									
Total.....	425	74,302	2,940	43	14,123	353						
PORT OF WEYMOUTH.												
United Kingdom.....	5	1,974	49									
United States.....	237	16,999	1,161									

PORT OF WINDSOR.									
	16	2,280	103						
British West Indies	2	367	14						
Spanish West Indies	260	21,620	1,327						
Total	262	21,987	1,341						
PORT OF YARMOUTH.									
	2	1,234	25						
United Kingdom	311	39,723	1,887	63	11,271	397			
United States	313	40,957	1,912	63	11,271	397			
Total	624	80,680	3,800	126	22,542	794			
PORT OF YARMOUTH.									
	1	81	5						
United Kingdom	5	239	22						
Newfoundland	10	509	47						
Prince Edward Island	74	15,873	833						
St. Pierre et Miquelon	26	2,447	148						
United States	42	4,056	260						
British West Indies									
Spanish West Indies									
South America									
Belgium									
Total	158	22,965	1,315						

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

PORT OF BATHURST.												
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	11	8,234	186	1	592	10						
Newfoundland	7	490	31									
Prince Edward Island	3	119	9									
United States	21	2,748	132	2	253	12						
Total	42	11,591	338	3	755	22						
PORT OF BAY VERTE.												
United Kingdom	4	1,272	37	1	428	13						
Prince Edward Island	23	1,037	73				3	59	11			
Total	27	2,309	110	1	428	13	3	69	11			
CAMPO BELLO (WELSHPOOL.)												
Newfoundland	5	3,485	80									

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—New Brunswick.—Continued.

PORT OF HILLSBOROUGH.												
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	1	293	9									
United States	92	9,969	502	16	2,570	83						
Total	93	10,262	511	16	2,570	83						
PORT OF MONCTON.												
United Kingdom	2	514	17									
United States	11	662	52									
Total	13	1,176	69									
PORT OF NEWCASTLE.												
United Kingdom	30	15,819	404	24	10,194	285						
Newfoundland	2	288	13									
Prince Edward Island	11	515	30									
St. Pierre et Miquelon	2	235	11									
United States	9	860	53	3	439	18						
South America	2	632	19									
Total	56	18,349	530	27	10,633	303						

PORT OF RICHIBUCTO.

United Kingdom	41	11,807	377	12	5,265	184	1	15	3		
Prince Edward Island	90	3,827	289								
St. Pierre et Miquelon	1	66	5								
United States	1	89	5								
Demerara	1	151	6								
France	2	582	21	2	831	26					
Total	136	16,522	713	14	6,096	160	1	15	3		

PORT OF SACKVILLE.

United Kingdom	7	1,823	61								
United States	15	1,185	86								197
British West Indies	2	335	15							1	7
Total	24	3,343	161							1	197

PORT OF SHEDIAC.

United Kingdom	16	7,771	185								
Prince Edward Island	119	37,190	987	2	60	7	53	4,313	205		
Total	135	44,961	1,152	2	60	7	53	4,313	205		

PORT OF SHIPPEGAN.

United Kingdom	2	324	16								
Jersey	1	215	10								
Prince Edward Island	2	138	7								
Portugal	1	119	7								
Italy	1	95	7								
Total	7	889	47								

No. 18.—STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, &c.—New Brunswick.—Concluded.

PORT OF ST. ANDREW'S.														
WITH CARGONS.						IN BALLAST.								
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.			British.			Foreign.			British.			Foreign.		
No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	1	255	8											
United States	54	4,675	257	1,932	94	1	96	4	2	221				9
Spanish West Indies	1	176	7											
Total	56	5,106	272	1,932	94	1	96	4	2	221				9
PORT OF ST. GEORGE.														
United Kingdom	8	2,406	77	778	17									
United States	121	10,073	559	4,363	195	18	396	36	5	265				22
British West Indies	1	172	7											
Spanish West Indies	3	700	23	357	12									
Italy				326	9									
Total	133	13,351	666	5,824	233	18	396	36	5	265				22
PORT OF ST. JOHN.														
United Kingdom	200	119,118	2,764	51,465	943									
St. Pierre et Miquelon	1	54	5											
United States	468	56,634	1,821	117,781	3,063	4	4,045	87	1	1,110				25

British West Indies.....	11	2,042	83	55	17,973	473	4	4,045	87	2	1,235	32
Spanish West Indies.....	133	30,456	1,058	10	5,020	108				1	125	7
South America.....	20	8,855	227									
Spain.....	2	436	17	3	849	24						
Canary Islands.....	1	705	18	1	190	7						
Australia.....	1	705	18									
Honduras.....	2	530	17									
Azores or Western Islands.....	2	530	17									
Total.....	838	218,830	6,010	297	193,278	4,618	4	4,045	87	2	1,235	32

PORT OF ST. STEPHEN.

United Kingdom.....	1	365	13	28	2,186	112				5	732	27
United States.....	25	2,720	116									
British West Indies.....	1	120	6	3	655	18						
Spanish West Indies.....	2	287	11									
Total.....	29	3,501	146	31	2,841	130				5	732	27

PORT OF WEST ISLES.

United States.....	5	183	20	3	134	14						
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R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 19.—STATEMENT (by Provinces) of the Number and Tonnage of Vessels which arrived at, and departed from, the undermentioned Ports in the Dominion of Canada (*Seaward*), during the Fiscal Year ending on 30th June, 1870, distinguishing the Countries to which they belong.

PROVINCE OF QUEBEC.

PORT OF AMHERST.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	10	354	British	12	471
United States	42	2,731	United States	11	662
Total	52	3,085	Total	23	1,133
PORT OF GASPE.					
British	58	6,894	British	54	6,626
PORT OF MONTREAL.					
British	310	214,624	British	390	233,350
United States	10	5,830	United States	11	6,322
French	2	885	Norwegian	7	2,840
Norwegian	9	3,806	Swedish	1	255
Swedish	1	255	Hamburgh	1	400
Hamburgh	2	836			
Bremen	4	1,441			
Portuguese	1	215			
Danish	1	229			
Total	340	228,121	Total	410	243,167
PORT OF NEW CARLISLE.					
British	66	8,712	British	64	7,468

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (Seaward).—Province of Quebec.—Continued.

PORT OF QUEBEC.												
ARRIVED.						DEPARTED.						
Under what Colours.		No. of Vessels.	Tonnage.			Under what Colours.		No. of Vessels.	Tonnage.			
British		820	614,246			British		756	546,978			
United States		14	7,789			United States		14	9,597			
French		5	2,388			French		5	2,388			
Norwegian		225	120,367			Norwegian		194	103,315			
Prussian		6	2,338			Prussian		8	3,331			
Swedish		3	1,131			Swedish		3	1,131			
Hamburgh		2	836			Hamburgh		3	1,180			
Bremen		7	3,313			Bremen		5	2,283			
Portuguese		4	665			Portuguese		4	636			
Mecklenberg		1	341			Mecklenberg		1	341			
Danish		4	2,664			Danish		6	3,714			
Total		1,091	756,078			Total		999	674,894			
PORT OF RIMOUSKI.												
British		9	5,853			British		9	5,853			
United States		1	682			United States		1	682			
Norwegian		9	4,026			Norwegian		9	4,026			
Total		19	10,561			Total		19	10,561			
RECAPITULATION.												
PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst	10	354	42	2,731	52	3,085	12	471	11	662	23	1,133
Gaspé	58	6,894	58	6,894	54	6,626	54	6,626
Montreal	310	214,624	30	13,497	340	228,121	390	233,350	20	9,817	410	243,167
New Carlisle	66	8,712	66	8,712	64	7,468	64	7,468
Quebec	820	614,246	271	141,832	1091	756,078	756	546,978	243	127,916	999	674,894
Rimouski	9	5,853	10	4,708	19	10,561	9	5,853	10	4,708	19	10,561
Total	1273	850,683	353	162,768	1626	1,013,451	1285	800,746	284	143,103	1569	943,849

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (Seaward).—Continued.

PROVINCE OF NOVA SCOTIA.

PORT OF AMHERST.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	88	6,222	British	122	17,136
United States	68	9,387	United States	90	10,269
Norwegian	3	1,513	Norwegian	1	508
Swedish	1	375	Swedish	1	375
			Russian	1	529
Total	160	17,497	Total	215	28,817
PORT OF ANNAPOLIS.					
British	133	12,342	British	134	12,921
PORT OF ANTIGONISH.					
British	37	4,509	British	34	3,397
PORT OF ARICHAT.					
British	181	21,915	British	53	2,484
United States	1	70	United States	1	70
Norwegian	4	976			
Total	186	22,961	Total	54	2,554
PORT OF BADDECK.					
British	29	1,999	British	35	2,100
PORT OF BARRINGTON.					
British	68	3,904	British	25	1,509
United States	10	566	United States	10	566
Total	78	4,470	Total	35	2,075

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of Nova Scotia.—*Continued.*

PORT OF BRIDGETOWN.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	20	1,824	British	16	1,361
PORT OF CORNWALLIS.					
British	182	17,166	British	184	18,326
PORT OF DIGBY.					
British	136	14,754	British	103	12,024
PORT OF HALIFAX.					
British	1,036	227,481	British	875	197,837
United States	192	77,230	United States	126	72,443
French	5	2,112	French	4	2,157
Norwegian	5	1,560	Norwegian	3	971
Prussian	1	497	Prussian	2	780
Swedish	1	281	Spanish	1	156
Spanish	1	156	Portuguese	2	264
Portuguese	8	1,427	Russian	1	464
Russian	1	454			
Holland	1	159			
Total	1,251	311,357	Total	1,014	275,062
PORT OF LIVERPOOL.					
British	129	17,514	British	125	17,374
PORT OF LONDONDERRY.					
British	30	2,809	British	24	2,137
PORT OF LUNENBURG.					
British	210	17,545	British	260	22,098
United States	2	118	United States	2	118
Total	212	17,663	Total	262	22,216

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of Nova Scotia.—*Continued.*

PORT OF MARGARETVILLE.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	41	2,976	British	51	3,828
PORT OF NORTH SYDNEY.					
British	228	28,416	British	211	20,513
French	12	668	French	10	739
Total	240	29,084	Total	221	21,252
PORT OF PARSBORO'.					
British	60	7,583	British	25	3,657
PORT OF PICTOU.					
British	725	168,209	British	683	142,889
United States	33	18,888	United States	34	19,652
Total	758	187,097	Total	717	162,541
PORT OF HAWKESBURY.					
British	96	31,196	British	81	28,073
United States	78	35,684	United States	47	33,467
Total	174	66,880	Total	128	61,540
PORT HOOD.					
British	25	740	British	20	795
Norwegian	1	381			
Total	26	1,121			

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of Nova Scotia.—*Continued*.

PORT MEDWAY.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	69	7,474	British	123	14,260
United States	5	463	United States	1	180
Portuguese	2	364	Portuguese	3	599
Total	76	8,301	Total	127	15,039
PORT OF RAGGED ISLANDS.					
British	49	3,556	British	47	3,391
PORT OF SHELBURNE.					
British	19	1,690	British	26	3,550
PORT OF SYDNEY.					
British	247	46,393	British	425	74,302
United States	35	10,937	United States	43	14,123
Total	282	57,330	Total	468	88,425
PORT OF WEYMOUTH.					
British	223	18,854	British	260	21,620
PORT OF WINDSOR.					
British	196	24,150	British	313	40,957
United States	64	11,394	United States	63	11,271
Total	260	35,544	Total	376	52,228
PORT OF YARMOUTH.					
British	222	29,809	British	179	27,845

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of Nova Scotia.—*Continued.*

RECAPITULATION.												
PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst.....	88	6,222	72	11,275	160	17,497	122	17,136	93	11,681	215	28,817
Annapolis.....	133	12,342			133	12,342	134	12,921			134	12,921
Antigonish.....	37	4,509			37	4,509	34	3,397			34	3,397
Arischat.....	181	21,915	5	1,046	186	22,961	53	2,484	1	70	54	2,554
Baddeck.....	29	1,999			29	1,999	35	2,100			35	2,100
Barrington.....	68	3,904	10	566	78	4,470	25	1,509	10	566	35	2,075
Bridgetown.....	20	1,824			20	1,824	16	1,361			16	1,361
Cornwallis.....	182	17,166			182	17,166	184	18,326			184	18,326
Digby.....	136	14,754			136	14,754	103	12,024			103	12,024
Halifax.....	1036	227,481	215	83,876	1251	311,357	875	197,837	139	77,225	1014	275,062
Liverpool.....	129	17,514			129	17,514	125	17,374			125	17,374
Londonderry.....	30	2,809			30	2,809	24	2,137			24	2,137
Lunenburg.....	210	17,545	2	118	212	17,663	260	22,098	2	118	262	22,216
Margaretville.....	41	2,976			41	2,976	51	3,828			51	3,828
North Sydney.....	240	29,084			240	29,084	221	21,252			221	21,252
Parrsborough.....	60	7,583			60	7,583	25	3,657			25	3,657
Pictou.....	725	168,209	43	18,888	768	187,097	682	142,889	34	19,652	717	162,541
Port Hawkesbury.....	96	31,196	78	35,684	174	66,880	81	28,073	47	33,467	128	61,540
Port Hood.....	25	740	1	381	26	1,121	20	795			20	795
Port Medway.....	69	7,474	7	827	76	8,301	123	14,260	4	775	127	15,039
Ragged Islands.....	49	3,556			49	3,556	47	3,391			47	3,391
Shelburne.....	19	1,690			19	1,690	26	3,550			26	3,550
Sydney.....	247	46,393	35	10,937	282	57,330	425	74,302	43	14,123	468	88,425
Weymouth.....	223	18,854			223	18,854	260	21,620			260	21,620
Windsor.....	196	24,150	64	11,394	260	35,544	313	40,957	63	11,271	376	52,228
Yarmouth.....	222	29,809			222	29,809	179	27,845			179	27,845
Total.....	4491	721,698	522	174,992	5013	896,690	4444	697,123	436	168,952	4880	866,075

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—*Continued*.

PROVINCE OF NEW BRUNSWICK.

PORT OF BATHURST.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	26	2,766	British	42	11,591
United States	2	202	United States	2	253
Norwegian	2	850	Norwegian	1	502
Total	30	8,818	Total	45	12,346

PORT OF BAY VERTE.

British	40	2,820	British	30	2,368
			Norwegian	1	428
Total	40	2,820	Total	31	2,796

PORT OF CAMPO BELLO (WELCHPOOL).

British	5	3,485	British	5	3,485
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PORT OF CARAQUETTE.

British	8	304	British	4	136
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PORT OF CHATHAM.

British	122	26,620	British	126	31,607
French	1	134	United States	2	1,103
Norwegian	24	9,790	French	1	134
Prussian	2	768	Norwegian	24	10,303
Swedish	1	331	Prussian	2	768
Russian	1	320	Swedish	1	331
Total	151	37,963	Total	156	44,246

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of New Brunswick.—*Continued.*

PORT OF DALHOUSIE.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	22	9,160	British	25	9,956
United States	1	1,122	United States	1	1,122
Norwegian	7	2,731	Norwegian	11	4,605
Swedish	1	329	Swedish	2	940
Total	31	13,342	Total	39	16,623
PORT OF DORCHESTER.					
British	48	7,347	British	44	7,663
PORT OF FREDERICTON.					
British	111	8,854	British	103	7,749
PORT OF HILLSBOROUGH.					
British	70	8,375	British	93	10,292
United States	14	2,284	United States	16	2,570
Total	84	10,659	Total	109	12,862
PORT OF MONCTON.					
British	14	979	British	13	1,176
PORT OF NEWCASTLE.					
British	56	18,610	British	56	18,349
United States	4	1,745	United States	3	1,104
Norwegian	14	5,982	Norwegian	20	7,681
Prussian	2	737	Prussian	2	737
Swedish	1	611	Swedish	1	611
Holland	1	500	Holland	1	500
Total	78	28,185	Total	83	28,982

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of New Brunswick.—*Continued*.

PORT OF RICHIBUCTO.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colours.	No. of Vessels.	Tonnage.
British	108	12,775	British	137	16,537
United States	3	1,787	United States	4	2,536
Norwegian	7	2,337	Norwegian	6	2,098
Danish	1	384	Danish	1	384
German	2	904	German	2	904
Holland	1	174	Holland	1	174
Total	122	18,361	Total	151	22,633
PORT OF SACKVILLE.					
British	28	3,314	British	24	3,343
United States	1	197	United States	1	197
Total	29	3,511	Total	25	3,540
PORT OF SHEDIAC.					
British	187	47,077	British	188	49,274
United States	2	60	United States	2	60
Total	189	47,137	Total	190	49,334
PORT OF SHIPPEGAN.					
British	8	822	British	7	889
PORT OF ST. ANDREW'S.					
British	101	9,872	British	57	5,202
United States	37	2,742	United States	23	2,153
Norwegian	1	380			
Total	139	12,994	Total	80	7,355
PORT OF ST. GEORGE.					
British	113	9,342	British	150	13,421
United States	89	4,958	United States	50	6,415
Total	152	14,300	Total	200	19,836

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seaward*).—Province of New Brunswick.—*Continued.*

PORT OF ST. JOHN.					
ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colours.	No. of Vessels.	Tonnage.
British	1,279	272,722	British	842	221,348
United States	317	193,108	United States	279	189,066
Norwegian	9	2,940	Norwegian	11	3,871
Prussian	6	2,196	Prussian	2	813
Danish	1	172	Italian	4	1,407
Holland	1	159	Russian	1	552
			Danish	1	172
			Holland	1	159
Total	1,613	471,297	Total	1,141	417,388
PORT OF ST. STEPHENS.					
British	25	3,050	British	29	3,501
United States	35	3,506	United States	36	3,573
Total	60	6,556	Total	65	7,074
PORT OF WEST ISLES.					
British	7	244	British	5	183
United States	9	400	United States	3	134
Total	16	644	Total	8	317

No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (*Seward*).—Province of New Brunswick.—*Concluded*.

RECAPITULATION.

PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst.....	26	7,766	4	1,052	30	8,818	42	11,591	3	755	45	12,346
Bay Verte.....	40	2,820	.....	.....	40	2,820	30	2,368	1	428	31	2,796
Campo Bello (Welchpool)...	5	3,485	.....	.....	5	3,485	5	3,485	.....	.....	5	3,485
Caraquette.....	8	304	.....	.....	8	304	4	136	.....	.....	4	136
Chatham.....	122	26,620	29	11,343	151	37,963	126	31,607	30	12,639	156	44,246
Dalhousie.....	22	9,160	9	4,182	31	13,342	25	9,956	14	6,667	39	16,623
Dorchester.....	48	7,347	.....	.....	48	7,347	44	7,663	.....	.....	44	7,663
Fredericton.....	111	8,854	.....	.....	111	8,854	103	7,749	.....	.....	103	7,749
Hillsborough.....	70	8,375	14	2,284	84	10,659	93	10,292	16	2,570	109	12,862
Moncton.....	14	979	.....	.....	14	979	13	1,176	.....	.....	13	1,176
Newcastle.....	56	18,610	22	9,575	78	28,185	56	18,348	27	10,633	83	28,982
Richibucto.....	108	12,775	14	5,586	122	18,361	137	16,537	14	6,096	151	22,633
Sackville.....	28	3,314	1	197	29	3,511	24	3,343	1	197	25	3,540
Shediac.....	187	47,077	2	60	189	47,137	188	49,274	2	60	190	49,334
Shippegan.....	8	822	.....	.....	8	822	7	889	.....	.....	7	889
St. Andrew's.....	101	9,872	38	3,122	139	12,994	57	5,202	23	2,153	80	7,355
St. George.....	113	9,342	39	4,958	152	14,300	150	13,421	50	6,415	200	19,836
St. John.....	1,279	272,722	334	198,575	1,613	471,297	842	221,348	209	196,040	1,051	417,388
St. Stephen's.....	25	3,050	35	3,506	60	6,556	29	3,501	35	3,573	65	7,074
West Isles.....	16	644	.....	.....	16	644	8	317	.....	.....	8	317
Totals.....	2,387	453,938	541	244,440	2,928	698,378	1,983	418,204	515	248,226	2,499	666,430

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 20.—SHIPS INWARDS.—Statement (by Provinces) of the Number of Vessels entered Inwards, from Sea, at the under-mentioned Ports, in the Dominion of Canada, shewing their Tonnage, Number of Men Employed, and the Countries from whence they came, during the Fiscal Year ending on 30th June, 1870.

PROVINCE OF QUEBEC

Ports.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amberst	52	3,085	387	.....	.....	9	297	43	2,788	.....	.....
Gaspe	58	6,894	384	21	3,846	19	1,113	1	149	17	1,786
Montreal	340	228,121	9,366	200	187,276	66	7,588	18	10,450	56	22,807
New Carlisle	66	8,712	401	19	3,571	38	3,864	6	911	3	366
Quebec	1,091	756,078	21,931	747	598,383	107	15,099	33	22,779	204	119,817
Rimouski	19	10,561	248	6	3,535	3	2,318	1	682	9	4,026
Totals	1,626	1,013,451	32,717	993	796,611	242	30,279	102	37,769	289	148,802

No. 20.—SHIPS INWARDS.—Statement of the Number of Vessels entered Inwards, from Sea, &c.,—Continued.

PROVINCE OF NOVA SCOTIA.

PORTS.	Total.		Great Britain.		British Colonies.		United States.		Other Foreign Countries.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
			Men.								
Amherst.	160	17,497	764	3	1,478	46	2,394	109	12,787	2	838
Annapolis.	133	12,342	724			2	215	131	12,127		
Antigonish.	37	4,309	228			19	2,109	17	2,369	1	31
Arsicat.	186	22,961	1,166	4	1,085	46	1,689	129	19,367	7	820
Baddeck.	29	1,999	142			20	1,639			9	360
Barrington.	78	4,470	411			2	80	75	4,304	1	86
Bridgetown.	20	1,824	101					20	1,824		
Cornwallis.	182	17,166	877					182	17,166		
Digby.	136	14,754	685			8	1,011	125	13,376	3	397
Halifax.	1,251	311,357	16,319	97	77,125	549	66,262	427	136,811	178	31,139
Londonport.	129	17,514	800		206	27	3,876	96	12,173	6	1,465
Lunenburg.	30	2,809	180	1		15	1,448	29	2,003		
Margaretsville.	212	17,663	1,088					189	15,835	8	880
North Sydney.	41	2,976	184					41	2,876		
Parrsborough.	240	23,084	1,362	15	3,745	124	12,422	56	8,492	45	4,425
Pictou.	60	7,583	374					60	7,583		
Port Hawkesbury.	758	187,997	5,724	10	5,369	488	93,369	245	82,564	15	5,795
Port Hood.	174	66,880	3,254	2	822	94	41,700	77	24,217	1	51
Port Medway.	26	1,121	86			14	489				
Regged Islands.	76	8,301	451	1	381	12	1,721	57	5,448	11	301
Shelburne.	49	3,556	273			15	1,099	15	923	6	904
Sydney.	1,090	1,090	104					19	1,090	19	1,534
Weymouth.	282	57,330	2,044			73	9,744	187	45,276	22	2,310
Windsor.	223	18,834	1,110	2	94	6	760	210	17,463	5	537
Yarmouth.	260	33,544	1,694	2	422			258	36,122		
	222	29,809	1,608	3	680	38	3,543	139	22,065	42	3,521
Totals.	5,013	806,090	41,634	141	91,635	1,598	245,610	2,893	504,061	331	55,384

No. 20.—SHIPS INWARDS.—Statement of the Number of Vessels entered Inwards, from Sea, &c.—Concluded.

PROVINCE OF NEW BRUNSWICK.

Ports.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
	Bathurst.....	30	8,818	247	9	6,425	4	208	17	2,185	
Bay Verte.....	40	2,820	158	1	215	36	1,775	3	830		
Campo Bello (Welchpool).....	5	3,485	80	5	3,485						
Carquette.....	8	304	30			8	304				
Chatham.....	151	37,863	1,144	46	21,814	69	2,260	19	7,294	17	6,595
Dalhousie.....	31	13,242	360	10	6,204	6	801	8	3,633	7	2,704
Dorchester.....	48	7,347	307					48	7,347		
Fredericton.....	111	8,854	530					111	8,854		
Hillsborough.....	84	10,659	468					84	10,659		
Moncton.....	14	979	66					14	979		
Newcastle.....	78	28,185	799	41	19,349	19	1,153	8	3,314	10	4,369
Richibucto.....	122	18,361	739	16	4,703	83	5,324	14	5,943	9	9,271
Sackville.....	29	3,511	172	1	195	1	171	27	3,145		
Shediac.....	189	47,137	1,268	2	1,072	182	43,506	5	2,559		
Shippegan.....	8	822	52	2	346	5	381			1	125
St. Andrew's.....	139	12,994	588	2	809			137	12,185		
St. George.....	152	14,300	632					151	14,154	1	146
St. John.....	1,613	471,297	13,382	74	44,928	277	90,103	1,227	330,436	35	5,810
St. Stephen's.....	60	6,556	274	1	365	1	154	64	5,475	4	562
West Isles.....	16	644	69					16	644		
Totals.....	2,928	698,378	21,415	210	109,910	691	146,110	1,943	419,256	84	23,102

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 21.—SHIPS OUTWARDS.—Statement (by Provinces), of the Number of Vessels Entered Outwards for Sea, at the under-mentioned Ports, in the Dominion of Canada, shewing the Tonnage, Number of Men employed, and for what Country cleared, during the Fiscal Year, ending on 30th June, 1870.

PROVINCE OF QUEBEC.

Ports.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst	23	1,133	117	.....	.....	11	446	12	687	.....	.....
Gaspé	54	6,626	357	11	2,794	13	788	.....	.....	30	3,044
Montreal	410	243,167	9,984	240	205,180	102	10,881	6	1,112	62	25,994
New Carlisle	64	7,468	390	9	1,625	36	3,150	5	374	14	2,319
Quebec	999	674,894	18,865	848	641,101	100	11,177	3	986	48	21,630
Rimouski	19	10,561	248	16	8,935	1	682	.....	.....	2	944
Totals	1,569	943,849	29,961	1,124	859,635	263	27,124	26	3,159	156	53,931

No. 21.—SHIPS OUTWARDS.—Statement of the Number of Vessels Entered Outwards for Sea, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

Ports.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Mens.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst.....	215	28,817	1,140	17	8,422	44	2,377	150	17,785	4	233
Annapolis.....	134	12,921	681	1	235	21	3,311	108	8,071	4	1,704
Antigonish.....	34	3,397	195			31	3,127	1	151	2	119
Arichat.....	54	2,654	316			46	1,689	6	671	2	194
Baddeck.....	35	2,100	175			25	1,700			10	400
Barrington.....	35	2,075	209			12	687	20	1,102	3	286
Bridgetown.....	16	1,361	81					16	1,361		
Cornwallis.....	184	18,326	1,023			13	1,367	167	16,385	4	574
Digby.....	103	12,024	592			19	2,842	79	8,364	5	818
Halifax.....	1,014	275,062	14,040	58	61,348	553	76,625	255	121,654	148	15,435
Liverpool.....	125	17,374	850			64	11,659	48	3,308	13	2,407
Londonerry.....	24	2,137	129	1	181			23	1,456		
Lunenburg.....	262	22,216	1,382			31	1,997	189	13,002	42	7,257
Margaretsville.....	51	3,828	241					51	3,828		
North Sydney.....	221	21,252	1,238			165	15,907	16	1,935	40	3,410
Parsonborough.....	25	3,657	162	4	976			21	2,681		
Pictou.....	717	162,541	5,443	2	996	431	86,184	282	74,969	2	392
Port Hawkesbury.....	128	61,540	2,685			86	40,279	38	21,048	4	213
Port Hood.....	20	795	72			11	541			9	254
Port Medway.....	127	15,039	783	2	510	38	6,851	73	5,368	14	2,310
Ragged Islands.....	47	3,391	261			41	3,096	6	295		
Shelburne.....	26	3,550	158					22	2,715	4	835
Sydney.....	468	88,425	3,293	2	1,089	73	8,487	357	72,333	36	6,516
Weymouth.....	260	21,620	1,327	5	1,974	16	2,280	237	16,999	2	367
Windsor.....	376	52,228	2,309	2	1,234			374	50,994		
Yarmouth.....	179	27,845	1,499	3	1,337	35	2,970	85	16,747	56	6,791
Totals.....	4,880	866,075	41,084	97	78,302	1,755	273,936	2,624	463,722	404	50,115

No. 21.—SHIPS OUTWARDS.—Statement of the Number of Vessels Entered Outwards for Sea, &c.—Concluded.

PROVINCE OF NEW BRUNSWICK.

Ports.	Total.		Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst.....	45	12,346	12	8,736	10	609	23	3,001		
Bay Verte.....	31	2,796	5	1,700	26	1,096				
Campo Bello, (Welchpool).....	5	3,485			5	3,485				
Carouette.....	4	136			4	136				
Chatham.....	156	44,246	82	40,641	59	2,184	10	964	5	457
Dalhousie.....	39	16,623	34	16,212	3	195	2	216		
Dorchester.....	44	7,663	2	848			42	6,815		
Fredericton.....	103	7,749					103	7,749		
Hillsborough.....	109	12,862	1	293			108	12,569		
Moncton.....	13	1,176	2	514			11	662		
Newcastle.....	83	28,982	54	26,013	13	803	12	1,290	4	867
Richibucto.....	151	29,633	53	17,072	92	3,983	1	89	5	1,479
Sackville.....	25	3,540	7	1,823	2	335	16	1,382		
Shediac.....	190	49,334	16	7,771	174	41,563				
Shippegan.....	7	889	2	324	3	353				
St. Andrew's.....	80	7,355	1	255			78	6,924	2	212
St. George.....	200	19,836	9	3,184	1	172	184	15,097	1	176
St. John.....	1,141	417,388	268	170,883	11	2,042	643	179,570	229	63,193
St. Stephen's.....	65	7,074	1	365	1	120	58	5,647	5	942
West Isles.....	8	317					8	317		
Totals	2,499	665,430	539	296,334	404	57,086	1,299	242,301	257	70,709

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 22.—STATEMENT (by Provinces) of the Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, showing the Intercourse, exclusive of Ferriage, by Inland Navigation, between the Dominion of Canada and the United States, during the Fiscal Year ending 30th June, 1870.

PROVINCE OF ONTARIO.

PORTS.	INWARDS.						OUTWARDS.									
	British.			American.			British.			American.						
	Steam.		Sail.	Steam.		Sail.	Steam.		Sail.	Steam.		Sail.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.				
Amherstburgh.....	25	1,770	177	5,401	309	55,403	572	18,164	25	1,770	177	5,401	309	55,403	572	18,164
Belleville.....	16	2,016	366	39,948	5	286	44	2,572	17	2,285	401	43,742	5	286	46	2,884
Brighton.....	38	2,850	69	5,796	329	137,000	13	626	38	2,850	24	1,450	329	137,000	13	626
Brockville.....	121	74,411	129	10,505	329	137,000	216	91,413	121	74,411	129	10,505	329	137,000	216	91,413
Burwell.....	31	8,683	130	17,372	12	2,186	8	413	31	8,683	134	17,965	12	2,186	7	3,775
Chatham.....	91	10,672	108	12,511	40	6,064	92	6,525	40	10,672	108	12,511	40	6,064	92	6,525
Chippawa.....	13	248	76	10,544	142	2,035	11	812	12	230	41	5,057	142	2,025	11	812
Cobourg.....	4	300	187	27,966	180	58,635	23	2,237	23	1,725	133	34,103	55	2,559	27	2,941
Colborne.....	74	1,825	109	25,616	36	661	3	314	74	1,825	109	25,616	36	661	3	314
Cornwall.....	106	7,950	65	5,285	8	329	1	10	106	7,950	72	6,147	8	329	3	141
Cramahe.....	57	24,575	37	4,174	8	329	12	2,324	57	24,575	37	4,174	8	329	12	2,324
Dauntington.....	40	9,549	296	21,812	2,228	5,416	5	454	49	9,549	283	21,017	5	454	5	454
Dundas.....	39	2,400	46	5,416	3	100	7	663	38	2,245	84	9,950	3	100	7	663
Dunnville.....	7	682	16	869	61	15,825	241	880	10	675	42	1,035	202	96,233	241	880
Fort Erie.....	2	269	36	3,524	4	1,711	0	2,474	15	3,536	43	3,501	59	15,791	68	1,461
Gananoque.....	2	882	193	30,323	1	53	20	2,981	15	3,536	172	27,041	4	1,711	9	2,474
Hamilton.....	4	882	193	30,323	1	53	20	2,981	15	3,536	172	27,041	4	1,711	9	2,474
Port Hope.....	184	14,921	480	73,646	36	2,956	50	480	184	14,921	486	73,646	36	2,956	50	480
Kingston.....	704	127,908	543	93,203	8	2,827	224	54,341	704	127,908	546	93,203	8	2,827	218	53,841
Kingsville.....	8	236	34	3,738	8	2,827	14	1,369	9	288	42	5,118	38	3,417	218	53,841
Morrisburgh.....	134	13,119	29	2,499	100	1,593	3	210	108	10,374	19	2,235	36	700	14	1,369
Napanee.....	4	430	286	31,355	2	945	33	1,815	7	525	15	1,845	36	700	14	1,369
Newcastle.....	7	525	16	1,729	2	945	1	47	369	97,012	19	1,845	2	945	1	47
Niagara.....	369	97,012	19	1,334	2	945	1	47	369	97,012	19	1,334	2	945	1	47

Oakville	10	750	23	2,205	1	2	2	49	5,080	47	3,455	270,106
Oshawa	35	4,247	35	16,699	47	3,455	10	750	4,247	35	4,247	
Penetanguishene	25	1,220	177	9,067	8	2,278	25	1,220	16,699	177	16,699	
Pictou	2	40	42	12,237	20	825	2	40	7,803	46	7,803	
Pre-cott	44	2,076	229	2,035	16	1,918	58	2,718	2,035	202	2,035	
Royal	122	5,310	109	9,035	6	805	6	6,213	8,524	16	8,524	
St. Catharines	68	5,406	14	3,262	9	2,628	1	3,302	2,923	3	1,589	
Sarnia	414	455,609	28	637	62	5,124	414	455,609	637	331	198,371	
Sauguen	6	1,338	51	8,582	1	8	6	1,338	8,582	6	1,589	
Sault Ste. Marie	36	16,521	6	1,049	4	978	36	16,521	1,049	32	13,436	
Port Stanley	55	14,734	124	14,694	19	2,060	55	14,734	14,368	24	8,998	
Toronto	271	101,246	250	67,498	1	.....	643	93,843	20,445	115	20,445	
Wallaceburgh	93	2,693	252	29,826	270	85,938	93	2,693	30,231	269	85,712	
Whitby	26	6,530	99	12,914	45	3,784	26	6,530	12,914	99	12,914	
Windsor	77	10,509	865	27,400	214	9,869	54	7,664	30,604	83	19,029	
	3,386	1,059,011	5,807	657,871	2,427	772,445	3,664	1,044,948	612,350	2,880	803,729	2,323

RECAPITULATION.

	INWARDS.			OUTWARDS.			TOTAL.	
	Canadian.	American.	Tons.	Canadian.	American.	Inwards.	Outwards.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Steam.	1,059,011	772,445	1,831,456	1,044,948	803,729	1,831,456	1,848,677	
Sail.	657,871	289,776	947,647	612,350	270,106	947,647	882,456	
Total	1,916,882	1,062,221	2,779,103	1,657,298	1,073,835	2,779,103	2,731,133	

INWARDS AND OUTWARDS.

Canadian—Steam	2,103,959	}
Do Sail	1,270,221	
American—Steam	1,576,174	}
Do Sail	569,882	
Grand Total Tons, Inwards and Outwards	5,510,236	

No. 22.--STATEMENT of Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, &c.--Concluded.

PROVINCE OF QUEBEC.

PORTS.	INWARDS.						OUTWARDS.							
	British.			• American.			British.			American.				
	Steam.	Sail.		Steam.	Sail.		Steam.	Sail.		Steam.	Sail.			
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
Dumdee.....	2	104	4	260	2	202	2	104	4	260	75	1,203	3	202
Lacolle.....	64	9,921	49	5,504	64	32,681	64	9,921	49	5,504	2	912	3	194
Montreal.....	6	911	6	911	6	911	6	911	6	911	2	912	453	32,681
New Carlisle.....	18	13,713	18	13,713	11	7,204	11	7,204	2	514	1	472	636	44,038
Quebec.....	326	9,315	2,043	191,479	41	7,925	324	9,310	2,009	194,776	41	7,656	636	44,038
St. Johns.....	489	102,309	489	102,309	23	1,808	489	102,309	489	102,309	23	1,808	23	1,808
Stanstead.....	881	121,649	2,120	211,867	120	10,359	879	121,644	2,069	201,428	119	10,243	1,118	78,943
Three Rivers.....														
Totals.....														

RECAPITULATION.							
INWARDS.			OUTWARDS.			TOTAL.	
Canadian.	American.	Tons.	Canadian.	American.	Tons.	Inwards.	Outwards.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
121,649	10,359	132,008	121,644	10,243	131,887	132,008	131,887
211,867	64,618	276,485	201,428	78,943	280,371	276,485	280,371
333,516	74,977	408,493	323,072	89,186	412,258	408,493	412,258
INWARDS AND OUTWARDS.							
Canadian Steam.....	243,293						
do do.....	413,295				656,588		
American Steam.....	20,602						
do do.....	143,561				164,163		
Grand Total Tons.....						820,751	

R. S. M. BOUCHETTE, Commissioner of Customs.

No. 23.—STATEMENT, shewing Number and Tonnage of Vessels which Arrived at, and Departed from, the several Provinces in the Dominion of Canada, during the Fiscal Year ending on 30th June, 1870.

PROVINCES.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Quebec.....	1,273	850,683	353	162,768	1,626	1,013,451	1,285	800,746	284	143,103	1,569	943,849
Nova Scotia.....	4,491	721,698	522	174,992	5,013	896,690	4,444	697,123	436	168,952	4,880	866,075
New Brunswick.....	2,387	453,938	541	244,440	2,928	698,378	1,983	418,204	516	248,226	2,499	666,430
Total Sea-going.....	8,151	2,026,319	1,416	582,200	9,567	2,608,519	7,712	1,916,073	1,236	560,281	8,948	2,476,354
Vessels employed in the Inland Trade, between Ontario and Quebec and the United States.....	12,194	2,050,398	5,672	1,137,208	17,866	3,187,606	12,364	1,980,370	6,440	1,163,021	18,804	3,143,391
Total.....	20,345	4,076,717	7,088	1,719,408	27,433	5,796,125	20,076	3,896,443	7,676	1,723,302	27,752	5,619,745

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 24.—STATEMENT (by Provinces), shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, at the under-mentioned Ports, in the Dominion of Canada, during the Fiscal Year ending on the 30th June, 1870.

PROVINCE OF ONTARIO.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherstburgh	1	53	1	84	2	137	1	53	1	84	2	137
Burwell			1	118	1	118			1	118	1	118
Chatham	2	149			2	149			1	62	1	62
Chippawa			1	35	1	35						
Cobourg									1	245	1	245
Dover			1	33	1	33			1	33	1	33
Goderich	1	77			1	77	1	77			1	77
Hamilton	1	24	1	262	2	286			2	298	2	298
Port Hope							4	283			4	283
Kingston	3	210	3	536	6	746	2	135	7	853	9	988
Kingsville			1	70	1	70			1	70	1	70
Morrisburg									1	176	1	176
Ottawa	1	137	8	721	9	858	1	22	12	1,101	13	1,123
Pictou			2	256	2	256			3	331	3	331
Rowan			1	125	1	125			1	125	1	125
St. Catharine's	1	11	5	1,093	6	1,104	1	11	5	1,093	6	1,104
Sarnia			1	48	1	48			1	48	1	48
Port Stanley							1	362			1	362
Toronto	2	33	1	32	3	65	2	33	1	32	3	65
Wallaceburg	4	353			4	353	4	353	1	47	5	400
Windsor			2	65	2	65			3	141	3	141
Total	16	1,047	29	3,478	45	4,525	17	1,329	43	4,857	60	6,186

PROVINCE OF QUEBEC.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Gaspé									1	46	1	46
Montreal	3	77	11	1,210	14	1,287	12	543	52	5,620	64	6,163
Quebec	2	164	39	17,932	41	18,096	2	164	42	19,079	44	19,243
Total	5	241	50	19,142	55	19,333	14	707	95	24,745	109	25,452

No. 24.—STATEMENT, shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, &c.—*Concluded.*

PROVINCE OF NOVA SCOTIA.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Aricbat			6	148	6	148			14	1,191	14	1,191
Baddeck			2	128	2	128			2	128	2	128
Barrington			3	792	3	792			4	962	4	962
Cornwallis			4	1,765	4	1,765						
Digby			14	3,739	14	3,739			12	2,197	12	2,197
Halifax	1	4	16	806	17	809	1	4	76	13,360	77	13,364
Liverpool			11	1,019	11	1,019	1	7	22	2,524	23	2,531
Londonderry			6	2,680	6	2,680						
Lunenburg			6	511	6	511			6	511	6	511
Parsons			10	1,361	10	1,361			12	1,501	12	1,501
Pictou			6	2,244	6	2,244			6	1,319	6	1,319
Port Hawkesbury			1	146	1	146		21	5	544	6	565
Shelburne			12	1,921	12	1,921			13	2,091	13	2,091
Sydney			5	547	5	547			7	1,116	7	1,116
Windsor			17	6,566	17	6,566			17	6,566	17	6,566
Yarmouth	1	35	20	9,248	21	9,283	1	35	27	10,566	28	10,601
Total	2	39	139	33,620	141	33,659	4	67	223	44,576	227	44,643

PROVINCE OF NEW BRUNSWICK.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst			1	378	1	378						
Bay Verte			3	556	3	556						
Chatham			12	4,341	12	4,341			16	5,035	16	5,035
Dorchester			3	1,701	3	1,701						
Moncton			1	916	1	916						
St. Andrew's			1	118	1	118			9	1,100	9	1,100
St. George			1	90	1	90						
St. John	2	879	64	26,620	66	27,499	5	1,250	69	27,186	74	28,436
Total	2	879	86	34,720	88	35,599	5	1,250	94	33,321	99	34,571

R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 25.—STATEMENT shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, in the several Provinces of the Dominion of Canada, during the Fiscal Year ending 30th June, 1870.

PROVINCES.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Province of Ontario	16	1,047	29	3,478	45	4,525	17	1,329	43	4,857	60	6,186
Province of Quebec	5	241	50	19,142	55	19,383	14	707	95	24,745	109	25,452
Province of Nova Scotia	2	39	139	33,620	141	33,659	4	67	223	44,576	227	44,643
Province of New Brunswick	2	879	86	34,720	88	35,599	5	1,250	94	33,321	99	34,571
Total	25	2,206	304	90,960	329	93,166	40	3,344	455	107,490	495	110,852

R. S. M. BOUCHETTE,

Commissioner of Customs.

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No. 25.—Statement shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, in the several Provinces of the Dominion of Canada, during the Fiscal Year ending on the 30th day of June, 1870	454

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C.					
Cabinet Ware and Furniture	12	62	120	169	254
Cables, Hemp and Grass, Cordage, and Sail Cloth, when used for Ships only	38	93	146	193	262
Candles and Tapers	12	62	120	170	254
Cane Juice, Melado, &c.	10	59	117	167	254
Caoutchouc, or India Rubber and Gutta Percha, unmanufactured	40	96	148	.....	264
Carpets and Hearth Rugs	12	63	120	170	254
Carriages	12	63	120	170	254
Cement			141		
Chandeliers, Girandoles, and Gas Fittings	13	63	121	170	254
Cheese	6	55	113	164	252
„ (B. N. A. Provinces)			158		266
Chicory—raw or green	5	53	111	.....	252
„ roasted or ground	5	53	111	163	252
Chinaware, Crockery, and Earthenware	13	63	121	171	254
Church Bells and Communion Plate	33	88	141	190	260
Cider	13	63	121	171	254
Cigars—not over \$10 per Mille.	5	54	112	163	252
„ value over \$10 and not over \$20 per Mille.	5	54	112	163	252
„ value over \$20 and not over \$40 per Mille.	6	54	112	163	252
„ value over \$40 per Mille	6	55	113	164	252
„ (new tariff, from 7th April only)	6	55	113	164	252
Clocks	13	64	121	171	254
Clothing—Donations of, for Charitable Purposes ..	33	88	141	.....	260
„ or Wearing Apparel, made by hand or sewing machine	13	64	121	171	254
Coach and Harness Furniture	13	63	121	170	254
Coal and Coke	40	96	149	196	264
„ (from 7th April, under new tariff) ..	7	56	114	165	252
Cocoa and Chocolate	13	64	.....	.....	254
„ Bean and Shell		96	149	.....	264
„ Paste	33	89	141	190	260
Coffee—green	4	53	111	162	252
„ ground or roasted	5	53	111	163	252
Coin and Bullion	46	106	.....	.....	266
Colors and other Articles imported by Room Paper Makers and Stainers	30	85	138	187	260
Common Soap	5	53	111	163	252
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing	38	93	146	194	262
Cordage	14	64	122	171	254
Cordials	2	50	108	160	252
Corkwood and Bark		97	149	.....	264
Corks	14	65	122	171	254
Cotton	14	65	122	172	254
„ Candle Wick	33	88	141	189	260
„ and Flax, waste	33	88	141	189	260
„ and Woollen Netting for India Rubber Shoes		89	.....	.....	260
„ Wool	33	88	141	189	260
Cranks and Shafts for Steamboats and Mills, rough	38	93	.....	193	262
Cream of Tartar in Crystals	31	85	138	187	260
Crude Petroleum	4	110	162	252

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D.					
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails	37	93	145	193	262
Diamonds and Precious Stones	41	97	264
Drain Tiles	34	89	.....	190	260
Drawings (not in oil)	29	83	.....	.....	258
Dried Fruits and Nuts of all kinds	14	65	122	172	254
Drugs not elsewhere specified	15	66	123	172	254
Duck, for belting and hose	34	89	142	.....	260
E.					
Earths, Clays, and Sand	41	97	149	196	264
Eggs	41	97	149	196	264
Emery	41	97	149	.....	264
" Glass and Sand Paper, and Cloth.	34	89	142	190	260
Engravings and Prints	15	65	123	172	254
F.					
Fancy Goods	15	66	123	173	254
Farming Implements and Utensils imported by Agricultural Societies	34	.....	142	190	260
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes	41	97	149	196	264
Fire Brick	34	89	142	190	260
" Clay	41	98	150	.....	264
" Engines, Steam, imported by Municipal Corporations	34	.....	.....	.....	262
" Wood	41	98	150	.....	264
Fireworks	15	66	123	173	254
Fish, and Products of Fish, and Fish Oil (B. N. A. Provinces)	47	106	158	201	266
" Bait .....	.....	.....	150	.....	264
" fresh	41	98	150	.....	264
" salted or smoked	7	55	113	164	252
Fishing Hooks, Nets and Seines, Lines and Twines	35	89	142	191	262
Flat Wire for Crinolines, covered	15	67	123	173	254
Flax, Hemp and Tow, undressed	42	99	151	197	264
Flour and Meal of all other kinds	8	57	115	165	252
" of Wheat and Rye	42	98	150	196	264
" " " (from 7th April, under new tariff)	8	57	115	165	252
Foreign Newspapers	15	66	123	173	254
Fruits of all kinds, green	28	81	135	185	258
" preserved in Brandy or other Spirits	57	252
Furs, Skins, and Tails, undressed	42	99	151	197	264

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G.	Page.	Page.	Page.	Page.	Page.
Gems and Medals, including Cabinets of ditto, Antiquities, Coins, &c.	29	83	137	186	260
Gin	3	51	109	161	252
Glass—Plate and Silvered	16	67	124	173	254
" Window, Stained, Painted, Colored, or Plain	16	67	124	174	254
Glassware	16	67	124	174	256
Gold Beaters' Brim Moulds and Skins, Gold, Silver, and Platers' Leaf	35	90	143	191	262
Grain of all kinds, except Indian Corn and Wheat	42	99	151	197	264
"	8	57	115	165	252
Gravels	42	99			264
Grease and Grease Scrap		81	136		
"	42	99	151	197	264
Gum, Copal		99		197	264
Gunpowder	15	67	124	173	254
Guns, Rifles, and Firearms of all kinds	16	67	124	173	254
Gypsum (B. N. A. Provinces)			153		266
" and Plaster of Paris, not ground nor calcined	42	100			264
H.					
Hair	43	100	151	197	264
Hats, Caps, and Bonnets	17	68	125	174	256
Hat Plush		68			256
Hay, Straw, and Bran (10 per cent.)	28	81	135	185	258
"	43	100	151	197	264
Hides, Horns, and Pelts	43	100	152	197	264
Hoop Skirt Manufacture, Articles for	35	90	143		262
Hops	43	100	152	198	264
"	7	56	114	165	252
Horned Cattle	2	49			252
Horses	2	49		160	252
Hosiery	17	68	125	174	256
I.					
Indian Corn	43	101	152	198	264
" Meal	43	101	152	198	264
Indigo	31	85	138	187	260
Inks of all kinds, except Printing Ink	17	68	125	175	256
Iron (5 per cent.)	29	82	133	186	258
" Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	38	94	147	194	262
" Cutlery of all sorts	17	69	125	175	256
" Japanned and Planished Tin, and Britannia Metal Ware	17	69	125	175	256
" Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	17	69	125	175	256
" Spikes, Nails, Tacks, Brads, and Sprigs	17	69	125	175	256
" Stoves and all other Iron Castings	18	69	126	175	256

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M.—Continued.					
Manufactures of Bone, Shell, Horn, Pearl, and Ivory.....	21	73	178	256
" " Gold, Silver, or Electro Plate, Argentine, Albata, German Silver, and Plated and Gilded Ware of all kinds	21	73	128	178	256
" " Brass or Copper	21	73	128	178	256
" " Leather, or Imitation of Leather	21	73	129	179	256
" " Leather, Boots and Shoes	21	73	129	179	256
" " Harness and Saddlery	22	73	129	179	256
" " Wood, not elsewhere specified	22	74	129	179	256
Maps, Charts, and Atlases, not elsewhere mentioned.....	19	71	127	177	256
Marble, unwrought	43	101	153	198	264
Materials for Hats, Boots, and Shoes	35	91	143	191	262
Meats, fresh, salted, or smoked	7	56	114	164	252
" " (B. N. A. Provinces)	47	106	158	201	266
Molasses, for refining purposes	11	61	119	169	252
" other than for refining purposes	44	101	153	199	264
Moss, for Upholstery purposes	22	74	129	179	256
Mowing, Reaping, and Threshing Machines	22	74	129	179	256
Musical Instruments, including Musical Boxes and Clocks.....	22	74	129	179	256
Mustard.....	23	74	130	179	256
N.					
Nails, Composition or Sheathing, and Composition Spikes.....		91	144	191	262
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, &c.....	31	85	139	188	260
O.					
Oatmeal (B. N. A. Provinces).....				202	266
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	31	85	139	188	260
" ground or calcined			130		256
Oil Cake	36				262
" Cloths	23	75	130	180	256
" Benzole, Naphtha, and Refined Petroleum	4	52	110	162	252
" Coal and Kerosene	4	52	110	162	252
" Cocconut, Palm, and Pine, in [their natural state	31	86	139	188	260
" in anyway rectified or prepared, not otherwise specified	23	75	130	180	256
" of all kinds, Crude, except Whale Oil and others, elsewhere specified	23	75	130	180	256
Opium	23	75			256
Ores of Metals, of all kinds.....	44	101	153		264
Ostiers or Willows	44				266
Other Articles	46	106			266
" Hardware	18	69	126	176	256

DETAILED Index of Imports.—*Continued.*

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Packages	23	76	131	180	256
Paints and Colors	24	76	131	181	256
Paintings in Oil	29	83	137	186	260
Paper Hangings	24	76	131	181	258
" of all kinds	24	77	131	181	258
Parasols and Umbrellas	24	77	131	181	258
Patent Medicines, and Medicinal Preparations	10	60	118	168	254
Perfumed and Fancy Soaps	11	61	119	169	254
" Spirits, not in flasks	3	50	108	160	252
" " in flasks	3	50	108	160	252
Perfumery, not elsewhere specified	11	61	119	169	254
Philosophical Instruments and Apparatuses for Colleges and Schools	36	91	144	192	262
Phosphorus, Brimstone, and Sulphur, in roll or flour	31	86	139	188	260
Pickles and Sauces	25	77	132	181	258
Pipe Clay	44	101	153	.....	206
Plaster of Paris and Hydraulic Cement, ground or calcined	25	77	132	181	528
Playing Cards	11	61	118	168	254
Portable Hand Printing Presses	25	.....	132	182	258
Preserved Meats, Poultry, Fish, and Vegetables	25	77	132	182	258
Printed Books, Periodicals, and Pamphlets	29	82	136	186	258
" or Lithographed, Copper Plate Bills, and Advertising Pamphlets	25	77	132	182	258
Printers' Implements, viz.— Presses, Electrotpe and Stereotype Blocks and Ink	36	91	144	192	262
Products of Petroleum	4	52	110	162	252
R.					
Rags	36	92	.....	.....	262
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	39	94	147	194	264
Ratan, for Chair Makers	44	102	153	199	266
Rice	7	57	115	165	252
Roots—Medicinal, in their natural state	32	86	139	188	260
Rosin	44	102	153	199	266
Rum	3	51	109	161	252
S.					
Sails, ready made	25	78	133	182	258
Salt	45	102	154	199	266
" (from 7th April, under new tariff)	7	56	114	165	252
Seeds, other than Cereals	28	81	135	185	258
" for Agricultural, Horticultural, or Manufacturing purposes	45	102	154	199	266
Settlers' Effects	47	105	157	201	266
Shawls	2	78	133	182	258
Sheep	2	49	.....	.....	252
Silks, Satins, and Velvets	25	78	133	183	258
Silk Twist, and Silk and Mohair Twist	78	183	258
Small Wares	26	79	134	183	258
Sole and Upper Leather	27	81	135	185	258

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S.—Continued.					
Speltzer and Zinc (in Block, Sheet, or Pig).....	39	95	147	195	264
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.....	30	84	137	260
Spices—including Cassia, Cinnamon, Pimento, and Pepper, ground.....	10	60	118	168	254
" including Ginger, Pimento, and Pepper, unground.....	26	79	133	183	258
Spirits of Turpentine.....	26	79	133	183	258
" and Strong Waters.....	4	52	110	161	252
" &c., unenumerated.....	.....	.....	110	.....	252
Starch.....	5	53	111	163	252
Stationery.....	26	79	133	183	258
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form but not moulded.....	39	95	147	195	264
Steam Engines, other than Locomotive.....	26	79	133	183	258
Stone, unwrought, and Slate.....	45	103	154	199	266
Straw Plaits, Tuscan, Grass, and Fancy.....	37	.....	144	.....	262
Sugar Candy and Confectionery.....	10	60	118	167	254
Sugar—equal to and above No. 9, Dutch Standard.....	9	59	117	167	254
" below No. 9, Dutch Standard.....	9	59	117	167	254
Swine.....	2	49	108	160	252
T.					
Tanners' Bark.....	45	103	155	.....	266
Tar and Pitch.....	45	103	155	199	266
Teasels.....	45	103	155	.....	266
Tea—Green and Japan.....	.....	58	116	166	254
" Black.....	9	58	116	166	254
Timber and Lumber (B. N. A. Provinces).....	.....	106	158	202	266
Tin, in Bar, Blocks, Pig, or Granulated.....	39	95	147	195	264
Tinctures.....	3	51	.....	161	252
Tobacco (manufactured) and Snuff.....	9	58	116	167	254
" unmanufactured.....	45	103	155	200	266
" Pipes.....	27	79	134	184	258
Toys.....	27	80	134	184	258
Treenails.....	.....	92	.....	192	.....
Trees, Plants and Shrubs, Bulbs and Roots.....	45	103	155	200	266
" (10 per cent.).....	28	82	136	185	258
Tubes and Piping of Brass, Copper, or Iron (drawn).....	39	95	148	195	264
Turpentine, other than Spirits of.....	45	103	155	.....	266
Type.....	29	83	137	186	258
" Metal, in Blocks or Pigs.....	40	95	264
U.					
Unenumerated Articles (10 per cent.).....	27	80	135	185	258
".....	201

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V.					
Varnish, bright and black, when used for ships only	38	93	146	193	262
„ other than bright or black	27	80	134	184	258
Vegetables (10 per cent.)	28	82	136	185	258
„	46	104	155	200	266
Veneering—of Wood or Ivory	37	92	145	192	262
Vinegar and Acetic Acid	7	56	114	165	252
Vitriol, blue	32	86	139	189	260
W.					
Whale Oil	46	104	156	200	266
Wheat	46	104	156	200	266
„ (from 7th April, under new tariff)	8	57	115	161	252
Whiskey	3	51	109	161	252
Whiting or Whitening	32	87	139	189	260
Wines, of all kinds	9	59	116	167	254
Wire Cloth—of Brass or Copper	37	92	145	195	262
„ of Brass or Copper (round or flat)	40	95	148	195	264
Wood, unmanufactured	46	104	156	200	266
Wool	46	104	156	201	266
Woollens	27	80	135	184	258
Y.					
Yellow Metal—in Bolts, Bars, and for Sheathing		95	148	195	264
Z.					
Zinc, white, dry	32	87	140		260

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Antimony Ore		294		326	351
Ale, Beer, and Cider	293	308	224	335	354
Ashes—Pearl		296			351
„ Pot	287	295			351
B.					
Bacon and Hams	288	301	318	331	352
Balsam	290	303			353
Barley and Rye	290	303	320		353
„ Pot, and Pearl		303			353
Barytes			311		351
Batten:		298	314		352
Beans	290	303	320		353
Beef	288	301	318	331	352
Beeswax	289	301			352
Biscuits		306	322	334	353
Books	292	305			353
Bones	289	301	318		352
Bran	290	303	320		353
Butter	289	301	318	331	352
C.					
Candles		306	322		353
Carriages	292	306	322	334	353
Cheese	289	301	319	331	352
Coal	286	294	311	326	351
Coin and Bullion	293	309	325	335	354
Copper	286	294	311		351
„ Ore		294	311	326	351
Cottons	292	306	322	334	353
D.					
Deals		298	315	329	352
Deal Ends		298	315	329	352

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Eggs.....	289	301	319	331	352
Extract of Hemlock Bark.....	292	306			353
F.					
Feathers.....	289	302		331	352
Fish, fresh, of all kinds.....	286	295	312	327	351
" Oil.....	286	295	313	328	351
" preserved and spiced.....		295	312	327	351
" smoked.....		295	313	327	351
" salted, dry.....	286	295	313	327	351
" " wet.....	286	295	313	327	351
Firewood.....	287	299	316	330	352
Flax.....	290	303			353
" Seed.....	290	303		332	353
Flour.....	290	304	320	332	353
Fruit, Green.....	290	304	320	332	353
Furs.....	292	306			353
" dressed.....	289	302			352
" undressed.....	289	302		331	352
" or Skins of Fish, &c.].....		295	314		351
G.					
Glass.....	292	306			353
Gold-bearing Quartz, Dust, and Nuggets.....	286		311		351
Gypsum Plaster, Lime, &c.....	292	306	322	334	353
H.					
Handspikes.....		299			352
Hay.....	290	304	321	332	353
Hemp.....	291				353
Hides and Skins.....	289	302	319	331	352
Honey.....	289	302			352
Hops.....	291	304	321	332	353
Horned Cattle.....	288	300	317	331	352
Horns and Hoofs.....	289	302	319	332	352
Horses.....	288	300	317	331	352
I.					
India Rubber.....	292	308			353
Indian Bark Work.....		306			353
" Corn.....	291	304			353
Iron and Hardware.....	292	307	322	334	353
" Ore.....	286	294		326	351
K.					
Knees and Futtocks.....		293	315	328	352

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Lard	289	302	319	...	352
Laths	287	299	316	330	352
Lathwood		299	316	330	352
Leather	292	307	323	334	353
Linen		307			353
M.					
Machinery	292	307	323	334	353
Malt	291				353
Maple Sugar	291	304		333	353
Manganese			311	326	351
Masts	287	299		329	352
Meal	291	304	321	333	353
Mineral or Earth Oil	286	294	311	326	351
Musical Instruments	292	307	323	334	353
O.					
Oak Logs	288	300			352
Oars		300	317	330	352
Oats	291	305	321	333	353
Oil Cake		307			353
Other Articles			314	328	351
" "	286	294	312	326	351
" "	290	303	320	332	352
" "	291	305	322	333	353
" "	293	309	324	335	354
" Miscellaneous Articles	293	309	325	335	354
" Seeds	291	305	321	333	353
" Spirits	293	309	324	335	354
" Staves	287	297	314		352
" Woods	288	300	317	330	352
P.					
Peas	291	305	321		353
Pig and Scrap Iron	286	294	311	326	351
Pine Logs	288	300			352
Planks and Boards	287	298	315	329	352
Pork	289	302	319	332	352
Poultry	288	301	318	331	352
R.					
Rags	292	307	323		353

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S.					
Salmon, canned		295	312	327	351
" fresh		294	312	326	351
" pickled		294	312	327	351
" smoked			312	326	351
Scantling		298	315	328	352
Sewing Machines	292	307	323	334	353
Sheep	288	301	318	331	352
Sheeps' Pelts	289	302		332	352
Shingles	288	299	316	330	352
Shingle Bolts	288	300			352
Sleepers and Railroad Ties	288	300	317	330	352
Soap	292	308	323	335	353
Spars	287	299	316	329	352
Spruce Logs		300			352
Starch		308			353
Standard Staves	287	297	314		352
Stave Bolts	288	300			352
Stone	286	294	311	326	351
Straw	293	308			353
Sugar Boxes		308	323	335	353
Swine	288	301	317		352
T.					
Tallow	290	302	319		352
Timber—Ash	287	296			351
" Basswood, Butternut, &c.	287	297			351
" Birch		296	314	328	351
" Elm	287	296			351
" Maple	287	296			351
" Oak	287	296			351
" Red Pine		297			351
" Tamarack		297	314	328	351
" Walnut	287	297			351
" White Pine	287	296	314	328	351
Tobacco	291	305		333	353
Tobacco		308	323	335	353
Tongues	290	302			352
Treenails		298		328	352
V.					
Vegetables	291	305	321	333	353
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GENERAL REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE,

1870.

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST
VICTORIA, CHAPTER TWELVE, SECTION NINETEEN.

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1871.

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REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1870.

To His Excellency the Right Honorable SIR JOHN YOUNG, BARONET, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor-General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The following Report is presented in compliance with the 19th section, 12th Cap., 31st Vic. (1867), and contains a record of all the transactions of the Department, and also a statement of its expenditure, during the fiscal year comprised between the 1st of July, 1869, and the 30th of June, 1870.

The details of the expenditure are given at pages 3 and 4 of the Appendices.

CANALS.

The Canals of Canada were designed for the purpose of opening up water communication along the following routes of inland navigation, viz. :—

1. The St. Lawrence navigation.
2. The Montreal and Kingston navigation, *vid* the Ottawa River.
3. The Richelieu and Lake Champlain navigation.
4. The St. Peter's Canal navigation, Nova Scotia.

ST. LAWRENCE NAVIGATION.

The St. Lawrence navigation extends from the Straits of Belle Isle to Fond du Lac, at the head of Lake Superior, a distance of 2,384 statute miles.

The Canadian Canals on this route are the Lachine, the Beauharnais, the Cornwall, the Farran's Point, the Rapide Plat, the Galops, and the Welland. Their united length is $70\frac{93}{100}$ miles, and the total lockage is $536\frac{1}{2}$ feet, through 54 locks.

The Farran's Point, Rapide Plat, and Galops Canals are also known under the name of the "Williamsburgh Canals."

The Sault Ste. Marie Canal, a United States work, supplies the last link in this line of navigation. This canal avoids the Sault Ste. Marie Rapids, and unites the two lakes, Superior and Huron. Its length is a little over one mile, with eighteen feet lockage.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at Three Rivers.

TABLE OF DISTANCES.

Sections of Navigation.	Statute Miles.	
	Intermediate Distances.	Total Distance from Belle Isle.
From the Straits of Belle Isle to the head of tide water (Three Rivers).....	900	.....
From head of tide water (Three Rivers) to the Lachine Canal.....	86	986
The Lachine Canal.....	$8\frac{1}{2}$	$994\frac{1}{2}$
From Lachine Canal to Beauharnais Canal.....	$15\frac{1}{2}$	$1,009\frac{1}{2}$
The Beauharnais Canal.....	$11\frac{1}{2}$	1,021
From the Beauharnais Canal to the Cornwall Canal.....	$32\frac{1}{2}$	$1,053\frac{1}{2}$
The Cornwall Canal.....	$11\frac{1}{2}$	$1,065\frac{1}{2}$
From the Cornwall Canal to Farran's Point Canal.....	5	$1,070\frac{1}{2}$
The Farran's Point Canal.....	$\frac{1}{2}$	1,071
From Farran's Point Canal to Rapide Plat Canal.....	$10\frac{1}{2}$	$1,081\frac{1}{2}$
The Rapide Plat Canal.....	4	$1,085\frac{1}{2}$
From Rapide Plat Canal to the Iroquois and Galops Canal.....	$4\frac{1}{2}$	1,090
The Iroquois and Galops Canal.....	$7\frac{1}{2}$	$1,097\frac{1}{2}$
From Iroquois and Galops Canal to the Welland Canal.....	$236\frac{1}{2}$	1,334
The Welland Canal.....	27	1,361
From the Welland Canal to Sault Ste. Marie Canal.....	625	1,986
The Sault Ste. Marie Canal.....	$1\frac{1}{17}$	$1,987\frac{1}{17}$
From Sault Ste. Marie Canal to Fond du Lac, head of Lake Superior..	397	$2,384\frac{1}{17}$

For intermediate distances see Appendices, page 5.

Dates of the opening and closing of the St. Lawrence navigation, for the year 1869, and the dates of opening for 1870 :—

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
Lachine Canal	3rd May ..	7th Dec....	218	29th April..
Beauharnais Canal	3rd ,, ..	30th Nov...	211	28th ,, ..
Cornwall Canal	3rd ,, ..	7th Dec....	218	28th ,, ..
Farran's Point Canal	1st ,, ..	3rd ,, ..	216	23rd ,, ..
Rapide Plat Canal	1st ,, ..	3rd ,, ..	216	23rd ,, ..
Galops Canal	1st ,, ..	3rd ,, ..	216	23rd ,, ..
Welland Canal.....	21st April ..	10th ,, ..	233	20th ,, ..

LACHINE CANAL.

Length of canal.....	8½ statute miles
Number of locks	5
Dimensions of locks	200 feet × 45 feet
Total rise of lockage	44¾ feet
Depth of water on sills	{ at two locks 16 "
	{ at three locks..... 9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

The Lachine Canal avoids the St. Louis Rapids.

No interruption to traffic occurred during the season.

It was stated in the Annual Report of the Department for the year 1868, that the supply of water in this canal was insufficient, at certain periods, to furnish the quantity required for milling purposes, and, at the same time, to maintain the canal at a full navigable height. An appropriation was granted during the last Session of Parliament to meet this want, by enabling the construction of an additional race-way and weir at Lachine, by means of which more copious supplies can be admitted into the canal when requisite. Tenders have been called for, and these works will be executed during the next fiscal year.

The small river St. Pierre, which discharges into the St. Lawrence near Montreal, passes under the Lachine Canal by means of a culvert. The Grand Trunk Railway, which

crosses this river at a point a little higher up than where the St. Pierre River and Lachine Canal intersect each other, traverses some low-lying land in this vicinity, known as the Lachine Swamp. Representations have been made that the works of this railway suffer, owing to the inadequacy of the culvert to carry off a sufficiently large volume of water, by reason of which the swampy ground in question is flooded, and the portion of the line, which runs across it, is periodically submerged. Other complaints of damage from this cause have been made by persons owning property in the neighbourhood. A sum has been voted by Parliament to cover the expense of providing additional means for the escape of the water if such a step be found absolutely necessary. The Chief Engineer of the Department has been instructed to report in reference to the subject.

A survey of this canal has been commenced.

The various works of the canal have been kept in a proper state of repair during the year. Among the more important repairs and renewals may be mentioned the rebuilding of 750 feet of the outside wall of the pier at Lachine which had been carried away by ice—the placing in good condition of the slope-wall throughout the entire length of the canal—the substitution of an oak pier in lieu of one of the stone piers at the regulating weir, Lachine, which had been forced out of position by the current—and the re-construction of the wharf at the lower end of Basin No. 1, Montreal, which was carried away during the floods in April.

For a description of the works and repairs executed during the year—see Superintendent's Report, at page 6 of the Appendices.

BEAUHARNAIS CANAL.

Length of canal	11½ statute miles
Number of locks	9
Dimensions of locks	200 feet x 45 feet
Total rise of lockage	82½ „
Depth of water on sills	9 „
Breadth of canal at bottom	80 „
Breadth of canal at water surface	120 „

The Beauharnais Canal carries navigation round the Cascades, the Cedars, and Côteau du Lac Rapids.

An interruption to the traffic of this canal—of 24 hours duration—was caused in July, owing to the lower gates of Lock No. 6 being broken off by a schooner.

Serious damage occurred to the dykes and dams connected with the upper entrance of the canal, in consequence of the freshets in the spring of 1870. The several works have been placed in good order again, and protected with stone.

Other usual repairs were executed.

For further details—see Appendices, page 8.

 CORNWALL CANAL.

Length of canal	11½ statute miles
Number of locks	7
Dimensions of locks	200 feet × 55 feet
Total rise of lockage	48 „
Depth of water on sills	9 „
Breadth of canal at bottom	100 „
Breadth at water surface	150 „

The Cornwall Canal avoids the Long Sault Rapids.

No casualty is reported on this work during the navigable period.

The supply of water passing through this canal being found insufficient during dry seasons, it was determined to build a pier 350 feet in length on the south side of the upper entrance, in such a position that a larger area of the current would be controlled and forced into the canal. This pier has been completed during the past year, and has already proved of great service.

The contract for the waste weir at the lower end of the canal, near Lock No. 17, which experience had shown to be necessary to enable the officers in charge to regulate the water level, has also been completed.

A steam dredge was engaged, during the working season, removing deposit from the bed of the canal.

The raising of embankments, cleaning out of ditches, drains, culverts, &c., have, with general renewals and repairs, received attention.

For a detailed description of works and repairs—see Appendices, page 19.

 THE FARRAN'S POINT CANAL.

Length of canal	¾ mile
Number of locks	1
Dimensions of lock	200 feet × 45 feet
Total rise of lockage	4 „
Depth of water on sills	9 „
Breadth of canal at bottom	50 „
Breadth of canal at water surface.....	90 „

This canal avoids the Farran's Point Rapids.

Navigation was uninterrupted during the season.

The pier and ice-breaker at the upper entrance of the canal were repaired.

For further particulars—see Appendices, page 20.

THE "RAPIDE PLAT" CANAL.

Length of canal	4 miles
Number of locks	2
Dimensions of locks.....	200 feet x 45 feet
Total rise of lockage	11½ "
Depth of water on sills	9 "
Breadth of canal at bottom.....	50 "
Breadth at surface of water.....	90 "

This canal overcomes the "Rapide Plat" Rapids.

Navigation was uninterrupted.

Renewals of the embankments have been continued this season. One pair of lock gates, at lock No. 24, has been rebuilt.

For details—see Appendices, page 20.

THE GALOPS CANAL.

Length of canal	7½ miles
Number of locks	3
Dimensions of locks	200 feet x 45 feet
Total rise of lockages	15¼ "
Depth of water on sills	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

This canal avoids the Iroquois, the Cardinal, and the Galops Rapids.

Navigation was not interrupted.

A swing-bridge over lock No. 26 was completed in the month of August.

For details—see Appendices, page 20.

WELLAND CANAL.

MAIN LINE, FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal	27 miles and 1,099 feet				
Pairs of guard gates	3				
Number of lift-locks	27				
Dimensions of locks	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td rowspan="3" style="font-size: 3em; vertical-align: middle;">}</td> <td>2 locks of 200 feet x 45 feet</td> </tr> <tr> <td>24 " 150 " x 26½ "</td> </tr> <tr> <td>1 lock of 230 " x 45 "</td> </tr> </table>	}	2 locks of 200 feet x 45 feet	24 " 150 " x 26½ "	1 lock of 230 " x 45 "
}	2 locks of 200 feet x 45 feet				
	24 " 150 " x 26½ "				
	1 lock of 230 " x 45 "				
Total rise of lockage	330 "				
Depth of water on sills	10¼ "				

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to Welland River	2,622 feet
„ from Welland Canal to Welland River, <i>via</i> lock	
at aqueduct	300 „
„ Chippewa Cut to Niagara River	1,020 „
Number of locks—1 at aqueduct and 1 at Port Robinson	2
Dimensions of locks.....	150 ft. × 26½
Total lockage, from Welland Canal down to Welland River	17 feet
Depth of water on sills	9 ft. 10 in.

GRAND RIVER FEEDER.

Length of canal	21 miles
Number of locks.....	2
Dimensions of locks	{ 1 of 150 × 26½ 1 of 200 × 45
Total rise of lockage	7 to 8 feet
Depth of water on sills	10½ feet

PORT MAITLAND BRANCH.

Length of canal	1¼ miles
Number of locks	1
Dimensions of lock	185 × 45 feet
Total rise of lockage	8½ feet
Depth of water on sills	11 „

This canal connects Lake Ontario with Lake Erie, separated by the Falls of Niagara, and the rapids above and below the Falls.

The traffic of this canal was stopped on two occasions during the navigable season, the first for a period of 24 hours, in consequence of the failure of a lock gate, and the second for the space of three days, in order to admit of the requisite steps being taken to stop a leak that had sprung in a waste weir.

The repairs necessary to the embankment on the south side of the Dunville Dam—a part of which was carried away by the exceptionally high freshet that took place on the 20th April, 1869—have been completed during the past year. To prevent, as far as possible, the recurrence of a similar accident, it has been decided to build an additional waste weir at this spot. A vote having been obtained from Parliament for that purpose, a site has been selected on which to erect the work, and negotiations are in progress for the purchase of the land.

At Port Dalhousie, the point at which the Welland Canal enters Lake Ontario, there are two piers of cribwork filled in with stone, placed parallel with each other, at a distance of 200 feet apart, their united length being 4,980 feet. At the end of the east pier there is a platform, some 60 feet square, on which is erected a lighthouse. The superstructure

of the east pier having been destroyed by fire in 1868, and the west pier having fallen into decay, measures had to be taken for their reconstruction, and contracts were accordingly given out. The works connected with the west pier have been completed during the past year, and progress has been made with those of the east pier. The high state of the water of the lake has retarded the completion of the latter.

At Port Colborne, the Lake Erie terminus of this canal, there is a basin for the accommodation of shipping, measuring 800 feet in length by 350 in breadth. It was deemed advisable to increase the capacity of this basin, and a contract was entered into in August, 1868, for the necessary works of excavation, embracing an area at bottom of about 20,000 superficial feet. This improvement has been completed since date of last Report.

The Welland Canal at present obtains its water supply from the Grand River, through a feeder extending from Dunnville to a point on the canal known as the Junction, about 7 miles from Port Colborne at the Lake Erie end of the canal. The summit reach of this canal, from Port Colborne to Allanburgh, a distance of 14 miles, is on the same level as the feeder—that is, some 8 feet higher than the ordinary level of Lake Erie. Works were commenced in 1846—about five years after the canal passed into the hands of the United Provincial Government of Upper and Lower Canada—to provide for a more abundant supply of water, the quantity procurable through the Grand River feeder having proved insufficient. The operations consisted of the lowering of the summit level 8 feet, and the execution of other minor works, which, conjointly, would admit of the Lake Erie water being used in the canal. It was further decided, in the year 1854, in order to afford greater accommodation to shipping, to make the bottom width of this summit reach 50 feet, instead of 26 feet, the width at one time proposed. Notwithstanding the serious obstacles which had to be overcome, in consequence of the unstable nature of portions of the “Deep Cut” through which this section of the Welland Canal passes, the works of excavation, &c., had made such progress at the date of the last Annual Report, that it was hoped they would be in a condition to allow of the Lake Erie water finding its way into the canal in the course of the summer of 1870. Extensive slides of earth having, however, occurred since that date, the anticipations of last year have not been realized. It is suggested that the tendency of the banks to slide would be greatly diminished were the upper strata of earth—on either side of the canal, where this difficulty is met with, and stretching to some distance back—removed. The expediency of acting on this suggestion is under consideration.

A 20 years' lease of the surplus water, passing between Locks Nos. 22 and 11 on this canal, granted, on the 12th April, 1855, to the Welland Canal Loan Company—a society incorporated by Act of Parliament for the purpose of loaning money to persons establishing mills or manufactories on the banks of the canal—has been, by mutual consent, surrendered to the Government, on conditions approved by Your Excellency in Council.

The repairs executed during the year are of the usual description, and comprise the replacing of worn-out lock-gates, renewing of embankments, cleansing channel of canal ditching, putting in new swing-bridges, &c.

In connection with this line of navigation, it may be mentioned that an Act (33 Vict., cap. 48) has passed the Dominion Parliament, empowering the "Ontario and Erie Ship Canal Company" to make the necessary surveys, and to construct a ship canal, to commence at or near Fort George, at the mouth of the Niagara River on Lake Ontario, and terminate at Port Colborne on Lake Erie, or at or near the Village of Chippewa, on the Upper Niagara River. The Company is also authorised to connect—on terms to be agreed to by Your Excellency in Council—its proposed new canal with the existing line of navigation, and to widen, deepen, and otherwise improve, the portion of the present work that may in that event call for such improvements. The Act further enables the said Company to "take, hold, or use," any portion of the Welland Canal system, together with the tolls and revenues thereof, on terms to be mutually agreed upon between the Government and the Company.

For a detailed description of the various works and repairs to the Welland Canal during the past year—see Superintendent's Report, page 21 of the Appendices.

TABLE showing the sizes of the smallest locks on the canals of the St. Lawrence line of navigation, also the dimensions of the largest vessel that can pass through them.

Name of Canal.	Dimensions of Locks. in feet.			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sill.	Length.	Breadth.	Draught of water when loaded.	Tonnage of Vessels.
St. Lawrence Canals	200	45	9	186	44½	9	600
Welland Canal.....	150	26½	10½	142½	26½	10	400
Sault Ste. Marie Canal	350	70 top	12	.....	.....	.....	2,000
		61 bottom		.....	.....	.....

BURLINGTON BAY CANAL.

Length of Canal..... ½ mile.
 No locks on this Canal
 Average breadth between piers..... 138 feet.
 Narrowest 108 "

Navigable for vessels drawing 10 feet of water.

This canal is simply a cutting through a sand bar, which has formed between Lake Ontario and Burlington Bay. It enables vessels to reach the city of Hamilton and the

Desjardins Canal, the latter a work belonging to a private Company, furnishing water communication with the town of Dundas.

Navigation was uninterrupted during the season.

This work has not required any outlay upon it for repairs.

A small sum has been expended in the maintenance of the ferry, and in keeping the ferry scow in good order.

For details—see Appendices, page 27.

TUG SERVICE.

This service has been subsidized by Government for the last 20 years (1852 excepted) with a view of maintaining a reliable line of tug steamers on the intervening navigable reaches connecting the several canals between Montreal and Kingston, on the River St. Lawrence.

The annual subsidy amounts to \$12,000, and the contractor undertakes to tow vessels, at certain fixed rates, to provide not less than nine vessels for the service, and to make two trips daily, between the Lachine and Beauharnois Canals, and one trip daily on the other connecting reaches of the line.

The tug service was performed by Messrs. Calvin and Breck, during the season of navigation of 1868, under a contract dated 20th December, 1866, and during the season of 1869-70, under another contract, dated the 20th February, 1869.

The following statement shows the number of towages, and the amounts received from ship-owners, by Messrs. Calvin and Breck, from 1st July, 1869, to the 1st of July, 1870.

	1st July to end of navigation, 1869.		Opening of navigation in 1870 to 30th June of same year.		Totals.	
	No. of Crafts.	Amount received.	No. of Crafts.	Amount received.	No. of Crafts.	Amounts.
UPWARDS.						
Lachine to foot of Beauharnois Canal..	512	\$ 4,093 91	224	\$ 1,969 48	736	\$ 6,063 39
Head of Beauharnois Canal to foot of Cornwall Canal.....	508	7,580 86	225	3,840 82	733	11,421 68
Head of Cornwall Canal to Kingston ..	415	14,022 53	203	7,280 71	618	21,303 24
Total.....	1,435	25,697 30	652	13,091 01		
DOWNWARDS.						
Kingston to head of Cornwall Canal... ..	303	\$ 6,853 83	152	\$ 3,709 79	455	\$ 10,563 62
Foot of Cornwall Canal to head of Beauharnois Canal	354	3,383 15	184	1,829 29	538	5,212 44
Foot of Beauharnois Canal to Lachine..	416	2,188 65	189	1,064 84	605	3,253 49
Total.....	1,073	12,425 63	525	6,603 92	3,685	57,817 88

MONTREAL AND KINGSTON *viâ* OTTAWA.

This second line of navigation extends from Montreal to Kingston, passing up the Ottawa river as far as Ottawa City. Its length is $246\frac{1}{2}$ miles.

The canals on this route, after leaving the Lachine Canal, are as follows:—

The Ste. Anne, (known as the Ste. Anne Lock),
 The Carillon,
 The Chute à Blondeau,
 The Grenville,
 The Rideau.

Their united length is $142\frac{7}{8}$ miles, including the Lachine Canal. In going from Montreal to Kingston the total lockage is $578\frac{1}{4}$ feet,— $401\frac{1}{4}$ rise and 177 feet fall—during seasons of high water.

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

TABLE OF DISTANCES IN STATUTE MILES.

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
The Lachine Canal.....	$8\frac{1}{2}$	.....
From Lachine Canal to Ste. Anne Lock.....	15	$23\frac{1}{2}$
Ste. Anne Locks and Piers.....	$\frac{1}{2}$	$23\frac{3}{4}$
From Ste. Anne Lock to Carillon Canal.....	27	$50\frac{3}{4}$
The Carillon Canal.....	$2\frac{1}{2}$	$52\frac{3}{4}$
From the Carillon Canal to Chute à Blondeau.....	4	$56\frac{3}{4}$
Chute à Blondeau Canal.....		$56\frac{1}{2}$
From Chute à Blondeau Canal to Grenville Canal.....	$1\frac{3}{8}$	$58\frac{1}{2}$
The Grenville Canal.....	$5\frac{1}{4}$	64
From the Grenville Canal to the Rideau Canal.....	56	120
Rideau Canal, ending at Kingston.....	$126\frac{1}{2}$	$246\frac{1}{2}$

Dates of opening and closing of navigation on this line for the year 1869, and the dates of opening for 1870.

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
Ste. Anne Lock.....	20th April..	21st Nov....	215	19th April.
Carillon Canal.....	3rd May....	26th „ ...	207	27th „
Chute à Blondeau Canal.....	3rd „ ...	26th „ ...	207	27th „
Grenville Canal.....	3rd „ ...	26th „ ...	207	27th „
Rideau Canal.....	1st „ ...	27th „ ...	210	2nd May.

STE. ANNE'S LOCK.

Length of canal.....	$\frac{1}{2}$ mile.
Number of locks.....	1.
Dimensions of lock.....	190 feet x 45 feet.
Total rise of lockage.....	3 „
Depth of water on the sills.....	{ 6 „ at low water. 7 „ at ordinary high water.

The St. Anne Lock enables vessels to pass the St. Anne Rapids at the mouth of the Ottawa.

A detention of eight days was caused to shipping by the sinking of the steamer *Beaver*, on the 5th May, 1870.

The north pier and front of dam have been raised to check the flow of water during spring freshets.

Ordinary repairs were executed.

For details—see Appendices, page 9.

 THE "CARILLON" CANAL.

Length of canal.....	2 $\frac{1}{2}$ miles.
Number of locks.....	3 (two rising—one falling.)
Dimensions of locks—Lift Lock No. 1.....	128 feet × 32 $\frac{1}{2}$ feet.
do No. 2.....	126 $\frac{1}{2}$ „ × 32 $\frac{1}{2}$ „
Guard Lock No. 3	126 $\frac{1}{2}$ „ × 32 $\frac{1}{4}$ „
Total lockage.....	34 $\frac{3}{4}$ „ { 21 $\frac{3}{4}$ upwards. 13 downwards.
Depth of water on sills.....	6 $\frac{1}{2}$ „
Breadth of canal at bottom.....	30 „
Breadth of canal at surface	50 „

This canal clears the Carillon Rapids. It is supplied with water from the North River by a feeder $\frac{2}{3}$ of a mile in length.

The bottom of the canal was cleaned, and the towing path and banks were repaired

The locks of this canal are in a dilapidated condition, and measures had to be taken to stop the leakage of water.

For details—see Appendices, page 9.

 THE "CHUTE À BLONDEAU" CANAL.

Length of canal.....	$\frac{1}{3}$ of a mile.
Number of locks.....	1.
Dimensions of lock.....	130 $\frac{5}{8}$ feet × 32 $\frac{5}{8}$ feet at upper end, and 36 $\frac{1}{2}$ feet at lower end.
Total rise of lockage	3 $\frac{3}{4}$ feet.
Depth of water on sills	6 „
Breadth of Canal at bottom	30 „
Breadth of Canal at surface	30 „

This canal carries navigation round the Chute à Blondeau rapids.

New upper gates have been placed in the locks.

Ordinary repairs were executed.

For details—see Appendices, page 10.

This canal connects the Ottawa River with the lower end of Lake Ontario, and extends from Ottawa City to Kingston.

The Rideau Canal is simply a conversion of the Rideau and Cataraqui rivers into a continuous navigable channel.

TABLE OF DISTANCES, &c.

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each station, in miles.
			No.	Lift at low Water.	No.	Length.		Height.
		Miles.		Ft. In. Rise.	ft.	ft.	
1	Ottawa.....	0	8	82 0	3	230	18
2	Hartwell's	4½	2	22 0	.....	1,320	33
3	Hogsback	5½	2	13 6	1	1,616	14
4	Black Rapids	9½	1	10 0	1	100	28
5	Long Island	14½	3	27 0	3	320	60
6	Burritt's.....	40¾	1	10 6	1	300	12
7	Nicholson's.....	43¾	2	15 2	1	850	68
8	Clowes	44½	1	10 6	1	240	14
9	Merrickville	46¾	3	25 0	1	500	9
10	Maitland's.....	55	1	4 9	1	481	16
11	Edmonds	59½	1	10 10	1	150	6
12	Old Slys.....	60½	2	15 6	1	270	8
13	Smith's Falls	61½	4	33 9	2	343	8
14	First Rapids, or Poonamalie	64	1	7 9	1	250	20
15	Narrows.....	83½	1	4 0	1	600	24
	Total rise at low water			292 3			
16	Isthmus	87½	1	Fall. 4 0			
17	Chaffey's	92	1	12 6			
18	Davis	94½	1	9 0	1	300	15
19	Jones' Falls	97½	4	60 0	1	300	60
20	Brewer's Upper Mills	108½	2	19 0	1	200	20
21	do Lower Mills.....	110	1	14 2	1	200	12
22	Kingston Mills.....	120½	4	46 8	1	6,042	14
23	Kingston.....	126½					
	Total fall at low water			165 4			
	Total.....		47		24	15,472	

Navigation was stopped for one month during the working season, owing to the carrying away, by a barge, of two pairs of gates at the combined locks, Jones' Falls.

Long Island, about 17 miles from the mouth of the Rideau, divides this river into two streams. The eastern channel answers the purposes of navigation, and the western channel serves for the passage of the surplus water. At Manotic, a village on the western channel, a bulk-head was built to regulate the flow of water. This structure, having fallen considerably into decay in consequence of long usage, and moreover having sustained serious damage from the heavy freshet which took place in the spring of 1870, it was decided to renew it, and to rebuild it of greater length, so as to afford increased facilities for the escape of water. To allow of advantage being taken of the enlarged proportions of the work, the engineers of the Department recommended that the channel of the river immediately above and below this spot should be widened and excavated. The requisite funds having been provided, and authority obtained from Your Excellency to acquire the land necessary to admit of these improvements being carried out, the works have been placed under contract.

Fears being entertained for the safety of the Long Island Dam in this vicinity during the spring freshets of 1870, an additional opening was made so as to give freer vent to the water. Further works of restoration are reported necessary to this dam as well as to the bulk-head at Hogsback.

Succeeding years prove more and more how essential it is to restrain the flow of water from the lakes at the source of this line of navigation by the construction of dams, so that the superabundant supply passing along the canal in the spring may be reserved for recuperative purposes in the latter part of the season, and when the quantity is deficient. Efforts will be made to meet this want in some degree before another report is presented.

The ordinary renewals and repairs required to the works of this canal were duly executed.

For particulars—see Superintendent's Report, page 28 of the Appendices.

TABLE showing the sizes of the smallest locks on the canals of the Montreal and Kingston line of navigation, *vid* Ottawa; also the dimensions of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville	106 $\frac{5}{8}$	19	5 $\frac{1}{2}$	95	18 $\frac{1}{2}$	5	100
Rideau	134	32	5	110	31 $\frac{1}{2}$	4 $\frac{1}{2}$	250

RICHELIEU AND LAKE CHAMPLAIN NAVIGATION.

The third line of navigation extends from Sorel, at the mouth of the Richelieu River, a point 46 miles below Montreal and 114 above Quebec, and extends to Lake Champlain; thence through American canals and the Hudson River to New York.

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

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

TABLE OF DISTANCES IN STATUTE MILES.

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
Montreal to Sorel	46	.....
Sorel to St. Ours Lock	14	60
St. Ours Lock .....	.....	60
St. Ours Lock to Chambly Canal	32	92
Chambly Canal	12	104
Chambly Canal to Province Line	23	127
Boundary Line to Champlain Canal	111	238
Champlain Canal to Junction with Erie Canal	64	302
Erie Canal from Junction to Albany	9	311
Albany to New York	146	456

Dates of opening and closing of the Richelieu and Lake Champlain navigation for the year 1869, and the dates of opening for 1870 :—

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
St. Ours Lock	28th April ..	1st Dec.....	217	12th April.
Chambly Canal	28th ,, ..	29th Nov...	215	4th May.

ST. OURS LOCK AND DAM.

Length of canal.....	$\frac{1}{8}$ mile.
Number of locks.....	1.
Dimensions of lock.....	200 feet x 45 feet.
Total rise of lockage	5 „
Depth of water on sills	7 „ at low water.

These structures retain the waters of the Richelieu River, and enable a navigable depth of 7 feet to be maintained, as far as the lower entrance of the Chambly Canal.

Necessary repairs were executed to lock and dam, lock-house, and scow.

For details—see Appendices, page 8.

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks :—	
Guard lock, No. 1, at St. John.....	122 feet x $23\frac{1}{2}$ feet.
Lift „ No. 2.....	124 „ x $23\frac{7}{12}$ „
Lift „ Nos. 3, 4, 5, 6.....	118 „ x 23 to $23\frac{7}{12}$ feet.
Lift „ Nos. 7, 8, 9, combined.....	125 „ x $23\frac{3}{4}$ feet.
Total rise of lockage.....	74 „
Depth of water on sills.....	7 „
Breadth of canal at bottom.....	36 „
do surface.....	60 „

The Chambly Canal overcomes a succession of rapids on the Richelieu River.

Negotiations have commenced for the purchase of sites at several of the locks on this canal, on which to erect lock-masters' houses, reported necessary by the Superintendent.

Preparations have been made for re-building the west wall of Lock No. 5.

The banks of the canal, for a considerable distance, have been raised, to guard against spring freshets. Mooring posts have been put in where needed, and other pressing wants have been supplied.

A steam dredge was engaged during the working season, cleaning out the bottom of the canal.

For details—see Appendices, page 8.

TABLE showing the sizes of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessels which may pass through them.

Name of Canal.	Dimensions of Lock, in feet			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal	110	18	7	102	17½	6	210
U. S.—Champlain Canal...	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	30

CAUGHNAWAGA SHIP CANAL.

An Act of last Session (33 Vic. cap 47) authorizes the incorporation of a Company for the construction of a Ship Canal, to connect the waters of Lake Champlain and the River St. Lawrence; the said Canal to leave the St. Lawrence at a point on Lake St. Louis, and to terminate at such point on the River Richelieu, Lake Champlain, or the Chambly Canal, as may be found best suited for the public interests, and as may be approved of by Your Excellency in Council. The Government consenting thereto, the Company is further empowered to embody the whole or part of the Chambly Canal, on terms to be agreed upon, in the proposed new Ship Canal, and to increase the capacity of the Chambly Canal for that purpose. The Company is also authorized (subject to agreement with the Government) to improve the Richelieu River, and to enlarge the St. Ours lock and dam, so as to secure to the Richelieu river navigation equal facility for the passage of vessels to that obtainable along the projected canal.

ST. PETER'S CANAL NAVIGATION, C.B.

ST. PETER'S CANAL.

The length of the canal is about 2,400 feet.

Breadth „ „ at bottom 26 feet.

Number of locks, one (tidal lock, 4 pairs of gates.)

Dimensions „ 26 feet x 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This canal connects St. Peter's Bay, on the southern coast of the Island of Cape Breton, with Great and Little Bras D'Or Lakes—waters almost enclosed by the Island, and possessing a natural outlet into the Atlantic, in a northerly direction.

The canal crosses an isthmus half a mile long, the cutting for some considerable length being through rock, and attaining a maximum depth of 74 feet.

The construction of this work was begun by the Nova Scotia Government in the year 1854, and was completed by the Dominion, so that water could be let into it, on the 12th June, 1869.

The final estimate of the contractor, Mr. Patrick Purcell, has been paid since date of last Report.

The following statement gives the total expenditure on the work from its commencement, in Nova Scotia currency:—

Expenditure by Nova Scotian Government.

From the year 1854 to the year 1865, on Works.....	\$68,443 68½
On account of damages to land	3,418 67½
To Patrick Purcell, contractor, up to November, 1867.....	88,949 39
N. B.—The Nova Scotian Government entered into a contract with this person, on the 20th June, 1866, to complete the canal.	
Total sum expended by Nova Scotian Government	\$160,811 75

(The payments as above appear to have exhausted the appropriation made for the work by the Provincial Government.)

Expenditure by Dominion Government.

During fiscal year ending 30th June, 1868.....	\$22,109 30
" " " 1869.....	72,657 33
" " " 1870.....	47,459 15
Total sum expended by Dominion Government	\$142,225 78
Total cost of work in N. S. currency	\$302,037 53
" " in Canada currency	\$294,956 41

THE RIVER TRENT NAVIGATION.

For remarks on the works connected with River Trent navigation—see Slides and Booms, River Trent District, at page 34.

WORKS ON NAVIGABLE RIVERS.

Your Excellency was pleased, by Order in Council, dated the 22nd March, 1870, to declare the following rivers and waters under the control of the Dominion Government, viz. :—

The St. Lawrence River (to the head of Lake Superior).

„ Ottawa „

„ St. Croix „

„ Restigouche „

„ St. John „

That portion of Lake Champlain lying in Canadian territory.

OTTAWA RIVER.

An Act passed during last Session (33 Vict., cap. 24) enacts that the navigation of this river, as well as the various works in connection with such navigation, in and on the river, by whomsoever constructed, or to be constructed, shall be subject to the legislative authority of the Parliament of Canada, and to the provisions of the Act, intituled, “An Act respecting the Public Works of Canada”; and provides that they shall be under the control and management of the Department of Public Works.

RIVIÈRE DES PRAIRIES.

This river leaves the Ottawa near the Lake of Two Mountains, and discharges into the St. Lawrence below the Island of Montreal, being, in fact, a continuation of the Ottawa River. Considerable difficulty and risk having been encountered in passing timber rafts through the rapids situate thereon, owing to the obstruction of the channel by several large boulders, it has been decided to remove these impediments.

ST. LAWRENCE RIVER.

The wrecking of the steamer *Grecian*, while running the Côteau Rapids, afforded an opportunity for the improvement of the channel of the river at this point, by the removal of a boulder, measuring from 16 to 17 feet in circumference, which was a source of danger to navigation.

RIVER THAMES.

An appropriation of \$2,400 was embraced in the Estimates of 1870-71, to be expended conjointly with a like sum, to be contributed by the municipalities interested, on the excavation necessary for the clearance of a channel through the sand-bar at the entrance of this river.

ST. JOHN RIVER, NEW BRUNSWICK.

Authority has been obtained to make an exploration of the River St. John and Lake Temiscouata, with a view of determining on the feasibility or otherwise of rendering these waters available as portion of a through mixed land and water line of communication between the city of St. John, New Brunswick, and the River St. Lawrence, at Trois Pistoles.

The St. John River is already navigable at high water, from its mouth, at St. John, as far as the Grand Falls, a distance of 220 miles, and it is urged that if certain improvements were carried out on the upper waters of this river, and on the Madawaska River, covering a distance of say 60 miles, steamers of light draft would be able to ascend these rivers so as to enter the Temiscouata Lake (30 miles in length). It is represented they would then be in a position to convey passengers and freight to a point within 22 miles of the proposed route of the Intercolonial Railway at or near Trois Pistoles.

DREDGING MACHINES.

Steps have been taken for the building and fitting up at St. John, New Brunswick, of a scoop dredge, with four dumping scows, for the service of the Dominion.

The construction of two dredges, with appurtenances—one for use on the waters of the Upper St. Lawrence, and the other to be devoted to the requirements of the Maritime Provinces—has been authorized by Parliament.

HARBORS AND PIERS.

An Order in Council, bearing date the 29th March, 1870, directs that the harbors of the Dominion be classified as follows, the object being to define the respective claims of these works for assistance from the General Government, viz :—

Class 1. To include harbors, in the construction, improvement, or repairs of which the Dominion, as a whole, is interested, and for which it provides the funds.

Class 2. Harbors, the construction, improvement, or repairs of which are matters of both general and local interest, and for which the Dominion Government might defray not exceeding one-half the expenditure, on condition that the remainder were provided from other sources.

Class 3. Harbors that are affected by the terms of the Act 32 and 33 Vict., cap. 40 (which authorizes a special tax to be levied on vessels entering the same), as also harbors

coming under the provisions of Acts of similar import that may be passed hereafter, for the construction, improvement, or repairs of which the Dominion Government might advance the necessary funds, recouping itself from the said special tax.

Class 4. Harbors which serve purely local interests, the funds for the construction, improvement, or repairs of which are provided by the Local Government, or other parties interested in said works, the Dominion Government not contributing thereto.

In furtherance of this decision of Your Excellency, arrangements are being made for the examination of the following harbors, viz. :—

Mira Bay,	Nova Scotia.	Cape John,	Nova Scotia.
Port Hood,	„	Pictou Island,	„
Aspey and Southern Bay, C.B.,	„	Bird Island,	„
Victoria Harbor,	„	Ross Creek, Cornwallis,	„
Tracadie,	„	Nair's Cove,	„
Digby,	„	Margaretville,	„
Port George,	„	Acadia Ville & Croighton Island,	„
Parrsboro',	„	Shippegan,	New Brunswick.
West Arichat,	„	Irishtown,	„
Arisaig,	„	Quaco,	„
Green Cove,	„	Beaver Harbor,	„
Brooklyn (Liverpool)	„		

HARBORS OF REFUGE ON LAKES HURON AND ERIE.

The important question of establishing Harbors of Refuge along the Canadian coasts of these lakes has recently engaged the attention of the Department.

In the Appendices, at page 35, will be found a Report by the Chief Engineer, who was instructed to investigate the subject, and cause surveys to be made, with the view of acquiring information which would enable the undersigned to determine on the localities it would be expedient to recommend to Your Excellency for conversion into Harbors of Refuge, calculated to afford safe and commodious asylums for vessels during tempestuous weather.

It appears, as the result of this officer's inquiries, that there are no harbors presenting natural advantages of any moment on the Canadian coast of either of the lakes named.

That on Lake Huron there are two localities which it might be considered advisable to adapt for the purposes required, viz. :—

Chantry Island—where, by the construction of breakwaters, and by providing beacons, moorings, &c., at a total estimated cost of \$230,000, moderate shelter could be obtained, covering an area of 178 acres, and having a depth of water of 15 feet and upwards.

Goderich—where, by the formation of a new entrance channel, and the construction

of a fresh line of piers, &c., at an expenditure of say \$300,000, a harbor, enclosing an area of 20 acres, with a depth of 15 feet, could be secured.

The Chief Engineer states, with reference to these places, that they could be rendered available to a considerable extent as harbors of refuge, by the expenditure of \$75,000 at Chantry Island, and \$120,000 at Goderich.

On Lake Erie, it appears, navigation would be most benefitted by the creation of a harbor of refuge at *Rondeau*, where ample accommodation would be afforded by the expenditure of—say \$165,000 dollars, on the construction of break-waters and piers, dredging operations, &c.

The expenditure of \$100,000 on the commencement of harbor improvements on Lakes Huron and Erie having been authorised by Parliament, the Engineers of the Department have been instructed to prepare plans and specifications of the works proposed at the points indicated above.

KINCARDINE HARBOR, LAKE HURON.

An appropriation of \$4,000 has been placed at the disposal of the Department to be expended on the works at this harbor, on a certificate being signed by a Government Engineer, to the effect that an equal sum has been expended by the local authorities.

PIER AT COTEAU LANDING, RIVER ST. LAWRENCE.

It is proposed to erect a mooring-pier for the convenience of steamers, &c., navigating the river at the head of the rapids at this point, at night or during fog; the work to be of a similar description to the piers at the head of the Lachine and other rapids in the St. Lawrence.

PIERS BELOW QUEBEC.—RIMOUSKI, RIVIÈRE DU LOUP, RIVIÈRE OUELLE, MALBAIE, EBOULEMENTS, L'ISLET, BERTHIER.

Toll-gates, with accommodation for keepers, have been provided at these piers, and a small expenditure has been incurred in furnishing lights for the convenience of vessels.

Necessary repairs have been made during the year.

The expediency of establishing a harbor on the south shore of the St. Lawrence, as far below Quebec as practicable, at which the transfer of mails and passengers between the Canadian Ocean Steamships and the Intercolonial Railway might take place, and where railway traffic generally might connect with the St. Lawrence navigation, has been suggested by the Chief Engineer of the Intercolonial Railway. This officer states that the proposed line of railway will run within a short distance of the St. Lawrence at Rimouski, and, at his instance, a survey is being carried out under the direction of an Engineer of the Department, along the coast of the St. Lawrence between the port named and Father

Point, with the view of selecting a suitable spot at which to locate a harbor calculated to meet the requirements of the case.

As authorised by Your Excellency in Council, a Proclamation appeared in the *Canada Gazette*, on the 10th February, 1870, transferring to the control of the Municipality of the Parish of Berthier, the route leading to the pier at Berthier from the main road, an application to that effect having been received from the local authorities.

RICHIBUCTO HARBOR AND RIVER, N.B.

A Report by the Chief Engineer of the Department on the obstructions at the entrance of the Richibucto Harbor, was epitomised in last year's Annual Statement at page 24. A Parliamentary vote authorises the payment of \$2,000 annually for two years for the maintenance, as a temporary expedient, of a tug-boat for the service of vessels entering this harbor; the Dominion Treasury to be reimbursed that sum from the proceeds of tolls collected under the provisions of the Act 32 and 33 Vict., cap. 40.

BATHURST HARBOR, N.B.

A vote of \$2,000 has been granted for improvements at this harbor, this expenditure to be also provided for from a fund to be created by the imposition of tolls, as authorised by the Act 32 and 33 Vict., cap. 40. *Vide remarks* in respect to the requirements of this harbor, in Annual Report, 1869, page 25.

MABOU HARBOR, C.B.

This harbor was referred to in last year's Annual Report—see page 27. A vote having passed for the expenditure of \$5,000 on the improvements recommended here, an Engineer was directed to visit the spot, and prepare the necessary plans and specifications. It will be seen by the Report of the Chief Engineer, given at page 63 of the Appendices, that it would not be prudent to expend the sum that has been voted for the improvement of this harbor unless further sums were at the disposal of the Department to be expended so soon the present appropriation is exhausted. The reason assigned is, that such limited outlay would only provide for a small proportion of the improvements absolutely necessary, which are of such a nature as to require carrying through to completion when once commenced, any prolonged suspension of the works rendering them useless. Under these circumstances, the execution of works of improvement at this harbor has been deferred, to allow time for Parliament to consider the propriety of extending the vote.

AMHERST AND HOUSE HARBORS (MAGDALEN ISLANDS.)

A sum of \$4,000 was included in the Estimates of the past fiscal year for improvements at the entrances to these harbors, so as to admit of their being used by a larger class of vessels than is at present able to enter them (see remarks in Annual Report, 1869, at page 27). Instructions have been issued for the execution of the works required.

LIGHT-HOUSES.

In addition to the management and furnishing of supplies to light-houses, the further responsibility of the *construction* of these buildings, in cases where the estimated expense attending their erection does not exceed \$10,000, has been entrusted by Your Excellency to the Department of Marine and Fisheries (Order in Council, 10th January, 1870).

The construction of light-houses, involving a larger expenditure than \$10,000, continues under the direction of the Department of Public Works.

MICHAEL'S POINT, GREAT MANITOULIN ISLAND.

Arrangements were entered into with Messrs. R. A. Lyon and Co., in August, 1869, for the construction of a light-house on public property, situate on the south side of the island, the Government providing lanterns, lamps, &c., and paying half the cost of the building (\$195) Messrs. Lyon and Co. furnishing an attendant.

SULPHUR ISLAND, LAKE HURON.

Provisions having been made by the Legislature for the construction of a light-house on this island, an officer of the Department visited the locality in August, 1869, for the purpose of selecting a suitable site, and taking the necessary measures for building the structure, which has since been completed.

BYNG INLET, GEORGIAN BAY.

The erection of a light-house on an island lying off this inlet, was taken in hand during the fall of 1869, by Messrs. Clark, White, and Co., and Messrs. Dodge and Co., under an agreement whereby the Government engaged to provide half the expenditure, not exceeding \$700, and to furnish lantern, lamps, oil, &c., the parties mentioned supplying a man to take charge of the structure, light the lamps, &c.

CAPE JOURIMAIN, N.B.

A contract entered into with the Department during the autumn of 1869, by Mr. John Duffey, for the construction of a light-house and keeper's dwelling at Cape Jourimain (see page 29, Annual Report, 1869) has been completed.

LITTLE HOPE ISLAND, N.S.

An appropriation of \$15,000 was made last Session, to be expended on necessary works of protection, comprising a breakwater, &c., in connection with the lighthouse on this island. The Chief Engineer has been directed to prepare plans and specifications:

SLIDES AND BOOMS.

The Government slides and booms are works designed for the passage of timber to the sea-ports, and have been divided into four districts, as follows :—

- 1.—The Saguenay District.
- 2.—The St. Maurice District.
- 3.—The Ottawa District.
- 4.—The River Trent District.

THE SAGUENAY DISTRICT.

SAGUENAY RIVER.

The Saguenay River flows from the north into the St. Lawrence, 122 miles below Quebec.

The Government improvements are situate on one of its branches, called the "Little Discharge." These works are about 105 miles above the mouth of the Saguenay, and were constructed for the purpose of passing timber from Lake St. John to the Saguenay River.

The works consist of :—

1 slide.....	5,840 feet.
1 boom	1,344 ,, with dams, piers

and bulkheads.

They are generally in good order. The guide piers at the head of the slide were slightly damaged by fire on the 19th May, 1870.

For Superintendent's Report—see Appendices, at page 66.

THE ST. MAURICE DISTRICT.

ST. MAURICE RIVER.

The St. Maurice discharges into the St. Lawrence at Three Rivers, 74 miles above Quebec. This river flows from the north, and its length is about 300 miles.

The Government slides and booms in this District are on the St. Maurice River, and on one of its tributaries—the Vermilion.

LIST OF THE NAMES OF THE SLIDE AND BOOM STATIONS ON THE ST. MAURICE RIVER, IN THE ORDER IN WHICH THEY ARE MET ON ASCENDING THE RIVER.

	Distance from mouth of River.
1. Mouth of River.....	0 miles.
2. Grès Falls.....	16 ,,
3. Shawenegan Falls.....	20 ,,
4. Grand Mère Falls.....	29 ,,
5. Little Piles Falls.....	31½ ,,
6. La Tuque Falls.....	100 ,,
7. Plamondon's Eddy.....	106 ,,

The works at these seven stations consist of :—

43,181 lineal feet of booms,	
1,000 ,, slides,	
3,316 ,, dams and side piers,	
73 mooring piers,	
64 anchor piers,	
3 dwelling-houses for slide-keepers, and	
6 store-houses.	

The repairs to these works during the year were of the ordinary description.

The section of the Province of Quebec, watered by the St. Maurice River, and its tributaries, furnishes an extensive field for lumbering operations. It is stated that the various works constructed for the purpose of facilitating the transit, along these rivers, of lumber are very disproportioned to the requirements of persons engaged in these avocations, and that the carrying out of additional improvements would add greatly to the prosperity of the trade, and be a source of considerably increased revenue to the Dominion. On the main stream improvements are especially needed at the mouth of the River, Grand Piles, and La Tuque Falls.

For Superintendent's Report—see Appendices, at page 67.

THE VERMILION RIVER.

This river discharges into the St. Maurice from the north-west, at a point about 116 miles above the mouth of the St. Maurice. Its length is about 90 miles.

The works on the Vermilion extend from about one mile above its mouth to the Iroquois Falls, five miles farther up.

The works consist of:—

- 2,677 lineal feet of booms.
- 550 " slide.
- 682 " dams and side-piers.
- 2 mooring piers.
- 1 anchor pier.
- 1 dwelling-house for slide-keeper.
- 1 store-house.

Ordinary repairs were executed.

For Superintendent's Report—see Appendices, page 67.

THE OTTAWA DISTRICT.

The Government works connected with the descent of timber in this district are on the following rivers :

On the Ottawa, main river.....	11 stations.
" Gatineau	1 "
" Madawaska	15 "
" Coulonge.....	1 "
" Black	1 "
" Petewawa.....	31 "
" Rivière du Moine.....	11 "

OTTAWA RIVER.

LIST OF SLIDE AND BOOM STATIONS ON THE OTTAWA RIVER.

The distances given are measured on the latest maps, following the channel through which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa, at Ste. Anne.
1. Carillon.....	27 miles.
2. Chaudière { north side, Hull, } { south side, Ottawa. }	98 "
3. Chaudière (Little)	100 "
4. Remous	102 "
5. Deschènes Rapids	104 $\frac{3}{4}$ "
6. Chats Station.....	131 "
7. Head of Chats	134 "
8. Chenaux	152 "
9. Portage du Fort.....	156 "
10. Mountain	161 "
11. Calumet.....	163 "
12. Joachim Rapids	249 "

The works at these twelve stations consist of:—

2,000	lineal feet of canal,
3,835	„ slides,
29,855	„ booms,
8,656	„ dams,
346	„ bulkheads,
1,981	„ bridges,
52	piers,
3	slide-keeper's houses, and
3	store-houses.

No new works were undertaken during the year.

The necessity for the construction of dams at certain additional points on the Ottawa, so as to afford the means whereby a more abundant supply of water can be obtained for use in the slides, is again urged by parties interested. The lumber trade of this district has now attained such increased proportions that the works on which the supply of water to the slides is dependent, which answered their purpose tolerably well while the trade was in its infancy, have become inadequate to perform the services required, the result being that during dry seasons the passage of timber through the slides is difficult, owing to the scarcity of water.

Your Excellency was pleased, by Order in Council, dated the 18th May, 1870, to authorise the incorporation by patent of the "Ottawa Improvement Company," a society formed for the purpose of effecting improvements on the upper waters of the River Ottawa, to facilitate the descent of timber, the Company binding itself to adhere to certain specified conditions.

Repairs generally were executed to the works situate on this river.

GATINEAU RIVER.

In ascending the Ottawa, the Gatineau is the first tributary possessing Government works. The Gatineau flows from the north, and discharges into the Ottawa at a point about 96 miles from the mouth of the Ottawa. Its length is about 400 miles, and it drains an area of about 9,000 square miles.

The Government works are all at one station, about one mile from its confluence with the Ottawa.

These works consist of:—

3,071	lineal feet of canal.
4,138	„ booms.
52	„ bridge.
10	piers, and
1	slide-keeper's house.

The booms and piers on this river were repaired.

MADAWASKA RIVER.

The Madawaska is the second tributary in ascending the Ottawa, on which the Government has provided works for the descent of lumber.

The length of the Madawaska is about 240 miles, and it drains an area of about 4,100 square miles. It flows from the south, and discharges into the Ottawa at some 136 miles above Ste. Anne.

List of the names of slide and boom stations on the Madawaska, numbered from the mouth of the river upwards :—

- | | |
|---------------------|----------------------|
| 1. Mouth of River. | 9. High Falls. |
| 2. Arnprior. | 10. Ragged Chute. |
| 3. Flat Rapids. | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck's Island. |
| 5. Burnstown. | 13. Bailey's Chute. |
| 6. Long Rapids. | 14. Chain Rapids. |
| 7. Springtown. | 15. Opeongo Creek. |
| 8. Calabogie Lake. | |

The works at these stations consist of :—

1,750	lineal feet of slides,
18,179	„ booms,
4,080	„ dams,
182	„ bridges,
43	piers,
	1 slide-keeper's house, and
	1 work shop.

The slide at High Falls sustained considerable damage in the spring of 1870, in consequence of the unprecedented height of the river, the water of which, passing over the Nagle dam, caused a breach in that work, through which the *debris*, mingled with large quantities of logs, escaped. This mass, on coming in contact with the slide, tore down 500 feet of that structure. Efficient measures were taken for the reconstruction of a portion of the damaged work, so as to admit of the season's lumber being passed through. This accident, and the generally decayed state of the slide, will, it is feared, necessitate its being entirely rebuilt before the beginning of another season.

Other ordinary repairs were executed.

For further details—see Appendices, page 70.

THE COULONGE RIVER.

The Coulonge is the third tributary in ascending the Ottawa, on which the Government has placed slides and booms.

This river drains an area of about 1,800 square miles, and its length is about 160

miles. It flows from the north, and discharges into the Ottawa, 184 miles above Ste. Anne.

The following is a list of the Government works on this river :—

Boom at mouth.....	300 feet long, and 1 support pier.
Boom at Romain's Rafting-ground	400 " 3 " piers.
Booms at head of High Falls Slide	1,848 " 6 " "

Necessary repairs were executed.

THE BLACK RIVER.

Ascending the Ottawa, the Black River is the fourth tributary upon which works have been placed.

This river flows from the north, and empties into the Ottawa at a point about 193 miles above Ste. Anne.

Its length is about 128 miles, and the area drained by it is about 1,120 square miles.

The works consist of ;—

1,139 lineal feet of single-stick booms.
873 " slide.
346 " glance pier.
135 " flat dam.

The slide was repaired.

THE PETEWAWA.

This is the fifth tributary in ascending the Ottawa, upon which Government slides and booms have been made.

The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers some 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above Ste. Anne. Seven miles from its mouth the Petewawa separates into two branches. On these seven miles there are five stations ; on the north branch there are eighteen stations, and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur, from the mouth upwards :—

- | | |
|------------------------|-----------------|
| 1. Mouth of the River. | 4. Third Chute. |
| 2. First Chute. | 5. Bois dur. |
| 3. Second Chute. | |

NORTH BRANCH.

- | | |
|--|---|
| 1. Half-mile Rapid. | 11. Devil's Chute. |
| 2. Crooked Chute. | 12. Elbow of Rapids. |
| 3. Between High Falls and Lake Traverse
(a slide and a series of dams and booms.) | 13. Foot of Long Sault. |
| 4. Thompson's Rapids. | 14. Middle of Long Sault. |
| 5. Sawyer's Rapids. | 15. Head of Long Sault. |
| 6. Meno Rapids. | 16. Between Long Sault and Cedar Lake
(south shore.) |
| 7. Below Trout Lake. | 17. Between Long Sault and Cedar Lake
(north shore.) |
| 8. Strong Eddy. | 18. Cedar Lake. |
| 9. Cedar Islands. | |
| 10. Foot of Devil's Chute. | |

SOUTH BRANCH.

- | | |
|------------------|-------------------|
| 1. First slide. | 5. Fifth slide. |
| 2. Second slide. | 6. Sixth slide. |
| 3. Third slide. | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide. |

The works at these 31 stations are as follows:—

ON THE MAIN RIVER.

2,963 lineal feet of slides,
 8,469 „ booms,
 2,077 „ dams, and
 7 piers.

ON THE NORTH BRANCH.

480 lineal feet of slides,
 2,671 „ booms,
 1,131 „ dams, and
 23 piers.

ON THE SOUTH BRANCH.

2,134 lineal feet of slides,
 388 „ dams.

Slight repairs were executed.

RIVIERE DU MOINE.

The sixth and last tributary of the Ottawa upon which Government works have been executed is the "Du Moine."

The length of this river is about 120 miles, and it drains an area of about 1,600 square miles.

It flows into the Ottawa from a northerly direction at a point about 256 miles above Sts. Anne.

The works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz. :—

300	lineal feet of slide,
800	„ booms,
1,324	„ dams, and
	6 piers.

No expenditure is reported on these works.

For further particulars respecting the works on the Ottawa and its tributaries—see Appendices, page 69.

RIVER TRENT AND NEWCASTLE DISTRICT.

The River Trent flows from the north-west and discharges into the Bay of Quinté Lake Ontario, at Trenton, a small town about sixty-seven miles above Kingston. In ascending from Lake Ontario to Lake Scugog, the chain of rivers and lakes which communicate with each other, occur in the following order :—

The Bay of Quinté, River Trent, Rice Lake, Otonabee River, Clear Lake, Buckhorn Lake, Pigeon Lake, Sturgeon Lake, River Scugog, and Lake Scugog.

The distance from the mouth of the Trent to Port Perry at the head of Lake Scugog is 190 miles.

The works on these waters are principally connected with the descent of timber. The difference of level between Lake Ontario, at the mouth of the Trent, and the head of Lake Scugog, is 570½ feet, and of the whole distance between the two points only 152¼ miles are navigable, while 37¾ miles are not practicable for boats.

The Government has works at the following places :—

	Distance in miles above the mouth of River Trent.
On the River Trent, at Nine Mile Rapids (Widow Harris') ..	9
“ Chisholm's Rapids.....	15½
“ Ranney's Falls.....	33½
“ Campbellford.....	34¾

On the River Trent, at Fiddler's Island.....	36
“ Middle Falls.....	37½
“ Crow Bay.....	38
“ Heely's Falls.....	42¾
“ Crook's Rapids.....	54½
On the River Otonabee—Whitlas Rapids.....	93
“ Little Lake.....	94
At the foot of Buckhorn Lake—Buckhorn Rapids.....	125
At the foot of Sturgeon Lake—Bobcaygean Rapids.....	140¾
On the River Scugog—Lindsay.....	161¼

The extraordinary freshet in the spring of 1870, was very destructive to the Government works situated below the Town of Peterboro' on this line of navigation, and caused serious inconvenience to the trading community. The bed of the Trent River was also disturbed by the action of the flood, so that the direction followed by the original channel has been lost in many parts. A large outlay would be required to replace the works in their former condition. Temporary repairs have been made pending more effective restorative measures. Above Peterboro', the damage done was of less consequence, and the repairs called for during the year were comparatively light.

The following is a description of the works at the various stations on this line of navigation, as they existed prior to the occurrence of this freshet. Where damages of much account have resulted, the fact is noted.

NINE MILE RAPIDS.

Stone dam, 1,265 feet in length, averaging 6 feet in height, with a base of 10 feet.

CHISHOLM'S RAPIDS.

Dam 715 feet long, averaging 6 feet in height.

Slide for the passage of lumber 100 feet by 50 feet.

A navigable canal somewhat over half a mile long.

Stone lock 133½ feet by 32½ feet, and having 4½ feet water on the sills.

Nearly the whole of the face and cap of the dam is torn off.

RANNEY'S FALLS.

Dam 414 feet long, averaging 12 feet in height.

Slide 2,262 feet by 33 feet.

Guide-booms and piers above the dam extending 1,352 feet.

The dam has been much injured, a portion of the slide and the guide-booms and piers have been washed away.

CAMPBELLFORD.

Guide-booms.

These have all disappeared.

FIDDLER'S ISLAND.

Cross dam and wing dam—united length 400 feet.

MIDDLE FALLS.

Lower dam 97 feet in length.

Slide 455 feet by 33 feet.

Upper dam composed of two short dams, 48 feet in length each.

Slide 60 feet by 33 feet.

CROW BAY.

Retaining boom for collecting timber and guiding it to Middle Falls slide.

HEELY'S FALLS.

Dam 488 feet long, averaging 8 feet high.

Two slides—lower one 713 feet in length, upper one 300 feet by 33 feet in breadth.

Guide-boom to conduct timber from one slide to the other.

The damage at this station is very extensive. All the works, with the exception of the dam, suffered severely, a large portion being carried off.

CROOK'S RAPIDS (HASTINGS.)

Dam 253 feet long.

Slide 79 feet by 33 feet.

Booms and piers above slides.

Short canal with cut stone locks 133½ feet by 33 feet wide, with 6 feet water on mitre sill.

Swing-bridge over canal.

The guide-booms and piers were swept away, and the works generally sustained damage.

WHITLAS RAPIDS.

Wing and cross dam—united length, 483 feet ; cut-stone lock, 133 $\frac{1}{2}$ feet by 33 feet, with 4 feet water on sills.

The attention of the undersigned has been called to the pressing necessity which exists for the repair of the works at this station.

LITTLE LAKE.

Three piers and boom, three quarters of a mile long.

BUCKHORN RAPIDS.

Wooden dam, 387 feet long, with stone-work extensions on each side 173 feet long.

Slide 65 feet by 33 feet.

900 feet of boom.

Bridge 600 feet in length.

A portion of the lower part of the dam, and of the booms, yielded to the force of the current, and some of the top timbers of the piers were carried off.

BOBCAYGEAN RAPIDS.

Two dams—united length 1,262 feet, averaging 6 feet in height.

Two slides—one for round logs and the other for square timber.

Cut-stone lock, 134 feet by 33 feet, with a depth of water on sills of 4 $\frac{1}{2}$ feet.

Swing-bridge.

LINDSAY.

Dam, 280 feet long, averaging 9 feet in height.

Slide 54 feet by 33 feet.

Bridge, 172 feet long.

The lock originally constructed at this place was converted into a slide in 1859.

An Order in Council, dated the 23rd October, 1869, authorises the construction, by the Port Hope, Lindsay, and Beaverton Railway Company, of a swing-bridge across the River Scugog, in the vicinity of these works, on the Company's compliance with certain specified conditions looking to the protection of the navigation of the river, and safety of passengers by the trains.

For further details in reference to the River Trent and Newcastle District Works—see Superintendent's Reports, dated the 20th July and 20th May, 1870, pages 72 and 74 of the Appendices.

ROADS AND BRIDGES.

THE MÉTAPÉDIAC ROAD.

The Métapédiac Road leaves the St. Lawrence at Ste. Flavie, 201 miles below Quebec, and extends to the Restigouche River, at a point $10\frac{1}{2}$ miles above its mouth.

This road was commenced in 1857, and completed in 1868.

Its entire length is $110\frac{1}{2}$ miles.

For the distance of 14 miles, starting from Ste. Flavie, and running west, and for the distance of $14\frac{1}{2}$ miles at the other end, starting from Restigouche, and running east, the maintenance of this road was transferred to the several municipalities through which it passes.

By authority of an Order in Council, dated the 4th May, 1868, the maintenance of the 82 miles then remaining in the hands of the Government, was entrusted to Mr. Daniel Fraser, the mail carrier on this road. According to the terms of the agreement, Mr. Fraser contracted to keep the road in ordinary repair for a period of five years in consideration of an annual payment of \$800.

A portion of this road, extending for a distance of three miles, near the confluence of the two rivers, Métapédiac and Restigouche, being required for the track of the Intercolonial Railway, has, under the authority of an Order in Council, been transferred to the Commissioners of said railway, to be so applied. The amount being expended in the construction of a new piece of road to replace that appropriated as above, has been provided for by the Intercolonial Railway Commissioners.

Much damage was done to the bridges, culverts, &c., on this line of route, by the extensive conflagrations which ravaged this portion of the Province in the month of June, 1870. Measures are being taken to set on foot the necessary works of restoration. For details—see Appendices, page 76.

SOUTH SHORE, GULF ROAD.

The Dominion and Quebec Governments, having each appropriated a sum of \$10,000 to be expended in the completion of the section of this road lying between Ste. Anne des Monts and the Rivière au Renard, in the County of Gaspé, P. Q., preparations are in progress for the placing of the works, to be executed by this Department, under contract. The total distance between the points named is 118 miles, a portion of which (about 16 miles) is already open to the public.

UNION SUSPENSION BRIDGE, OTTAWA.

This bridge has undergone necessary repairs.

POOLEY'S BRIDGE

A wooden structure on the line of approach from the south to the Union Suspension Bridge, Ottawa, has been repaired and strengthened.

LAKE SUPERIOR AND RED RIVER ROAD.

The following table gives the distances between Thunder Bay and Fort Garry :—

	Land Carriage.		Navigable water.
	Miles.	Chains.	Miles.
From the Depot at Thunder Bay to Shebandowan Lake	40		
Shebandowan and Kashaboiwekamak Lakes			25
Height of land portage		50	
Lac des Mille Lacs			25
Baril Portage		16	
Baril Lake			8½
Brulé Portage		21	
Windegoostegon Lakelets			12
French Portage	2		
Kaogassikok Lake			15
Deux Rivières Portage	2		
Sturgeon Lake and River			27
Island Portage		13	
Nequaquon Lake			17
Nequaquon Portage	2		
Namenkan Lake			10
Bare Portage		11	
Rainy Lake			46
Fort Francis Portage		10	
Rainy River and Lake of Woods			120
North-West angle of Lake of Woods to Fort Garry	90		
	137	41	305½
			137½
			433 miles.

The Superintendent, charged with the construction of this road, reports that operations extending over a period of somewhat more than three months, during the summer of 1869, resulted in the completion of a road practicable to waggons from Thunder Bay to the Matawin River—a distance of 25 miles—and that a track, on which

oxen with sleds or carts can pass, was cut through the woods for a further distance of 10 miles.

During the winter of 1869-70, bridges of some magnitude were built over the Kaministiquia and Matawin rivers, and timber was prepared for bridges to cross the Sunshine and Oskondagé rivers, and for the building of a wharf at Thunder Bay.

The carrying out of measures necessary for the opening up of a temporary route for the passage of the military expedition to the Red River—for rendering assistance in the transport of the boats required for the conveyance of that force—and for facilitating generally the progress of the expedition, has retarded the works, connected with the construction of a permanent road, during the portion of the available season of 1870 that has already elapsed.

For Superintendent's Report, giving further information—see Appendices at page 129.

RAILWAYS.

NOVA SCOTIA.

LINE WORKED BY GOVERNMENT.

The line of railway worked by the Dominion Government in this Province extends from Halifax to Pictou, a distance, including 1 mile of ferry, of 113 miles
and from Windsor Junction to Windsor, a distance of 32 „

Total length of Government line 145 „

The Windsor Branch leaves the main line at a point $13\frac{1}{2}$ miles from Halifax.

The total cost of the line to the close of the fiscal year, terminating on the 30th June, 1869, was \$6,791,254 18

Less over credited, Department of Public Works
in converting currency (to be corrected) 241 72
\$6,791,012 46

The expenditure on construction account during the fiscal year ending the 30th June, 1870, was as under :—

Engineering	\$ 1,711 85	
Roadway and works	27,102 33	
Permanent way	11,234 61	
Rolling stock	45,368 09	
Station and water service	4,779 16	
Sundry services	9,528 49	
		99,724 53

Making the cost of road, up to the 30th June, 1870, in N.S. Cy... 6,890,736 99
in Canada currency 6,706,984 00

It further appears from the accounts rendered that the

Traffic receipts for the fiscal year were	275,687 73
And the ordinary working expenses	261,038 80
	14,648 93
leaving a difference of	\$ 14,648 93

For Superintendent's report and detailed accounts—see Appendices, pages 78 to 104.

NEW BRUNSWICK.

LINES WORKED BY GOVERNMENT.

The following lines are now worked by the Dominion Government in this Province, viz. :—

The "European and North American," extending from St. John to Shediac, a distance of	108 miles.
The "Eastern Extension," from Painsec Junction to Sackville	32 ,,
	140 ,,
Total length of Government Lines	140 ,,

The "Eastern Extension" leaves the European and North American Railway, as stated, at Painsec Junction, 97 miles from St. John, and it is intended to carry it as far as the Missiquash River, which forms the boundary between the two Provinces of New Brunswick and Nova Scotia, a total distance of $37\frac{1}{4}$ miles.

It is being built by an English firm, with the assistance of subsidies voted by the New Brunswick Government prior to Confederation (see table, page 43), and follows the general route of the Intercolonial Railway in this section of the Province.

The Government having decided to incorporate this line into the Intercolonial Railway, it was arranged that, pending the completion of the latter, the working of the Extension should devolve on the Department of Public Works, and accordingly the

finished section of the line between Painsec Junction and Dorchester (20 miles) was, on the 11th November, 1869, transferred to the charge of the Government Superintendent of Railways in New Brunswick; and on the 13th December, 1869, a further section, extending from Dorchester to Sackville, a distance of 12 miles, was opened to the public under that officer's supervision. For further information respecting the Eastern Extension Railway, see Annual Report, 1868, page 41.

The total cost of the European and North American road up to the end of the fiscal year ending the 30th June, 1869, was 4,674,807 94

The expenditure on construction during the past fiscal year was.. 28,577 22

making the total cost to the 30th June, 1870.....\$4,703,385 16

The accounts of the European and North American, and Eastern Extension, Railways further show that—

The traffic receipts during the past fiscal year were 195,557 36

And the ordinary working expenses 139,683 99

leaving a difference of \$55,873 37

For Superintendent's Report and detailed accounts—see Appendices, pages 105 to 128.

RAILWAYS—Continued.

LINEs SUBSIDIZED by Local Governments in Maritime Provinces, under provisions of Acts of Nova Scotia Legislature, 28 Vic., cap. 13 (1865), and New Brunswick Legislature, 27 Vic., cap. 3 (1864).

Name of Line....	Wind: & Annap: N.S. 85 miles.	{ West: Ex. } N.B. 88 miles.	{ East: Ex. } N.B. 37½ miles.	Fred'cton Branch, N.B. 22¾ miles.	Woodst'ck Branch, N.B. 11 miles.	St. Stephen's Branch, N.B. 19 miles.	Gross Totals. 263 miles.
Amount of Subsidy at \$10,000 per mile	*N.S. Cy., \$1,103,000 Can. Cy., \$1,073,586 67	+880,000 00	372,500 00	227,500 00	110,000 00	190,000 00	2,853,586 67
Sum paid by Province previous to Confederation						184,000 00	184,000 00
By Dominion on account of Local Government, from 1st July, 1867, to 30th June, 1869: C. Cy	919,137 88	500,000 00	285,000 00	125,000 00	74,800 00	5,764 57	1,909,702 45
Do. do. during fiscal year ending 30th June, 1870..... C. Cy	154,448 79	300,000 00	67,500 00	92,500 00			614,448 79
Total paid to 30th June, 1870: C. Cy	\$1,073,586 67	\$800,000 00	\$352,500 00	\$217,500 00	\$74,800 00	\$189,764 57	2,708,151 24
Balance remaining unpaid..... C. Cy		\$80,000 00	\$20,000 00	\$10,000 00	\$35,200 00	\$235 43	145,435 43

* The subsidy granted to the Windsor and Annapolis Railway, N.S., was capitalized into a sum of £188,600 sterling, in accordance with an arrangement between the Nova Scotia Government and the contractors of the Railway, under authority of the Nova Scotia Act above cited; and it was further agreed that a sum of £32,000 should be paid for the construction of a bridge across the River Avon, under the same Act. This line has been completed during the past fiscal year.
 † In addition to the subsidy to the Western Extension Line, N.B., stock to the extent of \$300,000 has been taken by the Province in aid of the Railway, as authorized by the New Brunswick Act, 30 Vic., cap. 6 (1867).

PUBLIC BUILDINGS.

PARLIAMENT AND DEPARTMENTAL BUILDINGS, OTTAWA.

A different method of lighting, during the night, the House of Commons in the Parliament Building—by means of gas-light and reflectors—has been adopted. It is believed that the change has conduced to the comfort of the House, by affording a more agreeable light, improving the ventilation, and lessening the heat formerly experienced in the galleries.

Plans and specifications were being prepared at the close of the fiscal year, with a view to placing under contract, at an early date, the works necessary to the completion of the Parliament Library, for which partial provision was made in the Estimates of last Session.

The levelling of the grounds, attached to these Buildings, has been proceeded with. The Major's Hill and Point Nepean properties, in the immediate vicinity, have been placed under the control of the Department, and a small sum has been expended on renewals to the fencing, removing decayed trees, &c.

More than ordinary expenditure, on internal alterations and repairs to the Departmental Buildings, has been incurred this year, in fitting up spare offices for the accommodation of the new Stationery Department, the Queen's Printer, the Penitentiary Inspectors, the Engineers of the Intercolonial Railway, and in making needful changes and additions consequent on the re-organization of certain of the Departments, and their removal, for the better convenience of the public service, from one suite of offices to another. Besides the above, increased accommodation was provided for some 10,000 volumes in the Parliament Library, and additions and improvements were made to the Engine House, in connection with the water supply.

The expenditure for the fiscal year, under the following heads, has been—

For furniture	10,179 40
Alterations, additions, and permanent improvements to the buildings	9,506 45
Repairs, maintenance, and cleansing	8,804 32
	\$28,490 17

For further information—see Appendices, page 137.

PARLIAMENT BUILDINGS, TORONTO AND QUEBEC.

These are occupied and maintained by the Local Governments, although not yet formally transferred to them by Order in Council.

PROVINCIAL BUILDINGS, FREDERICTON, N. B.

These buildings were appropriated to the use of the Government and Legislature of the Province of New Brunswick, under the provisions of the 108th Section of the British North America Act, 1867, and the 8th item of the 3rd Section appended thereto, in accordance with an Order in Council, signed by Your Excellency on the 11th February, 1870.

GOVERNMENT HOUSES.

RIDEAU HALL, OTTAWA.

Various additions, chargeable to construction, in fitting up the interior of the establishment, improving the drainage, completing roads, painting wood-work, &c., were effected during the year. Necessary repairs were also attended to.

For further information—see Appendices, page 137.

GOVERNMENT HOUSE, MONTREAL.

This remains in charge of the General Government.

SPENCERWOOD, QUEBEC.

This establishment was formally transferred to the Local Government of Quebec, by Order in Council, dated the 29th April, 1870.

GOVERNMENT HOUSE, FREDERICTON, N. B.

An Order in Council, signed by Your Excellency, on the 11th February, 1870, places this building—which, by the British North America Act, 1867, became the property of the Dominion—under the jurisdiction of the Government and Legislature of the Province of New Brunswick.

CUSTOM HOUSES.

MONTREAL.

In the month of May, 1869, the Government received an offer from the Royal Insurance Company of Montreal, to dispose of its property, known as the "Royal Insurance Block," at the corner of Common and Commissioners' Streets. It was ascertained that this building was very eligibly situated, and well adapted for the purposes of a Custom House and examining warehouse, and Your Excellency was pleased to sanction negotiations being entered into for its purchase. Ultimately it was agreed that the building and site should be transferred to the Government for the sum of \$200,000, and Parliament, at its last Session, passed a vote to cover this expenditure. So soon as the offices of the newly acquired building have been altered and furnished, so as to meet the new object for which they are intended, this structure will be placed at the disposal of the Customs' Department.

For further particulars, see Appendices, page 135.

KINGSTON.

The hot-air furnaces and pipes, in connection with the heating of the Kingston Custom House, having fallen into decay, and being no longer serviceable, it is proposed to substitute therefor a new steam apparatus, the use of which is expected to lead to reduced consumption of fuel. Tenders have been received for the fitting up of the new apparatus.

For particulars, see Appendices, at page 135.

LONDON.

It has been decided to erect a new Custom House in this city, and a suitable site, forming a part of the Episcopal Church property, situate at the corner of North Street and Mark Lane, has been secured.

For details—see Appendices, at page 135.

HAMILTON.

The Custom House in this city has been enclosed by a wall of cut stone and cast iron railing.

QUEBEC.

Repairs have been executed to the Custom House in this city.

ST. JOHN, N. B.

The necessary funds having been voted by Parliament, steps have been taken, under authority of an Order in Council, bearing date the 4th February, 1870, for the purchase, from the proprietors, the Honorable Alexander Keith and the heirs of the late William McLeod, for the sum of \$71,250, of the building in St. John, N. B., appropriated by the Provincial Government to Custom House, Immigration, Inland Revenue, and other public purposes.

SEVEN ISLANDS, ST. REGIS, DUNDEE, TORONTO, PORT DALHOUSIE,
AND RONDEAU

compose the remaining Custom Houses of the Dominion, and are all confided to the care of this Department.

POST OFFICES.

QUEBEC.

Preliminary steps have been taken for the purchase of additional land required for the new Post Office it is proposed to build in this city, and for which Parliament has voted an appropriation.

For further information—see Appendices, page 136.

TORONTO.

The architects of the Department have been engaged in perfecting arrangements in connection with the building of a new Post Office in Toronto, for which a Parliamentary grant has also been made.

For further information—see Appendices, page 136.

HOSPITALS AND ASYLUMS.

LAWLOR'S ISLAND, QUARANTINE STATION,

Situate at the entrance of the Halifax Harbor, N. S. The deed conveying this property to the Government was signed on the 1st June, 1870.

EMIGRANT BUILDINGS, TORONTO.

A number of framed buildings, comprising landing and sleeping accommodation, cook-house, baggage shed, &c., with necessary adjuncts, to admit of the railway cars being drawn up alongside of them, such as planked tramway and platforms, have been provided for the use of emigrants, in close vicinity to the depôts of the various Railway Companies in this city.

For particulars—see Appendices, at page 136.

GROSSE ISLE QUARANTINE STATION, EMIGRANT SHED, QUEBEC, AND MARINE HOSPITAL, QUEBEC.

are the other buildings belonging to the Dominion which are embraced in the above heading, and for the maintenance of which the Department of Public Works is responsible.

Necessary repairs were executed to the last named.

COURT HOUSES.

THE OLD DISTRICT COURT HOUSE, QUEBEC ;
SHERBROOKE COURT HOUSE, DISTRICT OF ST. FRANCIS ;
DISTRICT COURT HOUSE, THREE RIVERS ;
THE NEW DISTRICT COURT HOUSE, MONTREAL.

Of these the Court Houses at Quebec and Three Rivers were formally transferred to the Local Government of Quebec, by Order in Council, signed by Your Excellency, on the 19th November, 1869.

JAILS AND PRISONS.

THE NEW DISTRICT JAIL, QUEBEC ;
SHERBROOKE OLD JAIL, DISTRICT OF ST. FRANCIS ;
DISTRICT JAIL, THREE RIVERS ;
THE NEW DISTRICT JAIL, MONTREAL.

The Jails at Three Rivers and Montreal were transferred to the Local Government, by Order in Council, dated the 19th November, 1869.

DISTRICT COURT HOUSES AND JAILS.

(COMBINED).

- | | |
|--------------------------|---------------------|
| 1. MAGDALEN ISLANDS ; | 10. ARTHABASKA ; |
| 2. PERCÉ, GASPÉ ; | 11. RICHELIEU ; |
| 3. NEW CARLISLE, GASPÉ ; | 12. BEDFORD ; |
| 4. RIMOUSKI ; | 13. ST. HYACINTHE ; |
| 5. CHICOUTIMI ; | 14. JOILLETTE ; |
| 6. SAGUENAY, MALBAIE ; | 15. IBERVILLE ; |
| 7. KAMOURASKA ; | 16. BEAUHARNAIS ; |
| 8. MONTMAGNY ; | 17. TERREBONNE ; |
| 9. BEAUCE ; | 18. AYLNER. |

All the above buildings, with the exception of the Court House and Jail at Kamouraska, have been formally transferred to the Provincial Government, by command of Your Excellency.—See Order in Council, dated the 19th November, 1869.

DRILL SHEDS, GUN SHEDS, AND BARRACKS.

These, which are all under the charge of the Militia Department, have, in some cases, had work done to them by this Department, the expense being borne by the former.—See Appendices, page 137.

MISCELLANEOUS BUILDINGS.

THE OLD CUSTOM HOUSE, QUEBEC, AND THE GEOLOGICAL MUSEUM, MONTREAL

continue under the care of this Department, and have undergone the repairs and renewals necessary for their proper maintenance.

OFFICIAL ARBITRATORS.

Twelve claims were adjudicated upon by the Official Arbitrators during the year.—See List of same given at Page 139 of the Appendices.

All of which is respectfully submitted.

H. L. LANGEVIN,

Minister of Public Works.

DEPARTMENT OF PUBLIC WORKS, OTTAWA.

APPENDICES TO THE REPORT
OF THE
MINISTER OF PUBLIC WORKS,
FOR THE FISCAL YEAR ENDING 30TH JUNE, 1870.

APPENDIX, No. 1.

EXPENDITURE.

STATEMENT showing the amount expended by the Department of Public Works,
Dominion of Canada, during the fiscal year ending 30th June, 1870.

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Canals.</i>			
Lachine		13,287 28	16,139 03
Beauharnais	587 50	6,384 81	10,167 57
Cornwall	17,780 05	7,145 42	10,368 16
Williamsburgh		6,546 16	5,619 81
Welland	19,177 30	49,561 21	38,340 45
do enlarging basin at Port Colborne	4,996 42		
do rebuilding E. and W. piers at Port Dalhousie		15,447 98	
Burlington Bay		47 27	
Tug Service			12,000 00
St. Anne's Lock		1,280 36	1,136 54
Carillon and Grenville Canal	4,167 96	9,470 95	6,753 14
Rideau Canal		19,469 33	20,072 37
do Manotic Bulkhead		13 16	
St. Ours Lock		1,006 22	1,458 09
Chambly Canal		20,180 73	8,934 41
St. Peter's Canal	46,193 57		
<i>Slides and Booms.</i>			
Saguenay District		119 20	690 80
St. Maurice do		7,258 72	9,166 67
Ottawa do	300 00	24,148 35	15,630 40
Newcastle do		2,935 49	537 28
<i>Harbors and Piers.</i>			
Dredge and Scows, New Brunswick	8,873 67		
Amherst Harbor	600 00		
Piers below Quebec		3,359 63	
<i>Light-houses.</i>			
Cape Jourimain	3,384 08		
Paspébiac	216 81		
Maisonette	216 65		
Pointe St. Laurent	1,326 25		
Michael's Point	259 94		
Byng Inlet	357 69		
Sulphur Island	2,359 20		
<i>Roads and Bridges.</i>			
Métapédia Road	1,500 00	1,716 25	
Petite Nation Bridge		385 20	
Huntingdon and Port Louis Road		25 82	
York Roads	1,170 91		
Liverpool and Annapolis Road, N.S. Currency \$861.99		839 00	

STATEMENT of Expenditure.—Continued.

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Opening Communication with North-West Territory.</i>			
Total amount of Certificates issued by Department to 30th June, 1870	\$161,125 34		
Lake Superior and Red River Roads	117,640 44		
Boats for Transport Service	19,651 14		
Survey of Canal route			6,698 89
Open accounts and funds in hands of Paymasters	17,134 87		
<i>Public Buildings.</i>			
Ottawa, Parliament and Departmental Buildings	\$42,183 19		
do do	19,685 85	61,869 04	8,804 32
do do do Heating			26,535 01
do Major's Hill		93 00	
do Rideau Hall	11,757 79	4,950 67	
Toronto, Post Office		632 93	
do Old Bank of Upper Canada		77 50	
do Immigrant Sheds	7,303 58		
Kingston, Post Office		139 21	
Hamilton, Custom House		852 60	
Algoma Court House	3,062 49		
Montreal New Custom House	75 00		
do Purchase of Land	9,926 98		
do Post Office		219 45	
do Government Buildings		88 03	
Quebec, Marine Hospital		1,216 92	
do Spencer Wood		2,640 18	
do Leased Buildings		1,913 00	
do Old Custom House		1,413 51	
do Post Office		333 05	
Sherbrooke New Gaol	1,227 19		
Port Neuf County Court House	144 00		
Bagot do do	612 00		
Sorel Court House and Gaol	842 30		
Industrie do	753 99		
<i>Surveys, &c.</i>			
Surveys generally	7,853 03		
do of townships, North-West Territory	\$11,140 09		
Less refund	2,114 47		
<i>Arbitrations</i>			9,025 62
			7,679 78
<i>Railways, Maritime Provinces (per Financial Inspector's Statement).</i>			
Nova Scotia Railway	Stores \$34,403 45	97,065 21	305,524 76
European and North American Railway	Stores 1,749 21	28,577 22	139,683 99
		498,964 27	682,132 77
Total expenditure by Department of Public Works			1,365,099 95

DEPARTMENT OF PUBLIC WORKS.

J. BAINE,

Accountant.

APPENDIX, No. 2.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO FOND DU LAC, AT HEAD OF LAKE SUPERIOR.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile	Quebec	River & Gulf of St. Law'ce.	826	826
Quebec	Three Rivers	Riv. St. Law'ce to Tide-water	74	900
Three Rivers	Montreal	do do	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Beauharnais	Lake St. Louis	15½	1,009½
Beauharnais	Ste Cécile	Beauharnais Canal	11½	1,021
Ste Cécile	Cornwall	Lake St. Francis	32½	1,053½
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065½
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070½
Farran's Point	Upper end of Croyle's Island	Farran's Point Canal	½	1,071
Upper end of Croyle's Island	Williamsb'gh or Morrisb'gh	River St. Lawrence	10½	1,081½
Williamsburgh	Rapide Plat	Rapide Plat Canal	4	1,085½
Rapide Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'île	Point Iroquois Canal	3	1,093
Presqu'île	Point Cardinal, Edwardsb'gh	Junction Canal	2½	1,095½
Point Cardinal	Head of Galops Rapids	Gallops Canal	2	1,097½
Galops Rapids	Prescott	River St. Lawrence	7½	1,105
Prescott	Kingston	do	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	27	1,361
Port Colborne	Amherstburgh	Lake Erie	232	1,593
Amherstburgh	Windsor	Detroit River	18	1,611
Windsor	Foot of Ste. Mary's Island	Lake Ste. Claire	25	1,636
Lake Ste. Claire	Sarnia	Ste. Claire River	33	1,669
Sarnia	Foot of St. Joseph's Island	Lake Huron	270	1,939
Foot of St. Joseph's Island	do Sault Ste. Marie	St. Mary's River	47	1,986
Sault Ste. Marie	Head of do	Sault Ste. Marie Canal	1 1/17	1,987 1/17
Head of Sault Ste. Marie	Pointe aux Pins	St. Mary's River	7	1,994 1/17
Pointe aux Pins	Fond du Lac	Lake Superior	390	2,384 1/17

Out of the 2,384 miles, from the Straits of Belle-Ile to the Head of Lake Superior, 71½ miles are artificial navigation, and 2,312½ open navigation.

Straits of Belle-Ile, to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total ascent from tide-water to Lake Superior is about 600 feet.

APPENDIX No. 3.

LACHINE, BEAUHARNAIS, ST. OURS, CHAMBLY, ST. ANNE, CARILLON, CHUTE-À-BLONDEAU, AND GRENVILLE CANALS.

Description of the works and repairs executed on these Canals during the fiscal year ending 30th June, 1870, by J. G. Sippell, Superintending Engineer.

(No. 12,708.)

LACHINE CANAL OFFICE,
MONTREAL, July, 1870.

F. Braun, Esq.,
Secretary, Public Works, Ottawa.

SIR,—I beg respectfully to submit the following Report on the works under my charge for the fiscal year ending 30th June, 1870.

These works embrace the Lachine and Beauharnais Canals, on the St. Lawrence route; the St. Ours and Chambly Canals, on the Richelieu River and Lake Champlain route; and the St. Anne's, Carillon, Chûte-à-Blondeau and Grenville Canals, on the Lower Ottawa.

All these works were efficiently maintained throughout the year. The water was kept at full navigable height, and the trade was such as to produce a general feeling of satisfaction to forwarders and others interested in this branch of national industry.

LACHINE CANAL.

This Canal is so situated that it forms a general receptacle for vessels trading not only on the St. Lawrence and Ottawa River routes, but from the Lower St. Lawrence, Gulf Ports, and Maritime Provinces, which renders it one of the most important links in the great chain of inland navigation connecting the ocean shipping interests at Quebec and Montreal with the great lakes and rivers of the Dominion.

It should, therefore, receive special attention, with a view to making such improvements at the Montreal terminus as the trade of the country demands. Much has been said and written on this subject, but efficient action is now required to make the necessary harbor and basin accommodation for the trade which concentrates in this great commercial centre.

The repairs for the year were of a general character, and confined to such works as circumstances seemed to demand. All the works connected with this Canal were in good working order at the end of the year.

In July the lower gates at Lock No. 5 were changed, and the old gates hauled out and repaired; later, the towing paths and berm banks were repaired, the slope walls put in order, and mooring posts set where required along the entire length of the Canal. The swing bridges were all replanked and repaired.

When the ice broke up in April, 1869, seven hundred and fifty feet of the outside

wall of the pier at Lachine was carried away by a shove, which was rebuilt in August and September.

When the ice began to form in the Canal in November, the frazil collected at the Regulating Weir at Lock No. 4 (Côte St. Paul) in such a manner as to entirely choke up the sluice gates, when the water rose eighteen inches on the Côte St. Paul reach, and it was only by the prompt action of the Lock Master and Superintendent that great damage was prevented to the works. In order to avoid this danger, which may occur annually, four of the sluices, which worked on the centre, were removed, and sliding gates inserted, worked with lifting screws, which cannot be obstructed by this frazil.

After the close of navigation, the Wellington Street Bridge was overhauled, and additional centre stringers inserted. New bumping posts were prepared for the locks, and new binders, platforms, knee-quoins, and other timber prepared for repairing the gates and bridges in the spring.

At the end of March the snow and ice was removed from the culverts and ditches to form a free discharge for the surface water during the usual spring freshets.

A large amount of work was done, while the water was out of the Canal for repairs, in April, when the slope wall throughout the entire line was repaired, the bottom of the Canal cleaned where required, and the silt and sediment that had collected in front of the Mills in Basin No. 2 removed, and the dock walls pointed. The walls of Locks Nos. 2, 3, and 4 were also pointed and grouted, and new platforms placed on the gates at Locks Nos. 1, 3, and 4. New knee quoins and binding timbers were also placed on the gates at Locks Nos. 3 and 4, the sluices taken out and repaired, new friction rollers inserted in all the gates, new segment plates placed under the gates at Lock No. 4, and the bottom of the Locks cleaned.

When the water was shut out, it was found that one of the piers, between the sluices in the Regulating Weir at Lachine, had been forced out of place and carried down by the current about one hundred feet below the Weir. This pier was of stone, six feet in height, two feet thick, and six feet three inches in length. Some idea may be formed of the current required to remove a solid mass of masonry of the above dimensions. This pier was replaced with one of oak timber, thoroughly bolted to the rock and masonry.

During the high water in April, the wharf at the lower end of Basin No. 1 was lifted and floated away, which was repaired in May; the wharves on Basin No. 2, and flour sheds were also repaired. One of the upper gates at Lock No. 2, which shewed signs of weakness, was replaced in June, and the old gate hauled out for repairs. New segment plates and suspension cables were furnished for Bridge No. 1, and all the other bridges put in order.

This Canal was closed by ice on the 7th day of December, 1869, and opened to the trade on the 29th day of April, 1870.

The amount expended for repairs during the fiscal year amounted to \$13,229 16, and the amount collected, besides the regular tolls and rents, amounted to \$8,758 22, viz. :—

Fines and damages collected by order of the Superintendent	\$216 00
Dues on Firewood at Lachine	114 90
Do. on Timber in Basin at do.	1,387 12
Do. for use of Canal ground for repairing Vessels	172 00
Do. for Graving Dock at Montreal	329 75
Do. on Vessels from Lower Ports	2,715 29
Wharfage dues on Firewood and Flour	2,168 23
Storage in Flour Sheds	940 53
Vessels wintering in Canal	702 00
Proceeds of sales of abandoned property, by Superintendent	12 40
	\$8,758 22

BEAUHARNAIS CANAL.

During the first half of the year the piers and breakwater at the lower entrance of the Canal, which had been injured by ice in March, were repaired, and the bridges, lock gates, lock-houses, canal banks, dykes and dams kept in good working order, and the navigation satisfactorily maintained, with only one interruption of twenty-four hours, which occurred in July, when the lower gates at Lock No. 6 (at the lower entrance) were carried away by a schooner which was entering the lock.

During the winter the ditches were cleared of snow and ice, and timber prepared for the spring repairs.

While the Canal was empty in April, the works below water line were carefully examined, the lock gates, their sluices and segment plates, the regulating weirs and sluices were generally repaired and put in working order. The bottom of the Canal was cleaned, and slope walls repaired where found necessary.

After the opening of the navigation in May, the wood work in the swing bridges at Locks 10 and 14 was renewed and painted, and the lower gates at Locks 6, 10, and 11 replaced; the old gates hauled out, and are now undergoing repairs.

The dykes and dams connected with the upper entrance of this Canal and through Hungry Bay, which were seriously damaged and washed by high water during the early part of the season, were repaired, and protected with stone.

There has been \$6,385 11 expended for repairs during the year, and \$337 collected for fines and damages by order of the Superintendent.

The navigation was closed by ice on the 30th day of November, 1869, and opened for the passage of vessels on the 28th day of April, 1870.

ST. OUR'S LOCK AND DAM.

The posts and chambers in the piers at the upper and lower entrances of the lock were repaired, the friction rollers under the lower gates were renewed, the sluice gates repaired, and new chains furnished for working the west lower gate. The repairing scow was hauled out and repaired, and sixty-five toises of stone used in protecting the dam. The lock houses were also repaired.

The expenditure for these repairs amounted to \$1,006 22.

The navigation was closed by ice on the 1st day of December, 1869, and opened on the 12th day of April, 1870.

CHAMBLY CANAL.

During the first half of the year the bank on the river side of the Canal, between St. John's and Island of Ste. Therese, was raised to protect it from damage by the spring freshets; and about 1,900 feet of other portions of banks raised—viz.: 1,500 at Culvert No. 1, and 350 between Locks 2 and 3; forty mooring posts were set, and 67½ toises of stone used in protecting the inside slopes of the banks.

The Canal office and workshop were newly shingled, and the lock houses repaired. New fenders were also placed at Bridges Nos. 4, 5, 6 and 7, and the abutments at Bridges Nos. 2, 3, and 4 repaired.

The superstructure of the wharf at St. John's was repaired, and the ferry landing on Ste. Therese Island renewed. The lock walls were braced to prevent them from being thrown in by frost; preparations were also made for rebuilding the west wall of Lock No. 5, which was taken down and rebuilt between the 1st of December, 1869, and 1st of May, 1870, and the west gates renewed. The old gates in Locks Nos. 1, 4, 5 and 6 were repaired; the mitre sill at Lock No. 7 was also repaired, and all the bridges put in good order.

After the Canal was opened in May, the banks were raised between Locks Nos. 2, 4, 6 and 7, and the inside angle at surface water protected with stone.

The bottom of the Canal has been greatly improved by the steam dredge, which has been employed on this Canal during the working season.

There has been expended—

On ordinary repairs	\$7,256 56
In rebuilding the west wall of Lock No. 5.....	8,951 01
And in working the steam dredge	3,973 16
	\$20,180 73

The collections for the same period amounted to \$41,458 52; of this sum \$35 17 was for fines and damages and for wharfage; the balance was Canal tolls.

The Canal was closed by ice on the 29th day of November, and opened for the passage of vessels on the 4th of May, 1870.

The west chamber walls of Locks Nos. 3 and 6 are in a dilapidated and almost falling condition; they must be rebuilt, either in whole or in part, before the opening of navigation in 1871.

ST. ANNE'S LOCK.

The north pier above the lock was raised, the upper end sheeted and otherwise repaired. The corners of the guide pier were strengthened and sheeted, and the front of the dam, from the lock upwards, raised to check the flow of water during the spring freshets. Bumping posts were also placed at the upper end of the lock and on the dam.

The face and end of the south pier, below the lock, were newly sheeted, and the corner well protected with a guard post. Portions of the long or north pier were also repaired.

The friction rollers under the lock gates were renewed, and the sluices and platforms repaired.

The steamer 'Beaver' sunk in the lock on the 5th day of May, 1870, where she was virtually abandoned by the proprietor. She was raised by the Department, and floated out of the lock on the 12th, causing a delay of eight days to the trade.

The expenditure for repairs during the year amounted to \$949 86.

The navigation closed on the 21st day of November, 1869, and opened on the 19th day of April, 1870.

CARILLON AND GRENVILLE CANALS.

These Canals consist of three divisions, known as the Carillon, Chûte à Blondeau, and Grenville Canals. They were built by the Royal Engineer Department between 1820 and 1833, and now form a very important link in the Ottawa River route.

Although these Canals have been efficiently maintained, their capacity is much too small to accommodate the trade—the class of vessels now in use being too large to pass through portions of these Canals without frequently grounding, causing serious and vexatious delays; their enlargement has, therefore, now become a necessity.

CARILLON CANAL.

There are three locks on this Canal, all of which are in a leaky and dilapidated condition. The walls were pointed and grouted in April, and the sluice-ways in the walls at the upper and lower gates closed up to prevent the water from spreading from them through the walls, and the sluices placed in the gates. This change checked the leakage, and has, no doubt, been beneficial to the works.

The bottom of the Canal was cleaned, and the towing path and other banks repaired. The road along the north side of the Canal has also been maintained in good condition.

The supply of water from the North River was good throughout the year. The expenditure on this feeder consisted in raising and maintaining the dams.

CHUTE À BLONDEAU CANAL.

This work consists of one lock and a few hundred feet of canal cut through solid rock. The Canal was never properly excavated to the depth of the mitre sills, which is the cause of delays during seasons of low water. Some means must, therefore, be devised for either deepening the Canal, or for raising the water on the reach above.

New upper gates were inserted in the lock in May, and the lock house and fences repaired.

GRENVILLE CANAL.

This Canal is about six miles in length, with seven locks, numbering from 5 to 11 inclusive. Of these, Nos. 5 and 6, 7 and 8 form two sets of combined locks; their capacity is much larger than the others, which are known as the three small locks. The walls of the combined locks are in a dilapidated condition, and provision must soon be made for rebuilding them.

Arrangements are now being made for enlarging the three small locks and the narrow portion of the Canal, as provided for by the last Session of Parliament.

New gates were built for and inserted in the lower recesses of Locks 5 and 6, and preparations made for renewing the upper gates at Locks 6 and 8. The walls of all the locks were pointed, grouted, and repaired in April, and the bottom of the Canal thoroughly cleaned before the Canal was opened, and the towing-path put in good order. The bridges and lock houses were also repaired.

The expenditure for repairs on these Canals amounted to \$8,687 36.

They were closed by ice on the 26th day of November, 1869, and opened on the 27th day of April, 1870.

I have the honor to be, Sir,
Your obedient Servant,

(Signed.)

JOHN G. SIPPPELL,
Superintendent Engineer.

LACHINE CANAL,

STATEMENT of Fines and Damages, collected by order of the Superintendent, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
1869.				
July 25	Barge Olear	Easton	\$ 5 00	Removing and watching.
" 28	do Tweed	Ranger	5 00	Fine.
Aug. 2	Steamer Lord Elgin	Canadian Nav. Co.	4 00	Damage.
" 3	Barge No. 32	McNaughton & Co.	5 00	do
" 11	Steamer Huron	Jacques and Co.	4 00	do
" 18	Propeller Dominion	Norris and Neelon	20 00	Fine.
" 19	Barge Canadien	Arcand	4 00	Damage.
" 20	do Madoc	Birkett	4 00	do
" 28	Propeller Glide	M. T. Co.	5 00	do
Oct. 6	Steamer Kingston	Canadian Nav. Co.	10 00	do
" 8	do Champion	do	4 00	do
" 9	Propeller St. Lawrence	Jacques and Co.	8 00	do
" 11	Barge Consolation	Glassford and Co.	5 00	Fine.
" 15	do Augusta		2 00	Damage.
Nov. 3	Propeller Washington	W. N. C. R. R. Co.	10 00	do
" 10	Barge "A."	McPhee and Co.	5 00	Fine.
" 12	Steamer Ottawa	B. & R. N. Co.	25 00	Damage.
" 15	Barge Frontenac	Glassford & Co.	4 00	Fine.
" 30	Propeller Lina	Cantin	25 00	Damage.
1870.				
June 8	Schooner Edmond			Fine.
" 8	Propeller Bristol	Cameron	4 00	Damage.
" 27	do Mary Ward	Law and Co.	20 00	Fine.
Collected on Rafts at Lachine			28 00	Fines.
Total			\$216 00	

(Signed,)

M. CONWAY,
Superintendent.

LACHINE CANAL.

STATEMENT of Floated Timber which passed downwards through the Lachine Canal from 1st July, 1869, to 30th June, 1870.

Description	Quantity.	Amount of Tolls.
Square Timber.....	922 ¹ / ₁₀ M.....	\$ cts. 461 05
Round and Flat Timber.....	998 ³ / ₁₀ M.....	499 15
Boards and Plank.....	11,726M.....	879 47
Saw Logs.....	4,086.....	81 72
Floats.....	318 ⁴ / ₁₀ M.....	111 44
Traverses.....	26,050.....	32 56
	Total Tolls.....	\$2,065 39

SUB-COLLECTOR'S OFFICE,
Lachine, 4th July, 1870.

(Signed,)

J. DUBREUIL,
Sub-Collector.

BEAUHARNOIS CANAL.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, for the year ending the 30th day of June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
			\$ cts.	
1869.				
May 20.....	Steamer Ottawa.....	B. & R. N. C.	10 50	Damage to St. Timothy Bridge.
June 24.....	Propeller Indian.....	Proctor & Co.	5 00	do Lock No. 8.
				The above was collected during the present year.
July 29.....	Schooner Aurore.....	Henry Perrault.....	250 00	Damage to Lock No. 6.
„ 31.....	Barge Waterloo.....	Glassford and Co.....	11 70	do do 10.
Aug. 31.....	Propeller Colonist.....	Fowler.....	7 40	do do 7.
Oct. 13.....	Steamer Osprey.....	MacKay.....	7 50	do do 10.
1870.				
April 30.....	Propeller Bristol.....	Cameron.....	5 00	do do 7.
May 2.....	Schooner Persia.....	Phipps.....	40 00	do do 9.
	Total.....		\$337 10	

BEAUHARNOIS CANAL OFFICE,
30th June, 1870.

(Signed,)

PIERRE LAURENCEI,
Superintendent.

ST. OUR'S LOCK AND DAM.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
			\$ cts.	
1869.				
Aug. 10.....	Steamer Caribou.....	Douglass.....	1 00	Damage to Upper Gate.
" 20.....	Boat Mary Anne.....	Markette.....	0 72	do Fender Post.
Sept. 13.....	Barge Dais.....	Blais.....	0 75	do do
1870.				
May 4.....	Barge Euclide.....	Langlois.....	1 00	Damage to Lamp-post.
" 9.....	do Lumina.....	St. Arneault.....	0 10	do Lantern.
Total			\$3 57	

(Signed,)

LEVI LARUE,

ST. OUR'S LOCK AND DAM,
1st July, 1870.

Superintendent.

CHAMBLY CANAL.

STATEMENT of damages collected, by order of the Superintendent, and of Wharfage dues received for the year ending 30th June, 1870.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
			\$ cts.	
1869.				
July 28.....	Barge Maple Leaf.....	L. Plomondon.....	1 00	Damage to Lock Gate No. 9.
Aug. 5.....	Schooner Sea Flower.....	T. Dubeau.....	5 00	do do 3.
Oct. 11.....	Barge Maple Leaf.....	L. Plomondon.....	2 50	do do 9.
Amount of Wharfage dues collected for year.....			8 50 26 67	
Total			\$35 17	

(Signed,)

C. PRÉFONTAINE,

CHAMBLY CANAL OFFICE,
30th June, 1870.

Superintendent.

ST. ANNE'S LOCK.

COMPARATIVE STATEMENT of the number of Steamers, Sailing Vessels, &c., that passed through the St. Anne's Lock; and the amount of tolls collected during the fiscal years ending the 30th June, 1869 and 1870.

Vessels.	1869.			1870.		
	Number.	Tons.	Amount.	Number.	Tons.	Amount.
			\$ cts.			\$ cts.
British Steamers	1,276	56,234	} 8,034 14	1,406	61,771	} 10,049 51
Sailing and other craft.....	5,065	408,268		5,332	450,178	
American Vessels	204	19,288		618	42,930	
Total	6,545	479,162	\$8,034 14	7,356 6,545	554,879 479,162	10,049 51 8,034 14
Increase in 1870				811	75,717	\$2,015 37

S wed lumber, in Vessels, in 1869,feet 149,453,000
do do 1870,feet 220,481,000

Increase in 1870 71,028,000

(Signed,)

JOHN BARRETT,

Collector.

ST. ANNE'S LOCK,
30th June, 1870.

CARILLON AND GRENVILLE CANALS.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, and for Vessels wintering in the Canal; and also for ground rent on Cordwood piled on Canal banks, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
1869.			\$ cts.	
July 25.....	Barge Cook	O. & R. F. Co.....	5 00	
" 25.....	do Brush	do	2 00	
" 25.....	do Australia	do	2 00	
Sept. 29.....	do Opportune	Owens	2 00	
			11 00	
			104 00	
			54 60	
			\$169 60	

(Signed,)

WM. B. FORBES,

Superintendent.

CARILLON AND GRENVILLE CANALS' OFFICE,
Carillon, 30th June, 1870.

LACHINE CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 1, at lower entrance, and Lock No. 5, at upper entrance, during the fiscal year ending 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK No. 1.—LOWER SILL.		LOCK No. 5.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	21.6	19.10	13.0	12.0
August	20.2	19.4	12.3	11.7
September	21.0	19.0	12.5	11.4
October	21.6	19.3	12.9	11.3
November	19.0	18.0	11.3	10.5
December	32.2	18.6	12.0	10.9
1870.				
January	36.6	25.1	12.6	11.1
February	33.9	31.3	12.5	10.11
March	32.4	28.0	11.9	10.7
April	36.6	26.3	16.8	11.4
May	26.10	21.7	16.6	13.4
June	21.10	19.10	13.5	12.1

LACHINE CANAL OFFICE,
Montreal, July, 1870.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 6, at lower entrance, and lock No. 14, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK No. 6.—LOWER SILL.		LOCK No. 14.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	12.10	12.8	12.11	12.4
August	12.10	11.6	12.9	12.2
September	12.2	11.6	12.8	12.3
October	12.2	11.6	12.10	12.3
November	11.10	11.6	12.8	11.2
December	12.4	11.10	12.7	11.10
1870.				
January	13.4	12.4	13.7	11.8
February	19.0	13.4	13.5	12.4
March	15.0	13.9	12.9	12.1
April	15.6	13.9	13.9	12.5
May	15.6	13.6	13.8	13.2
June	13.6	11.10	13.5	13.1

LACHINE CANAL OFFICE,
Montreal, July, 1870.

ST. OUR'S LOCK.

STATEMENT showing the depth of river water on the lower and upper mitre-sills of St. Our's Lock, during the fiscal year ending the 30th day of June, 1870. (From Superintendent's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	14.0	11.0	11.5	9.4
August	11.11	10.3	10.8	8.11
September	11.11	9.10	9.3	8.2
October	14.8	11.1	13.1	8.9
November	12.9	10.5	12.0	10.3
December	15.5	11.11	11.9	9.10
1870.				
January	15.0	11.7	11.5	9.1
February	14.1	11.11	10.10	9.6
March	14.1	11.10	10.10	9.6
April	20.10	15.1	16.10	11.8
May	19.5	13.2	15.4	11.0
June	13.0	10.2	11.0	8.11

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CHAMBLY CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK No. 9.—LOWER SILL.		LOCK No. 1.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.4	10.9	10.3	9.1
August	13.0	10.3	9.4	8.4
September	10.5	9.4	8.7	8.3
October	16.7	9.7	11.5	8.2
November	15.0	12.0	11.1	9.10
December	14.3	12.0	10.3	9.2
1870.				
January	16.6	11.10	10.3	9.5
February	19.11	15.6	10.4	9.7
March	19.7	15.1	10.0	9.2
April	19.8	16.1	12.8	10.2
May	18.3	13.4	12.4	10.2
June	13.3	10.1	10.3	8.9

LACHINE CANAL OFFICE,
Montreal, July, 1870.

ST. ANNE'S LOCK.

STATEMENT showing the depth of river water on the lower and upper mitre sills of St. Anne's Lock, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	10.7	9.6	10.10	8.11
August	9.6	9.0	9.3	8.3
September	10.0	8.10	10.4	8.4
October	10.2	8.6	9.8	7.10
November	8.6	8.3	7.10	7.5
December	9.0	8.4	7.8	7.2
1870.				
January	10.2	8.7	8.0	7.2
February	10.2	9.0	8.5	7.6
March	9.11	8.6	8.2	6.11
April	14.4	8.7	15.5	6.11
May	14.4	10.8	15.4	9.11
June	10.8	9.2	9.10	7.8

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CARILLON CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 1, at lower entrance, and Lock No. 3, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 1.—LOWER SILL.		LOCK NO. 3.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11.0	9.5	12.5	8.11
August	9.8	8.4	10.1	8.5
September	11.0	8.8	11.6	8.1
October	10.0	8.0	10.7	7.8
November	8.0	6.11	7.6	6.0
December	7.0	6.10	7.6	6.4
1870.				
January	9.6	6.3	10.6	6.0
February	9.6	8.3	10.0	8.3
March	8.6	7.10	8.3	6.0
April	17.0	9.0	18.10	6.6
May	17.0	10.6	18.8	11.4
June	10.6	8.0	10.10	7.7

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CHUTE-A-BLONDEAU CANAL.

STATEMENT showing the depth of river water on the lower and upper mitre sills of Lock No. 4, at Chute à Blondeau, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.0	9.10	12.10	9.8
August	10.8	9.2	10.6	9.0
September	12.3	9.3	12.0	8.8
October	11.3	8.6	11.0	8.4
November	8.5	7.8	8.3	7.6
December	8.6	8.0	8.1	7.10
1870.				
January	11.0	7.10	12.0	7.8
February	13.4	11.6	14.0	11.6
March	10.0	7.2	12.0	7.0
April	20.1	7.9	19.9	7.6
May	19.7	11.8	19.2	11.4
June	11.8	8.5	11.5	8.3

LACHINE CANAL OFFICE,
Montreal, July, 1870.

GRENVILLE CANAL.

STATEMENT showing the depth of river water on the mitre sill of Lock No. 5, at lower entrance, and Lock No. 11, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK No. 5.—LOWER SILL.		LOCK No. 11.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.2	10.1	12.7	9.6
August	11.1	9.7	10.6	8.7
September	12.4	9.4	11.10	9.0
October	11.8	8.7	11.3	8.3
November	9.8	8.4	8.3	7.4
December	8.10	8.4	7.6	6.10
1870.				
January	13.6	8.6	7.10	6.8
February	14.6	10.0	7.8	6.9
March	12.0	10.0	6.9	5.10
April	20.3	10.0	18.5	6.7
May	20.0	12.0	18.2	11.4
June	11.9	8.6	11.3	7.7

LACHINE CANAL OFFICE,
Montreal, July, 1870.

APPENDIX No. 4.

CORNWALL CANAL.

*Description of the works and repairs executed during the fiscal year ending
30th of June, 1870, by D. A. McDonnell, Superintendent.*

(No. 11,738.)

CORNWALL, 19th July, 1870.

F. Braun, Esq., Secretary,

Department of Public Works, Ottawa.

SIR,—I have the honor to furnish you with the following Report upon the works executed on the Cornwall Canal, during the past fiscal year.

They may be enumerated as follows :

Repairs.

The raising of embankment and slope walls.

Repairs of lock gates and weirs, cleaning out of side ditches, drains, and culverts.

Repairing bridge across supply weir, at Guard-Lock.

Shingling roof of Superintendent's house, and repairing lock-houses along the Canal.

Seven new knees, and 4 new foot bridges supplied to lock gates.

Eight new sheaves placed in chain-holes of locks.

The total cost of the above works, amounts to the sum of \$4,846 26.

Dredging.

The steam dredge, which arrived at Cornwall Canal, on the 27th of last September, commenced operations on the 1st of October following in the reach above Lock No 20, when it removed 331 scow loads of deposit from the bed of Canal until the 30th of June last : the material thus removed, was dropped in the Bay above Millerroche's Culvert.

The sum expended on account of the dredging operations amounts to \$1,978 47. This embraces an expenditure of \$1,183 31 for the repairs of the dredge itself, which is greater than the amount estimated at first, because it had to be almost renewed, and the dredge scows had to be repaired. The dredge and scows are now in a very efficient state.

New Works.

The new weir for improving the entrance of Canal at Dickenson's Landing, and for raising the head of water at Guard-Lock, was successfully completed last November, and has proved highly beneficial to navigation and to the milling interests on the Canal.

The regulating weir, near the town of Cornwall, was completed on 1st of last May. This work, the want of which was felt for many years, will now enable the Government to regulate and control the water required for milling and manufacturing purposes as well as for the proper navigation of the Canal.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

D. A. MCDONNELL,
Superintendent.

APPENDIX No. 5.

WILLIAMSBURGH CANALS.

Description of the works and repairs executed on these Canals during the fiscal year ending 30th June, 1870, by Isaac N. Rose, Superintendent.

(No. 12,518.)

MORRISBURGH, July 15th, 1870.

F. Braun, Esq., Secretary,
Department of Public Works, Ottawa.

SIR,—I have the honor to submit my Annual Report on the Williamsburgh Canals, for the fiscal year ending the 30th June, 1870.

The Canals were kept in good working order from the 1st July, 1869, to the 3rd of December, when they were closed for the winter ; opened again on the 23rd of April, 1870, and continued in good working condition to the 30th June.

The works which have been in progress during the year, may be classed under the head of ordinary repairs.

The swing bridge over Lock No 26, Galops Canal, was completed in the month of August, and is now in good working order.

The several lock-masters and lock-laborers houses, have been covered with shingles, and are now in good condition.

Repairs to the pier and ice-breaker at upper entrance, Farran's Point Canal, were completed during the month of July last.

Two pairs of lock-gates have been rebuilt anew, all above water, for Lock No. 24, Rapide du Plat Canal, and Lock No. 25, Point Iroquois Canal.

For the protection of the Canal banks the force employed consists of one scow, and a horse for towing, together with a foreman, and from four to six laborers.

The work was confined to the Junction and Rapid du Plat Canals, and continued from the 1st July to the 1st December, 1869, and from the 1st April to the 30th June, 1870. Some 300 cords of stone were used on repairs to the inside, and portions of the outside banks of the Canal.

It is necessary, for the safety of the Canals, that this work should be continued from year to year, in order to counteract the wear and tear which constant navigation entails.

Repairs have also been done to bridges, lock-gates, bumping and snubbing posts, scows, boats, ditches, sluices, and piers.

A new boat was built during last winter for the buoy service, using such materials from the old boat as could be worked with advantage ; the new boat is now in working order.

The buoys were put down in the months of May and June, from Dickenson's Landing to Prescott, which are all in good order.

The aggregate amounts of pay-lists, for the fiscal year ending the 30th of June 1870, are as follows.

For ordinary repairs, including the buoy service.....	\$7,137 43
For staff, certified.....	5,465 13
	12,602 56

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,
(Signed.) ISAAC N. ROSE,
Supt. Williamsburgh Canals.

APPENDIX No. 6.

WELLAND CANAL.

*Description of the works and repairs executed during the fiscal year ending
30th June, 1870, by S. D. Woodruff, Superintendent.*

(No. 11,817.)

WELLAND CANAL OFFICE,
St. Catherine's, July 22nd, 1870.

F. Braun, Esquire, Secretary,
Department of Public Works, Ottawa.

SIR,—I have the honor to submit the following Report of the works on this Canal, for the fiscal year ending the 30th of June.

This Canal was opened on the 20th day of April, and closed on the 10th day of December last.

An interruption to the navigation for twenty-four hours occurred on the 7th of August, in consequence of one of the gates at Lock No. 1 having failed; and on the 6th of September, it became necessary to draw off the level above Lock No. 2 to staunch a leak under the waste weir.

During the progress there was a heavy fall of rain, which prolonged the staunching, so as to cause a suspension of navigation for three days. During the winter this leak has been thoroughly overhauled and repaired, so that it is not probable that any further escape of water will take place, or interruption to the navigation will ensue from it.

Construction.

Under the head of construction are embraced the new works proposed or required to complete the Canal.

The works completed during the past year are :—

- The extension of the basin at Port Colborne,
- The embankment between the Aqueduct and Junction,
- The west pier at Port Dalhousie,
- The protection works to the dam at Dunnville.

The work of rebuilding the superstructure of the east pier at Port Dalhousie was commenced last fall, and proceeded with until the winter set in, when further operations ceased. From the high state of the water there this season, the contractor has been unable to go on with this work, as, in consequence, it has been impossible to secure the new materials to the old, so that his operations have ceased until the water recedes.

Towards completing the summit level, with a view to lowering the water in this part of the Canal down to the level of Lake Erie, two dredges were employed part of last season in removing the bars and shoals from the bottom; but, in consequence of recent and extensive slides having occurred in the banks of the deep cut, these dredges have been necessarily occupied in their removal.

Previous to 1866, several slips occurred in the banks of this cut, but as they were of no great extent, no obstruction to the navigation was experienced from them; but during the winter of 1866, there was an extensive slide in it, by which a large portion of the channel was filled. This was removed, so that no obstruction to the navigation ensued from it.

In 1869, further signs of settlement in the banks of this cut were discovered in several places, but as they were of no great extent, they did not much encroach upon the navigable channel; but during the past spring, another very extensive slide occurred in it, by which the channel has been considerably encroached upon, and the previous slides assumed much greater dimensions. At the removal of these, the two dredges, as above stated, have been employed since the opening of navigation.

The length of this cut is 9,800 feet, and the extent of the slides upon it is 3,900 feet, or about 40 per cent. of its length.

From what has taken place, it would appear that further slides may occur, and that the risk is too great to attempt to lower the water before the banks at the sides of the cut have been removed for a considerable distance back, as such risk might entail the closing of the Canal; but with a staff of dredges on hand, this would, in all probability, be but for a short time, and, during the interim, the old means of furnishing the supply from the Grand River could be resorted to, and the slides removed with the dredges. But the incurring of such risk is to be avoided, if possible, and I see no other way of effecting it but by removing a portion of the banks of the cut. This may not prevent further slips; but should they then occur, they certainly cannot be so extensive, nor be so likely to impede the navigation, and the cost of lightening the banks of this cut will, undoubtedly, be much less than the removal of the material out of the channel after it has slipped in; and, as a matter of economy, I strongly recommend that the banks of the cut for a considerable way back be removed before the water in this level is lowered, as has been proposed; as, in the removal of the slips, it is necessary to transport and waste it either in the Niagara River or Lake Erie, a distance of from ten to fourteen miles, whereas, by lightening the banks the material may be got rid of by wasting it at either ends of the cuts, or at the rear, and thereby save, in all probability, forty per cent. of the cost.

Repairs.

The maintenance of the works on this Canal consist of the repair or renewal in whole or part of such structures as have become unfit or unsafe for further use by decay, the raising and facing the embankments with stone and gravel, to protect them from wash by the action of the water, clearing deposits out of the Canal, ditching, and such other necessary works.

The renewals have been the construction and hanging a pair of gates in the Colborne Locks, fourteen gates in the mountain range of locks, and a spare gate for Lock 1, swing-bridges at Locks 4, 5, and Colborne Lock, towing path-bridges over the twelve-mile creek at Weaver's Point, St. Catherine's, and below the waste-weir at Lock No. 3.

During the past winter the water was drawn off between St. Catherine's and Thorold, and the bottom cleaned out, the lock-gates overhauled and repaired, and the locks pointed. Considerable bars formed in the channel below Locks Nos. 2 and 3, upon which vessels grounded; these it has been necessary to dredge out, so as to prevent further delays.

The breaches in the embankments at Dunnville—caused by the overflow there last year, referred to in my previous Report as having been got up to their full dimensions—have been maintained with but trifling settlements, and these I have made up to the former dimensions.

Last spring this point was again visited with a sudden rise of floodwater. It rose to within a few inches of the previous height, but no damage ensued from it further than that, some of the inhabitants, headed by the Reeve of Dunville, cut the embankments in the strip of land which separates the Grand River from Sulphur Creek, by which a considerable portion of it was carried away. I have again got them up to their former dimensions, so that there is no escape of water. The perpetration of this unlawful act has been reported to you; but as yet, I am not aware that any steps have been taken to punish the offenders, and I may add that unless proceedings are taken for such object, that it will be impossible to protect the Canal from further unlawful aggressions.

Rents.

The annual rental of the water-power and other property leased on the Canal is.....	\$8,909 01
The amount collected during the fiscal year is.....	3,951 45
The amount remitted is.....	140 00
The amount remaining due on the 1st of July is.....	22,555 99

Schedule No. 1, appended, gives a list of the several holdings, with the yearly rents, payments during the year, and amounts standing due. A large portion of the amount in arrears will not be collected, unless coercive measures are used for enforcing it.

Lands sold.

The lands sold to the municipality of the County of Welland, comprise an area of 12,912 acres, and there remains due upon the purchase \$10,329 60, with interest at the rate of six per cent. per annum, from the 2nd day of May, 1854.

Damages.

Schedule No. 2, appended, gives a list of the vessels, &c., upon which penalties have been imposed and collected, for damages done to the works, and for breaches of the Canal regulations.

The amount collected is \$892.

The foregoing is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

S. D. WOODRUFF,

Superintendent.

WELLAND CANAL.—Continued.

SCHEDULE No. 1.—Statement showing the annual rents of water-power and other property situate on the Welland Canal, together with payments made, arrears of rent, and rent remitted during the fiscal year ending 30th June, 1870.

Where situate.	Name of Lessee.	Machinery, &c.	Yearly Rent.	Arrears to 30th June, 1870.	Payments to 30th June, 1870.	Remission of one year's rent of grist mill at Lock No. 10, as per letter No. 5448, of 25th Sept., 1869.	Balance due to 1st July, 1870.	Remarks.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Port Dalhousie	Robert Laurie and Co.	Grist mill	187 30	280 95	187 30		93 65	
do	R. and J. Laurie	do	240 00	360 00	240 00		120 00	
do	R. and J. Laurie	Lot ½ acre	20 00	30 00	20 00		10 00	
do	R. Morrison	Saw mill	121 00	242 00			242 00	
do	Alexander Muir	2 Locks	175 00	264 00	88 00		175 00	
do	Geo. A. Clark	2 Wharf lots \$80 } \$20 }	100 00	180 00			180 00	
do	Donaldson and Andrews	Dry dock	100 00	150 00			150 00	
do	James Mayor	Lot	20 00	30 00	10 00		20 00	
do	Michael Kearns	do	10 00	20 00			20 00	
Lock No. 2	John L. Ramey	Flouring mill	260 00	1,300 00			1,300 00	
Locks 3 to 11	St. Catherine's Water Power Co.	Surplus water	500 00	750 00	500 00		250 00	
St. Catherine's	Calvin Phelps	Merchant mill	150 00	225 00	150 00		75 00	
Lock No. 4	Calvin Phelps	Wharf	40 00	60 00	40 00		20 00	
do 5	Richard Collier	Saw mill	167 65	251 49	83 83		167 65	
do 10	Thomas Bowers	Grist mill	140 00	280 00		140 00	140 00	
do 12, 13 & 14	Welland Canal Loan Co.	Surplus water	480 00	600 00	240 00		360 00	
do 15	Gordon and Mackay	Cotton factory	240 00	600 00			600 00	
do 20	John Brown	Cement mill	160 00	320 00	160 00		160 00	
do 20	Wm. B. Hendershot	Saw mill	181 00	724 00			724 00	
do 21	Wm. Beatty	do	216 00	540 00	216 00		324 00	
do 22	Wm. Beatty	Tannery	63 60	159 00	63 60		95 40	
do 23	W. H. Ward	Factory	50 00	100 00	50 00		50 00	
do 23	W. H. Ward	Saw mill	146 00	292 00	146 00		146 00	
do 23	John Brown	Wharf	40 00	80 00	40 00		40 00	
do 24	Jacob Keefer	Merchant mill	222 00	333 00	222 00		111 00	
do 24	Brown and Ross	Flouring mill	130 00	260 00	130 00		130 00	
do 24	S. B. Freeman	do	160 00	1,520 00			1,520 00	
do 25	John Brown	Plaster mill	80 00	160 00	80 00		1,600 00	
do 25	Alexander Christie	Flouring mill	160 00	1,600 00			1,80 00	

WELLAND CANAL.—Continued.

STATEMENT showing the amounts collected from vessels, &c., for damages done to the works, and for breaches of the Canal Regulations, during the fiscal year ending 30th June, 1870.

Date.	Name of Vessel, &c.	Amount.	Remarks.
		\$ cts.	
1869.			
July 10.....	Schooner New Dominion	50 00	Damaged gates Lock No. 1.
Oct. 9.....	do Ontario	10 00	Broke north wing wall stone bridge.
" 9.....	Propeller Magnet	20 00	Violating Welland Canal Regulations.
" 9.....	Schooner Garibaldi	20 00	do do do
" 9.....	Propeller City of New York	10 00	Broke beam of bridge St. Catherines.
" 16.....	do Empire	10 00	do balance beam Lock No. 9.
" 16.....	Schooner George Thurnston	10 00	Damage to bridge at Lock No. 2.
" 16.....	Barque Southampton	10 00	do St. Catherine's.
" 16.....	Tug Minnie Parsons	50 00	do Aqueduct.
" 21.....	Schooner Atwater	25 00	do Port Robinson.
" 24.....	Propeller Young America	10 00	Violating Welland Canal Regulations.
1870.			
May 2.....	Schooner Aurora	40 00	Damage to abutments, bridge Lock No. 2.
" 11.....	do Dashing Wave	25 00	do bridge at Hurt's Bridge.
" 11.....	do Montank	10 00	do do Lock No. 2.
" 16.....	Steamer Georgian	20 00	Violating Welland Canal Regulations.
" 18.....	Schooner John Tibbetts	5 00	Destroyed large lantern at Port Colborne.
" 26.....	do Theodore Perry	20 00	Violating Welland Canal Regulations.
" 28.....	Propeller Bruno	20 00	Broke timbers, &c., bridge Lock No. 2.
" 28.....	Schooner Clyde	10 00	Violating Welland Canal Regulations.
" 28.....	do Sir Chas. Napier	10 00	do do do
June 1.....	do Jamaica	40 00	do do do
" 2.....	do Trade Wind	40 00	do do do
" 4.....	do New Dominion	40 00	Damaged bridge at Stone-bridge.
" 6.....	do Telegraph	58 00	do do Port Robinson.
" 6.....	do Queen of the Lake	11 00	do anchor, at Lock No. 16.
" 7.....	do Monarch	5 00	Broke needle-beam bridge at Welland.
" 7.....	do Lathrop	5 00	do do do
" 8.....	Scow Rattlesnake	7 00	Damaged bridge at Keefers.
" 8.....	Propeller Lawrence	11 00	Broke anchor, gate Lock No. 4.
" 9.....	Schooner Lyman Case	20 00	Damage at Junction.
" 9.....	do Jane C. Woodruff	10 00	Violating Welland Canal Regulations.
" 10.....	do Reindeer	20 00	Capsized gate Lock No. 20.
" 10.....	Scow Royal Oak	40 00	Violating Welland Canal Regulations.
" 13.....	Schooner L. B. Crocker	10 00	do do do
" 13.....	do Ontario	10 00	do do do
" 16.....	do Nashua	10 00	Broke anchor and collar, gate Lock No. 6.
" 16.....	do S. Robinson	80 00	do swing bridge at Port Robinson.
" 16.....	do R. H. Becker	20 00	Violating Welland Canal Regulations.
" 18.....	do Son and Heir	40 00	do do do
" 27.....	Barque Canada	20 00	do do do
" 27.....	Schooner Union Jack	10 00	
		\$392 00	

(Signed,)
(Signed,)

S. D. WOODRUFF, *Superintendent.*
THOMAS ADAMS, *Paymaster & Clerk.*

WELLAND CANAL OFFICE,
St. Catherine's, 22nd July, 1870.

APPENDIX No. 7.

BURLINGTON BAY CANAL.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by S. D. Woodruff, Superintendent.

(No. 11,816.)

WELLAND CANAL OFFICE,
St. Catharines, July 22nd, 1870.

F. Braun, Esq., Secretary,
Department of Public Works, Ottawa.

SIR,—I have the honor to report that, during the fiscal year ending the 30th June, the works at the Burlington Bay Canal have not required any outlay upon them for repairs, and in the maintenance of the ferry it has been only necessary to expend the sum of \$47 27 in caulking the scow, and making some small repairs. A further outlay of from \$80 to \$100 will be required upon the ferry scow and punt before the winter sets in. They have been some time in use, and to render them serviceable during the winter, this outlay will be necessary.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) S. D. WOODRUFF,
Superintendent.

APPENDIX No. 8.

RIDEAU CANAL.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by J. D. Slater, Superintendent.

(No. 11,896.)

OTTAWA, July, 1870.

F. Braun, Esq., Secretary,
Department of Public Works, Ottawa.

SIR,—In accordance with general instructions from the Department, dated 23rd May, 1865, I have the honor to submit the usual annual Report, on the state of the works connected with the Rideau Canal.

The navigation closed on the 27th November, and was opened on the 2nd May, 1870.

An accident occurred at Jones's Falls on the 16th July—two pairs of gates were carried away while passing a barge through the combined locks, which are 15 feet lift each at this station ; one of the boat hands, Michael Kelly, and a farmer named Timlin, were drowned ; the navigation was interrupted a month at this point in consequence.

On account of the frequency of the floods, and their increased volume, measures were adopted to pass the water more freely at Long Island ; the two 15 feet sluices in the dam at the locks were increased to three, of 20 feet each, and preparations were made to rebuild and enlarge the bulkhead at Manotic, by the addition of two 20 feet openings. It was thought better to defer the latter until the summer, after the spring flood had passed.

The freshet this spring, in the Rideau, and in all the southern tributaries of the Ottawa, was unusually high, and considerable damage was done to the works &c., on these streams ; the Canal escaped with but small damages ; the boom that was left at the head of Long Island, together with the top of the pier to which it was fastened were carried away ; a portion of the old bulkhead at Manotic was also carried away, and two bridges below were damaged. The water rose while the ice was solid ; the flood was anticipated, and precautions had been taken at all dangerous points. The water had to be kept back in Rideau Lake, higher than usual. The capacity of the River and Canal to pass the water was tested to the utmost for about a week.

On the 21st of June, a leak was formed under the large crib dam, at the foot of Long Island. This dam is upwards of 30 feet high, and the crib 40 feet wide at the base, filled with stones, with an embankment of clay in front. The water carried away about 100 feet in length of this clay embankment. The leak was checked by the good judgment of Lockmaster Addison, aided by Mr. Davis and his Manotic force, and the northerly end of the dam has since been repaired in a most substantial manner.

The crib is now twelve years old, the top timbers are decayed, and the only thing to do, as they think, is to place a sufficient weight of stones at the back of the dam to compensate for the strength of the timber. This has been thoroughly done on the north end of the dam where the leak was, and the front filled with stones, brush, and fine gravel, instead of clay ; about 600 yards of stone will be required next winter to fix the south end of this dam, and 400 yards for the reserve, and to face the banks from which the stone was borrowed to stop the leak.

The bulkhead at Hogsback is very much out of repair. It has been damaged by the ice and driftwood carried against it by the floods ; it will not be safe to trust it another season. Before reconstruction, it would be desirable to ascertain if some other plan could be substituted to pass the ice, etc., more freely.

There is a prospect of low water in the Canal this season, on account of the continued dry weather, but the reserve in the lake is not exhausted yet.

It is to be regretted that forwarders will not adapt their vessels to the depth of water the Canal was intended for—viz., 4 feet 6 inches; there are boats now navigating the Canal that draw much more than that, even when light, and when the spring high water subsides, they have to be taken off, thus bringing discredit to the Canal.

Gates were renewed at the undermentioned stations, viz. :—

Poonamalie,	1	pair	high	gates.
Nicholson's,	2	do	do	
Burritt's,	1	do	do	
Long Island,	1	do	do	
Hogsback,	1	do	do	
Ottawa,	1	do	do	

Repairs to works and machinery were performed at nearly all the stations, involving in some cases, pumping the locks, and lowering gates, details of which are given hereunder, viz. :—

Kingston Mills. Five hundred yards stone supplied, face of dam repaired, also portions of embankment; portions of the masonry pointed and grouted, sluice frames repaired, and sundry small repairs.

Brewer's Lower Mills. Gravel procured, and dam repaired, also sundry small repairs.

Brewer's Upper Mills. Sundry small repairs, and repairs to roadway.

Jones's Falls. New swing bars on gates (centre), and sundry repairs to iron works and machinery, coffer dam, and repairing sill of waste weir, cutting out stone, and fitting oak pieces to sills to stop leakage, dam, and pumping out lower lock, and removing rubbish.

Davis's. Two coffer dams, pumping out lock and repairing bottom, repairing pier in front of man-holes, also renewing flooring of pavement of lock, repairing sluices, &c., and one pair new swing bars on upper gates, and some small repairs; new coping blocks, &c.

Chaffey's. Renewing coping blocks and sluice frames, putting on new mitre post, upper gate, and sundry small repairs.

Narrows. Splicing posts and new rails in gates, alteration and repairs to iron works, repairs to fence, and some small repairs.

Poonamalie. Lower gates renewed, new store-house built, dam much improved by placing in gravel, and dam built on creek to prevent flooding land. Bushing flanges, &c., machinery, and other small repairs.

Smith's Falls Detached. Lower gates renewed, bushing flanges, and repairs to machinery and small repairs.

Smith's Falls Combined. New bridge over Bye-wash, and sundry other small repairs.

Old Slys. Repairs to protecting piers and to bottom of lock, new sheave blocks, and small repairs.

Edmond's. Some slight repairs to embankment.

Kilmarnock. Repairs to dam, and small repairs to works.

Merrickville. Sundry repairs to swing-bridge and approaches, underpinning basin wall, and pointing masonry generally, sundry small repairs to works, and putting on new mitre-post to basin-gate.

Clowes. Repairs to top of dam with coarse gravel, and putting in several new stones knocked out by ice, repairs to lockmaster's house, and small repairs to machinery.

Nicholson's. Renewing two pairs lock-gates, altering and repairing iron works and machinery, bushing flanges, &c., several new coping blocks, and other small repairs.

Burritt's. Renewing lower gates, bushing flanges, &c., and repairing machinery; sundry repairs to upper gates coffer-dam, to enable bulkhead to be reconstructed; small repairs to embankments.

Long Island. Renewing centre gates, sluice-frames, and grating over man-holes; renewing, altering, and enlarging waste weir, providing timber for new swing bars, coffer-dam for Manotic works, boom at point of Island, and sundry small repairs.

Black Rapids. Sundry repairs to embankments, upper gates, and dam, new swing bars, mitre post, and rails of gate, and small repairs.

Hogsback. Renewing centre gates, and sundry repairs to dam, bulkhead, and machinery.

Hartwell's. New swing bar, and sundry other repairs.

Ottawa. Renewing high gates, sundry repairs to gates, sills, and machinery. Several new sluice-frames and man-hole gratings, cleaning out and repairing basin, wharves, and sundry other repairs, and some improvements at Mutchmor's Cut and swing-bridge.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JAMES D. SLATER,

Superintendent.

APPENDIX No. 9.

CARILLON AND GRENVILLE CANALS.

Report on improvements to Carillon and Grenville Canals, by John Page, Chief Engineer.

OTTAWA, 24th November, 1869.

The Secretary of Public Works.

SIR,—Under instructions contained in your letter, No. 5,645, I recently visited the Carillon and Grenville Canals, and now have the honor to submit the following remarks relative to certain improvements which it is desirable should be made to render the present line of navigation more serviceable; especially to such as might be undertaken and completed during the ensuing winter and spring.

In order to enable the matter to be readily understood, it is deemed necessary to draw attention to the works, as follows:—

Carillon Canal is about three miles long, has a bottom width of from 30 to 40 feet. At the lower end are two locks combined, and at the upper end there is one lock, 32 feet wide and 126 feet long.

It is fed from the North River, which forms a summit level 13 feet, and 22 feet higher than the Ottawa River at points adjoining the upper and lower entrances of the Canal, respectively.

The depth maintained on the lock sills is generally 6 feet, except during periods of low water, when the North River fails to furnish the requisite supply.

The side walls of some of the locks are in a rather dilapidated condition; the mortar having been washed out from between the stones, allows the water to escape through the joints on both sides and in rear of the gates; and the pressure, in several cases, has even displaced some of the stones. This seems to have been caused principally by the sluice-ways for the passage of water into and out of the locks having been formed in the side-walls, as it is invariably at places in their vicinity where the masonry is most disturbed.

To obviate this it has been proposed to build up the sluice-ways—secure the walls as well as the circumstances will permit, and, in their stead, to make sluices in the lock gates. This course, it seems to me, might, with advantage, be adopted, wherever practicable, on all the locks on this line of navigation.

The scarcity of water at certain seasons having hitherto led to much inconvenience and delay in passing through this canal, it has been suggested that as the channel above and below the Carillon Rapids is of a good depth, it would be advisable to ascertain minutely the greatest depth which could be carried through the rapids.

If a channel on this line could be made available, the downward trade, which is the heaviest and most bulky, would doubtless be greatly facilitated; whilst barges, in ascending, being generally light, would be less impeded in passing through the Canal.

Although unable, at present, to express any positive opinion on this point, it is nevertheless believed that the object proposed to be gained is of sufficient importance to warrant a careful examination being made, in order to ascertain whether it could be effected at a moderate expense.

Chute à Blondeau Canal is formed in a heavy rock cutting through a point which projects out into a deep bay on the north side of the river; it is about 700 feet long, 30 feet wide at bottom, with sides nearly vertical. At the lower end is a rock of from $3\frac{1}{2}$ to 4 feet lift, the sides of which are formed of the rock in position dressed down smoothly on the face; except the upper four feet, this, together with the gate quoins and recesses, being of dressed stone masonry.

The bottom of the Canal is at several places from 16 to 18 inches higher than the lock sills, and at seasons of very low water, no vessel drawing more than about $4\frac{1}{2}$ feet can pass through it.

To remedy this it is proposed to construct a flat dam from near the middle of the projecting point out to an island situated in the river, at a distance of from 180 to 200 feet, and thus raise the water in this comparatively narrow shoal, and unnavigable channel, as well as in the Canal, from $2\frac{1}{2}$ to 3 feet at low stages of the river.

It is believed that by the adoption of this plan the necessary depth could be maintained at all seasons. The probable cost of the dam thus proposed is estimated at \$4,000, a sum not exceeding what would in all probability be required to build coffer dams, unwater the cut, and lower the bottom.

Grenville Canal is for the most part a continuous thorough cut, chiefly thorough rock, and within a short distance of the north bank of the river. It is about $5\frac{3}{4}$ miles long; and although there are several sudden bends in the line within a space of three-fourths of a mile below the guard lock, the whole distance between the respective entrances by canal is very little, if any greater, than between the same points by the river. Its upper entrance is near the south extremity of a large bay, off which, on the south-westerly side of the river, are extensive shoals, partly dry at low water; and its lower outlet is in a small indent in the shore, where the channel is said to be of considerable depth.

The natural banks of the river, together with spoil deposited in low places from the excavation, have hitherto been found sufficiently high to protect the works of the Canal from being injured or flooded by high water.

Between the upper and lower outlets there is a declivity or fall of about 46 feet, to overcome which there are six lift locks, with a guard lock at the upper end, to regulate the level below at high stages of the river. The two upper locks and guard lock are each 19 feet wide and 106 feet long, they are single and detached; the others are 32 feet wide and 128 feet long, combined in pairs, placed 1,500 feet apart.

The reach between the two sets of combined locks is 50 feet wide at bottom; and the one next in ascending order, or that below lock No. 9, is 4,300 feet long, with a bottom width varying from 20 to 30 feet; the sides have generally irregular slopes.

Between locks Nos. 9 and 10 the distance is 15,200 feet, and the width of bottom ranges from 20 to 30 feet, for the most part with long irregular slopes.

In the line between locks Nos. 10 and 11 there are a number of abrupt sudden bends, and towards the upper end the rock cutting is of considerable depth; the whole distance is about 7,000 feet, and the bottom width for the lower two-thirds is about 30 feet; and for the upper one-third, through the deep rock cutting, the width at bottom is 20 feet.

From the head of the guard lock out to the entrance on the river the bottom width is 25 feet.

It may here be stated that the Ottawa River is subject to annual freshets or floods of more or less height, whilst occasionally in dry seasons the water level falls extremely low.

On the mitre-sills of the guard lock there was for a time, in May, 1861, a depth of 19 feet 7 inches, and in May, 1869, there was 19 feet 6 inches; on the same place there was for a short time, in August, 1868, only 4 feet 2 inches water; thus the fluctuation of the water level from August, 1868, to May, 1869, was 15 feet 4 inches.

The bottom of the cut above the guard lock, for a distance of 700 feet, consists of rock which is generally about the same level as the mitre-sills of the lock.

Between the guard lock and lift lock No. 10, the bottom is at some places barely as low as the sills of the upper lock.

From the foregoing it will be seen that there are at all times two serious impediments to the successful navigation of this route, and that at certain periods a still more formidable one is experienced from the shallowness of the water.

A vessel that can pass through the three upper locks may, under favorable circumstances, get expeditiously through the Canal, but from the contractedness of the prison, two vessels of the full dimensions cannot pass each other, which frequently leads to much detention and inconvenience. In fact, the narrowness of the channel limits the carrying capacity of the Canal to a far greater extent than the comparatively small dimensions of the locks.

Again, loaded vessels which could pass through the locks, and in single file through the reaches between them, are, at periods of very low water, prevented from entering the Canal at all.

It therefore appears that what is most urgently required is the means of maintaining the full depth in the upper reach at all times; consequently, this is the work most desirable to undertake first. Further, that the widening of the canal so as to enable two vessels of the full capacity of those now in use, to pass each other freely, would be of greater advantage to the trade than even the enlargement of the three small locks.

This view of the subject being assumed as correct, it will be evident that the proposed improvements should be proceeded with in the order above mentioned.

It is, however, proper to state, that instead of lowering the bottom of the upper reach of this Canal, it has been proposed to raise the level above it by means of a dam, and form a cut on the north side of the river, also to remove part of an island on the southerly side, to act as compensating channels for the escape of water when the river is at flood height.

By the adoption of this plan it is alleged that the Grenville Canal would not only be improved, but the whole line of navigation above it, up to within a short distance of the City of Ottawa, would be greatly benefited.

The approximate cost of carrying out this scheme, irrespective of land damages, has been estimated at from \$125,000 to \$130,000.

But without attempting to discuss this matter, it may be stated that there is, at present, no satisfactory means of ascertaining the extent or probable value of land damages which such a dam would cause. Moreover, as the plan contemplates the raising of the water only three feet at low stages of the river, it would not, if carried out, obviate the necessity of widening the Canal, or even of lowering the bottom of the upper reach, when the proposed enlarged navigation of the Ottawa is undertaken.

In view of the known expense of executing this plan, and the uncertainty of what it might otherwise entail, it is believed that the most judicious course to adopt, for the present, would be the lowering of the canal bottom, as the work thus done would not only afford the necessary relief, but be serviceable in future operations, and would involve no claims for land or other damages.

In the event of its being decided to deepen the channel from the head of the rock cut down to Lock No. 10, the work could be done during the ensuing winter and spring, provided arrangements for that purpose were at once made.

The widening of the prism of the canal above water surface could be done next summer and fall, and the bottoming be completed during the following winter.

The three upper locks could also be enlarged in the winter of 1870-71, when the canal was emptied for the purpose of bottoming the increased width of channel.

The probable cost of executing the respective works above mentioned, is estimated by Mr. Sippell, the officer in charge, as follows:—

For the construction and removal of coffer-dams; unwatering work, and lowering the bottom of upper reach, an average depth of two feet; lowering chamber and mitre-sills of guard lock, &c., &c.	\$38,000
Widening prism of canal to 40 feet bottom throughout, coffer-dams and unwatering work, &c.	150,000
Enlarging the three upper locks, walls consisting of masonry	90,000
The enlargement of these locks, chiefly with timber, is estimated at \$45,000.	

Judging from a cursory examination of the locality, in connection with the plans prepared, in 1860, by T. C. Clarke, Esq., C.E., I am, at present, inclined to believe that the general line of the existing canal, from its upper entrance down to within about three-fourths of a mile of Lock No. 9, will probably be found the most advantageous to improve for the proposed future enlarged Ottawa Canal.

If this is correct, any widening, deepening, or improvement in the line of the present channel may fairly be considered as so much done towards the future enlargement.

I have the honor to be, Sir,
Your obedient servant,

(Signed,)

JOHN PAGE,
Chief Engineer, Public Works.

APPENDIX No. 10.

PORT DOVER HARBOR

Description of the works and repairs executed during the fiscal year ending 30th June 1870, by S. D. Woodruff, Superintendent.

(No. 11,815.)

WELLAND CANAL OFFICE,
St. Catharines, July 27th, 1870.

F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—I have the honor to inform you that upon the works of the harbor, at Port, Dover, no expenditure has been made during the fiscal year ending the 30th June, 1870.

In my Report of the 24th July last, I apprised you that I had made arrangements for the removal of the sand bar formed across the mouth of this harbor, as authorized by your letter, No. 4,649, of the 15th June.

I have now to inform you that this arrangement has not been carried out, as, in consequence of the high state of the water in the lake, there was no immediate necessity for its removal, neither has there yet been; but, as the water in the lake is now beginning to recede, the contractor for it assures me that he will send a dredge there, and have it removed in sufficient time, so that the bar will not incommode the navigation.

I have the honor to be, Sir,
Your obedient servant,

(Signed,)

S. D. WOODRUFF,
Superintendent.

APPENDIX No. 11.

HARBORS OF REFUGE, LAKES HURON AND ERIE.

Report by John Page, Chief Engineer.

OTTAWA, 20th January, 1870.

The Secretary of Public Works.

SIR,—In compliance with instructions conveyed in your letter (No. 2,901—Copy prefixed), examinations and surveys have been made of the different harbors and landing places on the east coast of Lake Huron and the north shore of Lake Erie, with a view of obtaining such information as would enable an opinion to be arrived at, as to which of them are the most capable of being made safe and accessible during storms.

On these coasts there are no natural harbors in which large vessels can find shelter; whilst the winds that render protection necessary, are generally those that have a tendency to create such seas at the mouths of the existing small harbors as prevent the possibility of their being approached.

Within the past twenty-five years the mercantile navy of the Lake has been more than quadrupled; the casualties to vessels, and frequently their entire loss, together with that of numerous lives and much valuable property, have also greatly increased. This has naturally led to the impression that if "Asylum Harbors" were established, many of these disasters would, in all probability, be avoided, and that the expense of their formation would bear a comparatively small proportion to the advantages they would ultimately confer on the trade.

But although these facts are generally admitted, many different views and opinions seem to be entertained as to the place or places which should be selected for this purpose—each locality, where small harbors or landing-piers have been constructed, having its advocates, in some cases irrespective of whether nature has at all adapted the place for shelter or access at the very time when these are most urgently required.

It is, however, believed that no considerations of a merely local kind should be allowed to have much weight in deciding a question of such general importance, but that the place should be selected chiefly on the grounds of its natural advantages, and its position in reference to the known wants of the navigation.

The propriety of establishing "Harbors of Refuge" being acknowledged, it is deemed proper to state at the outset what may properly be understood to constitute a harbor of this kind.

The basin or roadstead should be of ample area to accommodate at one time all the vessels likely to avail themselves of its shelter, and the depth of water be sufficient for loaded vessels to ride without touching bottom, during the oscillations of the surface caused by storms outside. It should have good anchorage ground, be easy of access and egress, and be situated as nearly as possible at a place or point on the coast towards which vessels are most frequently drifted by storms; or where, from the trend of the shore, they may be detained by adverse winds.

Fully impressed with the importance of the subject, every effort has been made to study all the facts bearing upon it that could be collected, such as the winds, currents, character of the coasts, soundings, anchorage, bearings, &c., &c.

All reports and documents relating to the question that could be found, have also been carefully perused, and the result of these enquiries and examinations is now respectfully submitted in the following report.

Lake Huron.

The prevailing winds over a large portion of this continent being westerly, the Canadian shores of the lakes, but especially those of Lake Huron, are peculiarly open to their influence.

On this lake it has been observed that the heaviest storms are generally from the north-west. At such times the central portion of the east coast receives the full sweep of the sea from Mackinac Straits, a distance of over 170 miles; and the lower part is equally open to gales from the direction of Saginaw, a distance across the lake of fully eighty miles.

From Cape Hurd, (seven and a half miles south of the lighthouse on Cove Island, at the entrance of the Georgian Bay,) to Chief's Point, a distance of forty-five miles, the general bearing of the shore is south-easterly. It is for the most part rocky, rugged in outline, and studded with numerous islands.

From Chief's Point to Point Clark the coast trends towards the south-west, and in this distance of forty-eight miles there is only one island of any considerable extent. From Point Clark to what is called Lakeview, the course of the shore is almost due south for fully fifty miles, when it again takes a south-westerly direction for forty-three miles to the mouth of the St. Clair River. The total distance between the places mentioned being about 186 miles.

The greater part of this shore presents an irregular line of clay bluffs, which at Goderich are about 120 feet high, but towards the north their elevation diminishes, and at many places there are long gradual inclinations from the lake up to the adjoining table land.

These banks overlies the limestone, which is exposed at various places near the shore, and also at or near the outlet of several streams.

The only rivers of any considerable extent which flow into the lake on its eastern side are the Saugeen and Maitland. The former of these drains an area of about 1,400 square miles, and the latter about 600 square miles of country.

Notwithstanding that these rivers are liable to heavy spring freshets, they do not bring down so large an amount of detritus as descends in streams of much less magnitude on the north shore of Lake Erie.

This should be especially borne in mind, as it forms a distinguishing characteristic of the difficulties to be encountered in the construction of harbors on these lakes.

Being fully convinced that any place on the coast, between Chief's Point and Cape Hurd, (no matter what natural advantages it might possess,) would be much too far to the north and east of the general track of vessels engaged in the trade to be of service as an asylum harbor, my investigations were principally directed to localities lying to the southward.

Having made these general remarks, it is now proposed to describe the different places which have been surveyed and examined.

The soundings or depth of water stated as existing at the various places mentioned, are in all cases, (unless specially stated,) those found in the fall of 1868, when the level of the lakes was unusually low.

Saugeen River

Is a stream of considerable magnitude, and drains a large extent of country.

It is liable to heavy spring freshets, that frequently carry with them great quantities of driftwood and generally large fields and masses of ice. These, from the contractedness of the outlet, sometimes form a jam or dam that raises the water and causes much damage.

In the spring of 1868, the water rose from fourteen to fifteen feet over its ordinary level, and for a time threatened the destruction of the warehouses built in the vicinity.

At the village of Southampton the banks are from 45 to 50 feet high, and the river from 300 to 400 feet in width. For about 1,000 feet within the line of the piers constructed at its outlet, the depth varies from 7 to 3 feet, but towards the upper part of the distance stated there are clusters of boulders dry at low water.

On the north side a pier has been carried out fully 600 feet parallel with the stream,

and on the south side one about 350 feet long, of a curved form, has been placed diagonally to the current, so that at its outer end there is a space of only 200 feet between it and the north pier. In the centre of that portion of the channel situated between the piers, the depth varies from 10 to 15 feet, which is maintained in an oblique direction outwards to the head of the north pier, where the width of water answering to these depths is about 80 feet.

From the south shore a shoal extends out fully 1,050 feet beyond the end of the south pier, in a direction across the entrance on which the greatest depth did not exceed 5 feet.

From this bar to considerably beyond the line of the north pier, as well as for at least 100 feet to the westward of the bar, the soundings varied from 8 to $9\frac{1}{2}$ feet.

This bank shifts its position, and the depth of water over it changes by the action of heavy gales; but for the most part it bars a direct entrance to the river.

There is reason to believe that these extensive shoals are formed more by the currents and action of the lake than from detritus brought down by the river; but to clear them out and guard against their formation is a problem very difficult, if at all possible, to solve.

Still, the construction of the north pier has, doubtless, been of great advantage to the locality, and it is quite probable that were it extended beyond the outer end of the shoal, the entrance to the river would at times be more accessible.

Chantry Island.—This Island lies $1\frac{3}{5}$ of a mile in a W.S.W. direction from the mouth of the Saugeen River, and fully three-quarters of a mile from the main land. It is about half a mile long, in a N.N.E. course, of a slightly curved shape, with a width varying from 50 to 300 feet, and contains an area above ordinary high water mark of about $9\frac{1}{2}$ acres. The central portion is 10 feet high, but its general height is not more than from 5 to 6 feet over the lake. It is composed chiefly of a substratum of clay and boulders with a gravel surface, patches of which are mixed with vegetable soil, and sparsely covered with a stunted growth of spruce, pine, and poplar trees. Near the centre of the island the trees are from 45 to 50 feet high, and towards the ends they are from 20 to 30 feet high.

The island is surrounded by reefs on its north, south, and west sides. Those at the north and south ends appear to be a subaqueous continuation of the ridge forming the island, and consist chiefly of granite boulders, some of which are of great size.

The easterly side of the southern reef runs south by west from the south point of the island. On this line, for the first 2,000 feet, the depth of water varies from 2 to 5 feet, thence for a like distance there is from 7 to 9 feet of water, and at about a mile from the island, there is a depth of 15 feet, gradually increasing to 40 feet, within the next quarter of a mile.

The northern reef runs N.N.E. from the north point of the island, and for about half a mile in that direction the depths vary from 5, 7, 10 to 13 feet, beyond which, on the same line and to the westward of it, there is a large area and several patches, with 14 feet water over them; but it is about a mile from the north point of the island before a clear line of 15 feet water is reached, when the depth suddenly increases to 25 feet and upwards.

On the westerly side, for the whole length of the island, there is a large area of an irregular width, closely studded with boulders, partly dry at low water; and it is fully half a mile to the westward before the line of 15 feet is reached.

Near the centre of the island a light-tower, about 80 feet high, has been erected, on which is placed a lenticular lighting apparatus of the second order.

The light stands fully 86 feet over the ordinary surface of the lake, and is visible from the deck of a vessel, in clear weather, at a distance of about eighteen miles.

It will, doubtless, be of importance to captains and masters of vessels to learn that after a careful hydrographic survey, it has been fully ascertained that both the north and south reefs, as well as the western shoals, can be cleared by keeping at the distance of one mile and a quarter from the lighthouse, and that outside of this line there will be found a gradually increasing depth of over fifteen feet water.

The island at the north end is 4,000 feet, and at the south end 5,400 feet to the westward of the main land. Along its landward or easterly side, the line of 10 feet water varies from 300 to 800 feet out from the beach, and the 15 feet water line is from

600 to 1,400 feet out, except at a few places, (near the centre,) opposite the northern end, where the depth is only 14 feet.

On the mainland side the 10 feet water line is from 300 to 700 feet from the shore, but there is a small patch about 600 feet to the southward at 1,400 feet out. The line of 15 feet water is from 600 to 900 feet out, except around the patch above mentioned, where it is nearly 2,000 feet distant from the shore.

The area of the water surface directly east of the island, and between it and the main shore, is 267 acres; of this space there is an area of about 140 acres, in which the depth varies from 15 to 20 feet; bottom generally covered with boulders, but at a few places there is good anchorage.

At the north end of the island a breakwater of cribwork, 683 feet long, has been built in an E.N.E. direction, out to a depth of 16 feet, which, to the southward, forms a small area of comparatively smooth water during north-westerly gales; but as it does not strictly extend beyond the line of 15 feet, and only 200 feet outside of the 10 feet line, vessels really derive very little benefit from its shelter, unless they are of such a draught as can ride freely within the line of shoal water.

In short, the island being low, the trees upon it somewhat scattered and stunted, vessels at any place within the area of deep water inside, are still in a great measure exposed to the sweep of the wind, and to a heavy rolling sea in stormy weather. But it is said that the anchorage is in some places so good, that vessels provided with proper ground tackling, getting fairly under lee of the island, have hitherto been able to ride out heavy gales with safety.

Port Elgin Harbor lies five miles south of the mouth of the Saugeen River, and is formed by an indent in the shore, which, on the southerly side, trends very gradually towards the south-west.

This bay, between what may be considered the outer points, measures about three-fourths of a mile across, and from the same line extends about one-fourth of a mile inland.

For 300 feet outwards from the shore the water is from 4 to 6 feet deep, except on part of the northerly side, where there is only 3 feet water at 400 feet out.

Lakewards of the bay there are two large shoals, one of which lies about 600 feet south of the north point, and measures 560 feet from east to west, with a width of from 100 to 300 feet, partly dry at low water; the other is opposite the centre of the bay, and is 868 feet long from north to south, with a width of from 100 to 450 feet, on which there is a depth of from 4 to 6 feet.

In other parts of the bay the soundings found were from $7\frac{1}{2}$ to 13 feet, but in the channel leading from the north-west there is not a clear depth of more than $7\frac{1}{2}$ feet.

On a line leading south-west from the head of the landing pier, past the southern shoal, only 7 feet water can be carried; but in a S.S.W. direction from the same place, the least depth found was 10 feet.

A landing wharf, 420 feet long, with a cross-head of 80 feet, was constructed in 1857 and 1858, near the centre of the bay, at the outer end of which there was found a depth of 10 feet; but it being open to all winds from S.W. round to N.W., a breakwater, 420 feet long, consisting of groups of piles driven into the gravel bottom, has been formed at right angles to, and 650 feet out from, the pier. A crib has also been placed on the southern point of the north shoal.

These works are expected by the residents to have the effect of rendering the landing pier easier of access, and of making the water inside more tranquil.

All the expenditure at this place, with the exception of a grant of \$4,000 from the Government, has been made either by private individuals or by the municipalities.

There is reason to believe that these improvements have been of great advantage to the locality, and especially to the village situated about three-fourths of a mile inland, the residents of which were chiefly instrumental in getting them properly carried out.

Inverhuron Bay lies nineteen miles S.W. by S. of the mouth of the Saugeen River, and two-and-a-half miles south of Point Douglass.

It is about four-fifths of a mile across in a south-easterly direction from the north

point to the opposite shore, and extends about one-third of a mile inland from the same line.

On its easterly side there is generally a depth of 10 feet water at 300 feet out from the beach, but on the north side the 10 feet line is within 100 feet of the shore, and at some places less.

The line of 15 feet water is from 400 to 800 feet out from the eastern shore, and on the north side it is from 100 to 250 feet out.

At a distance of 2,100 feet from the north point, in a south-easterly course, there is a rocky shoal about 150 by 250 feet, on which the depth varies from 7 to 10 feet.

This reef appears to be of limestone, with deep and wide fissures running through it, and lies about 900 feet out from, and in line with, the landing pier, which was built there in 1856 and 1857.

The pier is situated a little to the south of where a small creek empties into the lake; it is 546 feet long, and there is a depth of 17 feet water at its outer end.

The beach has made out considerably since the pier was first built, so that part of it is now in a measure on solid dry ground.

The whole area of the bay within the line first mentioned, is about 124 acres, of this there are 33 acres lying south of the pier and reef, 91 acres between that line and the south shore of the north point.

About one-half of the latter, or fully 45 acres, has a depth varying from 15 to 26 feet and upwards. The Bay is partly sheltered on the north and north-west by a wooded projecting point, and a reef which runs out nearly a quarter of a mile in a westerly direction.

On the west and south-west it is fully open to the sweep of the sea, which at times rolls in with great force.

Along the north-east side there is a considerable area where the bottom is clay, and where the anchorage is said to be good, but at other places the bottom affords no reliable holding ground.

The Government expended \$15,125 on the construction of the landing pier, but its maintenance is now provided for by the County Municipality, by which some addition to its length has also been made.

Kincardine Harbor is situated at the mouth of the River Penetangore, about 27 miles S.S.W. of the Saugeen River, and 31 miles north of Goderich. This part of the coast is remarkably uniform, presenting no bays or indentations of an extent that affords any natural facilities for the construction of a harbor. The banks are generally high and bluff, but at many places they recede from the shore with a quick slope, through which the streams that drain the interior have cut deep ravines as they approached the lake. The Penetangore is one of these, and although comparatively small, it furnishes in its winding course and rapid descent through the village plat of Kincardine, sufficient power to drive several mills. Previous to the construction of the harbor into which it now discharges, the stream ran southerly along in line of the beach for nearly half-a-mile before entering the lake.

The harbor consists of an inner basin, and two lines of piers, placed 100 feet apart, which run out from the shore in a direction W. by N. $\frac{1}{2}$ N. Part of the north pier is built of cribwork, and part is formed by ranges of piles driven close along the outer and inner sides; these different sections together with the inside docking, make a continuous line of structure 1,155 feet long.

This pier extends out to a depth of 12 feet water, and is 550 feet beyond the present line of beach, which appears to have made considerably on the north side since the works were first constructed.

The south pier is also built partly of crib-work and of piles, placed so as to afford a clear water-way of 100 feet for a distance of 300 feet, when an offset is made, which increases the width of the entrance to about 135 feet—this line is then continued as far as the pier extends, or to within 300 feet of the outer end of the north pier.

A basin or inner harbor of about one and a half acres area has been excavated, partly in the old bed of the river, and through an adjoining flat which lies to the south and landwards of the south pier.

It is faced on the north and west sides by lines of piles driven close together; and with a view of preventing the sand in the vicinity from silting it up, a line of narrow crib-work has been placed in rear of part of the piles on the west side.

The depth of water in the basin varies from 8 to 10 feet, and although of small extent, it doubtless affords an area of comparatively smooth water, and a degree of shelter during westerly winds which could not easily be otherwise obtained.

There was found from 7 to 10 feet water between the entrance piers, except for a short distance within the outer end of the south pier, and in line with the north beach, where the depth was only from 5 to 7 feet. This bar was said to have been formed by sand drifting through the north pier during heavy gales. To guard against this in future, a narrow line of crib-work has been placed immediately inside of the face piles.

At other places, improvements of the works have also been made, or contemplated, and fully five acres of the adjoining flat has been reserved for the future enlargement of the basin, so that there is reason to believe, from the enterprise shown by the village corporation, that strenuous efforts will be made to render the place as good a commercial harbor as nature and circumstances will permit.

The Government has, at various times, assisted in the construction of the works by grants, which, in the aggregate, amount to \$23,544, and it is said that a like sum has been expended by the village and county municipalities.

Kincardine contains about 1,800 inhabitants, and is built principally on the high land lying north of the river. It has grown up rapidly within the last few years, and now forms a point of export for a large tract of fertile country in the interior, there being now shipped annually from this place about a quarter of a million bushels of grain, besides large quantities of other farm produce.

Goderich Harbor is situated at the mouth of the River Maitland, sixty-three miles N.E. by N. from the entrance to the St. Clair River, and twenty-three miles S. $\frac{1}{2}$ E. from Point Clark Lighthouse, which is about thirty-six miles S.W. by S. from the Saugeen River.

The Maitland is a stream of considerable size, and drains a large extent of country, but the valley through which it passes is generally narrow until within about two miles of the Lake, where it quickly widens out to a width of from a quarter to half a mile.

Through this flat the river winds, at low water, in numerous channels, amongst a series of islands into the harbor. Some of these islands are quite large, others of small area; but most of them show indications of having been formed by the detritus brought down from higher levels by the action of the stream.

They are liable to change their shape by cross-currents, produced by heavy freshets, which at times submerge the whole bottom of the wide portions of the valley, and many of the works constructed along its margin.

Along the inside line of the present beach of the lake there is at the water surface a distance of fully 1,600 feet between the high, and, at most places, steep banks which form the sides of the basin, and about half a mile further up stream the width is 1,000 feet. This area, containing $77\frac{1}{2}$ acres, may be subdivided as follows:—

Islands which stand from 3 to 6 feet over water surface, occupy a space of	20 $\frac{1}{4}$ acres
Space covered with water from 1 to 6 feet deep, probable average $2\frac{1}{2}$ feet depth	50
Water space from 6 to 10 feet deep.	3
Area of water from 10 to 15 feet deep.	4 $\frac{1}{2}$
	77 $\frac{1}{2}$ acres

The space last mentioned as containing $4\frac{1}{2}$ acres lies south of the range of the south pier, and constitutes what may be called the extent of the inner harbor.

This, together with the whole area of the river's outlet, as well as the flats above described, are shut in on the southern and northern sides by high clay and gravel banks, which, on the lake shore, are quite bluff, and stand about 100 feet over the water surface.

The entrance is formed by two lines of piers, placed 164 feet apart, which run out in a direction W.S.W. from the shore.

The north pier is of open cribwork, 1,216 feet long: has a row of sheet piles driven along its outer face, and extends out to a depth of from 13 to 14 feet, and 600 feet beyond the line of the present north beach, which appears to have formed fully 500 feet since the improvements were made.

The south pier consists of two longitudinal lines of piles, 20 feet apart, each range being driven close together, and secured by wale pieces, and at intervals by transverse ties. It is carried out to within 120 feet of the extreme end of the north pier.

In the channel between the piers, the depth of water varies from 12 to 16 feet, except for a distance of 500 feet along the inner end, and 50 feet out from the north pier, where there is a shoal with only from 4 to 9 feet water over it.

For nearly half a mile within the inner end of the south pier, the bank on that side is faced with docking, formed at some places of piles, but for the most part of cribwork.

In front of this docking, for a distance of 1,200 feet inwards from an angle in the south pier, is the inner basin before referred to, which has an irregular width, varying from 150 to 300 feet, and a depth of from 10 to 15 feet.

In order to prevent the wharves, warehouses, &c., from being damaged during spring freshets, as well as for the protection of such vessels as might winter in the harbor, an ice-breaker, 1,100 feet long, and from 9 to 10 feet high over low water, has been constructed.

This commences at a point on the south shore, 2,300 feet inside of the basin, and extends outwards in a direction nearly parallel with the entrance piers. It appears to be strongly built and secured; nevertheless, a heavy freshet in the spring of 1868, carried away about 200 feet of it, and made a large breach through the gravel bank in its rear.

At this time the water was fully three feet over the wharves, and nearly 10 feet higher than the lake level. When the flood was at its highest pitch, the descending ice formed a dam between the entrance piers, which resulted in a breach, nearly 400 feet wide, being made in the south pier, through which the water escaped and washed out the bottom at one place to a depth of 24 feet below the surface. The few vessels which were then in the harbor sustained some damages, but none of a very serious nature.

At this time, it is said, the water also forced its way through the beach behind the north pier.

The construction of a harbor at this place was first undertaken, in 1835, by the "Canada Company," who held the right under a lease from the Crown, but although a considerable expenditure was then made on the works, they were subsequently allowed to fall into decay.

In 1859, this Company transferred their claims on the harbor to the Buffalo and Lake Huron Railway Company, who, in 1862, were granted a new lease from the Crown, one of the conditions of which is that they (the Company) should make and maintain a harbor sufficient to accommodate the largest class of vessels which navigate Lake Huron.

A large portion of the works above described as connected with the harbor were executed by this Company. They also continued the line of their railway along the face of the bank down to the waters of the harbor; erected a grain elevator and extensive freight sheds at a point deemed convenient for vessels to unload or receive cargoes.

They further engaged a line of propellers to run between Chicago and Goderich, and made the necessary arrangements for transporting southwards, by railway, the grain and other freight thus brought to the port. This railway now forms part of the Grand Trunk system, under which the harbor and works connected with it are controlled, subject, of course, to the conditions of the lease from the Crown, granted in 1862.

The breach referred to as having been made through the ice-breaker during the spring freshet of 1868, was promptly and substantially repaired by the Company; but

the deep water space in the basin still remains so narrow that large vessels experience much difficulty in entering or leaving, especially if there are others in port at the time.

Within the past few years, the line of propellers above referred to, has been discontinued, and that portion of the American trade which for a time passed through Goderich for the east, now finds its way by Sarnia or other channels.

Whilst the facilities for transport afforded by the railway has created good markets in several flourishing villages in the interior—which has considerably reduced the trade of Goderich as a wheat-buying centre—still, the recent discovery of immense salt deposits in the town and vicinity will, doubtless, when fully developed, make this, in time, a place of considerable commercial importance.

It is believed proper to state that no expenditure has been made by the Government, either in the construction or maintenance of this harbor.

Bayfield Harbor lies 12 miles south of Goderich, and is situated at the outlet of a stream called the Bayfield River.

In this vicinity the clay banks which form the shores of the lake are quite bold. Immediately north of the river they are nearly 100 feet high, and on its south side their height is from 60 to 70 feet.

For about 1,000 feet inland, the stream flows through a flat, in which it has cut for itself a deep bed, and appears to discharge a considerable volume of water during freshets.

The entrance piers are 200 feet apart at the narrowest place, 210 feet apart at the outer end of the southern one, and at the inner or landward end the distance between them is 330 feet.

The north pier has a direction nearly W. by S. from the shore line for a distance of 339 feet, thence it bears W. by N. 279 feet, the whole length being 618 feet; at its head was found a depth of ten feet of water.

The south pier is nearly straight, 620 feet long, built of cribwork; but the superstructure or part of it, towards the outer end, appears to have been carried up in detached pieces, and is now in a very dilapidated condition.

Within the extreme end of the north pier, for a distance of 400 feet, the soundings varied from 5 to 9½ feet. Inside of this a bar with from 3 to 4 feet of water over it occupied the whole width between the piers, and for 100 feet longitudinally.

For 400 feet inside of the bar there was found a depth of from 4 to 8½ feet water, and from this point in the river for 800 feet up stream the depth is from 9 to 14 feet, but the width of water carrying this depth would not average over 100 feet.

The piers being comparatively short, and the space between them considerable, the waves coming from a westerly direction are very little broken or moderated in entering, so that inside of what is called the harbor there is at such times nearly as heavy a sea as outside in the lake.

This has resulted in wearing away a large portion of the south bank of the river, and also part of that on the north side, both of which, being gradually undermined, fall down, and the soil is afterwards swept out by freshets and deposited inside the piers in such a manner as tends to form the shoal and bar above mentioned. These prevent vessels from entering further than the outer end of the north pier, where they cannot remain with safety during heavy weather, the principal part of the grain exported being put on board by means of scows.

On the north side the beach line of the lake has made out nearly 250 feet since the works were constructed, so that it is now within 130 feet of the outer end of the north pier; the south beach, on the contrary, has been slightly worn away by the abrading action of the sea.

These results, so marked at Bayfield, occur, however, more or less at all the places where piers have been carried out into the lake on the eastern coast.

The works at this place were constructed by private, or from municipal, funds, and it is much to be regretted that the efforts of a locality in which so much enterprise has been displayed should not have been attended with more satisfactory results,

The foregoing description of the different places surveyed and examined, will enable a tolerably clear idea of their position, capacity, and extent to be arrived at. These will show that, although they are of considerable benefit to the respective localities in which they are situated, yet none of them can be formed into "Refuge Harbors" for large vessels without the construction of such breakwaters, or other works, as, from their nature and extent, must involve a large expenditure.

It is well known that the great bulk of the traffic on Lake Huron is a through trade, carried, generally, on a large class of vessels, which, for the most part, pass close to the American shore.

The River St. Clair, being at the south-west angle of the lake, upward-bound vessels, on leaving it, follow a course N. by W., until opposite the light on Point aux Barques, when the mouth of Saginaw Bay has to be crossed in an oblique direction. This bay is nearly 30 miles wide, and extends fully 60 miles inland; on this part of the voyage vessels frequently encounter heavy westerly gales, which force them out into the lake, and occasionally drive them towards its eastern shore.

When the mouth of this bay is safely passed, they again continue along the western shore until nearly up with the light at Presqu'île, where the coast suddenly sweeps to the westward, into the Straits of Mackinac.

Here, north-westerly winds are often experienced; still upward-bound vessels can generally make either False Presqu'île or Thunder Bay, where good shelter can be readily obtained.

But in thick weather, or during snow storms, or by standing too far out in the lake, downward-bound vessels frequently pass Presqu'île without knowing it, and are thus often driven by gales of long continuance towards, and sometimes upon, the Canadian coast.

The dangers arising from these causes are, of course, proportionate to the violence and duration of the storms; still they are frequently disastrous to heavily-loaded vessels, and especially to those which are not well found, or whose equipment in any important point is defective.

From information obtained at the Marine Reporter's Office, Detroit, it appears that, during eleven years, ending with 1868, the loss of life and property, reported as having occurred on the eastern coast of Lake Huron, is as follows:—

Locality.	No. of Vessels disabled.	No. of Vessels totally wrecked.	No. of Lives lost.	Value of Property lost.
Saugeen	15	5	6	\$92,500
Port Elgin	1			400
Inverhuron	1	1	2	900
Kincardine	5	3		42,000
Goderich	8	5	7	72,200
Bayfield	2	1		5,300
Cape Ipperwash	7			8,200
Point Edward	5	1		9,050

The sum set opposite the disasters at each locality represents the loss on the vessels only, and has no reference, whatever, to the cargoes, the value of which may be reasonably assumed, on the average, at about an equal amount.

It is probable that the statement does not embrace all the marine disasters which have occurred on the east coast of the lake, within the period mentioned; but it was considered better to accept information from an acknowledged authority, than to depend upon local parties, whose statements were incomplete and often contradictory.

The returns on which the table is based, do not show that the casualties occurred

solely from stress of weather; but it is quite likely that a large proportion of them is due to this cause, although it is possible that some of the vessels may have been unseaworthy, overloaded, poorly found, or even insufficiently manned. At all events the result shows that a large number of vessels have been wrecked in striving to obtain shelter on those parts of the coast where harbors or roadsteads are believed to exist.

From meteorological records kept on both sides of the lake, it appears that during light breezes, or even in moderate gales, there is little or no similarity either in the force, or direction, of the winds at the different stations of observation. When, however, a gale of two or three days' duration, and of considerable violence, occurs from any quarter, it is generally found that a similar direction has been registered at all the places.

The records also show that the prevailing winds are westerly. Storms occur chiefly from the south-west, west, and north-west, but the latter seem to be the most violent, and those which prove most disastrous.

It will be observed that all these blow from the American towards the Canadian shore; and, from what has been previously stated, it will be seen that nearly the whole width of the lake lies between the usual track of vessels and the eastern coast.

It follows, therefore, that if a vessel encounter storms from any of these quarters, during her voyage, either upwards or downwards, she could, if not wholly disabled, run before the gale on such a course as would enable her to make any asylum harbor which might be formed within a considerable range of shore.

Having made these remarks, it may now be stated that three of the places examined on the east coast, claim special attention, namely:—Goderich, Inverhuron, and Saugeen, or Chantry Island.

Goderich, as already stated, lies 63 miles above the mouth of the St. Clair River. It is 57 miles E.S.E. from the light on Point aux Barques, situated on the opposite or American coast. On this part of the lake, the east and west shores, for a distance of about 50 miles, are nearly parallel, and from 40 to 50 miles apart.

This harbor is the nearest to the line of trade, and is the only place, at present, where a vessel has the slightest opportunity of obtaining shelter on a long range, of what is frequently a lee shore. It is situated, (as above mentioned,) within bold high banks, has a small area of deep water, in which a few vessels can ride during the season of navigation with safety; it is the terminus of an important line of railway, and, in these respects, possesses advantages well worthy of the fullest consideration. The depth of water, lakewards of the pier, is from 13 to 14 feet, rapidly increasing outwards, and the holding ground, in from 4 to 5 fathoms in that direction, is said to be good.

During heavy westerly winds, both upward and downward bound vessels are frequently driven towards this harbor, and some of them are occasionally able to avail themselves of its shelter, although the attempt to make it, at times, is doubtless attended with considerable risk. It may further be stated that many intelligent persons engaged in lake navigation, give it as their opinion that *Goderich* harbor, notwithstanding its limited capacity, and unfavorable entrance, has been, and still is, of great benefit to the shipping interest.

In order, however, to convert it into anything like a "harbor of refuge," which of itself would be at all sufficient to the wants of the trade, many extensive improvements would have to be made. The direction of the entrance would, doubtless, have to be changed, a much larger area of inside accommodation formed, and there is reason to believe that, for a considerable distance, a new channel would have to be made for the river. The line of the present piers runs nearly W.S.W., which renders it barely possible for a vessel to enter the harbor in a north-westerly wind.

Although it is, in many respects, objectionable for a harbor to be open in the direction from whence the heaviest storms come, still, when the entrance is between two lines of piers, placed a moderate distance apart, unless their range is within a few points of the wind, there are times when no sailing vessel could safely venture near it.

Taking these and other important matters into consideration, it is believed that, in order to obtain the greatest average of the times at which there is a probability that this

harbor could be safely approached, the line of the entrance to it should have a course W. by N.

This would necessitate the abandonment of the existing works, and the removal for some distance of the inner part of them.

A new channel through the beach would, of course, have to be formed, and new lines of piers constructed. The latter should extend out to a depth of at least 17 feet water, which would require fully 1,400 feet of pier on each side. This, of itself, would be a work of considerable magnitude that, under the most favorable circumstances, would cost not less than \$95,000.

As previously mentioned, the area of the present basin is about four and a half acres—a space believed to be barely sufficient for purposes connected with an ordinary local trade.

It will, therefore, be evident that, in order to meet anything like the requirements of a "Harbor of Refuge," the basin accommodation must be largely augmented.

To obtain and secure this would doubtless be attended with a good deal of difficulty, some degree of uncertainty, and at a very considerable cost.

Every additional acre of basin would require on the average fully 18,000 cubic yards of dredging, and as the area should be increased at least $15\frac{1}{2}$ acres, (making the aggregate nearly 20 acres,) the quantity of dredging to be done for this purpose would be about 280,000 cubic yards.

To protect this space so that vessels could winter in it, as well as to prevent the gravel which forms the bed of the river from being washed into it during freshets, a continuous line of cribs, or other close work, would have to be constructed the whole length of the harbor. This would have to be sufficiently strong, and of such a height as would form an artificial bank to the river at the highest freshets, which have been known to rise nearly 10 feet over the lake level.

In short, the channel of the river would have to be diverted, so as to pass out through the beach north of the entrance to the harbor. This would, in all probability, produce a change in the shore line, the results of which there appears to be no means of even approximately determining.

The north side of the basin would also require to be docked, so that the carrying out of this plan, as a whole, would cost at least \$300,000.

The shelter and inside accommodation, which might thus be afforded, would, doubtless, be of the best description; but the entrance, it is to be feared, would still occasionally have little to recommend it, even to a storm-pressed vessel, aboard of which there existed a slight hope of being able to steer clear of a lee shore.

Inverhuron Bay.—The position of this bay, with reference to other known localities in its vicinity, having been previously described, it may now be stated that it lies 17 miles N.N.E. $\frac{1}{4}$ E. from Point Clark Lighthouse, and 63 miles E.N.E. $\frac{1}{2}$ E. from the light on Point aux Barques at the entrance of Saginaw Bay, on the American coast.

It is, comparatively, a small indentation in the shore lying fully open to W. and S.W. storms, but its north side is sheltered from the direct force of the N. and N.W. winds.

Its open side, from point to point, being fully two and a half times longer than its greatest depth inland, and its southern shore running gradually into the general line of the coast, there is frequently a heavy rolling sea in it during a moderate gale.

In its present natural state, it presents no perceptible inducement for a vessel in any rough weather to seek shelter there; but a careful examination shows that there is a small area of fair holding ground at its north-east side, and a good depth of water throughout, except on a reef near the centre.

These advantages cannot, however, be made permanently available, short of the enclosure of a large portion of the bay by means of a breakwater.

This would, doubtless, be a work of considerable extent, and from the depth of water, and exposed position in which it must necessarily be placed, would require to be of the most substantial character.

Still, there is every reason to believe that the object could be accomplished, and that

quite a capacious and smooth water harbor could be constructed at Inverhuron by a liberal expenditure.

To effect this the northern portion of the bay would require to be enclosed by means of a breakwater running out in a line with the present landing pier to the western side of the centre reef, thence continuing it in a direction slightly inclined towards the north point, leaving an entrance 250 or 300 feet wide at the south, and another at the south-west side.

The breakwater might be of cribwork, carried to a height of about 8 feet above the level of the water at the time the soundings were taken, which would make them from 4 to 5 feet over the highest normal level of the lake.

As it is not likely this would be used for wharf or quay accommodation, their tops might have a descent of from 4 to 5 feet outwards. This would, in some measure, save the superstructure, and admit of the waves rolling over it in a heavy sea, which would have a tendency to make smoother water inside.

On the assumed line between the centre reef and the north point the soundings show the depth of water to be from 24 to 27½ feet, generally 26 feet. This, including pier heads, would require 2,200 lineal feet of breakwater, of at least 40 feet in width.

From the reef towards the landing pier the depth is from 10 to 13 feet, and would require 750 lineal feet of a pier averaging 35 feet in width. This width of pier would be indispensable, from the greater part of it having to be placed broadside on to the course of the fiercest storms, and consequently exposed to heavy shocks from fleets of floating ice on the breaking up of winter, and therefore requiring more than an ordinary degree of massiveness to give the requisite solidity.

Still, even the width stated would be insufficient unless a talus of stone was formed along both sides of it, of such dimensions as would reach up to within 9 or 10 feet of the water surface.

But an abundance of stone for all purposes could be quarried in the immediate vicinity, conveniently placed in scows, and delivered on the works at the minimum of cost.

The plan thus described, if fully carried out, would enclose a space of over 85 acres, about 45 of which would have a depth of 15 feet and upwards—an area that would afford ample accommodation for a large fleet of vessels.

The holding ground, however, being limited in extent, it would be necessary to lay down moorings, as well for some of the vessels within the harbor as for the bringing up of those running for it in a gale of wind.

A lighthouse to indicate its position at night would also have to be built.

The works above enumerated are estimated to cost at least \$280,000.

It is quite possible that on further consideration of the local peculiarities of the place, the position of one or both of the entrances might require to be changed, but this would in no way affect the ultimate cost.

The works described would doubtless have the effect of rendering the waters of the bay comparatively tranquil during storms from any direction. It is, nevertheless, to be feared that the place would still be deficient in one important characteristic of a good "Refuge Harbor," inasmuch as it would afford little or no protection to vessels from the sweep of heavy west and south-west winds.

Chantry Island.—To the south of Cape Hurd, and to the north of Point Clark, the shores of the lake bear from 35 to 40 degrees to the eastward, and form in that direction an angular bend 23 miles deep.

Along the northern side of this there is a series of small islands, the most southern of which, of any considerable extent, is known as Chantry Island.

This island lies 76 miles E.N.E. $\frac{1}{2}$ N. from the light at Point aux Barques on the American coast, and 15 miles N.E. $\frac{1}{2}$ N. from Point Douglass, the latter bearing 19 miles N.N.E. from the lighthouse on Point Clark.

The space between the island and the main shore, (previously described), forms a capacious roadstead, the westerly side of which is partially sheltered from the direct force of westerly winds by the island, and trees that grow upon it.

Heavy seas are also in some measure broken by the reefs that run out from the north and south ends of the islands, and four miles to the south of it, a sudden protrusion of the shore line of three-and-a-half miles to the westward, to some extent breaks the sweep of storms from that quarter.

But, from the great width of the openings leading into the roadstead, the waves coming from directions nearly parallel to the shore, pass in more or less freely, causing often, if not always, a heavy rolling sea inside during rough weather, and from the long gradual inclination of the east side, the line of deep water is so far out from the island as to be, in great measure, beyond the area sheltered from the direct force of the wind. Still this roadstead is, doubtless, fully as accessible and secure as any place nature has formed in a long range of the eastern coast of the lake, and it is so situated as to be capable of being made a comparatively safe haven for vessels in almost any kind of weather.

In order to effect this it is proposed to construct a breakwater across its northern end, leaving an entrance near the centre of from 400 to 500 feet in width. On the west side the protection works to form a continuation of the present breakwater, and on the east start from a salient point in the shore, and in both cases the respective lines are to have a slight inclination towards the north.

This breakwater to be of cribwork, 30 feet in width, well filled with stone, and carried to the height of $7\frac{1}{2}$ feet over the water level of September, 1868.

At all places where the line is in a depth exceeding 15 feet, stone should be placed along both sides of the cribwork up to within 10 feet of the water surface, and for such a width that the base would be from two to two-and-a-half times greater than the height.

The breakwater, including pier-heads, would be about 3,500 feet in length, and be placed in a depth of water varying from 16 to 22 feet.

By carrying out this plan, the water space between the works, and a line having a course E. by S. from the south end of the island to the main shore, would have an area of 320 acres, of which 178 acres would have a depth of from 15 to 20 feet and upwards.

The protected area of deep water might, however, be augmented at the rate of from 40 to 50 acres for every 400 feet in length of breakwater formed in line of the reef lying south of the island—the first 2,000 feet of which has only a depth of from two to five feet of water over it, and beyond this for 2,800 feet the depth varies from five to eleven feet, then suddenly drops to 15 feet and upwards, making the total distance from the south end of the island to 15 feet water at the outer end of the reef, about 4,900 feet.

But although a breakwater in this direction would, doubtless, add greatly to the security of the roadstead, it might be dispensed with, and the place still have many of the characteristics of an asylum for vessels during storms.

It would, however, be indispensable that a substantial and prominent beacon should be placed near the outer end of the reef, to serve as a guide to vessels entering by the Southern Channel, which would in all probability be the one most generally used.

In order to convert that part of the roadstead lying immediately opposite the island into a partially enclosed harbor, it was proposed some years ago to construct a breakwater across its southern end, leaving an entrance of sufficient width for easy access near the centre.

The protection works required to carry out this plan would be nearly a mile in length, and cost at least \$300,000, an expenditure which, on taking all the known and probable circumstances into consideration, could not be judiciously recommended, especially as the northern breakwater would be likely to secure such protection to vessels as could reasonably be expected in a roadstead.

Immediately in lee of the island there are two patches of tolerably good holding ground, one to the south of the lighthouse, and the other to the north of it, but the greater portion of the bottom is more or less covered with boulders, some of which are of large dimensions. It would, therefore, be necessary to lay down moorings for vessels

intending to remain for any lengthened period within the roadstead, so as to keep the natural anchorage clear for the bringing up of those running in during a gale.

In the vicinity of the holding ground are several large boulders, that should, under any circumstances, be removed, so as to guard against damage to such deep-loaded vessels as may seek shelter there.

The bulk of the stone required for the works would have to be brought from a distance; still, a considerable quantity could be obtained along the main shore, which is at many places closely studded with boulders of a size easily handled. Stone for this purpose might also, with advantage to the place, be taken up within the line of shoal water east of the island.

The probable cost of the proposed breakwater, beacon, moorings, &c., making allowance for the difficulty of procuring stone, would be about \$230,000.

There is reason to believe that if these works were carried out, a large area of comparatively smooth water would be secured, in which vessels could ride safely during prevailing winds and the most violent storms; still, it would only give that degree of shelter afforded by a moderately good roadstead, and not such as would be obtained by an enclosed harbor.

Moreover, the reefs lying to the north and south of the island render the approach at times somewhat hazardous, whilst the south or main channel, being near the shore, and for a considerable distance parallel to it, vessels would occasionally experience some difficulty in entering, and would sometimes have to beat up against a head wind to get within the space protected by the breakwater.

Having thus described the situation and physical peculiarities of Goderich Harbor, Inverhuron Bay and Chantry Island Roadstead, and their respective capabilities of improvement for refuge purposes, it is now proposed to submit a short *resumé* of the leading points, with a view of enabling a decision to be arrived at on this important subject.

The east coast of the lake for 20 miles on either side of Goderich is free from rocks, or outlying shoals, and the anchorage for the most part is good. Outwards, the water gradually increases in depth, which enables a vessel, even when the land cannot be seen, to determine with considerable accuracy her distance from the shore.

Thus it often happens that vessels ride out strong gales at or within a few miles of Goderich, which, under less favorable circumstances, it may reasonably be supposed they could not safely have done.

At and to the northward of Point Clark, the character of the coast alters. In some instances rock appears at the lake level, and at many places the shore, out to a considerable depth, is more or less covered with boulders; in short, it may be fairly said that the coast south of Point Clark is less dangerous than that to the northward of it.

Still, this northern part is not wholly unprovided for, as nature has formed places of partial shelter at several points along it, the most southern of which is, as above stated, that at Chantry Island.

This place has frequently been found to be of great service during heavy storms, and even the short breakwater built there has in some measure increased its security for vessels of light draught.

The works now proposed would prove of immediate benefit proportionate to the extent they were carried, and when completed would partially enclose a space capable of containing a very large fleet.

It is, however, to be regretted that this roadstead is rather difficult of approach, so much out of the track of vessels engaged in the through trade, and that the shelter afforded by the island is not more complete. Nevertheless, it would doubtless be injudicious to abandon the natural advantages which reflection on the subject clearly points out as peculiar to this place.

At Inverhuron an asylum for vessels would have to be almost wholly created. Lakewards there is no natural defence, consequently a massive breakwater, capable of resisting the force of the sea and the action of the ice would be indispensable.

The works projected for this purpose, when fully carried out, would, no doubt, be the means of securing comparatively smooth water inside, but as they would only be a few feet over the lake level, the harbor would still continue to be exposed to the full sweep of westerly winds.

The entrances, although wide, and having ample depth of water, would, at times, be difficult to make, and the north reef would, in certain winds, be dangerous to vessels that might be drifted past the western inlet.

At Goderich, the high banks, which form nearly three sides of the harbor, give the best kind of inside protection, and there is reason to believe that if the improvements suggested were made, ample accommodation would be afforded.

But, in order to obtain and secure this, there would be the greatest difficulty experienced, and a heavy expense incurred, in changing the course of the river, besides subsequent risks to the works from the violent spring freshets to which the stream is liable.

It is not possible that a single entrance to this harbor could be made so as to be easily accessible in all winds; still, it might have a direction that would be favorable for the greater part of the time.

In short, the best description of shelter could be had, and sufficient accommodation obtained at Goderich, but at the largest comparative outlay and greatest attendant risk to the works, of any of the three places mentioned.

Still, it is proper to state that nearly all the owners and masters of vessels which navigate the lake represent that it would be of more advantage to them to have a safe harbor at this place than at any other point on the east coast.

These persons, having a practical knowledge of the subject, and being deeply interested in the result, (without being at all likely to be swayed by local influences), the arguments set forth in their memorials and communications have received full attention. Due consideration has also been given to the petitions sent in by, and documents received from other parties in reference to this and other localities.

On deliberately reviewing the whole matter, the conclusion has been arrived at that there is not any one place so situated, or which possesses such natural advantages, as to warrant me in recommending its exclusive selection for the formation of a "harbor of refuge."

Goderich, although by far the most convenient for the commerce of the lake, would, as a whole, be the most difficult and expensive to construct and maintain, whilst the roadstead at Chantry Island lies almost too far out of the ordinary track of vessels to be generally serviceable, still there is no intervening point that could be judiciously chosen.

It is therefore considered, under all the circumstances, that the best course to adopt would be to make both places to some extent available to vessels requiring shelter.

This might be done by carrying out, in the first instance, say one-third, or even one-fourth of the projected works at Chantry Island, and afterwards extending them as occasion required, until the whole shall have been completed, and the place formed into a moderately well protected roadstead.

At Goderich the improvements might be limited to changing the direction of the entrance, and increasing the area of the basin, to say double the present capacity.

There is reason to believe that, by following this course, greater benefit would be secured to the navigation than could be obtained from the selection of any one place, inasmuch as vessels in distress on the northern part of the lake might be able to get under the lee of Chantry Island, whilst those to the southward, when caught in severe gales, might be able to make Goderich.

As, however, the benefits arising from such improvements as may be made at the latter place would be largely participated in both by the municipality and the railway company, it seems that it would be reasonable and just these bodies should be called upon to contribute between them a portion, (say one-third), of the necessary expenditure.

The lake levels being subject to frequent fluctuations, it became necessary in the course of this examination to endeavour to ascertain at what stage they were at the time when the soundings at the different places were taken.

But considerable difficulty was experienced in even approximately determining this important point, inasmuch as it is only of late years that regular records of the height of the water have been kept of any of the lakes.

Still, from such data as could be obtained, it appears that the variation of the levels are of several kinds.

First. There has been observed a general rise and fall of the waters extending over a series of years, but with no continuous uniform increase or diminution of the height, and having no regular period of return.

The lowest known level of the water occurred in the year 1819, and the highest in 1838, the difference between which was about $5\frac{1}{2}$ feet.

In the year 1848 the water was very low, still it was fully six inches higher than in 1819, and there is no time on record at which it exceeded the height of that in 1838. It is, therefore, believed that $5\frac{1}{2}$ feet represents the extremes of the normal levels of Lakes Huron and Erie from 1819 to the present time.

Second. There is an annual rise and fall of about 18 inches, and rarely exceeding 2 feet, which invariably occurs. This is wholly independent of the variations above referred to, and is due principally to the quantity of snow and the rainfall. High water generally takes place in June, and low water in September.

Third. The action of the strong winds on the surface of the lakes also frequently causes a change in the surface level. This varies with the intensity and duration of storms, and is modified by the configuration of the coast.

To show what a vast difference has been known to occur from this cause, it may be stated, (on the authority of J. Lothrop, Esq., Engineer, Erie Canal), that on the 18th April, 1848, a gale from the north-east reduced the level of the lake at Buffalo to a point 15 feet 6 inches below what it was on the 18th October, 1849, during a heavy storm from the south-west; whilst at Cleveland the greatest variation observed from the same cause was only 3 feet 2 inches.

Other sudden fluctuations have been observed at various times, which could not be attributed to either of the causes above-mentioned, but no satisfactory explanation of them has ever been given.

It may be stated that the variations which take place under the first heading, although only occurring in a long series of years, have, nevertheless, an important bearing on the subject under consideration.

From all that could be learned relative to the levels of both Lakes Erie and Huron, it is believed that in the fall of 1868 they were about 1 foot below what may be called the mean plane, or say 1 foot 6 inches above extreme low water. In the spring of 1869 the water of Lake Erie was 1 foot higher than the level of the preceding fall.

It is, therefore, necessary to bear these facts in mind on reference to the soundings herein stated, and to those shewn on the plans appended.

Lake Erie is the most southern of the five great lakes; on its northern side, at about 25 miles from its western extremity, it receives the waters which flow out by the St. Clair River at the south-west angle of Lake Huron. This river has a course almost due south for about twenty-seven miles, when it opens out into a wide and shallow lake, the "flats" in which have hitherto formed a serious obstacle to the passage of vessels of heavy draught. But a deep channel is now being made through them by the United States Government—an improvement that cannot fail to be of great advantage to commerce.

Lake St. Clair is 6 feet below the level of Lake Huron, and the distance through it is fully thirty miles. At its outlet the water passes through several channels into the River Detroit, which for six miles has a westerly direction, and then follows a southerly course for twenty-one miles, amongst a series of islands, to its junction with Lake Erie. In this distance of twenty-seven miles, the river has a descent of 8 feet, making the difference of level between Lakes Huron and Erie 14 feet.

Lake Erie has a general direction of W.S.W. or E.N.E., and is about 245 miles long, with a width varying from thirty to sixty miles. Near its western end are several well-

wooded and partly cultivated islands, the largest of which, (Pelée Island), is about eighteen miles in circumference.

It is comparatively shallow, having generally a depth of only from thirteen to seventeen fathoms, so that it is liable to heavy ground swells, and when agitated by violent gales the seas are shorter, and said to be more dangerous to vessels than the longer roll produced in the deeper water of the other great lakes.

The southern shore is generally uniform, and of less elevation than the Canadian coast, which, from being attacked by the fiercest storms, has, in course of time, been worn away so as to present a line of clay bluffs, varying from 50 to 100 feet and upwards in height.

The outline of the northern coast of this lake may be briefly described as consisting of three remarkable salient points, with long ranges of curved shore line sweeping to the north between them.

The first of these, thirty-three miles to the eastward, is Point Pelée, which stretches fully eleven miles into the lake, and with its outlying shoals is extremely dangerous to vessels, their usual course being close to southward of it.

From the outer end of this point a straight line to the Rondeau, a distance of forty-two miles, would be nine and a half miles from the north shore immediately opposite Two Creeks.

From Point aux Pins, (Rondeau), to the eastern extremity of Long Point, the distance is over ninety miles, and Port Stanley, situated in the deepest part of the intervening curve, lies fully twenty miles to the northward of a line joining these points.

Port Dover is nearly eighteen miles north of Long Point, the eastern end of which bears S. W. by N.W. $\frac{1}{4}$ W., forty-seven miles from the Port Colborne entrance of the Welland Canal.

On leaving Point Pelée, a direct course to Buffalo barely clears the end of Long Point, so that vessels in navigating this lake are generally close to the Canadian side, instead of following the American shore, as on Lake Huron.

There is reason to believe that these deep bends in the shore line in a great measure result from the action of the waves, and that the points are more or less formed by the currents. At all events, the conformation of the coast now adds greatly to the danger of the navigation.

When caught by a heavy south-westerly gale near the centre of the lake, there is great difficulty in weathering Long Point, which projects out so far as to reduce the water-way to nearly one-half of its general width. This frequently leads to much delay and disaster to shipping in that vicinity, as vessels often get embayed, driven towards the shore, and occasionally upon it; whilst the point is so low as to be sometimes scarcely visible in even moderately clear weather, until so close as to render it barely possible to keep off it.

It is also stated that the needle of ships' compasses is so much attracted by the iron sand found at many places along the beach, as to render them for the time comparatively useless. These combined causes may, in some measure, account for the great loss of life and property which is of annual occurrence in this locality.

Two Creeks. The streams known by this name take their rise in the interior of the township of Mersea, and discharge into the lake a little to the eastward of the line between the counties of Essex and Kent.

At a mile and a half above their outlet they appear to be small rills, winding along the bottom of comparatively large ravines, but further down, aided by spring freshets, they have worn for themselves deep beds in the clay flats. They gradually converge towards each other, and at the point of junction, close to the lake shore, the eastern branch is 450 feet, and the western one 350 feet wide from bank to bank.

But only a small portion of this place is occupied by the creeks themselves, which are in many places not more than 50 feet wide, with a depth of from 5 to 9 feet; the

principal part being composed of a deep deposit of black mud, formed from the decomposition of vegetable matter, the surface of which is thickly covered with a growth of marsh willow.

The quantity of water flowing in the creeks is so inconsiderable, that it is only during spring freshets that an entrance is cleared out by which it can pass freely into the lake. At all other times the outlet is entirely blocked up by shingle, so that at certain seasons the stagnant water becomes foetid, and causes sickness in the vicinity.

In October, 1868, the beach at the mouth of the creeks measured from 90 to 100 feet across, and stood about 5 feet over the bend of the lake, and $3\frac{1}{2}$ feet over the water inside. Surveys of this place were made, close soundings taken, and other information collected, in 1855, by Mr. Scott, and by Mr. Wise in 1861.

In October, 1868, a cursory examination was made of the locality, in order to ascertain whether any material change had taken place since the date of the latest survey, when it was found that the plan shewed correctly all the information necessary to convey a full and clear idea of the place.

It may be stated that "Two Creeks" lies about 16 miles N. by E. $\frac{1}{4}$ E. from the lighthouse at Point Pelée, and 31 miles W. by S. $\frac{1}{2}$ S. from the Rondeau.

The approach to it lakewards is free from shoals, and the soundings show a gradually increasing depth outwards to 26 feet, at from 1,700 to 1,800 feet from the shore, with a stiff clay bottom.

It is so situated, and possesses such local peculiarities, as to render it capable of being made a good harbor; which, if constructed, would, doubtless, be of great advantage to that section of country, as for a great distance on either side there is no place where timber or produce can be conveniently shipped.

There is also reason to believe that vessels, during storms from certain quarters, would be glad to avail themselves of its shelter; but for general refuge purposes its position is not considered advantageous.

Rondeau is situated 42 miles N.E. $\frac{3}{4}$ E. of Point Pelée, and 9 $\frac{1}{2}$ miles W. by S. from the lighthouse at Long Point. Its eastern side is formed by a low sandy ridge running out fully seven miles, in a direction nearly due south from the mainland, and terminating in an angular point, covered with a growth of moderately sized pine,—hence its name "Point aux Pins."

From this the ridge has a westerly course for $2\frac{1}{2}$ miles, when it becomes a flat low beach very little over the water surface, (in which there are several openings or breaches), and continues in the same direction until it joins the main shore at a place seven miles distant from the Point.

In the triangular space thus bounded lies what is called the "Rondeau," a sheet of water about six miles long, with a width of from one to two miles, and containing an area of about 6,000 acres of open water. It is nearly surrounded by marshes, which at many places are of great width, and in those on the eastern side there are numerous large ponds.

The general depth of water found in the "Eau" was from 7 to 9 feet—bottom chiefly a soft black mud, into which a pole could be easily thrust from 4 to 6 feet. Its inner end is covered with a dense growth of wild celery, and a few small unimportant creeks discharge into it on the eastern side.

Attention was at an early period drawn to this place as favorable for a harbor, both from its position, and the large area of moderately deep water within the basin. In 1843-4, certain works were projected and proceeded with, which it was thought would be likely to effect that object.

Whilst these were in progress the great storm of the 18th October, 1844, occurred, which seems to have produced such changes in the beach as rendered a re-survey necessary, in order to place the matter clearly before the government.

From the plan then made, it appears there were three openings or breaches through the low portion of the beach, the eastern and deepest one of which was 2,170 feet wide;

that in the middle 660 feet wide, with a depth of $2\frac{1}{2}$ feet, and the western one having a depth of 5 feet, was about 1,500 feet in width.

The entrance piers were then partly built, and located nearly in the centre of the eastern opening. They were placed parallel to each other, 150 feet apart, and were subsequently extended on the same lines to a length of about 700 feet.

They had a direction nearly due south, and were flanked by breakwaters running at right angles to them, or on the general line of the beach.

The western breakwater was about 1,000 feet, and the eastern one 800 feet in length, so that they, together with the piers and entrance, occupied the entire space of the eastern opening.

Since that time the other breaches have undergone numerous changes, one generally diminishing as the width of the other increased. Thus, in 1857, it appears that the western opening was entirely closed, the middle one being then a quarter of a mile wide. The breakwater adjoining the western pier being shortly afterwards partly carried away, the space it occupied and the middle opening was formed into one, which, in 1861, was found to be about half a mile in width. At this time the western breach was 350 feet wide.

In 1868 the western opening had increased to a width of 900 feet, and the middle one extending up to the west pier was about the same width, as found in 1861.

It should, however, be borne in mind that the lake levels were different at the respective dates above mentioned, and that the soundings given, as found in the "Eau" itself, are those of 1868, when the water was fully two feet lower than in 1861.

During southerly and south-westerly winds, the waters of the lake are forced in between the piers and through the openings to the westward with such velocity as frequently raises the level inside from 1 to 2 feet in a short time. When the wind abates the water as suddenly subsides, flowing swiftly backwards through the same channels.

It appears that there was about 9 feet water in the eastern opening at the time when the entrance works were constructed, and that the cribs forming them were sunk so as to rest upon the sand bottom at that level.

But the rapid currents which at times pass through the channel have had the effect of scouring it out to a depth of from 17 to 22 feet. Thus the piers have been undermined, so that part of them have fallen inwards, and about 350 feet of the outer ends of both have entirely disappeared.

All the works remaining at this place are in an utterly ruinous condition, with the exception of the east breakwater, which, although much decayed, is still in place, being partly protected by the sand beach formed between it and the lake.

Since the destruction of the western breakwater, a bar has accumulated inside, across the line of the entrance; on this there was found to be only a depth of only 2 to 4 feet water.

The outer end of the east pier, for 60 feet in length, was originally made 50 feet wide. On this a lighthouse was built, which was burnt down in 1856, but for several years before its destruction no light was exhibited there.

At the village of Shrewsbury, on the north-western side of the "Eau," and $2\frac{1}{2}$ miles from the entrance, a landing wharf of pilework was constructed, 2,000 feet long; but this has been so completely destroyed by ice and otherwise, that scarcely a trace of it now remains.

In 1851 the harbor was sold to a private company, on the condition that the works should be maintained in a good state of repair, but as this stipulation was wholly neglected, the Government, in 1856, resumed possession.

From what has been said it will be evident that this place is in such a condition as to render it dangerous for even a small vessel to enter in moderate weather, whilst none dare attempt to avail themselves of its shelter during storms. A state of matters much to be regretted, when its position and natural advantages are considered in connection with the great extent of coast so destitute of good accessible harbors.

Still, none of the works formerly constructed there, except the east breakwater, could be utilized in carrying out any future improvement.

Port Stanley.—At an early date the outlet of the stream at this place was believed to present facilities for the construction of a harbor, such as would accommodate the trade of the extensive agricultural district lying to the north of it, of which the flourishing city of London now forms the centre.

In 1827 an Act was passed by the Parliament of Upper Canada, authorizing an expenditure, under Commissioners, of £3,000 for the erection of the necessary piers. In 1831, a further sum of £3,500 was granted, and in 1839, £2,000, making in all £8,500, which seems to have been voted for this work before the union of the Provinces.

When this change took place the control of the harbor was transferred to the then newly-established Board of Works, under which extensive improvements were made, by rebuilding and lengthening the entrance piers, and the formation of an inner basin.

In 1853 the trade of the place had become so much augmented that it ranked as one of the most important ports in the western part of the Province.

In 1856 railway communication was established between London and Port Stanley, with a view of affording readier means of carrying on the rapidly increasing trade of this district; nevertheless, the business of the port was not benefited to the extent anticipated, as it was shortly afterwards found that the bulk of the exports were carried by the Great Western Railway, so that the Port Stanley Line now acts merely as an outlet for what may be termed the overflow of traffic for the Main Trunk Line.

The harbor is situated at the mouth of Kettle Creek, forty-three miles N. E. $\frac{1}{2}$ E. from Rondeau Point, and fifty-seven and a half miles W. $\frac{3}{4}$ N. from the lighthouse at Long Point.

This creek is of considerable width, but, although draining a large extent of country to the northward, is for the greater part of the year an ordinary feeble stream.

For several miles before entering the lake it has a tortuous course through a deep clay valley, and is liable to heavy spring freshets, which bring down a large amount of detritus, and frequently cause considerable damage near the outlet.

The entrance is formed by two lines of piers that have a direction nearly south, and are placed 86 feet apart at the outer end, and 82 feet apart at the inner end.

The western pier, for 548 feet at the landward end, is 20 feet wide; beyond this, for 908 feet lakeward, it is 30 feet wide, making the total length of pier 1,456 feet; the outer 60 feet of which plays slightly to the westward, and on it is placed a small light.

From the inner end of this pier a docking, 11 $\frac{1}{2}$ feet in width, is continued on the same line northward for 882 feet, in which there is a recess 90 feet long by 53 feet deep. This docking forms the west side of the harbor.

The head of the east pier is 175 feet within the line of that on the west side, and is 1,150 feet long, with a width of 30 feet. From its inner end a line of pile-docking sweeps round, and forms the eastern side of the harbor.

The inner basin is about 850 feet long, with an average width of 280 feet, and contains an area of nearly five and a half acres. Along its east side, for a distance of 700 feet, and a width of 50 feet, there was found to be a depth of water varying from 9 to 11 feet. On the west side there is also a narrow channel about 700 feet long, in which the depth varied from 7 to 9 feet.

But the central portion, containing an area of fully four acres, had a depth of only from 1 to 5 feet, and a small part of it was over the water surface in November, 1868.

The formation of this basin was commenced in 1852, by the removal of a projecting point at a sudden bend of the creek, a short distance within the entrance piers.]

It was continued until 1856. Up to this time there had been removed, by excavation and dredging, 133,485 cubic yards.

In 1857, a plan was prepared, shewing the depth of water throughout the harbor. On comparing this with the soundings of 1868, it appears that the area of shoal water in the basin has considerably increased, although between the years 1859 and 1868 there were 107,000 cubic yards of material removed by dredging.

From this, some idea may be formed of the large quantity of deposit which annually takes place in the harbor.

This, of course, results directly from the amount of detritus brought down by the stream, and in some measure from the limited width of the outlet compared with that of the basin.

The space between the piers at the inner end being only 82 feet in width, sometimes gets blocked by ice on the breaking up of winter, which raises the level, and for a time makes comparatively still water above; thus admitting of the deposit of such solid matter as was held in suspension when the current was greater.

In the early part of 1857, a dam across the outlet was thus formed, and the water raised to such a height that it eventually cut out a large deep channel through the beach to the westward of the piers.

The beach to the west of the entrance has formed for a great distance out since the works were first constructed, whilst on the east side there is reason to believe that nearly as much land has been washed away, so that in severe gales the lake threatens to encroach on the inner part of the harbor.

In the channel between the piers there was found to be a depth of from 12 to 14 feet, but the entrance was somewhat obstructed by a bar running across it, at a distance of about 150 feet beyond the end of the west pier. Still, it was possible for a vessel drawing 10 feet to make the harbor in favorable weather, by passing in the deeper water on either side.

It is said there is always a bar at the entrance, but that its position changes more or less every season.

This, together with the narrow space between the piers, renders it extremely difficult to enter the harbor during stormy weather. Vessels in attempting to make it at such times have frequently gone ashore to the eastward or westward of the entrance. Still, when once fairly inside they are safe, as the basin is fully protected by the high banks of the creek.

The harbor was transferred by the Government, in 1859, to the London and Port Stanley Railway Company, upon the conditions that the tolls collected at the port should be applied to the maintenance of the works—an agreement which the Company appears to have strictly carried out.

The trade of this port for the year 1868 was as follows:—

IMPORTS.

Iron	510 tons
Coal	2,196 tons
Salt	21,009 barrels
Sundries	1,080 tons

EXPORTS.

Peas	196,250 bushels
Wheat	80,935 "
Barley	143,173 "
Oats	273 "
Sundries	768 tons

Port Burwell is situated at the mouth of Big Otter Creek, twenty miles to the eastward of Port Stanley, and thirty-seven and a half miles to the westward of the extremity of Long Point.

In 1832, a company was chartered for the construction of a harbor at this place, and the improvements were shortly afterwards commenced.

In 1837, Parliament granted £3,000 in aid of the enterprise, so that, in the aggregate,

there seems to have been quite a large amount expended, and a considerable extent of work done.

Nevertheless, in 1843, it was found that the works were in a dilapidated condition, and that the channel between the piers had, in a great measure, silted up, so that it was stated to be impossible to utilize them in carrying out any extensive improvements.

In 1849, a new charter was granted, authorizing the company to raise £20,000 for the purpose of reconstructing the harbor, and a large amount of money has since been spent in extending the piers and deepening the channel between them. Still, the Company has been, from time to time, much harrassed by lawsuits for damage to vessels, from the alleged insufficient depth of water and the condition of the works.

But within the past few years, several important improvements have been effected, and a new steam dredge provided, thus affording better means of keeping the entrance clear than formerly existed.

The creek winds through a deep clay valley for quite a distance inland, and about a mile from its mouth has a width of 120 feet, with a moderate current.

Between this point and the outlet the channel has been straightened and improved, which has slightly increased the velocity of the lower part of the stream, especially at low stages of the lake, such as existed in the fall of 1868.

The entrance was originally formed of two lines of piers, placed 175 feet apart, each having a direction nearly due south.

The west pier has lately been extended, so that it is now fully 730 feet long, the outer 60 feet of which is splayed to the westward, and on this a small light is exhibited.

The original east pier stands 300 feet within the line of the present west pier, and is 419 feet long. From its northern end a narrow line of docking extends about 400 feet to the warehouse wharves.

At several places inside lines of docking have been formed of piles and slabs on both sides of the stream, the width generally between which is not more than 100 feet, and at some places less.

Great difficulty having been experienced in maintaining a sufficient depth of water between the piers, it was some years ago decided to contract the width of the entrance to 86 feet, and thus, by confining the current, endeavor to guard against deposit taking place in the channel.

To accomplish this, a close line of piling was driven from the docking in front of the warehouses for a distance of 700 feet outwards, beyond which 205 feet of cribwork was sunk, terminating about 140 feet within the head of the west pier.

The eastward portion has been cut off altogether by a cross range of piles, and in it there was found 4 to 5 feet water.

This appears to have had, in a great measure, the desired effect, as less obstruction from deposit is experienced than heretofore.

A bar is, however, formed immediately outside of the piers, which has to be dredged more or less every year, but it is said that some seasons during heavy spring freshets it is swept out *en masse* into the lake.

There is also an outer bar, on which was found from 8 to 9 feet water at a point about 225 feet south of the end of the west pier.

This seems to be part of a continuous ridge that runs in a direction parallel to the shore for a considerable distance to the eastward and westward of this place.

The bluffs along the lake shore in this neighbourhood are from 50 to 60 feet high. West of the entrance the beach is rapidly forming outwards, and on the east side the bank is fast wearing away.

For a considerable distance along the course of the stream, the flat through which it flows is from 500 to 600 feet wide from bank to bank. Soundings were taken for seven-eighths of a mile above the entrance, and from 8 to 12 feet, and at some places 15 feet water was found for the upper 2,000 feet, or down to the swing bridge at the crossing of the main road.

From this to the inner end of the piers the depth varied from 9 to 12 feet. and between the piers there was found from 10 to 12 feet water.

The works built for the purpose of contracting the channel, together with about 200 feet of the west pier, are in a good state of repair, but at other places the piers, docking, wharves, &c., are in a somewhat dilapidated condition.

The position of this harbor is such, that vessels failing to weather Long Point during south-westerly gales would gladly avail themselves of its shelter; if it could be safely entered; but from the limited width between the piers, and the bars which accumulate outside, this is attended with such risk as to be rarely attempted, except in cases of absolute necessity, as vessels in endeavouring to make the harbor are liable to get stranded on the bar, or, by missing the piers, go ashore alongside of them.

A great improvement would, doubtless, be effected by extending the piers beyond the outer bar, but a work of this magnitude, it is to be feared, would exceed the means of the Company, and even if carried out, the place in heavy weather would still be very difficult of access.

From what has been said, it will also be evident that the inside accommodation is confined to a width throughout of very little, if any, more than that between the piers; and were this increased by the formation of an inner basin, it is quite probable that the space excavated, as well as the existing channel, would be more or less silted up by the detritus brought down by the stream.

Inner Bay, Long Point.—The north shore of the lake to the westward of this place presents certain peculiar features, which, it is believed, may, with propriety, be here briefly described.

Eastward from Port Burwell the coast has a general direction E.S.E. for about eleven and a half miles, and consists principally of high bold clay banks.

In the Township of Houghton these are interstratified with layers of fine sand, which, on the wearing away of the face of the cliffs, become exposed to the action of the winds, and are carried upwards and swept into conical shaped hills on the plateau above.

These sand hills extend for a considerable distance along the shore, and although liable to change their positions they re-form in nearly the same locality; the tops of some of them attaining a height, (including that of the banks,) of from 200 to 300 feet over the lake surface, so that when seen from the water they present a very remarkable appearance.

From the point above mentioned, the shore has an easterly direction to the junction of Long Point with the mainland. It then turns to the north-east past Port Rowan, and continues on nearly the same course to Port Dover, when it again trends to the eastward.

Long Point runs out, E. $\frac{1}{2}$ S., twenty-three miles from the mainland, and is of irregular shape, three and a half miles across at the widest part, including the marsh. It consists chiefly of sand and gravel, with extensive marshes along its northern side, the high and dry part of it being generally covered with a growth of pine timber. The lighthouse on its eastern end is nearly eighteen miles S.S.E. from Port Dover, and to the westward of a line joining these places there is about 150 square miles of water surface.

This area is generally understood to be subdivided into what are called the "Outer and "Inner" Bays of Long Point. These being, in a measure, separated by a projection from the main shore, known as Turkey Point, and by Ryerse Island or Pottahawk Point, which stretch out from the north side of Long Point.

From these projections shoals extend out for quite a distance into the bay, and to the eastward of Turkey Point, and what is called the "Deep Hole," there is a very large area with only from 2 to 3 feet of water over it.

The Inner Bay can only be entered from the eastward by channels to the north and south of this shoal, the northern one of which is extremely crooked, and of irregular depths.

For a distance of four miles from Port Rowan the soundings show a depth of water

varying from 7 to 9 feet. From thence, to the "Deep Hole," there is from 10 to 10½ feet, when the depth suddenly increases to from 18 to 24 feet, and on the bar between the Inner and Outer Bays there was found about 12 feet of water. The south channel is more direct, but has only a depth of from 7½ to 8 feet in it.

There is over thirty square miles of water surface in the Inner Bay, about one half of which has a depth of from 8 to 9 feet, with a clay bottom.

The Admiralty chart of Lake Erie, prepared from surveys made in 1817-18, shows a channel through the beach at Long Point, but its actual position is not very clearly indicated.

It however appears that during violent storms which occurred in the year 1834, another breach was made at a place three and a quarter miles S.S.E. from Port Rowan, a village situated on the south side of the Inner Bay, at about a mile from its head.

This opening subsequently attained such dimensions that steamers and other craft passed through it into the Bay, some time previous to 1843, when it was considered to be so generally serviceable that the Government authorized a light ship to be placed there for the purpose of properly marking out the channel. From that time a light was maintained until the year 1857, when, in consequence of the rapid filling up of the Cut, it had to be discontinued.

This, doubtless, in a great measure, resulted from the large amount of sand carried in that direction from the beach lying to the westward, which has, within a comparatively few years, been greatly worn away. At all events, there was, in 1861, only 3 feet water in what is now called the "Old Cut," and in 1869 the bank across it was level with the surface of the lake.

From the great encroachments on the shore in this vicinity the narrow ridge along this part of the Bay became so weakened, that when attacked by heavy storms during the high water of 1859-60, another breach was made about a mile to the westward, which is called the "New Cut." This is about a quarter of a mile wide, and has a depth of from 10 to 13 feet water through the space formerly occupied by the beach, the material of which has been forced into the Bay, and now forms a horse-shoe shaped bar of densely packed sand, with only from 2½ to 4 feet water over it. This covers an area of nearly a square mile, and effectually cuts off any possibility of an entrance from the west.

The New Cut appears to have a slow movement to the eastward, as that side of it continues to be worn away by westerly storms, whilst the shore drift has formed a low spit on its western side.

There is also a breach, about two and a quarter miles to the eastward of this, called Sturgeon Channel, or Bay, which is nearly 600 feet wide, and has a depth of from 1 to 2 feet through it.

From the latter, to fully half a mile west of the New Cut, the beach is, with the exception of a few sand knolls, only from 2 to 3 feet over the lake level, and, at several places, very little, if any, over it; consequently, on the recurrence of high water, a large portion of what is at present dry will be submerged, when there is a probability that other breaches will be made, and such changes take place as cannot be foreseen.

The storms which wear away the shore to the greatest extent are those that sweep directly into the Bay, carrying with them a large amount of solid matter, which, for the most part, settles on reaching the smoother water inside. This, together with the material driven in from the breaches, has, doubtless, formed the sand flats that now occupy a large area of the Bay, and overlie, to a considerable depth, the original clay bottom.

To the westward of the New Cut, a narrow ridge of sand runs along the margin of the lake for a distance of nearly five miles, and between this and the main shore is a triangular shaped marsh, containing an area of fully six square miles.

In this marsh are numerous large ponds, with from 3 to 5 feet water in them, and Big Creek winds through it towards the lake, at about a mile and a quarter from the west side of the Inner Bay.

The Creek is about 50 feet wide, and has a depth in the centre of from 12 to 14 feet.

A short distance from the shore it takes a sudden turn to the east, and runs parallel to the beach for fully half a mile, but the former outlet being entirely blocked up with sand, its waters now find their way through the marsh.

To admit of the passage of sawlogs, a lateral channel, about a mile and a quarter long, has been dredged from the creek to the bay on a line near the main shore.

This part of the coast being, as above stated, very little over the lake level, and for many miles completely destitute of trees, it is, in certain states of the atmosphere, barely visible from the deck of a vessel, until the danger is so close that there is frequently no means of avoiding it.

This is sometimes the case in even moderate weather, and during violent south-westerly storms often leads to the loss of life and much valuable property. Still, there is no place in this vicinity which presents any facilities whatever for the construction of a "refuge harbor."

Having thus described the various places surveyed and examined, it will be observed that there is a great similarity between them, at least in so far as the construction and maintenance of the harbors are concerned.

The outlet of streams having been unavoidably selected for such improvements as the necessities of the localities required, they are all so situated that they cannot be much enlarged without incurring the risk of, in some measure, destroying even their present usefulness.

The streams, although of no great length, have a considerable descent from the interior, and, at certain seasons, carry with them a large amount of detrital matter, which, on reaching a point where the surface is nearly on the same level as that of the lake, settles, and either fills up the channel inside, or tends to form bars at the entrance.

This has been, to some extent, obviated at Port Burwell by reducing the width of the outlet to about the same as that of the creek; still, this renders access to the harbor not only difficult, but in stormy weather extremely hazardous.

In every case, the channel has, at some point, to be kept clear by dredging, and unless the piers extend a considerable distance into the lake, the movement of the shore drift to the east is apt to form bars outside.

The accommodation, it will be seen, is limited, but to increase it by the formation of an inside basin would, doubtless, induce deposit to such an extent as to render it necessary to resort to constant dredging, and even then there is a probability that the full depth could not be secured in the early part of the season.

The prevalence of south-westerly winds renders the whole of the north coast of the lake more or less dangerous to vessels, but there are certain parts that, from their position and prominence, prove unusually disastrous during heavy storms.

The first of these in descending is Point Pelée, which is low, with shoals along it, and runs out nearly eleven miles at right angles to the shore, whilst there is only a comparatively narrow channel between it and Pelée Island, through which vessels bound in either direction generally pass.

The lighthouse erected some years ago on the outer end of the shoal has been of great benefit; still wrecks continue to occur in thick weather on both sides of the Point, according as heavy winds blow from the east or the west.

But Long Point, and that part of the coast immediately to the westward of it, appears to be still more dangerous, as vessels during heavy on-shore winds frequently get embayed between it and the Rideau, so that unless they can ride out the gale at anchor, or, at great risk, succeed in making one of the small harbors under their lee, they are in imminent danger of being driven on the beach.

The loss of life and property on the north coast of Lake Erie, from the year 1858 to 1868, appears, from information obtained at the Marine Office, Detroit, to be as follows:

Loss of Life and Property on the North Coast of Lake Erie.

LOCALITY.	No. of vessels disabled.	No. of vessels totally wrecked.	No. of Lives lost.	Value of Property lost.
				\$ cts.
Bar Point	5	.....	.....	1,500 00
Colchester (Clay Banks).....	9	1	.....	27,090 00
Pigeon Bay.....	5	1	1	29,800 00
Point Pelée.....	50	6	5	162,350 00
Rondeau	15	2	7	42,450 00
Port Bruce.....	3	1	.....	16,000 00
Port Stanley.....	3	3	.....	27,500 00
Port Burwell.....	22	11	8	111,960 00
Long Point.....	36	11	27	228,665 00
Port Ryerse.....	2	.....	.....	1,150 00
Port Dover.....	1	.....	.....	100 00
Port Maitland.....	6	2	.....	31,400 00
Mohawk Bay and Reef.....	7	1	.....	10,925 00
Morgan's Point.....	3	.....	.....	18,800 00
Sugar Loaf.....	3	.....	.....	3,700 00
Port Colborne.....	24	4	.....	120,250 00
Point Abino.....	14	8	17	37,880 00
Windmill Point.....	2	.....	.....	1,200 00
Fort Erie.....	3	1	.....	18,200 00
Little's Point.....	2	1	.....	9,000 00
Gull Island.....	1	.....	.....	2,500 00

The notes immediately following the statement of wrecks on Lake Huron are equally applicable in this case.

From the above it will be seen that there were more lives lost at Long Point and Port Burwell than at all the other places put together, and that the loss of property in these localities amounts to fully one-third of the whole shewn by the statement.

It should, however, be borne in mind that the casualties set opposite these two places, have occurred at different points along a range of between forty and fifty miles of coast. The whole of which is entirely open to the full sweep of westerly storms, and affords no natural facilities for the construction of what could properly be called a "Refuge Harbor."

The shore of the lake being for a great distance nearly uniform, without bays or indentations of any kind, and the beach itself for the most part of a shifting nature, it will be evident that works erected anywhere along it would at all times be fully exposed to the shock of the waves, and, on the breaking up of the winter, to the attacks of ice fields, so that, as a whole, the difficulties to be contended with would be of no ordinary kind.

The great and rapid changes which have taken place within the past few years in the low beach opposite Port Rowan, and the probability of others occurring, prevents the idea being entertained of attempting anything like permanent improvements in that locality. And for a long stretch to the westward of Long Point there is really no one place which presents greater advantages than another, all being equally exposed.

In short, the formation of a large, safe, and accessible harbor at any point along this part of the shore would be attended with such an expenditure, apart from the risk of failure, that notwithstanding the existing necessity, it is questionable whether such an undertaking could at present be judiciously recommended.

On considering the subject in all its known bearings, and believing there would be much difficulty and uncertainty in making a suitable harbor at, or in the vicinity of Long Point, it is now deemed proper to draw attention to what can be done to the westward of that place.

It has been previously stated that the "Rondeau" is a large sheet of water varying from 8 to 9 feet in depth, and with the exception of two openings—one about half a mile, and the other 900 feet in width—is protected from the direct force of all storms.

This place is situated between the points where the greatest losses occur, being forty-two miles from Point Pelée, and ninety-two miles from the eastern end of Long Point, and presents the only natural facilities for the construction of a harbor on a large scale that can be found anywhere on the north shore within the distance above mentioned.

It is believed that if a good harbor was formed here, it would not only be serviceable to vessels when caught by storms near the middle of the lake, but might be the means by which many disasters to the eastward and westward of it would safely be avoided. As upward-bound vessels in heavy easterly storms, could, on leaving Long Point, make directly for it, and in heavy westerly winds, a large number of those downward-bound might be able to avail themselves of its shelter.

At the same time, it is deemed proper to state that a harbor at Rondeau would be solely for refuge purposes, as the trade of the place is of very little, if of any, importance. Indeed, since the construction of the main lines of railway, which run nearly parallel to the lake, the trade of the small ports on this shore, instead of increasing, has rather diminished. The bulk of the produce being carried eastward by rail, instead of finding its way to the coast as formerly; that is to say, the traffic does not flow towards the lake, but backwards from it, and all the large towns are found in the interior of the peninsula.

In order to render the "Eau" accessible for the greater part of the time, the entrance to it should open in a direction nearly south, and be from 250 to 300 feet in width.

This might be made nearly in the position of the old works, and the breach to the westward closed, or it could be made in the breach itself, and flanked by breakwaters.

In the event of the latter plan being adopted, the old entrance would, of course, have to be closed; and in either case it might be desirable to shut up the western gap, and protect the low parts of the beach between the present openings.

The piers on each side of the entrance would have to be about 750 feet long, and at least 25 feet wide, each having an outer head of 50 feet square, the site for the wall of which should be dredged to a depth that would admit of their being sunk from 2 to 3 feet below the bottom of the channel, and the entire space between them should be covered to a depth of about 2 feet with stone, so as to guard against the scour of the alternating reverse currents likely to pass through.

The breakwaters should, of course, be of a width proportionate to the depth at the different places they are to occupy, and be arranged so as to prevent their being undermined before the shore-drift has time to accumulate in front of them.

It is believed that, in order to accommodate the largest class of vessels, from 8 to 10 acres area of the basin should be deepened to from 14 to 15 feet water. This would require about 10,000 cubic yards of dredging to every acre deepened, but the nature of the material is such that it can be removed at the minimum of cost.

A good light for the guidance of vessels at night should also be placed at the entrance.

The probable cost of the works above enumerated would amount to the sum of \$165,000.

It is true that the wants of the navigation would not be wholly provided for by the establishment of this harbor; still, there is reason to believe that it would be the means by which many casualties could be avoided, as vessels, when not too far advanced on their course, could make for it in either easterly or westerly storms.

It has been shewn that for a long distance to the westward of Long Point, and to the eastward of Point Pelée, there are no natural facilities for the construction of a "Refuge Harbor," but, on the contrary, the coast presents formidable difficulties to the successful carrying out of such an undertaking. Still, even were there a harbor made in the immediate vicinity of one of these places it could be of no service whatever to vessels at the other.

In this view of the matter, it appears to me that the interests of navigation would be best consulted by adopting a central position for a harbor.

I therefore advise that the improvements at "Rondeau" be carried out, believing that by rendering this large natural basin available to shipping, a great and permanent benefit would be conferred on the general commerce of the lakes.

In conclusion, it may be stated that, in the foregoing report, an attempt has been made to describe the physical characteristics of the different places examined, to present in as concise a form as possible all the important information bearing on the subject that could be collected, and to submit the data which form the basis of the conclusions arrived at, so as to place the matter fairly and fully before the Department.

It is also proper to remark that, in the discharge of this duty, I have been ably assisted by Mr. Thomas Monro, the officer to whom the surveys were entrusted.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JOHN PAGE,
Chief Engineer, Public Works.

APPENDIX No. 12.

IMPROVEMENTS AT MABOU HARBOR, CAPE BRETON.

Report by John Page, Chief Engineer.

OTTAWA, 23rd July, 1870.

The Secretary of Public Works.

SIR,—After receiving your letter, No. 6,907, and its enclosures, Mr. Boyd was requested to visit Mabou River, and take cross sections of the sand-spit, through which the proposed entrance to the harbor must pass, if the line referred to in my letter of the 8th April, 1869, is adopted.

Mr. Boyd's Report is hereunto appended, from which it will be seen that to make a channel 150 feet wide at bottom with slopes 2 to 1 up to high water line, and with slopes of about $1\frac{1}{2}$ to 1 above that point, would require about 55,000 cubic yards of excavation over water surface. To make the channel 12 feet in depth would require about 208,000 cubic yards of dredging.

The quantity of dredging corresponds nearly with that stated in the letter above-mentioned, although arrived at in a different way; but the quantity of excavation is doubtless considerably more, arising in a great measure from the fact that I had no means when on the spot of obtaining correct levels.

Having informed Mr. Boyd that the legislature had made an appropriation of \$5,000 for the improvement of this harbor, and that it had been proposed by H. Cameron, Esq., the member for the County in which it is situated, to expend that amount this summer and fall in making a cut through the sand-spit, and closing up the present entrance, he (Mr. Boyd) very judiciously remarks "that if the Government is prepared to go on with the work next spring, it is not likely that any harm would be done by this mode of proceeding," etc., "but there is considerable responsibility involved in stopping the present channel, or even allowing the water to flow into the new cut, until there is some certainty of a sufficient appropriation being made for going on with the remaining works."

The correctness of this opinion will be evident when it is borne in mind that the entrance to this harbor, although crooked and intricate, still admits of vessels of light draught passing at favorable times during high water, whilst the making of a cut through the sand-spit, without being provided with the means of forming it into a proper channel, might leave the place destitute of an accessible entrance at any time—that is to say, that although a cut made through the sand-spit to low water mark would allow the tidal water, as well as the river floods, to pass, there is little or no probability that the currents unaided would form it into a channel such as would admit of the passage of vessels, as the sand which might be washed from the inside would most likely be deposited outside in such a manner as to bar the immediate entrance, increase the area of shoal water, and, consequently, be more difficult and expensive to remove than in the position it originally occupied.

In fact, this harbor is so situated, that its improvement, when undertaken, should be proceeded with as a whole, or, at least, arrangements should be made by which the different parts can follow each other in close succession, otherwise it is to be feared there will be little or no prospect of success.

This being my opinion, after a cursory examination of the locality, and a careful consideration of the subject, it is deemed proper to bring the matter again under the notice of the Honorable the Minister, in order to avoid misapprehension.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

JOHN PAGE,
Chief Engineer, Public Works.

Enclosure referred to in foregoing Report by the Chief Engineer.

DEPARTMENT PUBLIC WORKS,

OTTAWA, 9th July, 1870.

John Page, Esq., Chief Engineer.

SIR,—I have the honor to submit the following Report on Mabou Harbor, C.B., which I visited in June last, in accordance with your instructions.

I took cross sections of the sand-spit on a centre line running N.W. by $W\frac{1}{2}N.$, from the end of MacKeen's Wharf, and had borings taken at each side, and in the centre of the spit.

The quantities to be removed—assuming a base 150 feet wide (100 feet S.W., 50 feet N.E. of centre line), at 12 feet below extreme low water, slopes 2 to 1 below high water level and 1 to 1 above high water on the N.E., and $1\frac{1}{2}$ to 1 on the S.W. side—would be : excavation in sand, 55,000 cubic yards ; dredging, 208,000 cubic yards, of which 44,000 cubic yards are outside, 83,000 cubic yards in spit, and 81,000 cubic yards inside. The quantity of dredging could be reduced to 150,000 cubic yards by not extending the inside works further than the turn of the channel, leaving the channel to straighten itself between that point and MacKeen's Wharf, though, in order to get more effective scour, it would probably be better to do the whole work with the dredge.

The Admiralty soundings show a rock bottom outside the range of a line drawn from Green Point to the bluff, N.E. of Hogg's Back ; there seems, therefore, reasonable ground for supposing that if a breakwater were carried out on the S.W. side of the proposed channel as far as this range, a channel would be maintained with a depth of 12 feet low water, any silt brought down by the river being swept away by the shore currents. The mouth might be temporarily shallowed by sand after a severe S.W. storm ; but the current, which runs out of the river at the rate of four knots an hour, would soon scour this away.

It has been proposed to utilize the existing appropriation of \$5,000 by making a cutting 150 feet wide, as low as can be worked without a dredge, through the spit, stopping the old channel, and leaving the water to force its own way through the new cut. The quantity to be removed would be about 30,000 cubic yards. If the Government are prepared to go on with the work next spring, it is not likely that any harm would be done by this mode of proceeding—we should, indeed, have the advantage of seeing the action of the currents, which would enable us to form a better opinion of the proper location and extent of the protection works. The materials for building the breakwater and protecting the sides of the channel, or, at any rate, doing the latter, should be got out during next winter, as the effect of leaving the work too long unprotected might be to materially to increase the ultimate expense. The best way would be to build the breakwater on the ice, and sink it through ; the work would be better, and more cheaply done in this way than in any other.

The excavation might be taken out, at any rate as low as high water mark ; but there is considerable responsibility involved in stopping the present channel, or even allowing the water to flow into the new cut, until there is some certainty of a sufficient appropriation being made for going on with the remaining works.

The following estimate of the probable cost of the works is submitted :—

	\$
55,000 cubic yards excavation, @ 15 cents	8,250 00
208,000 ,, dredging, @ 25 cents	52,000 00
1,200 lineal feet breakwater, @ 15 dollars	18,000 00
2,000 ,, bank protection, @ 6 dollars	12,000 00
Stopping old channel, say	2,250 00
	<u>92,500 00</u>
Ten per cent. contingencies	9,500 00
	<u><u>102,000 00</u></u>

Or—

	\$
150,000 cubic yards dredging, @ 25 cents	37,500 00
Other work, as before	40,500 00
	<u>78,000 00</u>
Contingencies	8,000 00
	<u><u>86,000 00</u></u>

I have the honor to be, sir,

Your obedient servant,

(Signed,)

JOHN EDWARD BOYD,

Assistant Engineer.

APPENDIX No. 13.

SLIDES AND BOOMS.—SAGUENAY DISTRICT.

*Description of works and repairs executed during the fiscal year ending 30th June, 1870,
by D. Boulanger, Superintendent.*

(No. 11,670.)

PETITE DÉCHARGE,

SAGUENAY, 30th June, 1870.

F. Braún, Esq.,

Secretary Department of Public Works, Ottawa.

SIR,—I have the honor to submit the following annual Report on the works confided to my care, and of the works executed under my superintendence during the past year.

All the works, comprising slides, dams, booms and piers, are in very good repair, with the exception of the glance boom placed at the head of the slide which was damaged by the fire which ravaged Saguenay on the 19th May last.

The slide will require some slight repairs next year, an estimate of which I shall have the honor to submit in a subsequent Report.

The cost of the repairs executed during the past year amounts to one hundred and nineteen dollars and twenty cents, which sum has been paid by the Department.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

D. BOULANGER,

Superintendent.

APPENDIX No. 14.

SLIDES AND BOOMS—ST. MAURICE DISTRICT.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by H. R. Symmes, Superintendent.

(No. 11,685.)

SUPERINTENDENT'S OFFICE, ST. MAURICE WORKS,
Three Rivers, July 13th, 1870.

F. Braun, Esquire,
Secretary, Department of Public Works, Ottawa.

SIR,—I have the honor to submit, for the information of the Department, the following Report on the state of the St. Maurice Works for the fiscal year ending 30th June, 1870.

No work has been performed during the year chargeable to construction.

The following repairs were made during the year, costing in the aggregate the sum of \$5,584 73.

STATION No. 1.—BOOM AT THE MOUTH OF RIVER.

One mooring post and piers renewed.
Pier No. 1 repaired.
Side pier repaired.
Nine hundred lineal feet boom, 5 feet wide, renewed.
Protecting side pier renewed.
Three mooring posts and piers renewed.
One mooring post in Pier No. 6.
Pier No. 8 repaired.
Mooring post on shore with small supporting pier.
Two floating piers renewed.
Mooring pier at head of Isle aux Cochons renewed.
Wharf on Isle Coran renewed.
Two anchor piers.
Sundry repairs to main boom.
One tamarac post.
Sixteen oak head blocks to booms.

STATION No. 2.—GRÈS FALLS.

Renewing iron straps on 6 buoys.

STATION No. 3.—SHAWINAGAN FALLS.

Renewing large pier above slide.
Sundry repairs to slide.
Twenty-one new head-blocks to booms.
Repairs to long side piers in eddy.
5 piers of retaining boom raised 3 feet each.
Sundry repairs to retaining boom.

STATION No. 4.—GRAND MÈRE.

One anchor pier 15 × 15 × 8.
Three hundred and eighty-five lineal feet of single boom.

STATION No. 6.—LATUQUE FALLS.

One anchor pier 15 × 15 × 8.
Sundry repairs to dam in chute.

STATION No. 8.—IROQUOIS FALLS.

Sundry repairs to slide.
do do dam.
Blasting rock at entrance to slide.

EXPENDITURE FOR THE YEAR.

Staff and working expenses.....	\$9,766 67.
Repairs.....	5,584 73.

REMARKS.

During the past year all the St. Maurice River Works have been efficiently managed, and have given general satisfaction. There has been no accident or damage done to any of the works by freshets, or otherwise, worthy of notice. The amount which I have asked to make repairs is nearly all for making those repairs, the necessity for which has arisen from natural decay and wear.

With reference to the improvements required on the river to meet the necessities of the lumber trade, I do not know that I can add anything to my report of the 23rd December last, made at the request of the Department, and now under its consideration.

Respectfully submitting the foregoing,

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

HENRY R. SYMMES,
Superintendent.

APPENDIX No. 15.

SLIDES AND BOOMS—OTTAWA DISTRICT.

Description of the works and repairs executed during the fiscal year ending 30th June 1870, by H. Merrill, Superintendent.

(No. 12,459.)

OTTAWA RIVER WORKS, SUPERINTENDENT'S OFFICE,
Ottawa, 13th Sept., 1870.

F. Braun, Esq.,
Secretary, Public Works Department.

SIR,—I have the honor to transmit to the Department the following Report, on the works under my charge, for the year from 1st July, 1869, to 30th June, 1870.

The pitch of water in the Ottawa and its tributaries was very high in the spring of 1869, and kept at a favorable height for the descent of timber throughout the greater portion of the running season, so that but little difficulty was experienced in taking timber and saw-logs to their destinations; and the works, on the whole, were not very much damaged, considering their extent, and the tear and wear to which they were necessarily subjected by the passage of the following products of the forest—

Through Chaudiere Slide, from Upper Ottawa country :—

13,351 cribs of square timber, containing 300,689 pieces.

196 „ deals.

81 „ flatted timber.

Total.. 13,628 cribs.

Through Hull Slide, from Upper Ottawa :—

213,143 saw-logs.

2,300 pieces flatted timber.

Through the Gatineau Booms, and other works :—

496,099 saw logs.

7,002 pieces of square timber.

1,124 „ flatted „

1,123 „ round cedars.

The foregoing statement does not include the vast quantity of saw logs brought down to supply the Chaudiere mills.

After the timber had passed, I visited and inspected the works at the various stations to enable me to prepare an estimate of the cost of putting them in an efficient state for the business season of 1870; and having reported the result of my investigation to the Department, I was authorised, by letter, dated 12th January last, to expend \$200,018 on repairs which were executed at—

Joachim, Calumet, Mountain, Portage du Fort, Chats, Chaudiere, Hull and Carillon, stations on the Ottawa; Chain Rapids, Bailey's Chute, Boniface Rapids, Ragged Chute, High Falls, Burnstown, Flat Rapids, and Arnprior, stations on the Madawaska River;

High Falls, slide and boom at the mouth of Dumoine River;

Slide on Black River;

Slide and piers on Coulonge River;

Boom and Piers on Gatineau River; and some slight repairs on the Petewawa River.

Pooley's and Chaudiere bridges, in this city, and the bridge over the North Nation River, were also repaired and strengthened.

These repair works were completed in due time, and everything was in readiness for the business of the spring of 1870.

Last winter there was a great depth of snow on the ground near the sources of the southern tributaries of the Ottawa; and as a considerable tract of country has been cleared by settlers, and the woods have been run over by fires, the direct action of the sun in the clearances melts the snow much more rapidly than when the basins of the rivers were covered with dense forests. One of the results is, that the rivers in spring rapidly rise to flood height, causing much damage to property within their reach, and then, when the waters are drained off, they as quickly subside. So much was this the case last spring, that the Madawaska rose in April to an unprecedented height, and caused very great damage to the works on the upper and middle reaches of the river.

The water rushed over the "Nagle" dam at the High Falls to the depth of two or three feet on the apex, and ultimately caused a break in that structure, through which a great body of timber and logs, and the debris of the works, swept from the upper stations, passed in uncontrollable masses, and battered down about 500 feet in length of the important slide at High Falls which had been thoroughly overhauled and repaired about a year before this accident happened on the 29th of April. Immediately after the occurrence, I prepared a rough approximate estimate of the cost of effecting such repairs as would admit of the passage of timber from above the break; and having submitted the same to the Department, I was at once instructed by the Honorable the Minister of Public Works to execute the repairs with all despatch; and on the 20th of May, in twelve days after the commencement of the work, timber was freely passing through the slide, some 500 feet in length of which had been reconstructed in a permanent and substantial manner. All the work that it was possible to do at the dam at that time, however, was mere patching, as a temporary expedient to pass the timber; and as the materials of which the dam was originally constructed were found to be much wrecked and decayed, a new structure will be required before another season. An estimate of the cost of this work, and of repairing and strengthening the slide at Chain Rapids, the dam at Ragged Chute, the boom and piers in Calabogie Lake, and the carrying out of other necessary improvements, to make good the damage sustained by the works, will be prepared and submitted to the Department at as early a date as possible.

Such being the case, the lumbermen on the Madawaska suffered a good deal of loss and inconvenience on account of their timber being damaged in passing over the chutes when the river was in a state of flood, and through detention when the water became so extremely low as to render "driving" very difficult or impracticable.

On the Ottawa and its tributaries, difficulties are annually encountered in taking late timber to market, in consequence of the early falling of the water, and with the view of guarding as much as possible against future detention at the more important stations on the main river, I furnished to the Department, on the 24th December, 1868, an estimate of the cost of certain works which would, in my opinion, afford a supply of water to the slides when most required; and as this is a matter in which the majority of those engaged in the lumber trade are deeply interested, I have taken the liberty to make the following quotations from my former Report, and would strongly recommend the early construction of the dams therein referred to:—"The lumbermen are gradually extending their operations into the interior; consequently, in many cases, their rafts do not arrive at the lower stations until the water has fallen. I have, therefore, in addition to the repairs that are absolutely necessary before the passage of timber can be effected in the spring, made provision for raising the water at Calumet, Mountain, Portage du Fort and Chats, stations on the Ottawa, so that the timber from the more remote limits may be passed through these slides at the season of low water.

"I may mention that river works that were well enough adapted for the accommodation of the trade twenty years ago, are now, from the increased business and other causes, altogether unsuitable as regards the supply of water, for the duty required of them; and in proof of this I need only call attention to the fact that last summer the late timber was either prevented from passing the above-named slides, or had to be

“ broken up and run over the chutes—a circumstance which, in either case, was attended
“ with great loss and inconvenience to the parties interested.

“ I propose to raise the water by constructing dams at the head, and at the Calumet
“ and Mountain stations, where there might be a possibility of flooding lands in the
“ spring, were permanent structures used, I have provided for openings which will be closed
“ for raising the river at the season of low water only, when no damage can ensue.

I have the honor to be, Sir,

Your most obedient servant,

(Signed.)

HORACE MERRILL,
Superintendent O. R. Works.

APPENDIX No. 16.

SLIDES, BOOMS AND NAVIGATION—RIVER TRENT AND NEWCASTLE DISTRICT.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by G. W. Ranney, Superintendent.

BELLEVILLE, 20th July, 1870.

F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—In compliance with general instructions to make semi-annual and annual estimates for repairs and improvements, and an abstract account of appropriations and expenditures, I beg to submit the following with accounts and estimates hereto annexed. [*not printed.*] The river Trent and Newcastle District works sustained material injuries during last spring's freshet. The Trent slides were rendered impassable for cribs, and would cost from \$60,000 to \$75,000 to repair them, or, more properly, to renew them, for what is left would require to be renewed, except the dams. The river was swollen to such an extent that it is a wonder that any portions of work remained standing. The bed of the river in many places has been quarried, accumulated, and distorted, so that pilots cannot follow original channels. The works north of Peterboro, maintaining still water navigation, sustained less injury than those at the lower end of the line, and no interruption of navigation occurred.

In consequence of the failure of the Trent slides the majority of square timber had to be taken by rail to Port Dover and Cobourg, and sent down the lake. The expense and uncertainty of that means of transportation excludes the square timber from this river almost entirely.

The water receded very rapidly and is now unusually low for the time of the year. The tributary streams fell so fast that large quantities of lumber will not get to market this year. Were it not for the large reservoirs of lakes the freshet of this year would have carried away all works on the rivers. There was at least four times the quantity of water in the river this spring that there has been since my acquaintance with it (1830.)

The repairs to the works above Peterborough were nothing more than ordinary, except repairs to Lock gates at Bobcaygean, which necessitated the pumping of the Lock chamber.

The repairs done since the spring freshet are temporary, and only such as to maintain navigation, leaving a general repair to a favorable season at low water.

The public in the neighbourhood of Rice Lake and Peterborough are agitating the repair of Whitlas Lock. I do not include it in this estimate, as Mr. Baillaigé made an detailed estimate in 1866 for \$4,210, to which may be added 20 per cent. for further damage, and advanced price of materials and labor.

The dam and slide at Hastings received a good deal of injury—the cap, and all the planking on the face of the dam is off, and the piers forming the sides of the slide and stoplog posts and platform were carried off three courses, which require immediate repair to keep up the water to a navigable height. The boom piers and booms, wing walls above and below the lock, were injured.

The pivot beam of the swing bridge has given way, and the bridge has settled down on the travellers.

The slide at Heeley's Falls is so injured that it is not likely to be repaired by the Trent Slide Committee; therefore, to keep up the level of water for still water navigation between Heeley's and Hastings, the Department will require to maintain the dam and head works.

I might mention that the Committee of Management, Trent Slides, have not decided what they will do in the way of repairs to the slides; but it is my opinion that the work is far beyond their means, and that no attempt will be made to make crib slides, as there will not be sufficient square timber made to warrant the expense. There may be made some partial repairs that will facilitate the driving of logs. It will take a large sum to clear away accumulated shoals and immense large flags of rock quarried up by the water in position that impede the driving of timber and logs, in each of the rapids between Heely's Falls and the mouth of the river.

At Chisholm's Rapids the face of the dam and cap is mostly all gone. In addition to what was formerly estimated for putting in waste new stop-log piers, the repairs of the dam should be added.

The Trent slides having failed, and the lumber trade, of various descriptions, being excluded, other means of transportation are talked of; and it will not be long before the Bay of Quinte and Lake Simcoe will be strongly urged upon the Government.

Taking Mr. N. H. Baird's estimate as data—the works that have been constructed and the works being constructed at various points—no line of communication connecting the waters of Lake Ontario and the Georgian Bay could be made to better advantage of the country or at less cost.

Since the surveys of the more northern townships, and extension of lumbering operations, large lakes for feeders have been discovered that would satisfy Mr. Thomas Keefer that he was wrong in his report, in reference to there not being a sufficient supply of water to maintain a five feet draught throughout the line of canal.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

G. W. RANNEY,
Superintendent, Trent Works.

APPENDIX No. 17.

RIVER TRENT AND NEWCASTLE DISTRICT WORKS.

*Report on damages done to these works by freshet in spring of 1870, by G. W. Ranney,
Superintendent.*

(No. 11,014.)

BELLEVILLE, 20th May, 1870.

SIR,—I have visited the several works along the line of navigation under my charge, to ascertain what damage has been done by the freshet, also to see what temporary repairs were necessary or could be done to maintain still water and river navigation for the present season.

I beg to submit the following :—

At Lindsay, the works of renewing the lock were suspended during the freshet. No damage was done to the dam or Government work, and no interruption to the navigation, either east or west from Lindsay, occurred.

At Bobcaygean no damage of serious consequence occurred. Some top timbers of guard-piers and wharves were carried away, and a great deal of flood-wood accumulated on the dam and about the works. The gates of the lock could not be worked for several days, the water being 6 inches over the coping. All has been put to rights, and the navigation going on.

At Buckhorn, some of the guide-booms gave way. Part of the low part of the dam on the south side of the river gave way, and some of the top timbers of piers were carried off, but the injuries are not such as to lower the levels of the lakes or impede navigation.

The above three works govern the level of all the lakes now navigated above Peterboro'.

In consequence of the failure of the Trent slides, and the damage done to mill-dams on the Otonabee River, a good deal of square timber will be towed up to Lindsay, and taken by rail to Port Hope.

The Burleigh works have not been injured much.

The mill dams and private property on the Otonabee have been materially injured, and cribs cannot be run.

Whitlas Lock.—The walls were not injured much. The water was 3 feet over the coping, and washed the backing some.

At Hastings the works have been a good deal injured. The water was about 20 inches over the coping of the lock, washing a good deal on the north side. The slide was injured a good deal. The guide-booms and piers were carried away, the guard walls above and below the lock injured, the pivot-beam of the swing-bridge broken, and fence carried away—in all, nothing very serious, but will cost a considerable amount to put to rights again.

At Heely's Falls, the navigation for cribs is stopped on account of the wing wall between the head of the island and the upper slide—the side wall between the two slides forming the basin (all but 100 feet)—the lower end of the upper slide with booms and piers in the basin, the guard piers forming the recess for lower apron, being all carried away. The dam is not injured. The lower slide floor is not injured. The damages done at this station are so extensive that they cannot be repaired for this season's use. It would cost between \$7,000 and \$8,000 to put the works at this station in order again.

Booms in Crow Bay are all in good order.

At Middle Falls the works have not sustained very much injury ; \$600 or \$700 would put them in order again.

At Campbellford the works have been seriously injured—guide booms and piers all gone ; mills and factories seriously injured.

Ranney's Falls.—The long line of guide booms and piers is gone ; the dam is very much injured ; the walls forming the side of the slide, for nearly the whole length, have been lowered, some three courses, and parts of them more ; the lower slide is nearly all gone ; both grist and saw mills are gone—the whole rendered dangerous and impassable for cribs. Should the dam and works not receive further injury by the drives of logs and timber, I think they might be made passable again for about \$7,000. This station is one of the most important to the lumber trade, as timber and logs receive a large amount of depreciating injury by going over the Falls. The majority of logs now come down Crow River, and if the Middle and Ranney's Falls works were repaired it would be a great advantage to the lumber trade.

At Percy Landing the retaining booms are in good order.

At Chisholm's Rapids the dam on the lower side is somewhat injured, but the water is still so high, it cannot be seen to what extent. The lower end of the slide may be injured, but it cannot be seen. I do not think the navigation will be impeded.

The high water this spring has created a new energy to complain of the flooding of lands by the Chisholm's Dam, and I hear that petitions will be sent in to have it removed. I would advise to have the waste weirs made, and the dam staunched. By that means the water would be kept at an uniform level, and complaints would be avoided.

Throughout the whole line of communication, the dams maintaining the levels of still water navigation have not been so much injured as to impede navigation.

The roads and mill property have suffered in this vicinity from the freshet.

All of which is respectfully submitted.

I have the honor to be,
Your obedient servant,
(Signed,) G. W. RANNEY,
Superintendent, Trent Works.

APPENDIX No. 18.

MÉTAPÉDIAC ROAD.

Report on damages caused to this road by fire, in the spring of 1870, by Joseph Rosa.

(No. 11,489.)

STE. FLAVIE, 25th June, 1870.

To F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—In accordance with the instructions conveyed in your letter of the 8th instant, I have visited the Metapediac Road, to examine the damages caused by the fire there, and to estimate the cost of the necessary repairs, and have the honor to report as follows :—

The bridges destroyed by the fire were situated between the 14th and 96th mile, that is to say, on that part of the road which is under the control of the Government.

There are eight bridges, three culverts, 625 feet of guard rail, and two tiers of the wood-work of a wharf 75 feet long, destroyed by the fire, and which it is necessary to rebuild as soon as possible, because the passing over the streams and through the ravines is attended with much danger to the mail carriers and other travellers, who are obliged to go that way by night.

These streams and ravines will be quite impassable when the autumn rains set in if the bridges are not rebuilt.

The Intercolonial Railway Track does not pass over that portion of the Metapediac Road where these bridges are located—they must, therefore, be all rebuilt.

The estimate for the re-construction of the bridges, culverts, and guard rail destroyed by the fire will amount to \$2,700, including cost of superintendence, &c.

The estimate is made for rebuilding these bridges with white cedar logs (unhewn), being not less than 10 inches in diameter at the smallest end for the abutments and piles.

The water ways, which do not require to be more than 14 feet at the mouth, should be covered by five beams 12 inches in diameter, at least, at the small end.

The water ways, which are more than 14 feet broad at the mouth, should be covered in by two rows of beams, one over the other, of the same diameter as above.

The roadway should be made with round cedar logs, not less than 7 inches in diameter, covered with a bed of brush 6 inches thick, which should be covered again with a bed of earth, mould or gravel of 18 inches thickness in the centre and 6 inches on the edges. A curb-rail, 12 × 12 inches, and hewed, will be placed all along the inner side of the road way, on both sides of the bridge.

The bridges will have a guard rail on each side throughout their whole length. The bridges, culverts, &c., will be made in the same way as they were before, and like the other bridges and culverts along that road.

The following table indicates the situation and the dimensions of the several works to be done :—

TABLE indicating the situation, dimensions, and estimate of the works necessary to repair the damage caused by the fire on the Metapedia Road.

No.	SITUATION.		DIMENSIONS.			ESTIMATE.	
	Miles from Site, Flavie.	Name of Bridge or Place.	Length.	Breadth.	Height.		
			Ft.	Ft.	Ft.	\$ cts.	
1	25	One Bridge at M. Frazer's	140	18	8	260 00	
2	32	do over a stream	50	20	6	70 00	
3	32	do at Elie Poiriers	220	18	20	850 00	
4	55	One Culvert .....	.....	.....	.....	5 00	
5	58	One Bridge over a stream	60	18	6	85 00	
6	65	do do	44	20	5	55 00	
7	71	do do	56	18	9½	150 00	
8	71	Guard Rail to repair	150	.....	.....	5 00	
9	71	Two Culverts .....	.....	.....	.....	10 00	
10	73	Guard Rail to repair, and two rows of wharf to repair	75	.....	.....	40 00	
11	74	One Bridge over a ravine	38	22	7	60 00	The timber at a distance.
12	74	Guard Rail to repair	400	.....	.....	20 00	
13	75	One Bridge at Kitchie's	125	18	20	820 00	do do
Add 10 per cent. for Superintendence						2,430 00	
do do Contingencies						243 00	
Total						\$2,700 00	

Humbly submitted.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

JOSEPH ROSA.

APPENDIX No. 19.

GOVERNMENT RAILWAYS IN NOVA SCOTIA.

Report by George Taylor, Superintendent.

SUPERINTENDENT'S OFFICE,

HALIFAX, October, 1870.

To the Honorable the Minister of Public Works.

SIR,—I have the honor to submit, as requested, a Report of the operations of the Government Railways in Nova Scotia, for the fiscal year ending 30th June, 1870.

My appointment to the superintendence of the Government Railways in Nova Scotia dates from January 14th of the present year ; consequently, my direct personal supervision only covers about five months, having held, up to that date, the position of Traffic Superintendent.

The traffic receipts have been	\$275,687 73
Against the previous year	272,237 41
Increase this year	3,450 32
Or 1.26 per cent.	
The ordinary working expenses have been	\$261,038 80
Against the previous year	268,560 37
Decrease this year	7,521 57
Or 2.80 per cent.	
While the extraordinary repairs have been	\$52,240 04

The expense of renewing the permanent way and buildings, charged under heading "Extraordinary Repairs," has been unusually large, owing, to a certain extent, to incidental circumstances which do not occur every year, but which is absolutely necessary.

These renewals consist of rails, wooden bridges, culverts, cattle guards, and platforms. The wooden structures have been in use for fully twelve years, during which period the repairs had been comparatively small, and, upon careful examination, it was found necessary to renew forthwith—ten or twelve years being the average life of native timber. It was also found that the masonry of several bridges was defective, and had to be taken down and rebuilt. The station buildings between Halifax, Truro, and Windsor, have all been thoroughly repaired and painted inside : these buildings still require painting outside, to preserve them.

The renewals of the passenger and freight cars are becoming more extensive as the plant gets older. This item of expenditure cannot be avoided.

The passenger traffic shows a decrease of	\$4 84 per cent.
The freight traffic shows an increase of	11 80 "
The horse and waggon traffic shows a decrease of	80 99 "
The mails and sundries shows a decrease of	22 84 "

A comparison of percentages with the working expenses of last year cannot be given in detail, the classification having been altered.

The percentage which the passenger, freight, and other earnings, bear to the gross receipts, and that which each division of the ordinary working expenses bears to the whole cost of operating, is as follows :—

EXPENSES.	1870.	RECEIPTS.	1870.
Locomotive Power	35.15	Passengers	43.88
Car Expenses	11.45	Freight	52.54
Maintenance Way and Works	22.82	Horse and Waggon	0.25
Station Expenses	14.35	Mails and Sundries	3.33
General Charges	13.07		
Pictou Ferry	3.16		
	100.00		100.00

The ordinary working expenses have been 94.68 per cent. of the receipts, against 98.65 of the previous year; extraordinary repairs, 18.95.

The earnings have been \$1,901 29 per mile.

The ordinary working expenses have been \$1,800.26 per mile.

The average distance travelled, and the receipts per passenger, and per passenger per mile, are as follows :—

SPECIFICATION.	Local.	Through.	Total.
Average Passenger Mileage	30.03	81.68	81.68
Average Receipts per Passenger, in cents	45.25	157.80	51.37
Average Receipts per Passenger per mile, in cents	1.50	1.93	1.54

The number of passengers carried during the year was 235,452
Do do do previous year.. 187,672

Showing an increase in 1870 of 47,780

The weight of freight moved during the year has been 155,471 tons

Do do carried one mile 4,784,027 ,,

which includes 65,226 tons coal—56,128 tons being moved east for shipment at Pictou Landing, and 9,098 tons west for home consumption.

The average distance per ton in miles is as follows :—

SPECIFICATION.	Local.	Through.	Total.
Average distance per ton, in miles	28.17	83.98	30.77
Average Receipts, per ton	\$ 0.85	\$ 2.66	\$ 0.93
Average Receipts per ton per mile, in cents	3.02	3.16	3.04

The Accountant's Report (Appendix A), containing general balance sheet, capital, and revenue accounts, together with detailed tabulated statements of receipts and expenses, gives full particulars of the financial operations of the Department.

A Report by the Locomotive Superintendent (Appendix B), is accompanied by a

statement of engines and other plant, with the mileage. From this Report you will see that several of the locomotives have had extensive repairs. Twelve of these engines were placed on the line in one year; consequently, the large repairs have all to be provided about the same time, which accounts for the expenditure in this Department. The car rolling stock, having had extensive repairs, is now in good order.

Acadia Mines coal has been successfully used in several engines. I have every reason to anticipate that a large saving will be effected when coal is used on both lines. This cannot be done until the present stock of wood is used.

The Road Inspector's Report (Appendix C) states that the track is in fair order. Nearly 27,000 new sleepers have been put down. The clip or scabbard-joint fastening is being substituted for the cast-iron chair—the latter is not adapted for this variable climate. During the present summer, a still larger number of sleepers will be used, and with the contemplated renewals in wooden bridges and culverts, ballasting, &c., the permanent way will be greatly improved, which is the first point of true economy. For the better accommodation of the public, several new sidings have been built, and others lengthened.

The trains have been run, with few exceptions, regularly. The interruptions from snow storms were not serious, and entailed, at most, only a few hours delay.

The railway between Windsor and Annapolis was opened for traffic on 18th December last. Arrangements were made at that time for interchange of traffic, so as to obviate the necessity of passengers changing cars, and transshipping freight at Windsor. When this line was opened for traffic, the steamer plying between St. John, N.B., and Windsor, N.S., during the summer months, was withdrawn from that route, and placed on the route between St. John and Annapolis, connecting with the railway at the latter port. By this arrangement, a regular communication was kept up during the winter months between Nova Scotia and New Brunswick, thereby supplying a want long and seriously felt in both Provinces.

I regret that it is my duty to report six fatal accidents, viz. :—

George Fuller, fireman on freight train, accidentally killed near Newport Station, on 15th October, 1869. Report dated 23rd October.

Rod. McNeil, mason, accidentally killed at Bedford Bridge, on 26th October, 1869. Report dated 26th October.

John McCarron, engine driver, accidentally killed at Truro Station (boiler explosion), on 29th October, 1869. Report dated 2nd November.

James McCarron, engine driver, accidentally killed near New Glasgow (engine ran over embankment), on 22nd November, 1869. Report dated 6th December.

John Ross (not an employé), accidentally killed at Truro, October 18th, 1869. Report dated 18th October.

Thomas Guinon, brakeman, accidentally killed at Fletcher's, on 29th December, 1869. Report, 31st December.

And Matthew Whalen, brakeman, had his left arm seriously injured on 1st January, 1870. Amputation was necessary. Recovered. Report, 4th January, 1870.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

GEORGE TAYLOR,

Superintendent.

 APPENDIX A.

HALIFAX, NOVA SCOTIA,
1st October, 1870.

SIR,—I beg to submit the following Statements and Returns, showing the financial operations of the Government Railways in Nova Scotia, for the fiscal year ending 30th June, 1870 :—

- A 1. General Balance.
- „ 2. Capital Account.
- „ 3. Revenue Account, with Abstracts 1 to 6.
- „ 4. Classified Monthly Comparative Statement of Receipts.
- „ 5. Statement showing number of Local and Through Passengers east and west, with mileage.
- „ 6. Statement showing number of tons of Local and Through Freight moved east and west, with mileage.
- „ 7. Statement showing the Business and Expenses of the several Stations.
- „ 8. Descriptive Summary of Freight forwarded from all Stations.
- „ 9. Inventory of Stores on hand.
- „ 10. Statement of Wood and Coal at the several Stations.

I am, Sir,

Your obedient servant,

(Signed), THOMAS FOOT,

Accountant.

George Taylor, Esq., General Superintendent, Nova Scotia Railway.

DR.

(A 1.)—GENERAL BALANCE.

CR.

	\$ cts.		\$ cts.
Receiver General	1,359 31	Dominion Account.....	128,036 93
General Stores.....	107,766 05		
Stations.....	6,321 70		
Windsor and Annapolis Railway.....	7,714 75		
Individual Accounts.....	1,372 96		
James Alexander.....	3,434 46		
Suspense Account.....	67 70		
	\$128,036 93		\$128,036 93

(Signed),

THOMAS FOOT,

E. & O. E.

Accountant.

Halifax, N.S., 30th June, 1870.

DR.

(A 2.)—CAPITAL ACCOUNT.

CR.

		\$ cts.	\$ cts.			\$ cts.
1869.				1869.		
June 30.	To cost of road and equipm't to date		6,791,254 18	June 30.	By Dominion of Canada ...	6,880,583 52
1870.				1870.		
June 30.	Expenditure year ending 30th June, 1870, classified as follows :—			June 30.	do do do	99,724 53
	Engineering	1,711 85				
	Roadway & works	27,102 33				
	Permanent way ...	11,234 61				
	Rolling stock	45,368 09				
	Station and water service	4,779 16				
	Sundry services ...	9,528 49				
			99,724 53			
			6,890,978 71			
	Balance transferred to Dominion Account.....		89,329 34			
			6,980,308 05			6,980,308 05

(Signed),

THOMAS FOOT,

E. & O. E.

Accountant.

Halifax, N.S., 30th June, 1870.

CR.

(A 3)—REVENUE ACCOUNT.

DR.

EXPENDITURE—1870.	Working Expenses.	Extraordinary Repairs.	Total.	Twelve months ending 30th June, 1869.	Twelve months ending 30th June, 1870.
	\$	\$	\$	\$	\$
Locomotive power (per abstract 1)	91,749 10	1,436 20	93,185 30	127,122 04	120,968 00
Car expenses (per abstract 2)	20,848 80	7,969 93	28,818 73	129,540 39	144,834 70
Maintenance way and works (per abstract 3)	59,564 05	42,893 91	102,457 96	8,666 73	696 98
Station expenses (per abstract 4)	37,550 16	.....	37,550 16	11,908 25	9,188 05
General charges (per abstract 5)	34,112 05	.....	34,112 05	.....	.....
Pictou Ferry (per abstract 6)	8,214 64	.....	8,214 64	.....	.....
	261,038 80	52,240 04	313,278 84	272,237 41	275,687 73
					37,591 11
					313,278 84

E. & O. E.

Halifax, 30th June, 1870.

Percentage ordinary Working Expenses on Gross Receipts 94.68
 Do Extraordinary Repairs on do 18.95

(Signed), THOMAS FOOT,
 Accountant.

(ABSTRACT 1.)—LOCOMOTIVE POWER.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Drivers', firemen's, and cleaners' wages		13,705 19	13,705 19
Fuel		28,948 76	28,948 76
Oil, tallow, and waste		7,224 56	7,224 56
Repairs to engines and tenders		38,302 45	38,302 45
Repairs to, and renewal of, tools, lamps, &c.		130 08	130 08
Repairs to workshops and engine-houses		253 25	253 25
Water, including pump and tank repairs	1,436 20	2,264 70	3,700 90
Miscellaneous		920 11	920 11
	1,436 20	91,749 10	93,185 30

Percentage ordinary Working Expenses on Gross Receipts..... 33.28
 Do Extraordinary Repairs on do 52

(ABSTRACT 2.)—CAR EXPENSES.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Conductors', train baggage masters' and brakemen's wages		11,044 58	11,044 58
Oil and waste for packing, and tallow		876 79	876 79
Repairs to passenger, post-office, and baggage cars	6,085 70	7,384 48	13,470 18
Repairs to freight cars	1,824 23	6,707 96	8,532 19
Small stores and fuel		2,321 69	2,321 69
Repairs to workshops, and repairs and renewals of tools, lamps, &c.		943 73	943 73
Miscellaneous		569 57	569 57
	7,909 93	29,848 80	37,758 73

Percentage ordinary Working Expenses on Gross Receipts..... 10.83
 Do Extraordinary Repairs on do 2.87

(Signed), THOMAS FOOT,
Accountant.

(ABSTRACT 3.)—MAINTENANCE OF WAY AND WORKS.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Wages and materials in repairing roadway and fences.	17,964 62	46,060 99	64,025 61
Iron chairs and spikes		54 38	54 38
Sleepers.....		6,815 85	6,815 85
Wages and materials for repairs to bridges, cattle guards, crossings and fencings.....	24,100 54	4,035 30	28,135 84
Repairs of wharves.....	828 75	719 75	1,548 50
Repairs and renewals of tools, lamps, &c.....		1,317 32	1,317 32
Miscellaneous.....		560 46	560 46
	42,893 91	59,564 05	102,457 96

Percentage ordinary Working Expenses on Gross Receipts..... 21.60
 Do Extraordinary Repairs do 15.56

(ABSTRACT 4.)—STATION EXPENSES.

PARTICULARS.	Total Year ending 30th June, 1870.
	\$ cts.
Salaries and wages of station-masters, agents, clerks, switchmen, watchmen, and labourers.....	22,927 34
Repairs to buildings	5,037 20
Fuel, oil, light, stationery, tickets, and other incidental expenses	9,585 62
	37,550 16

Percentage ordinary Working Expenses on Gross Receipts..... 13.62

(Signed), THOMAS FOOT,
Accountant.

(ABSTRACT 5.)—GENERAL CHARGES.

PARTICULARS.	Total Year ending 30th June, 1870.
	\$ cts.
Salaries of general officers, accountants and clerks	9,408 22
Printing and stationery	4,278 41
Advertising	1,960 73
Damages	14,226 82
Telegraph expenses	1,609 02
Miscellaneous	2,628 85
	\$34,112 05

Percentage ordinary Working Expenses on Gross Receipts..... 12.37

(ABSTRACT 6.)—PICTOU FERRY.

PARTICULARS.	Total Year ending 30th June, 1870.
	\$ cts.
Captain's, engineer's, fireman's, and dock-hands' wages	2,356 00
Fuel	1,497 47
Oil, tallow, and waste	480 92
Repairs to engines and hull	2,436 16
Repairs to, and renewal of, tools, lamps, &c.	403 61
Miscellaneous	1,040 48
	8,214 64

Percentage ordinary Working Expenses on Gross Receipts 2.98

(Signed),

THOMAS FOOT,

Accountant.

(A 4.)—MONTHLY STATEMENT of Receipts, for the fiscal year ending 30th June, 1870, compared with 1869.

MONTH.	1870.				1869.					
	Passengers.	Freight.	Horse and Waggon.	Mails and Sundries.	Total.	Passengers.	Freight.	Horse and Waggon.	Mails and Sundries.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July	15,604 51	14,012 22	239 71	916 65	30,773 09	15,415 83	10,113 83	395 15	664 15	26,588 96
August	12,885 09	12,431 98	186 52	635 22	26,138 81	13,680 09	11,327 11	413 10	247 00	25,647 30
September	13,202 10	14,845 59	270 75	611 87	28,930 31	13,049 85	13,010 74	484 64	2,412 39	28,957 62
October	11,211 42	13,244 27	.....	926 17	25,381 86	15,226 03	15,827 45	545 96	820 79	32,120 23
or November	9,769 18	15,028 99	.....	1,050 75	25,848 92	10,028 23	15,259 93	541 02	873 53	26,702 71
December	9,464 40	13,193 03	.....	763 35	23,420 78	9,708 43	11,369 72	334 79	2,149 15	23,562 09
January	6,677 72	7,908 35	.....	566 28	15,152 55	6,661 03	5,931 59	254 80	210 24	13,057 66
February	5,061 99	6,696 69	.....	542 10	12,300 78	5,391 05	6,291 68	177 94	232 17	12,092 84
March	6,172 85	8,758 60	.....	565 92	15,497 37	7,304 53	8,442 83	124 61	1,429 47	17,301 44
April	8,340 07	11,303 19	.....	616 56	20,259 82	9,057 75	10,259 60	90 22	386 75	19,794 32
May	10,206 74	14,012 02	.....	978 58	25,197 34	10,204 52	12,268 97	128 82	403 81	23,006 12
June	12,371 93	13,369 57	.....	1,014 60	26,786 10	11,414 70	9,736 94	175 68	2,078 80	23,406 12
Total	120,968 00	144,834 70	696 98	9,188 05	275,687 73	127,122 04	129,540 39	3,666 73	11,908 25	272,237 41

(Signed), THOMAS FOOT,
Accountant.

(A 5.)—PASSENGER STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July ..	16,710	14,390	31,100	757,342	573	425	998	111,293	17,283	14,815	32,098	868,635
August ..	12,616	12,631	25,247	763,447	509	410	919	103,339	13,125	13,041	26,166	866,786
September ..	12,714	11,666	24,380	688,081	446	384	830	105,887	13,160	12,050	25,210	793,968
October ..	9,888	10,166	20,044	600,498	472	574	1,046	117,862	10,360	10,750	21,090	718,300
November ..	9,365	9,543	18,908	582,213	234	281	515	57,852	9,599	9,824	19,423	640,065
December ..	9,397	9,052	18,449	540,745	392	280	681	61,948	9,789	9,341	19,130	692,693
January ..	6,635	6,665	13,300	385,741	417	419	836	57,014	7,052	7,084	14,136	452,755
February ..	5,130	4,896	10,026	304,769	278	280	558	29,436	5,417	5,176	10,593	334,205
March ..	5,528	5,431	10,959	319,113	357	285	642	35,046	5,885	5,716	11,601	354,159
April ..	6,528	6,920	13,448	422,658	823	754	1,577	114,416	7,351	7,074	15,025	537,074
May ..	8,098	8,277	16,375	553,033	815	792	1,607	96,576	8,913	9,069	17,982	749,609
June ..	10,156	10,241	20,397	738,436	1,248	1,353	2,601	155,729	11,404	11,594	22,998	914,165
Totals ..	112,774	109,868	222,642	6,686,076	6,564	6,246	12,810	1,046,398	119,338	116,114	235,452	7,832,474

(Signed),

THOMAS FOOT,

Accountant.

(A 6.)—FREIGHT STATEMENT.

MONTHS.	LOCAL.			THROUGH.			BOTH.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
	July	10,979	4,878	21,857	415,271	67	62	129	14,516	17,046	4,940	21,986	429,787
August	11,440	5,133	16,573	342,828	48	29	77	9,010	11,488	5,162	16,650	351,838
September	10,317	5,693	16,010	402,810	65	374	439	49,326	10,382	6,067	16,449	452,136
October	7,236	4,926	12,162	346,817	88	374	462	51,744	7,324	5,300	12,624	398,561
November	8,617	5,879	14,496	389,391	58	813	871	97,633	8,675	6,392	15,067	487,024
December	5,914	6,620	11,434	334,430	143	415	558	54,190	6,057	5,935	11,992	388,620
January	2,035	3,639	5,674	206,495	98	281	379	25,668	2,133	3,920	6,053	232,163
February	2,981	2,665	4,646	188,522	92	305	397	24,695	2,173	2,870	5,043	213,217
March	2,814	3,853	6,667	270,165	83	405	488	28,880	2,897	4,258	7,155	299,045
April	4,742	4,468	9,210	562,871	445	629	1,074	71,494	5,187	5,097	10,284	634,365
May	3,661	9,822	13,483	339,620	401	636	1,037	72,671	4,062	10,458	14,520	412,291
June	9,319	6,996	16,315	376,391	431	902	1,333	108,589	9,750	7,808	17,548	484,980
Total Tons	85,155	63,072	148,227	4,175,611	2,019	5,225	7,244	608,416	87,174	68,297	155,471	4,784,027

(Signed), THOMAS FOOT,
Accountant.

(A 7.)—STATEMENT showing the Business and Expenses of the several Stations.

STATIONS.	NUMBER OF PASSENGERS. 1870.			TONS OF FREIGHT. 1870.			STATION EXPENSES. 1870.		
	Inward.	Outward.	Per Cent.	Inward.	Outward.	Per Cent.	Amount.	Per Cent.	Per Cent.
Richmond	81,113	47,034	27.21	15,962	44,600	19.47	11,489 29	30.60	
Bedford	8,572	7,379	3.59	311	1,056	0.44	1,277 47	3.40	
Windsor Junction	4,907	4,753	2.05	576	3,513	1.35	1,622 40	4.52	
Beaver Bank	6,353	1,754	1.72	1,516	403	0.62	585 88	1.56	
Mount Uniacke	3,271	3,575	1.45	5,098	583	1.83	1,119 94	2.98	
Ellershouse	4,210	2,803	1.49	1,516	484	0.64	532 35	1.42	
Newport	2,896	3,337	1.32	7,296	1,224	2.74	628 31	1.67	
Windsor	18,581	28,358	9.97	3,874	16,007	6.40	3,193 17	8.50	
Esfield	3,990	4,934	1.90	790	2,888	1.13	831 69	2.22	
Elmsdale	3,488	6,100	2.04	2,070	1,316	1.08	944 95	2.52	
Shubenacadie	5,202	8,715	2.96	1,725	413	0.62	864 14	2.30	
Stewiacke	2,229	2,558	1.02	1,518	413	0.62	673 01	1.79	
Brookfield	3,105	4,115	1.53	1,429	890	0.74	2,507 18	6.68	
Truro	11,757	19,566	6.66	7,749	8,257	5.14	559 07	1.49	
Riversdale	936	1,416	0.50	1,521	833	0.76	602 08	1.60	
West River	1,585	1,651	0.69	1,136	274	0.45	541 99	1.44	
Glengarry	1,252	1,345	0.55	786	258	0.34	684 13	1.82	
Hopewell	3,424	3,327	1.43	645	708	0.43	657 91	1.75	
Coal Mines	5,162	4,326	2.01	63,767	1,511	20.99	3,350 46	3.90	
New Glasgow	10,369	10,097	4.34	1,401	5,145	2.11	1,360 57	10.47	
Pickton Landing	2,717	2,756	1.17	5,184	57,896	0.78	1,428 12	3.80	
Pickton	7,234	9,234	3.50	1,117	1,303	0.78	397 62	1.06	
Way Stations	43,099	16,279	21.10	28,519	3,217	10.21			
Totals	235,452	235,452	100.00	155,506	155,506	100.00	37,550 16	100.00	

(Signed), THOMAS FOOT,
Accountant.

(A 8).—DESCRIPTIVE STATEMENT OF principal freight forwarded from all Stations, for year ending 30th June, 1870.

STATIONS.	LIVE STOCK.				PRODUCTS OF THE FOREST.										Coal—Tons.	Manganese—Tons.		
	Horses.	Horned Cattle.	Sheep.	Calves.	Superficial Feet.		Masts and Spars—No.	Railway Sleepers—No.	Tan-bark—Cords.	Trenails—No.	Shingles—M.	Laths, Clap-boards, and Fallings—M.	Cord-wood.				Posts—No.	Spoils—Car loads.
					Deals, Scantling, and Boards.	Logs.							Timber.	Cubic feet.					Cars.
Richmond	363	126	149	26	57,062	1,808				2,000	734	33					65	1
Bedford	97	27	13	13	66,800	4					80						16	
Windsor Junction	16	7	10	1	57,560	3					1,045						33,000	
Beaver Bank	18	38	38	18	274,350	198				16	242	137					504	
Mount Uniacke	52	29	102	14	126,590	90					139	10,072						
Ellershouse	25	66	84	49	50,620	54						92						
Newport	20	204	484	123	39,700													
Windsor	29	138	816	10	9,100	34					6						1	
Enfield	16	5	47	8	16,760						148							
Elmsdale	24	156	127	60	6,760	19					135	1						
Shubenacadie	56	151	992	127	128,400	1,782					578	42					1	
Steviacke	29	202	1,019	124	84,300	63					680	30						
Brookfield	29	481	2,508	434	168,565	62					107						4	
Truro	205	1,200	3,786	381	21,900	1,000					1,706	60						
Riversdale	4	11	48		214,251	682					149	35						
West River	34	3	200			20					62	11					7	
Glengarry	27	23	370	103	131,550	429					33	6						
Howell	28	200	1,088	103	160,940	33					10							
Coal Mines	18	10	1	1	7,650	2											63,577	
New Glasgow	95	1,281	3,017	21	29,800						36	1					18	
Pictou Landing	107	32	172	2							281	13					1	
Pictou	105	6	2	2	200						2,364	9,175						
Flag Stations	66	55	41	32	2,569,900	12,478					56	1,409						
Through Freight, W. & A. R.	53	1,528	825	320							120							
Totals	1,456	5,979	15,728	1,887	4,222,838	18,934	243	6,133	39	2,016	6,951	52,708		1,035	437,207	140	64,393	1,155

DESCRIPTIVE STATEMENT.—Continued.

STATIONS.	MINERAL PRODUCTS.							AGRICULTURAL PRODUCTS.									
	Stone—Tons.	Lime and Cement—Hhds.	Lime and Cement—Brls.	Bricks—No.	Plaster—Tons.	Sand—Bushels.	Powder—Lbs.	Iron and Copper, in boxes, bolts, Castings—Lbs.	Flour—Brls.	M Meal—Brls.	Bags Flour, Oat, Corn, Rye, and Buckwheat Meal—in Lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips, Beets, and Carrots.	Corn, Peas, and Beans.
Richmond	8	286	300	16,930				2,527,531	27,134	3,000	44,967	24,343	264	60	2,020	151	504
Bedford		7						150	104	100	6,015	114			52	5	10
Windsor Junction		5		22,500				110,490	19	5	4	16			20		
Beaver Bank								220	17	2	1,250	25			16		
Mount Uniacke				400				400	12	1	200	209			607		
Ellershouse								2,728	25			325			2,437	11	
Newport					4,931				20	2		399		7	2,908	110	
Windsor	15	128	26	300				581,000	293	103	1,250	50			1,600	65	13
Enfield				160,500		36		53,200	46	1	503	79			47		440
Emsdale				1,350					180	20	100	350	2	49	294	21	66
Shubenacadie	1	717		69,500				32,580	142	18		197			482	110	
Stewiacke				3,000				10,850	33	3	909	573	5	68	313	59	
Brookfield	19	38						3,100	47	9	1,750	765		8	404		
Truro		18		150				572,219	3,880	9	4,942	835	8	1,284	31,690	711	
Riversdale								36,790		7		185			5		
West River			26	1,500				6,938	418	32	700	30			23		
Glengarry								72,850	204	15	3,725	333	17	25	42		90
Hopewell								1,940		212	12,900	3,511		323	11	150	10
Coal Mines	270	2	20	15,400				20,580	37	15	300	442	18		58		
New Glasgow	192	50	27					77,640	590	462	1,120	969		689	13		
Pictou Landing			333					81,050	37,879	384	4,796	6,850	5	495	20		400
Pictou		584		100				86,809	2,175	220	9,090	921	11	629	422	1	3
Flag Stations	930	15	8,344	776,850	2,035			47,518	623	75	1,116	986	4	91	281	9	5,570
Through Freight W. & A. R.								12,034				15		33	14,136	68	417
Totals	1,435	1,830	9,209	1,068,080	6,726	36	10,892	4,341,717	73,958	5,295	97,682	40,438	334	3,829	57,675	1,474	7,523

DESCRIPTIVE STATEMENT.—Continued.

STATIONS.	AGRICULTURAL PRODUCTS.				PRODUCTS OF THE FISHERIES.			Pork.	Beef & other Meats.		Hides and Skins—in lbs.	Leather—lbs.	Dry Goods, Hardware, Liquors, Groceries, and Merchandise of all kinds, not enumerated—in lbs.							
	Butter and Cheese in lbs.	Hay—Tons.	Apples—Bris.	Cider—Bris.	Vinegar—Bris.	Fish.			Salt—in brls.	Fresh—in lbs.										
						Barrels.	Dried—in lbs.							Salmon, all kinds—in lbs.	Oysters—Bris.					
Richmond	30,373	4343				4510	246,400	82	40	1753	557	543	2656	441	9,300	161	3,316	293,680	102,615	21,109,365
Bedford	130	4				20	470		10	1	1	1	10	1					2,387	286,908
Windsor Junction	118	41				5														57,017
Beaver Bank	5,675	21				3														8,962
Mount Uniacke	724	38				1														85,632
Co. Elfrinstown	10,730	6084				14	120		1	1	1	1	1	2	2,500	111	15,090	3,025	378,567	
Newport	5,756	164				33	3,785								1,384	111	10,120	100	4,230	
Windsor	800	790	18	171		5									5,156	14	77,183	3,200	250	
Enfield	17,605	39				18	150		1	1	1	1	2	1	100	101	5,098	1,300		
Kilmalee	37,073	307				1									8,130		152,145	25,830	4,697	
Shubenacadie	27,130	422				9	240	1,340							15,780	29,301	28,200		14,501	
Sewiacke	49,654	151				3									18,290		1,930			
Brookfield	224,542	698				132	500		3	6	8				58,291	41,452	58,291	6,945	10,460	
Truro	180	694				99	3,380								321,103	23	56,395	36,045		
Riversdale	4,292	150				2			7	18	7				889	2	590	145		
West River	27,135	2				4									4,840	1	4,510	620	1,460	
Glengarry	2,040					5									41,565		44,160	3,490	650	
Hopewell	50,406					20	5,540		1	1	1	1	1	1	1,990		4,200	12,200	68,765	
Coal Mines	66,307					132	26,460		5						49,765	245	2,475	3,490	12,200	
New Glasgow	22,391					123	11,256	100	1	175	3898				80,104	3	7,800	9,350	7,740	
Pictou Landing	618					119			2	2					11,668		210	60	332,457	
Pictou	94,414	184				16	25,781	905	9	74	1825				11,668		31,795	7,800	36,400	
Flag Stations									30	24	9				91,404	1	244,949	9,290	474,004	
Through Freight, W. & A. R.									1										3,890	1,632,362
Totals	678,153	4,064	2977	68	171	5285	324,082	56,507	1300	1823	616	566	3108	6400	719,170	623	758,790	419,263	688,744	28,218,587

(Signed), THOMAS FOOT, Accountant.

(A. 9.)—INVENTORY of Stores on hand, 30th June, 1870.

	\$ cts.	\$ cts.
899,257 lbs. rails	8,381 96	
18,479 lbs. chairs	54 70	
1,052 clips	1,239 40	
7,137 lbs. spikes	233 37	
3,978 sleepers	567 45	
		10,476 8
Inventory of railway supplies in general store at Richmond	22,758 72	
Iron, steel, and other supplies in machine shop at Richmond	20,065 36	
Stationery and tickets in general office at Richmond	3,848 48	
		46,672 56
15,418 ⁴⁰ / ₁₀₀ cords of wood at various stations, per statement	49,338 60	
5,749 bushels coal do do do	574 90	
		49,913 50
INVENTORY OF STORES ON HAND AT THE SEVERAL STATIONS.		
Richmond	91 67	
Bedford	23 35	
Windsor Junction	18 08	
Beaver Bank	19 23	
Mount Uniacke	16 24	
Ellershousc	15 16	
Newport	18 40	
Windsor	65 38	
Enfield	23 16	
Elmsdale	25 68	
Shubenacadie	18 70	
Stewiacke	22 93	
Brookfield	20 78	
Truro	46 35	
Riversdale	18 53	
West River	20 54	
Glengarry	21 53	
Hopewell	23 13	
Coal Mines	19 71	
New Glasgow	21 77	
Pictou Landing	129 86	
Pictou	22 93	
		703 11
		107,766 05

(Signed), **THOMAS FOOT,**
Accountant.

(A 10.)—INVENTORY of Wood and Coal at the several Stations,
30th June, 1870.

STATIONS.	Wood in cords.	Coal in bushels.
Richmond	572	381
Bedford		77
Windsor Junction	6,528	851
Mount Uniacke	2,688	192
Stillwater	1,152	587
Ellershouse	96	
Newport		205
Windsor	2,176	2,016
Enfield		89
Elmsdale		109
Shubenacadie	14,848	
Milford		131
Stewiacke	128	148
Polly Bog	62,336	
Brookfield	160	89
Truro	14,464	
Riversdale	17,024	250
West River		109
Glengarry	14,848	4
Hopewell		189
Coal Mines		36
New Glasgow		70
Pictou Landing	6,124	198
Pictou		18
On Line	1,830,400	
	1,973,544	5,749
	or, 40	
	15,418 $\frac{1}{8}$ cords.	

(Signed),

THOMAS FOOT,

Accountant.

APPENDIX B.

LOCOMOTIVE AND CAR DEPARTMENT,

Richmond, 1st October, 1870.

SIR,—Herewith I beg to submit the Returns in connection with the Locomotive and Car Department, for the year ending 30th June, 1870.

I beg to make a few remarks on the general state of the locomotives on 30th June, 1870.

No. 1. Wood burner.—Under repairs ; will require a new boiler complete, and other general repairs.

No. 6. Coal burner.—In good running order ; will require general repairs in boiler, 1 set of new composition flues, a set of cast steel driving-wheel tyres, and a new cab, painting, and other general repairs.

No. 7. Coal burner.—In good running order, after heavy repairs in boiler ; 3 new plates had to be put in, a set of new composition flues, new cast steel driving-wheel tyres, new cab, and other repairs in brasses, and put altogether in a thorough state of repair ; also painting.

No. 8. Coal burner.—In good running order, after heavy repairs in boiler, by having new outside and new inside firebox, and 2 new plates put in boiler, a new set of iron flues, new cab, and new wheels put under truck and tender ; also painting.

No. 9. Wood burner.—In good running order, having received repairs in boiler, 2 new plates, new inside firebox, and a set of new brass composition flues, and new wheels under tender, new cab, and painting.

No. 10. Wood burner.—Under boiler repairs ; will require 3 new plates, a set of composition flues, and other repairs.

No. 11. Coal burner.—Under repairs ; will require 2 plates in boiler, a set of cast steel driving-wheel tyres, and a set of new composition flues ; and also painting.

No. 12. Coal burner.—Under repairs in boiler ; will require a new outside and inside firebox, new cab, and painting. This engine exploded her boiler on the 29th October, 1869, through a defective plate, fully reported on at the time.

No. 13. Wood burner.—In good running order, after heavy repairs, viz. : 3 new plates, new inside firebox, and front sheet, new cab, set of chilled wheels under truck and tender, and full set of new bushes ; also painting.

No. 14. Wood burner.—In running order ; will have to go into shop soon for general repairs in boiler, a new tender tank, and other repairs ; also painting.

No. 15. Coal burner.—In running order ; will require a set of cast steel driving-wheel tyres, and other slight repairs.

No. 16. Wood burner.—In running order ; will require general repairs through the year.

No. 17. Wood burner.—In running order ; will require general repairs through the year.

No. 18. Wood burner.—In running order ; will require general repairs through the year.

No. 19. Wood burner.—In good running order, having been supplied with a set of new bushes, and other repairs.

No. 20. Wood burner.—In good running order. This engine was thrown from the track near New Glasgow, and went over the bank on 22nd November, 1869, and considerably damaged, and had to have a set of composition flues, boiler repairs, and repairs in tender, trucks, and other parts.

No. 21. Wood burner.—In good running order ; had slight repairs during 1869 and 1870 ; cleaned and varnished.

No. 22. Wood burner.—In good running order ; had slight repairs last year ; was cleaned and varnished.

No. 23. Wood burner.—In good running order ; had slight repairs in 1869 and 1870 ; cleaned and varnished.

No. 24. Coal burner.—In good running order ; had repairs in 1869 and 1870 ; cleaned and varnished.

No. 25. Wood burner.—In good running order ; had slight repairs done in 1869 and 1870 ; cleaned and varnished.

No. 26. Coal burner.—Newly put on the line in June, 1870.

I would beg to say, that, according to your directions, locomotives Nos. 9, 10, 13, 19, and 20, whilst undergoing repairs, have been altered and repaired as far as possible for the purpose of burning coal, and can be made in two days to do so.

There are eight engines burning coal, and I may say with great success ; and, as yet, no detention has been caused to any train for the want of steam, or anything that could be attributed to the use of coal. And I may say, also, that the Acadia Mines coal has proved a good coal for the use of locomotives, and has already proved a large saving in the cost of fuel, and an immense saving when they are all using coal.

The mileage for the present year is less by 25,209 miles than the previous year, owing to not having run express trains in connection with steamers. The consumption of stores this year is about equal to last per hundred miles—wood is less, coal more, oil more, tallow and waste less.

I would also say, that, owing to a number of engines coming in about the same time, the repairs will be heavy for some time. I would beg to call your attention to the fact that a better supply of water is required for the purpose of washing out our boilers, as the corrosion in them from sediments is very great ; also a shed for making and repairing the locomotives is very much required.

CAR DEPARTMENT.

First-Class Cars.—These cars have had general repairs ; 48 new wheels, and 20 new bushes have been put under them. One has been painted and six varnished ; four require to be painted.

Second-Class Cars.—These cars have had general repairs put on them ; eight new wheels and twelve new bushes have been put under them. Six have been varnished.

Post Office and Smoking Cars.—These cars have had four new wheels put under them, and four new bushes.

Express and Baggage Cars.—These cars have had general repairs—eight new wheels and sixteen new bushes put on.

Box Freight Cars.—These cars have had put under them 40 new bushes, 28 new wheels, and sixteen repaired wheels. A number require painting.

Horse and Cattle Cars.—These cars have had twelve new bushes and four new wheels put under them. A number require painting.

Platform Cars.—These cars have had put under them 22 new wheels, 32 repaired wheels, and 76 new bushes.

Coal Cars.—Sixty-one of the cars have had general repairs during the season, and they are all in good running order.

I beg to make a few remarks on the Car Department. During the year two first-class cars, with all the modern improvements, have been built—they have under them wrought-iron forged wheels, with Vicker's cast steel tyres, which will be very durable ; also four second-class cars, to carry 60 passengers, three express and baggage cars, and 40 coal cars ; also rebuilt, or renewed in the woodwork : two second-class cars, four box freight cars, and ten platform cars ; also one first-class car, and 20 coal cars under construction.

I may here mention that we have been running for twelve months chilled wheels, cast by John Levisy and Co., Londonderry, and also by W. S. Symonds and Co., of Dartmouth, which are giving great satisfaction, and are proving equal to any imported to this road.

I would also state that the car shop, with suitable machinery to build cars, is very much required.

Your obedient servant,
(Signed), WILLIAM JOHNSTON,
Loco. & Car Sup't.

George Taylor, Esq., General Superintendent, N.S.R.

STATEMENT of Locomotives. 30th June, 1870.

No.	BUILDERS.	Received on Line.	WEIGHT.						Capacity of Tender in Gallons.		Cylinder.		Drivers.		No. of Wheels.		Miles run this year.	Miles run to date.	
			Light.		Equipped.		On Drivers.		Diameter.	Stroke.	No.	Diameter.	Truck.	Tender.					
			Engine.	Tender.	Total.	Engine.	Tender.	Total.	Engine.	Tender.	Total.	in.	in.	No.	ft.	in.	in.		
1	Mattfeld Manufacturing Co., E.	December, 1854	50,000	24,000	74,000	54,000	40,000	94,000	32,000	1,850	15	20	4 1/2	4	8	12,244	92,455		
6	Bridgewater Mass.	December, 1857	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4 1/2	4	8	15,564	136,171		
7	do do	January, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4 1/2	4	8	7,755	132,493		
8	Portland Co., Portland, Maine	July, 1858	53,200	23,150	76,350	57,200	39,350	96,550	33,800	1,700	14	22	4 1/2	4	8	14,995	210,996		
9	do do	July, 1858	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4 1/2	4	8	7,149	187,040		
10	Neilson and Co., Glasgow	August, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4 1/2	4	8	17,142	157,313		
11	do do	August, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4 1/2	4	8	21,693	161,102		
12	Portland Co., Portland, Maine	October, 1858	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4 1/2	4	8	10,020	193,679		
13	do do	December, 1858	53,200	23,150	76,350	57,200	39,350	96,550	33,800	1,700	14	22	4 1/2	4	8	14,457	182,840		
14	do do	February, 1859	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4 1/2	4	8	19,460	209,903		
15	Neilson and Co., Glasgow	November, 1858	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	16,838	95,949		
16	do do	December, 1858	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	2,874	104,964		
17	do do	April, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	11,802	77,881		
18	do do	May, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	7,775	81,802		
19	do do	August, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	14,168	114,276		
20	do do	August, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4 1/2	4	8	8,168	80,242		
21	Canadian Eng. Co., Kingston, C. W.	December, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4 1/2	4	8	13,589	41,875		
22	do do	May, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4 1/2	4	8	18,666	73,238		
23	do do	May, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4 1/2	4	8	28,334	69,678		
24	do do	June, 1869	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4 1/2	4	8	25,611	27,089		
25	do do	July, 1869	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4 1/2	4	8	22,246	22,246		
26	Grant Locomotive Works, Patter- son, N. J.	June, 1870	64,000	21,000	85,000	70,000	39,000	109,000	50,300	1,900	18	24	6 1/4	4	8	1,568	1,568		
																		303,285	2,454,810

(Signed), WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

OTHER ROLLING STOCK.

DESIGNATION.	Miles run this year.
A	225,259
B	206,538
Ex	166,541
C	419,793
CC	191,831
D	501,483
E	63,612
PO	297,730
F	
Total	2,072,787
Pl	492

(Signed),

WILLIAM JOHNSTON,

Locomotive and Car Superintendent.

MONTHLY ABSTRACT OF Locomotive Returns for the year ending 30th June, 1870.

MONTHS.	MILES RUN BY				CONSUMPTION OF						AVERAGES.										
	Hours in Steam.	Wood-Burning Engines.	Coal-Burning Engines.	Total Miles by Engines.	Cars.	Snow Ploughs.	Wood—Cubic feet.	Coal—Bushels.	Oil—Galls.	Tallow—Lbs.	Waste—Lbs.	Cars to 1 mile run.	Snow Ploughs to 1 mile run.	Miles run to 1 hour in steam.	Cubic ft. Wood per 100 miles run.	Bushels Coal per 100 miles run.	Gallons Oil per 100 miles run.	Lbs. Tallow per 100 miles run.	Lbs. Waste per 100 miles run.		
July	4,567	21,211	10,201	31,412	194,552	.....	83,060	4,673	450 $\frac{1}{2}$	2,697 $\frac{1}{2}$	1,174 $\frac{1}{2}$	6.19	.....	6.87	391.58	45.80	1.43	8.58	3.73	
August	4,714	21,914	9,380	31,294	214,207	.....	72,532	4,613	328 $\frac{1}{2}$	2,014	665 $\frac{1}{2}$	6.84	.....	6.63	330.98	49.17	1.04	6.43	2.12	
September	4,663	22,521	7,119	29,640	198,064	.....	70,448	4,088	233 $\frac{1}{2}$	1,258	336 $\frac{1}{2}$	6.68	.....	6.31	312.81	57.42	.78	4.24	1.22	
October	4,443	20,565	7,228	27,793	189,564	.....	73,590	2,280	279	1,523 $\frac{1}{2}$	536	6.82	.....	6.25	357.84	31.54	1.00	5.48	1.32	
November	4,363	19,281	7,622	26,903	195,733	.....	75,368	6,046	315 $\frac{1}{2}$	1,652 $\frac{1}{2}$	630	7.27	.....	6.16	390.89	79.32	1.17	6.14	2.34	
December	4,168	15,643	8,462	24,125	173,142	.....	61,763	4,971	1,393	588 $\frac{1}{2}$	509 $\frac{1}{2}$	6.03	.....	5.78	394.82	58.60	1.88	5.77	2.43	
January	3,909	13,966	5,897	19,863	119,811	.....	55,356	3,796	253 $\frac{1}{2}$	1,166	529 $\frac{1}{2}$	5.08	.....	5.08	396.36	63.69	1.18	5.87	2.66	
February	3,708	13,674	5,414	19,088	104,090	.....	57,632	3,604	217 $\frac{1}{2}$	1,132	459	5.45	.....	5.14	329.88	60.52	1.08	5.43	2.40	
March	4,120	15,611	5,978	21,589	137,413	153	62,426	3,618	234 $\frac{1}{2}$	1,172 $\frac{1}{2}$	505 $\frac{1}{2}$	6.36	.....	5.24	399.88	60.52	1.11	5.96	2.74	
April	3,929	14,785	5,927	20,712	146,886	.....	55,062	3,546	231 $\frac{1}{2}$	1,236 $\frac{1}{2}$	568 $\frac{1}{2}$	7.09	.....	5.27	372.41	59.82	1.11	5.96	2.74	
May	4,202	15,118	7,133	22,251	187,688	.....	60,046	3,938	308 $\frac{1}{2}$	1,600	593 $\frac{1}{2}$	8.43	.....	5.29	397.18	55.20	1.38	7.19	2.66	
June	5,155	17,785	10,830	28,615	211,637	.....	62,612	4,719	297 $\frac{1}{2}$	1,754 $\frac{1}{2}$	670 $\frac{1}{2}$	7.39	.....	5.55	352.04	43.57	1.03	6.12	2.34	
Totals	51,971	212,074	91,211	303,285	2,072,787	492	789,895	49,852	3,586 $\frac{1}{2}$	18,598 $\frac{1}{2}$	7,283 $\frac{1}{2}$	6.83	5.83	372.46	54.65	1.18	6.13	2.40	
and Averages .....	.....	297,761	30,733	328,494	.....	.....	1,304,320	13,897	3,776 $\frac{1}{2}$	20,471	9,358	.....	.....	.....	438.04	44.92	1.14	6.23	2.84	

(Signed), WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

RETURN showing the number of the various classes of Engines and Cars comprising the Rolling Stock, on the 30th June, 1870.

PARTICULARS.	Locomotive Engines.		PASSENGER AND FREIGHT CARS, &c.										Total
	Passenger.	Engines.	1st Class Passenger Cars.	2nd Class Passenger Cars.	2nd Class Passenger & Mail & Baggage combined.	Express and Baggage Cars.	Cattle Cars.	Box Freight Cars.	Platform Cars.	Five ton Coal Cars.	Sid-tip Cars.	Snow Ploughs.	
Stock per last year's Report	20		13	6	4	3	23	48	164	61	10	5	337
Rebuilt in wood-work				2				4	10				16
Built, and charged to Extraordinary Repairs					3								3
Built, and charged to Construction			2	4						40			46
Imported from Kingaton, C.W.			2										46
Less condemned or broken up			15	12	4	6	23	52	174	101	10	5	402
List of Rolling Stock on 30th June, 1870			22	1			5	5	11				22
			22	11	4	6	18	47	163	101	10	5	380
Increase													
Decrease													
Nett Increase	2		2	5		3	5	1	1	40			50
													7
													43

(Signed), WILLIAM JOHNSTON, Locomotive and Car Superintendent.

APPENDIX C.

RICHMOND 1st October, 1870.

SIR,—In accordance with your request, I beg to submit my Report upon the state and condition of the Permanent Way for the year ending 30th June, 1870.

During the year, three miles of new rails have been laid, with fish joints, between Richmond and Windsor Junction. Fish joints are preferable to the old joint chairs originally used, being less liable to oscillation. All inside fish plates should be punched with square holes, and the bolts used should also be square at neck, and made of iron, at least three quarters of an inch diameter. The round bolts, formerly used in Scotland, were condemned, and exchanged in 1851. In laying the T rails with clips, the sleepers should always be placed under joints, and kept thoroughly packed—this will lessen the clinking noise noticeable in running trains.

A large quantity of old rails taken out have been cut at the ends, and relaid with the clip or scabbard. The old rails are of excellent quality, and are partly used in repairing other portions of the track, and for new sidings.

Twenty-six thousand eight hundred and sixty-two sleepers have been replaced for decayed ones, and four thousand six hundred and ten used in constructing and extensions of sidings. The old chairs taken off where the track has been relaid, have been more than sufficient for the upholding of the road.

New sidings have been constructed on Main Line, as under, viz. :—

Richmond Car Shed	760 lineal feet.
*Four Mile House	906 "
*Tobin's, near Fletcher's	1,206 "
Maitland, near Shubenacadie	1,342 "
West River Station	458 "
Albion Mines	1,373 "
New Glasgow Station	450 "
*East of New Glasgow	861 "
Glenfalloch	638 "
Pictou Landing	592 "
Total	<u>8,686</u>

SIDINGS LENGTHENED.

*Truro Freight Siding	200 lineal feet.
---------------------------------	------------------

On Windsor Branch.

*Newport Siding	300 lineal feet.
Pellow's Plaster Siding	3,083 "
Total	<u>3,383</u> "

According to agreements between Avarad Longley, Esq., late Chief Commissioner, and

Those marked * are through sidings.

Albion Mines Coal Company, and Messrs. Dimock and Co., of Windsor, the coal siding at Albion Mines, on Main Line, and Plaster Siding, on Windsor Branch, were graded and ballasted by the above parties: they also furnished the chairs used in laying down rails. The Department furnished old rails and sleepers, and paid the expense of laying rails.

The masonry of east abutment of the Dartmouth Road, and west abutment of the Wardrop and Fleming accommodation bridges, and both abutments of the Halifax and Truro Road bridge, near Shubenacadie, have been taken down and rebuilt, and all the timber work renewed. The heavy freshet in the spring of the year, having undermined the piles of the Nine Mile River bridge, and rendered it unsafe, it was found advisable to build two stone piers to support the superstructure; four others are required, the timbers also require to be renewed. The remaining six spans at west end have been supported with temporary upright timbers, and should be filled up without delay.

The entire wood-work of the canal bridges at Fletcher's and Enfield Stations has been renewed, and the bridges have been painted and relaid with new rails. The Blackburn Pile bridge, four hundred feet in length, has been reconstructed. It is to be regretted that this bridge was not filled in, money having been appropriated for that purpose. I would recommend that, in cleaning out all cuttings convenient to this bridge, the earth should be deposited there, which will considerably lessen the expense of filling in at a future time.

The west abutment of the Stewiacke bridge, having sunk eighteen inches, it was found necessary to raise the iron girders to the proper level. I would recommend that two rows of piles be driven near face of abutment, and round pier, and the bottom of river filled with brush and heavy stone boulders to prevent river deepening, as signs of settlement are also visible in the pier.

The timber superstructure of Jordan's bridge, on the Windsor Branch, has been renewed and painted, the masonry of piers and abutments has been repointed, and new rails have been laid.

The masonry of five open culverts, and one small bridge between Truro Road and Shubenacadie, on Main Line, and two open culverts between Mount Uniacke and Stillwater, on Windsor Branch, has been taken down and rebuilt; the timber work has also been renewed.

The wing walls and masonry of arch culvert near Stewiacke Station, and the pitching in bottom have been repaired.

The culvert on Bedford grade, running under track for a distance of nineteen hundred and eighty feet, five feet wide by four feet deep, has been opened, the side walls have partially been repaired, and longitudinal pine timbers laid on top, one foot square; and new sleepers and rails have been laid, and spiked to timbers.

Cattle guards have been put in at Albion Mines and Eagle Quarry road crossings (Pictou Extension) and at Newport Station (Windsor Branch). New timbers have also been put on cattle guards at Turner's, Stewiacke, and Pollock's road crossings, on Main Line, and Mitchell's, on Windsor Branch.

A new tank-house has been built at Polly Bog, and fitted with steam engine for pumping water. In dry weather the water supply is insufficient. A very small outlay would extend dam to high land, and the supply would be doubly increased.

BRIDGES, Viaducts, and open Culverts requiring renewals.

Distance from Halifax.	Where situated.	No. of Spans.	Width of Span.	Repairs required.
	MAIN LINE.		ft.	
17	Beaver Brook Bridge.....	4	20	New timber and painting.
19	Rawdon River do	3	25	do do
23	Grand Lake do	1	15	do do
32	Truro Road do	1	19	do do
33	Barney's Brook do	3	30	do do
52½	Brookfield do	2	17	do do
57	Johnston's Road do	2	20	do do
	WINDSOR BRANCH.			
23	Upper Stewiacke Bridge.....	3	29	do do
34½	Big Bog do	5	50	do do
37	St. Croix do	{ 1 4	{ 70 30 }	do do

In addition to the above, there are several other small open culverts and cattle guards, both on Main Line and Windsor Branch, requiring renewal of timbers, and masonry repairs.

The platforms at Four Mile House, Windsor Junction, Grand Lake, Elmsdale and Johnston's Road Stations, on Main Line, and Mount Uniacke Station, on Windsor Branch, have been renewed.

The platforms at Milford, Newport, Three Mile Plains, and Windsor; also loading banks at Enfield, Elmsdale, Shubenacadie, and Stewiacke Stations, require renewal for the public convenience.

A new Virginia pole fence is being constructed for a distance of three and a half miles, near Windsor Junction. A similar fence is also required at Oakfield, for a distance of three and a half miles on both sides of line, eastward. On Windsor Branch, the line is wholly unprotected from Fenerty's Siding to Upper Sackville Bridge, six and a half miles; also from Mount Uniacke Lake to Big Bog Bridge, a distance of nearly nine miles. A considerable portion of the above has never been fenced.

The embankment at Polly Bog has sunk about three feet, and requires to be raised to its original level.

A few cuttings both on Main Line and Windsor Branch require cleaning out, to effect proper drainage to road bed.

The permanent way is in fair running order, and when the contemplated renewals during the present summer in rails, sleepers, and bridge timbers are completed, the road will be in first-class order.

I have the honor to be, Sir,

Your obedient servant,

(Signed), WM. MARSHALL,
Road Inspector.

Geo. Taylor, Esq., General Superintendent N. S. R.

APPENDIX No. 20.

GOVERNMENT RAILWAYS IN NEW BRUNSWICK.

Report by Lewis Carvell, General Superintendent.

(No. 2,163.)

GENERAL SUPERINTENDENT'S OFFICE,

ST. JOHN, N. B., 28th October, 1870.

To the Honorable Hector L. Langevin, C. B.,
Minister of Public Works,

SIR,—I have the honor to submit a Report of the operations of the “European and North American,” and “Eastern Extension” Railways, for the fiscal year ending 30th June last.

That portion of the “Eastern Extension” Railway which lies between Painsec Junction and Dorchester, and which had been operated by the contractors for their own account, having become the property of the Government, I was instructed to, and after the 11th November last did, work it for their account.

Subsequently, on the 13th December, under directions from the Department of Public Works, a further section of about twelve miles, to Sackville, was opened for traffic.

Since that time, the whole distance between Painsec and Sackville has been worked as a branch of the European and North American Railway for the Government, but no *separate* accounts have been kept.

The average number of miles of Government Railways in New Brunswick, operated during the past fiscal year, has thus been 127 against 108 for the previous year.

The following accounts will show the result of their workings :—

DR.	GENERAL BALANCE.				CR.		
	\$	cts.	\$	cts.			
To General Stores.....			83,952	32	By Dominion account.....	89,377	57
“ Arrears at Stations.....	359	27			<i>Miscellaneous Liabilities :</i>		
“ Post Office, Department...	2,577	22			By P. E. I. Steam Navigation		
“ Militia Department.....	16	09	2,952	58	Co.....	75	00
<i>Miscellaneous Debts :—</i>					“ Int. Steamship Co.	107	50
To Eastern Extension Rail-					“ Quebec and Gulf Ports		
way Co.....	2,505	20			Steamship Co.....	93	50
“ Interecolonial Railway Com-	200	63			“ Provincial Board of Agri-	77	53
missioners.....	120	37	2,826	20	cultures.....		
“ D. C. King.....							353 53
			89,731	10			89,731 10

E. & O. E.,
ST. JOHN, N.B., 30th June, 1870.

(Signed),

A. McNAUGHTON,

Accountant.

DR.

CAPITAL ACCOUNT.

CR.

1870 June 30		\$	cts.	1867 June 30		\$	cts.
	To cost of road and equipment per abstract (A.).....	4,703,385	16	1868 June 30	By Provincial Treasury.....	4,761,979	90
	" Balance to Dominion acct.	112,535	82	1869 June 30	" Dept. of Public Works....	8,963	24
				1870 June 30	" " "	24,671	00
						20,306	84
		4,815,920	98			4,815,920	98

E. & O. E.,

St. JOHN, N.B., 30th June, 1870.

(Signed),

A. McNAUGHTON,

Accountant.

DR.

REVENUE ACCOUNT.

CR.

1870 June 30		\$	cts.	\$	cts.	1869 June 30		\$	cts.	\$	cts.
	To paid Bank of Montreal, account Receiver General....	192,704	44	1869 June 30	By balance last year.....	4,080	64				
	Loco. Power per Abstract B....	44,224	10	1869 June 30	" Dept. Pub. Works.....	140,945	76				
	Car expenses, per Abstract C.....	22,257	75		" Passenger traffic..	81,973	69				
	Maintenance way and works, per Abstract D.....	40,101	53		" Freight traffic....	103,322	51				
	Station expenses, per Abstract E....	21,596	88		" Mails & sundries.	10,261	16				
	General charges, per Abstract F....	11,503	73		" Net revenue this year.....	55,873	37				
	Net revenue.....	55,873	37								
	Balance to Dominion account.....										
		195,557	37			195,557	36			200,899	77

E. & O. E.,

St. John, N. B., 30th June, 1870.

(Signed),

A. McNAUGHTON,

Accountant.

DR.		DOMINION ACCOUNT.		CR.	
1869		\$ cts.	1870		\$ cts.
June 30	To Provl. Accounts, 27,826 13		June 30	By balance per Capital Acct..	112,535 82
1870				" " Revenue Acct..	8,195 33
June 30	" " " 2,280 88				
	" Dept. Public Works }	31,107 01			
	" Suspense account }	246 57			
	" Bal. per General Balance..	89,377 57			
		120,731 15			120,731 15

E. & O. E.,
ST. JOHN, N.B., 30th June, 1870.

(Signed), A. McNAUGHTON,
Accountant.

ABSTRACT A.

STATEMENT SHOWING COST OF RAILWAY AND EQUIPMENT TO 30TH JUNE, 1870.
Expenditure during the past year.

Constructing mill pond embankment	\$ cts.	310 00
do 1 new postal car	1,466 74	
do 2 new second-class cars	2,806 16	
Converting 40 side-tip waggons into box freight cars	8,800 68	
Plans proposed buildings, St. John's station	50 00	
Paid—water-pipes, freight cartage, and piling	1,321 98	
do Fleming and Humbert's engine, "The Bear"	13,700 00	
do do do painting engine, "A. Jardine"	75 00	
do W. H. Tuck, legal advice, property Lily Lake, &c	46 66	
	28,577 22	
Cost of road to 30th June, 1869	4,674,807 94	
	4,703,385 16	

CLASSIFIED AS FOLLOWS :—

Engineering	\$ cts.	216,878 62
Permanent Way	2,648,653 38	
Buildings	168,017 75	
Rolling Stock and Machinery	407,834 64	
Fencing	88,000 00	
Wharves	93,433 15	
Miscellaneous Stock	15,512 03	
Miscellaneous	65,055 59	
	4,703,385 16	

STATEMENT of Stores on hand, 30th June, 1870.—(A. A.)

4,148 rails, per inventory	\$ cts.	30,813 89	\$ cts.
5,808 chairs	4,921 55		
14,494 sleepers	3,035 08		38,770 52
10½ tons pine timber	43 00		
6,856 feet spruce logs and 7,000 feet deals	103 85		
25 Pieces pine scantling	25 91		172 76

STATEMENT of Stores on hand.—Continued.

	\$ cts.	\$ cts.
Inventory of railway supplies in general store, St. John's	7,694 91	
Iron, steel, and other supplies at repair shop do	4,669 94	
do do machine shop, Shediac	14,189 91	
Stationery and tickets in general office, St. John's	3,258 43	29,813 19
1,421 $\frac{75}{100}$ cords sawn	12,281 98	
2,254 $\frac{154}{100}$ cords unsawn		
419 $\frac{1}{2}$ tons coal at various stations, per statement	1,824 55	14,106 53
Inventory of stores on hand at the several stations :—		
St. John	198 46	
Rothesay	47 80	
Ossekeag	56 22	
Norton	54 77	
Apohaqui	56 83	
Sussex	61 14	
Penobscquis	47 65	
Anagance	46 12	
Petitcodiac	52 30	
Salisbury	65 03	
Moncton	60 92	
Shediac	60 49	
Point du Chene	70 00	
Painsec	52 92	
Memramcook		
Dorchester	43 23	
Sackville	115 44	
		1,089 32
		83,952 32

WOOD at several Stations, 30th June, 1870.

STATIONS.	Cords of 160 feet sawn and unsawn.	CUBIC FEET.		
		Sawn.	Unsawn.	Total.
St. John	20 $\frac{84}{100}$	1,364	3,360	4,724
Rothesay	1 $\frac{40}{100}$	200		200
Ossekeag	783 $\frac{140}{100}$	48,700	76,720	125,420
Norton	155 $\frac{76}{100}$	460	24,416	24,876
Apohaqui	4 $\frac{136}{100}$	776		776
Sussex	517 $\frac{4}{100}$	19,684	63,040	82,724
Penobscquis	1 $\frac{40}{100}$	200		200
Anagance	42 $\frac{78}{100}$	6,798		6,798
Petitcodiac	318 $\frac{112}{100}$	31,312	19,680	50,992
Salisbury				
Moncton	426 $\frac{11}{100}$	31,851	36,320	68,171
Shediac	536 $\frac{90}{100}$	85,850		85,850
Painsec	242 $\frac{14}{100}$	226	38,604	38,830
Dorchester	55 $\frac{14}{100}$	14	8,800	8,814
Sackville	262 $\frac{100}{100}$		42,020	42,020
B. Bilyea	25 $\frac{74}{100}$		4,074	4,074
Wood on line	273 $\frac{80}{100}$		43,760	43,760
Totals	3,676 $\frac{69}{100}$	227,435	360,794	588,229

COAL at several Stations 30th June, 1870.

STATIONS.	Bushels.	Tons.
St. John.....	1,928½	57½
Sussex.....	4,210	125¾
Painsec.....	444½	13¾
Dorchester.....	17	½
Sackville.....	11	¾
Shediac.....	7,449	222½
	14,059¾	419¾

ABSTRACT B.

LOCOMOTIVE POWER.

1869	PARTICULARS.	1870
\$ cts.		\$ cts.
7,880 17	Wages of drivers, firemen and cleaners.....	8,421 98
15,549 53	Fuel.....	16,146 17
1,203 63	Oil, tallow and waste.....	1,515 16
14,779 76	Repairs to engines and tenders.....	14,687 61
154 89	Repairs and renewal of tools, lamps, &c.....	111 40
84 81	Repairs to workshops and engine houses.....	68 64
1,809 32	Water, including pump and tank repairs.....	2,277 71
1,623 77	Miscellaneous.....	995 43
42,485 88		44,224 10

ABSTRACT C.

C A R E X P E N S E S .

1869	PARTICULARS.	1870
\$ cts.		\$ cts.
7,077 80	Wages to conductors, train baggage masters and brakemen.....	8,179 27
890 86	Oil and waste for packing.....	1,099 41
14,041 10	Repairs to passengers, post office, baggage and freight cars.....	10,464 34
510 53	Small stores and fuel.....	819 13
281 62	Repairs to workshops, car sheds and repairs and renewal of tools, lamps, &c.....	457 58
1,618 79	Miscellaneous.....	1,238 12
24,420 70		22,257 75

ABSTRACT D.

MAINTENANCE OF WAY AND WORKS.

1869	PARTICULARS.	1870
\$ cts. 21,268 80	Wages in repairing roadway and fences	\$ cts. 21,940 09
9,782 45	Iron, chairs, spikes and sleepers	11,669 03
627 33	Timber and lumber for repairs to bridges, cattle guards and fencing.....	1,164 34
502 07	Repairs to wharves	2,986 41
249 35	Repairs and renewal of hand car tools, &c.....	961 43
75 58	Repairs to snow plough and flange cleaners	243 68
1,251 20	Miscellaneous	1,136 55
33,756 78		40,101 53

ABSTRACT E.

STATION EXPENSES.

1869	PARTICULARS.	1870
\$ cts. 12,284 49	Salaries and wages of station masters, clerks, switchmen and laborers...	\$ cts. 14,543 29
1,366 23	Repairs to buildings	3,503 40
2,893 71	Fuel, oil, light, stationery, tickets and other incidental expenses	3,550 19
16,544 43		21,596 88

ABSTRACT F.

GENERAL CHARGES.

1869	PARTICULARS.	1870
\$ cts. 4,255 68	Salaries of general officer and accountant, and clerks	\$ cts. 5,551 87
530 16	Printing and stationery	662 93
1,307 63	Advertising	1,186 42
369 89	Damages	223 73
1,058 50	Insurance	1,058 50
1,420 06	Miscellaneous	2,820 28
8,941 92		11,503 73

The following statement will show the gross receipts from all sources, and the manner in which they have been disposed of:—

Gross receipts from all sources.

		\$	cts.
1869			
June 30	Balance arrears at stations		1,286 24
1870			
June 30	Cash received from Post Office Department.....	\$1,675	30
	do do D. C. King.....	150	00
	do do Militia Department.....	4	71
	do do Flemming and Humbert.....	354	43
	do do Eastern Extension Railway.....	930	42
			<u>3,114 86</u>
	Freight traffic	103,322	51
	Passenger traffic	81,973	69
	Mails and sundries	10,261	16
			<u>195,557 36</u>
	Cash for stores sold.....		839 77
	do from W. N. Telegraph Co., for stores and labor.....		105 78
	do do Flemming and Humbert do		20 71
	Cash received from through tickets, viz:—		
	International Steamship Company.....	895	25
	Rothesay Castle.....	627	50
	Q. & G. Ports Steamship Company.....	927	15
	P. E. Island Steam Navigation Company.....	4,528	65
			<u>6,978 55</u>
	Cash received from station agents for wood and oil.....		346 69
	do P. E. Island Steamers for cartages through freight		118 08
	do Rothesay Castle, labor repairing.....		123 35
	do Unclaimed freight and baggage sold		18 67
	do Nova Scotia Railway, stores and labor.....		1,053 00
	do Eastern Extension Railway do		2,525 51
	do P. E. Island Steam Navigation Company for through passengers		45 00
	do J. D. Tims, Esq., being salary J. E. Boyd, for Jan.		83 34
			<u>\$212,216 91</u>

Which amount has been disposed of as follows:—

1870			
June 30	Deposited to credit Receiver General.....	\$192,704	44
	Railway freight bills.....		5,631 16
	Paid steamers for through tickets as follows:—		
	P. E. Island Steam Navigation Company	\$2,203	75
	Q. and Gulf Ports Steamship Company.....	854	55
	Rothesay Castle.....	627	90
	International Steamship Company.....	3,387	50
			<u>7,073 70</u>
	Paid Flemming and Humbert for stores and labor		376 90
	Eastern Extension Railway, stores and labor.....		805 63
	Tickets destroyed by fire at Painsec Junction		1 99
	Paid Nova Scotia Railway for stores.....		44 94
			<u>206,638 76</u>
	<i>Carried forward</i>		

	\$	cts.
<i>Brought forward</i>	206,638	76
Balances as follows :—		
Arrears at stations	359	27
Eastern Extension railway.....	2,505	20
Post Office Department	2,577	22
Militia Department	16	09
D. C. King	120	37
	5,578	15
	\$212,216	91

(Signed),

A. McNAUGHTON,

Accountant.

E. & O. E.,

St. JOHN, N.B., 30th June, 1870.

Monthly accounts in detail, with proper vouchers for the Revenue and Expenditure, were duly forwarded to the Department at Ottawa.

Appended to this Report will be found :—

First.—A classified monthly comparative statement of receipts (G) ;

Second.—A classified monthly comparative statement of expenses (H) ;

Third.—A statement shewing the business and expenses of the several stations (I) ;

Fourth.—A passenger statement (K) ;

Fifth.—A freight statement (L) ;

Sixth.—A Report by the Locomotive and Car Superintendent (M), with abstracts (C C), and statements (D D and E E) ;

Seventh.—A Report by the Trackmaster upon the roadway and works (N).

Referring to these statements it will be found that the gross

revenue for the past year was	\$195,557	36
Against the previous year.....	182,795	35
	\$12,762	01
Shewing the gain to have been		
Whilst the expenses were.....	\$139,683	99
Against the previous year.....	126,149	71
	13,534	28
Increase.....		
Net revenue decrease.....	772	27
The net revenue for the past year being.....	55,873	37
Against the previous year.....	56,645	64
	\$772	27
Decrease as before stated		
The increased revenue was in :—		
Passengers	8.29	per cent.
Freight.....	6.41	"
Mails and sundries.....	2.50	"
Gross receipts	6.97	"
The increased working expenses were in :—		
Locomotive power.....	4.09	"
Maintenance.....	18.79	"
Station expenses	30.53	"
General charges	28.64	"

And the decrease in—

Car expenses..... 8.85 per cent.

The total working expenses :—

Increased 10.72 „

And the net revenue decreased 1.36 „

The working expenses were 71.42 per cent. of the gross receipts, against 69.01 the previous year.

The earnings were \$1,539 82, and the expenses \$1,099 87 per mile of railway the past year, against earnings, \$1,691 62, and expenses, \$1,168 05, in 1869.

The locomotives ran 198,635 miles or 6.81 per cent. further than during the previous year, and the mileage made by the cars was 1,392,337, or an increase of 10.23 per cent. over 1869.

15,928 or 8.02 per cent. of the engine mileage, and 71,318 or 5.13 per cent. of the car mileage is due to working the "Eastern Extension Railway."

The proportion of the receipts and expenses due to operating that line may be stated approximately as follows :—

Receipts.

Passengers	\$4,124 14
Freight.....	1,537 34
Mails and sundries.....	1,347 49
	<hr/>
(Per mile run 44 per cent.)	\$7,008 97

Expenses.

	Miles.	
Locomotive power 15,928 @ 23.11 per cent.....		3,680 96
Car expenses 71,318 @ 1.60 „		1,140 08
Maintenance (actual)		2,508 15
Station expenses (actual)		1,970 15
General charges 15,928 @ 6.01 per cent		957 27
		<hr/>
(Per mile run 64.39 per cent)		\$10,256 61
Loss (average 20.39 per mile run).....		3,247 64

The increased expenses incurred during the past, over the previous year, and the diminished net revenue, are due :—*First*, to operating the "Eastern Extension Railway," and *second*, to the extraordinary expenditure which it was found necessary to make in providing new steel clips, an additional number of sleepers, in repairing the wharves at Point du Chene and St. John, and also in repairing and renovating many of the station buildings.

These repairs cost (beyond the outlay of the previous year), as follows :—

Steel clips.....	\$2,654 97
Sleepers.....	997 90
Wharf at Point du Chene.....	1,024 08
Wharf at St. John.....	1,347 06
Painting and repairing stations.....	2,137 17
	<hr/>
	\$8,161 18

The traffic and expenses of the "European and North American Railway," for the past two years, without regard to the "Eastern Extension," compare :—

		<i>Receipts.</i>	
		1870.	1869.
Passengers.....	\$81,973 69		
Less E. Ex.....	4,124 14		
	<hr/>	77,849 55	75,695 11
Freight.....	103,322 51		
Less E. Ex.....	1,537 34		
	<hr/>	101,785 17	97,089 80
Mails and sundries.....	10,261 16		
Less E. Ex.....	1,347 49		
	<hr/>	8,913 67	10,010 44
		<hr/>	<hr/>
		\$188,548 39	182,795 35

		<i>Expenses.</i>	
Locomotive Power.....	44,224 10		
Less E. Ex.....	3,680 96		
	<hr/>	40,543 14	42,485 88
Car Expenses.....	22,257 75		
Less E. Ex.....	1,140 08		
	<hr/>	21,117 67	24,420 70
Maintenance.....	40,101 53		
Less E. Ex.....	2,508 15		
	<hr/>	37,593 38	33,756 78
Station Expenses.....	21,596 88		
Less E. Ex.....	1,970 15		
	<hr/>	19,626 73	16,544 43
General Charges.....	11,503 73		
Less E. Ex.....	957 27		
	<hr/>	10,546 46	8,941 92
		<hr/>	<hr/>
		\$129,427 38	126,149 71
Net revenue.....		<hr/>	<hr/>
		\$59,121 01	56,645 64

Further information, with regard to the business and operations of both lines, will be found detailed in the following statement :—

				1870	1869
Revenue :—					
Percentage of passenger earnings to gross receipts.....				41.92	41.41
do	freight	do	do	52.83	53.11
do	other	do	do	5.25	5.48
Working Expenses :—					
Percentage of locomotive power to whole operating expenses.....				31.67	33.68
do	car expenses	do	do	15.94	19.36
do	maintenance	do	do	28.70	26.76
do	station expenses	do	do	15.46	13.11
do	general charges	do	do	8.23	7.09

	1870.	1869.
Passengers :-		
First class.....	145,934	127,488
Second class.....	45,208	41,570
Local.....	183,148	160,095
Through.....	7,994	8,963
East.....	96,172	85,591
West.....	94,970	83,467
Total number carried.....	191,142	169,058
Number carried one mile.....	4,586,941	4,322,715
Average number of miles travelled by each.....	23.97	25.56
Percentage of first class.....	76.35	75.42
do second class.....	23.65	24.58
do of local.....	95.82	94.69
do through.....	4.18	5.31
do East.....	50.31	50.63
do West.....	49.69	49.37
Average receipts per passenger in cents.....	42.85	44.78
do do per mile in cents.....	1.79	1.75
Freight :-		
First class in tons.....	2,916	2,249
Second do.....	4,332	4,268
Third do.....	2,238	2,213
Fourth do.....	59,056	58,700
Local.....	54,556	53,575
Through.....	13,986	13,855
East.....	21,409	20,707
West.....	47,133	46,723
Total tons conveyed.....	68,542	67,430
Tons carried one mile.....	3,809,475	3,677,494
Average distance carried.....	55.57	51.41
Percentage of first class.....	4.25	3.31
do second class.....	6.32	6.35
do third class.....	3.27	3.23
do fourth class.....	86.16	87.11
do of local.....	79.60	79.45
do through.....	20.40	20.55
do East.....	31.23	30.71
do West.....	68.77	69.29
Average receipts per ton.....	1.50	1.44
do do per mile in cents.....	2.71	2.64
Locomotives and Cars :-		
Miles run by the engines.....	198,635	185,937
do do cars.....	1,392,337	1,262,994
Gross tons moved one mile by the engines.....	17,275,929	15,680,670
Average in cents per mile run of the engines:-		
Drivers', firemen's and cleaners' wages.....	4.40	4.52
Fuel.....	8.43	8.95
Oil, tallow and waste.....	0.79	0.69
Repairs.....	7.77	8.63
Water, including pump and tank repairs.....	1.19	1.03
Small stores and miscellaneous.....	0.53	0.58
Locomotive power.....	23.11	24.40
Car expenses.....	11.65	14.03
Maintenance of way and works.....	20.96	19.39
Station expenses.....	11.28	9.50
General charges.....	6.01	5.16

	1870.	1869.
<i>Locomotives and Cars.—Continued.</i>		
Average in cents per mile run of the engines,— <i>Continued</i> :		
Total expenses.....	73.01	72.47
Total receipts.....	102.21	105.02
Net revenue.....	29.20	32.55
Average quantity per mile run of the engines :—		
Cubic feet of wood.....	2.73	2.44
Pints of oil.....	.044	.039
Pounds of waste.....	.011	.010
Average cost in cents per mile run of the cars :—		
Repairs to cars.....	.78	1.05
Oil and waste for packing.....	.08	.06
Both.....	.86	1.11
Average in cents, per 100 tons, moved one mile by the engines :—		
Drivers', firemen's and cleaners' wages.....	4.87	5.03
Fuel.....	9.34	9.92
Oil, tallow and waste.....	.87	.77
Repairs.....	8.60	9.57
Water, including pump and tank repairs.....	1.34	1.15
Small stores and miscellaneous.....	.57	.65
Locomotive power.....	25.59	27.09
Car expenses.....	12.88	15.57
Maintenance of way and works.....	23.21	21.53
Station expenses.....	12.51	10.55
General charges.....	6.66	5.70
Total expenses.....	80.85	80.44
Total receipts.....	113.19	116.57
Net revenue.....	32.34	36.13
Average quantity, per 100 tons, moved one mile by the engines :—		
Cubic feet of wood.....	3.1	2.8
Pints of oil.....	.51	.47
Pounds of waste.....	.13	.12
Average cost in cents, per 100 tons, moved one mile by the cars :—		
Repairs to cars.....	8.28	8.52
Oil and waste for packing.....	.83	.56
Both.....	9.11	9.08
Tons goods cars moved one mile.....	6,765,285	6,313,298
Tons freight moved one mile.....	3,809,475	3,677,494
Total gross tons goods, cars, and freight moved one mile.....	10,574,760	9,990,792
Percentage of dead weight.....	63.98	63.19
do useful load.....	36.02	36.81

The local passengers increased 14.39, their mileage 11.08, and the receipts therefrom 13.70 per cent., whilst the through passengers decreased 10.81, their mileage 11.25, and receipts 9.78 per cent.

The increased freight carried is in percentage as follows :—

	Local.	Through.	Total.
Tons.....	1.82	.95	1.65
Tons per mile.....	5.50	.78	3.58
Receipts.....	10.16	.224	6.45

In transporting freight, the importance of hauling empty, or partially laden cars, *only* when the nature of the traffic requires them to be taken, has been kept constantly in view.

The maximum percentage of useful load (37.5) to dead weight (62.5) (the car being loaded in one direction), has not been reached since the year 1864, when the useful load was 37.95.

In 1865 it was 35.19—in 1866, 35.81—in 1867, 36.82—in 1868, 36.77—in 1869, 36.81, and during the past year, 36.02.

There were two accidents during the year :—

The first occurred on the 13th August, 1869, when Dennis Donovan, a small boy who was playing about the freight cars, in the yard at St. John, fell from, and was run over by a platform car, which was being moved by the shifting engine. He was instantly killed.

The second happened on the 20th September, 1869, when George Hartshorn, a moulder, attempted to get on No. 6 train, after it had left the depôt at St. John, and, falling between the cars, was run over, and instantly killed.

Inquests were promptly held in each instance, and verdicts of "Accidental Death" rendered after a rigid inquiry had been made.

The wharf at Point Du Chene was very considerably damaged during the fall of last year, by a severe gale of wind from the north-east. It carried away a portion of the "new blocking" in the angle of the wharf, tore up a large portion of the planking, and washed out a large quantity of ballast, and otherwise injured it.

A previous gale, on the 4th October, which caused such extensive damage to the Eastern Extension Railway, and to the dykes and aboideaux in Westmoreland, Albert and Cumberland Counties, also drove the Peticodiac River Bridge from its position, near Moncton, up against, and over, and destroyed the railway bridge at Jonathan's Creek, which caused the traffic to be interrupted for five days.

This gale also considerably damaged the wharf and Branch line at Moncton.

With this exception, the traffic was not interrupted, and the trains have been run with great regularity.

The changes in the staff during the year are as follows :—

Mr. J. Edward Boyd, the Resident Engineer, has been removed to the Department at Ottawa.

Mr. E. W. Chestnut was appointed a Clerk and Paymaster in the office of the Superintendent, in the place of Mr. H. D. McLeod, who resigned.

Mr. E. Sandall was made Receiving Clerk at St. John Station, in the room of Mr. John McFadzen, resigned; and Mr. Leonard S. Fairweather was appointed Station Master at Rothesay, in the place of Mr. A. J. McFee, who resigned.

The rolling stock has been increased by the addition of one engine, "The Bear," one postal, and two second-class cars, and forty old side-tip ballast cars have been converted into twenty box freight cars.

The iron pipes intended to convey water from "Lily Lake," for the use of the railway at St. John have been procured, but pending the settlement of the question of land damages, no steps have been taken towards laying them.

Properly equipped engine and car repair shops are still very much required, and the business of the railway continues to be greatly retarded, and its traffic impeded by the absence of more extended facilities for receiving and delivering the various descriptions of freight at Point Du Chene and St. John.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

LEWIS CARVELL,

General Superintendent.

CLASSIFIED Monthly Comparative Statement of Receipts.—(G.)

MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.		TOTALS.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
July	\$ 9,306 85	\$ 10,289 93	\$ 7,587 80	\$ 8,507 70	\$ 772 25	\$ 807 72	\$ 17,726 90	\$ 19,605 35
August	8,570 26	9,000 59	6,599 62	6,977 54	1,181 50	894 41	16,351 38	16,872 59
September	7,545 61	7,856 18	7,461 38	7,716 10	1,101 30	1,023 02	16,108 29	16,595 30
October	7,365 10	6,772 38	11,566 00	10,039 83	1,372 48	931 06	20,293 58	17,743 87
November	6,579 30	7,167 08	9,886 73	10,558 92	788 15	1,265 06	17,254 18	18,991 06
December	5,574 13	6,806 22	8,424 86	7,746 88	780 32	774 44	14,779 31	15,387 54
January	3,921 52	4,683 27	7,299 37	5,863 45	679 29	642 11	11,900 18	11,188 83
February	2,900 27	3,420 94	6,252 02	6,823 25	580 02	649 80	9,822 31	10,913 29
March	4,120 08	4,543 17	7,641 59	9,815 46	647 12	785 03	12,408 79	15,143 66
April	6,032 66	5,780 78	6,480 19	7,883 51	659 36	824 01	12,172 21	14,488 30
May	7,112 71	7,079 97	9,280 67	11,307 23	724 43	802 69	17,117 81	19,189 59
June	7,516 62	8,513 58	8,619 57	10,082 59	724 22	841 81	16,360 41	19,437 98
Totals	75,695 11	81,973 79	97,089 80	103,322 51	10,010 44	10,261 16	182,795 35	195,557 36

CLASSIFIED Monthly Comparative Statement of Expenses.—(H.)

MONTHS.	LOCOMOTIVE POWER.		CAR EXPENSES.		MAINTENANCE WAY AND WORKS.		STATION EXPENSES.		GENERAL CHARGES.		TOTALS.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July	3,171 86	3,140 56	2,072 58	2,058 81	3,530 30	4,841 80	1,862 82	1,390 86	568 24	780 06	10,733 84	12,684 75
August	3,094 44	3,095 77	1,778 81	1,634 85	3,119 51	5,611 00	1,780 33	1,384 70	563 33	817 30	9,930 99	12,939 95
September	4,380 02	3,279 06	1,592 04	1,620 16	2,986 68	4,225 30	1,647 65	1,303 88	1,036 29	1,197 19	11,236 91	11,969 36
October	3,569 72	3,262 87	1,653 54	1,314 37	3,911 27	3,473 07	1,813 99	1,401 55	518 81	1,038 92	11,054 89	10,903 22
November	3,636 24	3,550 31	1,672 42	1,322 68	2,987 37	2,486 24	1,672 27	1,663 75	885 26	941 40	10,845 04	9,972 90
December	3,678 69	4,000 80	1,571 47	1,728 26	4,418 24	1,740 18	1,895 71	1,319 89	1,119 27	886 33	9,107 56	10,251 28
January	3,505 98	3,691 93	2,000 90	1,583 45	1,381 29	1,901 90	1,658 37	1,247 61	680 54	1,216 82	8,616 32	9,992 47
February	3,416 44	4,289 99	2,209 66	1,517 62	1,316 44	1,844 28	1,527 62	1,178 58	694 73	726 38	8,766 24	9,906 49
March	3,414 82	4,781 06	2,380 61	1,846 41	2,188 07	1,535 81	1,562 15	1,562 15	605 96	798 63	9,768 14	10,524 06
April	3,257 33	3,766 66	2,399 61	1,972 76	3,032 81	3,270 21	1,453 66	1,239 46	634 99	945 15	10,564 20	11,388 44
May	4,367 64	3,948 51	3,036 13	2,901 36	4,115 84	4,690 42	2,270 27	1,360 54	450 03	1,094 43	13,330 18	14,904 99
June	3,192 70	3,476 58	2,052 83	2,757 02	3,768 96	4,481 22	2,472 04	1,834 64	1,284 27	1,059 92	12,133 40	14,246 78
Totals	42,485 88	44,224 10	24,420 70	22,257 75	33,756 78	40,101 53	21,596 88	16,544 43	8,941 92	11,503 73	126,149 71	139,683 99

STATEMENT shewing the business and expenses of the several stations.—(J.)

STATIONS.	NUMBER OF PASSENGERS.				TONS OF FREIGHT.				STATION EXPENSES.							
	1869.		1870.		1869.		1870.		1869.		1870.					
	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Amount.	Per cent.	Amount.	Per cent.				
St. John.....	65,774	66,199	39.03	76,281	74,229	39.37	40,709	13,224	40.00	40,315	14,913	40.29	5,782 86	34.96	7,383 81	34.19
Rothsay.....	15,146	14,306	8.71	16,663	16,353	8.64	1,397	161	1.15	1,001	108	.81	975 64	5.90	913 33	4.22
Ossikeag.....	8,513	8,621	5.07	9,058	9,295	4.80	911	1,433	1.74	968	1,585	1.86	717 88	4.34	831 95	3.85
Norton.....	4,684	4,306	2.66	4,691	4,325	2.36	493	2,908	2.52	672	2,967	2.65	554 61	3.35	636 88	2.95
Apoahqui.....	3,683	3,445	2.11	3,186	3,625	1.78	943	2,457	2.52	1,167	1,183	1.72	564 33	3.41	565 13	2.61
Sussex.....	3,249	8,383	5.21	3,411	8,663	4.73	3,220	2,701	4.39	3,986	2,727	4.74	1,702 45	10.29	2,046 37	9.47
Penobscot.....	2,110	2,154	1.27	2,500	2,463	1.30	478	512	1.74	928	510	1.05	489 09	2.96	536 77	2.49
Ansgance.....	1,594	1,440	.90	1,721	1,493	.84	367	2,208	1.91	443	2,037	1.81	564 63	3.41	531 52	2.46
Petitcodiac.....	3,121	3,048	1.82	3,473	3,287	1.77	1,180	5,338	4.84	1,160	6,479	5.59	683 12	4.12	512 04	2.37
Salisbury.....	3,197	2,766	1.76	3,473	3,312	1.77	559	4,733	3.93	619	5,670	4.59	675 50	4.08	769 58	3.56
Moncton.....	7,531	7,479	4.44	7,401	6,461	3.63	3,382	2,361	4.23	3,717	1,916	4.11	918 57	5.55	1,167 44	5.40
Shediac.....	5,253	6,094	3.36	5,457	5,929	2.98	3,286	2,633	4.38	2,135	2,714	3.53	1,048 29	6.34	1,262 95	5.89
Point Du Chene.....	4,079	3,370	2.20	3,872	2,709	1.72	3,078	9,790	9.54	3,147	10,475	9.93	1,662 22	10.05	2,057 52	9.53
Painsec.....	2,527	2,371	1.45	1,678	1,590	.85	2,838	2,464	3.92	1,191	403	1.16	66 68	.40	796 76	3.68
Memramcook.....	.....	.....	.....	2,195	3,200	1.41	.....	.....	.....	379	158	.....	.....	.....	436 26	2.02
Dorchester.....	.....	.....	.....	1,989	2,124	1.08	.....	.....	.....	1,251	500	1.26	.....	.....	737 13	3.41
Sackville.....	.....	.....	.....	38,083	42,084	20.37	4,639	14,507	14.19	5,483	14,397	14.50	138 56	.84	411 44	1.90
Flag Stations.....	32,597	35,076	20.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	169,058	169,058	100.00	191,142	191,142	100.00	67,430	67,430	100.00	68,542	68,542	100.00	16,544 43	100.00	21,296 88	100.00

PASSENGER STATEMENT.—(K.)

MONTHS.	LOCAL.			THROUGH.			BOTH.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July.....	14,949	14,337	29,286	462,702	650	545	1,195	127,868	15,599	14,882	30,481	590,570
August.....	14,844	14,730	29,574	414,222	579	572	1,151	121,982	15,223	15,302	30,525	536,204
September.....	8,868	8,858	17,726	319,885	437	675	1,112	119,214	9,305	9,583	18,888	439,099
October.....	6,952	6,798	13,750	298,707	451	514	965	103,366	7,403	7,312	14,715	402,073
November.....	6,009	5,794	11,803	266,951	301	508	809	86,740	6,310	6,302	12,612	353,391
December.....	5,649	5,960	11,609	345,418	146	155	301	32,004	5,695	6,115	11,810	377,422
January.....	5,251	5,202	10,453	239,204	113	96	209	22,154	5,364	5,298	10,662	261,358
February.....	3,253	3,179	6,432	160,226	82	78	160	16,960	3,335	3,257	6,592	177,186
March.....	3,899	3,812	7,711	209,785	117	104	221	23,426	4,016	3,916	7,932	233,211
April.....	5,852	5,473	11,325	281,568	157	108	265	28,090	6,009	5,681	11,690	309,658
May.....	7,922	7,915	15,837	356,175	354	318	672	71,742	8,276	8,233	16,509	427,917
June.....	9,216	8,726	17,942	378,808	421	513	934	100,044	9,637	9,239	18,876	478,852
Total.....	92,364	90,784	183,148	3,733,351	3,808	4,186	7,994	833,590	96,172	94,970	191,142	4,586,941
1870.....	81,495	78,600	160,095	3,360,827	4,096	4,867	8,963	961,888	86,591	83,457	169,058	4,322,715
1869.....												

FREIGHT STATEMENT.—(L.)

MONTHS.	LOCAL.			THROUGH.			BOTH.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July	1,231	3,040	4,271	176,918	407	790	1,197	128,863	1,638	3,850	5,488	305,781
August	1,314	1,808	3,122	131,475	239	814	1,113	119,959	1,613	2,622	4,235	261,434
September	1,839	2,369	4,208	130,300	290	922	1,212	130,632	2,129	3,291	5,420	260,932
October	1,648	2,139	3,787	142,607	477	1,766	2,243	242,031	2,125	3,405	6,030	394,638
November	1,921	2,893	4,814	153,252	442	1,606	2,048	220,842	1,363	4,499	5,862	374,084
December	771	3,553	4,324	236,237	132	532	664	71,004	903	4,065	4,968	307,231
January	859	2,926	3,785	164,388	70	274	344	36,552	929	3,200	4,129	200,940
February	715	3,927	4,642	211,572	97	418	515	54,570	812	4,345	5,157	266,142
March	1,441	5,087	6,528	320,559	134	404	538	59,132	1,595	5,491	7,086	379,691
April	1,845	3,042	4,889	222,095	246	239	505	53,860	2,631	3,801	6,432	275,955
May	3,197	3,502	6,699	237,950	601	1,038	1,639	176,557	3,798	4,540	8,338	414,508
June	2,063	2,426	4,489	178,043	230	1,598	1,948	210,086	2,413	4,024	6,437	338,129
Total tons	17,844	36,712	54,556	2,305,336	3,565	10,421	13,986	1,504,088	21,409	47,133	68,542	3,809,475
	17,147	36,428	53,575	2,185,161	3,560	10,295	13,855	1,452,333	20,707	46,723	67,430	3,677,494

{ 1870
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LOCOMOTIVE SUPERINTENDENT'S REPORT.—(M.)

EUROPEAN AND NORTH AMERICAN RAILWAYS.

LOCOMOTIVE AND CAR SUPERINTENDENT'S OFFICE,

Shediac, N. B., 30th September, 1870.

Lewis Carvell, Esquire,
General Superintendent.

SIR,—I beg to submit a Report concerning the rolling stock of this railway, for the year ending 30th June last.

Appended hereto will be found, first,—

A monthly abstract of locomotive returns "C. C.,"

A statement of engines "D. D.,"

And other rolling stock "E. E." on hand, with their mileage to that date.

Engine "Hercules" (No. 1) having had a thorough repair at the beginning of the year, including a set of "Vickers" steel tyres, and painting, is now in good order, and will require no considerable expenditure for some time to come.

Engine "Sampson" (No. 2) reported last year in good order, has required very little outlay, and is yet in fair condition.

Engine "Kennebecasis" (No. 4) has had but little expenditure excepting to repair the tender tank, and for tender wheels, four of which have been supplied. This engine, however, now needs a complete overhauling, including the removal of tubes, and a thorough examination of the boiler.

Engine "Petitcodiac" (No. 5) has cost but little for repair, and is yet in good order. The tender tank will shortly need repair.

Engine "Scadou" (No. 6). The principal expense incurred was for building new frame and other repairs to the tender. The engine is in fair condition, but will require considerable expenditure, as the boiler is to be opened and examined, a new cob is to be made, and the engine thoroughly refitted in every particular.

Engine "Anagance" (No. 7). The repairs spoken of in my last report as being in progress, were completed, excepting the painting, and the engine altered from wood to coal burning. A new frame has been made for the tender, but the tank needs considerable repair. The engine otherwise is in fair condition.

Engine "Loostank" (No. 8) is now in the shop for repair, which will be quite large, as the tubes are to be removed, and the boiler examined and tested.

Engine "Ossekeag" (No. 9) was altered from wood to coal burning. In the course of making the change it was found necessary to have a thorough examination of the boiler; the tubes and some defective plates were removed and replaced by others, when it was tested to 200 lbs. per square inch, and evinced no symptoms of weakness. The tubes began to leak, and the defects appeared in the fire box after the engine had been a short time in use, when it was laid up, and is now in for further examination and repair.

Engine "Apohaqui" (No. 10) had during the year a complete and thorough repair. The tubes were taken out and the boiler examined inside, presenting a good appearance. After the tubes were replaced, it was tested at 200 lbs. per square inch, with satisfactory results. One tender wheel from Mr. Harris was supplied. The engine is now in good order.

Engine "Prince of Wales" (No. 12) is in fair order. This engine has been altered to burn coal. The tubes having been removed, the boiler was examined, and found to have suffered to a small extent from corrosion, near where the braces are attached to the shell. The defects were remedied, and some additional stays put in, when the tubes were replaced, and the boiler tested to 200 lbs. to the square inch with no appearance of weakness. Twelve (12) wrought iron wheels with steel tyres were furnished this engine and tender,

thus far giving good satisfaction. Some further repair, including painting, will be necessary to put this engine in order for the ensuing winter.

Engine "Norton" (No. 13). The chief outlay upon this engine was for a new cylinder, the old one having failed through a flaw in the casting. One "Washburn" and three "Harris" wheels were supplied during the year. The engine is in fair order, but it will be necessary to remove the tubes and examine the boiler before much time elapses.

Engine "Prince Alfred" (No. 14.) The tubes were removed, and the interior of the boiler examined, and found to present a good appearance; after the tubes were reset it was tested to 200 lbs. to square inch, with satisfactory results. The engine had a thorough repair, and is now in good order. The tender tank will, however, require some further outlay before long. Four Portland Co.'s tender and four Harris' truck wheels were supplied.

Engine "Robert Jardine" (No, 15.) The tubes of this engine have been very troublesome to keep tight, and will have to be removed and reset before the leaking can be prevented. An alteration from wood to coal burning was made, but the leaking before referred to has prevented any continued use since. Four wrought iron wheels with steel tyres were put under the truck. Is in good order otherwise than the tubes.

Engine "The Bear" (No. 16) was received from the builder in August, 1869. The same difficulty that was experienced in the "Robert Jardine" was found to exist in this engine, consequently the tubes must be reset before she can be depended upon for hard service. The tender frame was so badly damaged in a snow storm on the 19th March last, as to require to be entirely rebuilt. Four tender wheels from the Portland Company were put under, and some more will now be needed.

The system of examination and inspection under pressure, as indicated in my last report, has been preserved, and under it four engines have had their tubes removed and have been tested. In some cases defects were found that would not otherwise have been detected, thus proving the importance of further continuing the practice. Five engines are in good order, five are in fair condition, and four require considerable repair. One engine was painted during the year, and five still require it.

Thirteen (13) "Harris'," thirty-eight (38) LaRue, two (2) Toronto, and twenty-two (22) Acadia wheels have been put under the cars. Ten (10) Harris', eight (8) Portland Company, one (1) Washburn, and twelve (12) Vickers' wheels have been supplied the engines and tenders. The Vickers' wheels are of wrought iron with steel tyres.

Five first-class cars have had new monitor tops built upon them, four have been painted, and three have been roofed with tin. Five box cars have been retopped and covered with tin, while thirteen box and twelve platform cars have been painted.

The 40 old four-wheeled ballast cars formerly on hand have been broken up, and such portions of them as were available, were used in the construction of twenty box cars.

The addition to the stock has been one postal and smoking, and two second-class cars.

Some of the first-class, second-class and express cars will require new trucks, while two second-class, two express, and twelve box cars will need new tops during the year, otherwise the cars are generally in good order.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

H. A. WHITNEY.

Locomotive and Car Superintendent.

MONTHLY ABSTRACT OF Locomotive Returns.—(C. C.)

MONTHS.	MILES RUN BY			CONSUMPTION OF				AVERAGE						
	Hours in steam.	Engines.	Cars.	Snow Plough.	Wood—in cubic feet.	Pints Oil.	Tallow—Lbs.	Waste—Lbs.	Cars to one mile run.	Snow Plough to one mile run.	Miles run to one hour in steam.	Cubic feet Wood to 100 miles run.	Pints Oil and Tallow per 100 miles run.	Lbs. of Waste per 100 miles run.
July.....	2,072	18,967	124,188	.....	41,150	368	332	203	6.54	.....	9.15	217.06	94	1.07
August.....	2,036	18,867	112,429	.....	36,450	460	303	171	6.12	.....	9.02	198.44	4.39	0.93
September.....	2,564	19,233	119,164	.....	37,600	375	329	211	6.19	.....	8.88	196.53	3.90	1.09
October.....	1,949	16,918	123,296	.....	39,400	473	324	146	7.34	.....	8.68	232.88	4.98	0.86
November.....	2,193	19,315	131,567	9	44,845	286	356	222	6.81	.0004	8.80	232.17	3.58	1.14
December.....	1,982	16,075	107,546	120	53,050	318	314	210	6.60	.007	7.65	330.01	4.21	1.36
January.....	1,602	12,267	90,188	242	43,908	290	269	165	7.35	.01	7.65	356.28	4.91	1.34
February.....	1,640	13,428	92,473	1	57,130	346	287	153	6.96	.09	8.18	425.45	5.01	1.13
March.....	1,935	15,236	123,589	679	56,332	376	335	169	8.11	.04	7.87	369.72	4.98	1.10
April.....	1,615	12,953	103,952	.....	39,570	292	262	196	8.02	.....	8.02	313.28	4.56	1.51
May.....	1,953	16,539	130,177	49	47,651	362	337	209	7.87	.002	8.46	288.11	4.51	1.26
June.....	2,046	19,337	133,768	.....	45,327	479	338	208	6.91	.....	9.45	234.40	4.47	1.07
Totals and Averages { 1870	23,187	188,635	1,392,337	2,368	542,610	4,431	3,786	2,263	7.00	.01	8.56	273.16	4.40	1.13
{ 1869	23,193	183,967	1,262,994	3,768	454,089	3,799	3,128	1,883	6.79	0.16	8.06	244.17	3.96	1.01

OTHER ROLLING STOCK.—(E. E.)

Designation.	Description.	Miles run this year.	Miles run to date.
A	13 First-class Passenger Cars	174,886	1,605,754
B	8 Second-class do	164,119	1,556,317
Ex	7 Express, Mail, Postal, and Baggage Cars	149,375	693,939
C	83 Box Freight Cars	554,574	4,522,879
D	115 Platform Cars	349,383	3,528,159
	Total	1,392,337	11,907,048
Pl	4 Snow Ploughs	2,968	.....
	18 Hand Cars .....	.....	.....

TRACKMASTER'S REPORT.

St. John, N. B., 1st August, 1870.

Lewis Curvell, Esq., General Superintendent.

SIR,—I beg to submit, as requested, the following Report on the roadway and works of the "European and North American" and "Eastern Extension Railways," for the year ending 30th June last.

There were put into the track 361 new rails, weighing about 61 tons, and costing \$1,840 80; 23 cast iron, 144 wrought iron chain, and 4,712 scabbard joints, or steel clips of the value of \$4,046 77, and 6,708 hacmatac, and 14,298 pine sleepers, costing \$5,060 80.

The wooden bridge at Jonathan's Creek having been carried away by the Petitcodiac River Bridge, which was driven against it during the gale of 4th October last, was promptly replaced, the traffic being interrupted but five days. The cost of this work, with sundry small repairs to other wooden bridges, was \$412 16.

The breakwater at Trout Creek was repaired at a cost of \$118 34. This was the only repairs to the iron bridges during the year. They are in excellent order and stand well.

The wooden superstructure which carries the line over the Scadouc Iron Bridge shews some symptoms of decay. It will probably last during the present summer and winter, but will have to be renewed during the early part of the summer of 1871. In the meanwhile it will be carefully looked after.

The wharf at Point Du Chene, which was very much injured during one of the gales last fall, has settled at the outer end, in consequence, no doubt, of the gradual decay of the timber and the destructive attacks of the sea worms. A large expenditure in connection with this wharf will very soon become necessary. I would suggest that when improvements are made a small proportion of the piles be of iron. Some new wooden piles which were driven on the outside of the wharf in the spring of 1869, are now very much like a honey-comb, and are of no service.

The cost of the "extraordinary" repairs made to this wharf during the last fall and the spring of this year, was \$1,521 15.

The southern portion of the wharf at the St. John terminus, was newly faced, and the top covered, at a cost of \$1,347 06.

The increased expenditure in connection with the "Maintenance of Way and Works" has been owing to this cause, and to the additional number of sleepers and steel joints, which it was found necessary to put in the road-bed.

I am of the opinion that Hall's Creek Bridge, a large wooden structure, which now needs repairs, should be replaced by an aboideau, when it becomes necessary rebuild it. It will probably last yet for two or three years.

The station houses at Ossekeag, Sussex, Salisbury, Moncton and Shediac were repaired and painted, and the roofs of all the others were tarred. The roofs of the tank and freight houses at Rothesay, Ossekeag, Sussex, Salisbury and Shediac stations were also tarred.

The platforms at Torryburn, Appleby's, Nauwigewank, and Passekeag were repaired and lengthened, and materials have been procured to repair those at Rothesay, Ossekeag, Norton, Apohaqui, Plumwesep, Penobsquis, Anagance, Petitcodiac, Salisbury, Moncton, Shediac and Point Du Chene.

The storm of the 4th October of last year destroyed the track on the Eastern Extension Railway between about one mile west of Memramcook station and Dorchester, and was repaired by the contractors.

The aboideau at Brownell's Creek should be rebuilt at an early day, as the tide which now ebbs and flows upon the line, threatens the safety of the road.

Repairs to the bridge at Musquasi River will be made during the summer.

The general condition of the road is very good.

I am, Sir, your obedient servant,

(Signed),

GAVIN RAINNIE,

Trackmaster.

APPENDIX No. 21.

LAKE SUPERIOR AND RED RIVER ROAD.

*Report on works executed during the fiscal year ending the 30th June, 1870,
by S. J. Dawson, Superintendent.*

(No. 14,267.)

THUNDER BAY, 30th June, 1870.

Hon. H. L. Langevin, C.B.,
Minister of Public Works, &c., Ottawa.

SIR,—In submitting a brief Report on the works in this section, at the close of the year, I beg to be permitted to draw attention to the period within which operations have been carried on, and this can best be shown by a reference to the following dates and circumstances:—

1st. The appropriation which is now being expended in opening communication with the North-West Territories, became available for that purpose on the 1st day of July last year (1st July, 1869).

2nd. The only occasion on which, previous to that date, actual work in the way of opening roads had been done under the direction of the Government, was in the summer of 1867, when a grant of \$55,000 having been set apart from the Upper Canada Colonization Road Fund, for the Dog Lake road, just before the Confederation Act came into effect, a commencement was ordered and made; but the control of that fund soon passed to the Government of Ontario, and operations were brought to a close, in the same season, after a sum not quite amounting to \$14,000 had been expended.

3rd. It may also be noted that between the fall of 1869 and summer of 1868, in which latter season the exploration of a limited section of country was authorized by your Department, a period of nine years had elapsed, during which no surveys whatever had been made in the regions of the north-west, with the view to laying out roads; and that the total amount expended in the season above referred to, namely, in the summer of 1868, was \$3,100—three thousand one hundred dollars.

I have been particular in drawing attention to these circumstances, in order to show that, with exception of the demonstration made and ended in 1867, no work whatever had been attempted and that there were no funds at the disposal of the Government with which to inaugurate such an undertaking as that of opening communication with the North-West Territories, until the appropriation, made by Parliament in the Session of last year, became available.

With these explanations, I proceed to report on the work so far effected.

THE THUNDER BAY ROAD.

As soon as the Government had funds at its disposal, I received instructions to proceed with this road, and, having engaged workmen and provided material, set out from Collingwood on the 6th, and reached this place on the 9th of July, last year.

The men were immediately formed into gangs, under experienced foremen, and placed along the route where they could work to the greatest advantage, and under these arrangements, the opening of the road proceeded satisfactorily, and without the least interruption, until the close of the season.

Towards the end of October, it became necessary to discharge such of the men as were not to be retained for the winter, as the steamers which form the only connecting link between this remote place and the settled parts of the country were to make their last trip at that time.

Under these circumstances, a certain number of skilled labourers were selected from among the workmen to remain for the winter, and the others paid off.

It will thus be seen that the period during which road making had been carried on was but a little over three months.

The result was that a road, practicable to waggons, was carried as far as the Matawin, a distance of 25 miles and 10 chains from Thunder Bay; added to which, a track, over which oxen with sleds or carts could pass, was cut through the woods for a distance of about 10 miles farther.

The party left, as above stated, to continue operations during winter, had it in charge to build the Kaministiquia bridge before the opening of the navigation, and, if possible, the Matawin bridge also; at all events, to collect and prepare material for the Matawin and several smaller bridges.

During winter, however, it became necessary to provide, in as far as the season would permit, for the passage of a military force in the spring. The number of workmen could not, of course, be greatly increased in that remote region at such a season; nevertheless, by strenuous exertions, both the Kaministiquia and Matawin bridges were completed before the opening of navigation, and timber prepared for those which were to cross the Sunshine and Oskondagé. Moreover, before the first steamers arrived, a large scow, decked, and in every way complete, was in readiness to land troops, stores and horses at the dépôt. Some of the bridges are formidable structures, and absorbed a large amount of material in their construction.

THE KAMINISTQUIA BRIDGE

Is the largest; and, where it crosses, the channel of the river is 324 feet in width, between the abutments, and 11 feet deep in the middle. The extreme length of the bridge from bank to bank is 404 feet.

Piers of great solidity and strength support the structure, and it rests on abutments, filled solidly with stone, at either end; as a guard against ice, the piers are pointed and sheeted with 5-inch tamarac plank on the upstream face.

The superstructure is 10 feet over high water, and each span is equal to a weight of 50 tons in the centre. The quantity of material used in the work is, in round numbers, as follows:—

32,000 cubic feet of timber;
1,400 „ yards of stone;
8,000 lbs. of iron.

THE MATAWIN BRIDGE

Is built on the same plan as the one which crosses the Kaministiquia. It is 275 feet in length, and the superstructure 10 feet over the highest floods. It was put up at a moderate outlay, timber being abundant in the neighbourhood. The Kaministiquia bridge, on the other hand, has been costly, from the fact that the timber had to be taken from a distance, the country for miles on either side having been swept by fire.

OTHER WORKS.

Besides the Kaministiquia and Matawin bridges, a good deal of work was accomplished in winter. Timber, to the extent of 16,000 lineal feet of suitable dimensions, was prepared at Pointe de Menron, and is now in readiness to be floated down and used in the building of a wharf at Thunder Bay, whenever it may be considered advisable to undertake that work. Timber, as stated, was also prepared for the bridges, to cross the Sunshine and Oskondagé rivers; but as these structures (to build them systematically) must occupy some time, temporary bridges have, in the meantime, been run across so as not to occasion delay to the military expedition. Portage roads have been cleared out between Shebandowan Lake and Lac des Mille Lacs; and, during a part of the winter, a

small surveying party was kept in the field, and it has obtained data on which a considerable section of new country can be mapped out.

As soon as the ground became clear of snow, the whole force, numbering some eighty men, was set to work on the road.

The total amount drawn from your Department for the Lake Superior section of the Red River roads, up to the 31st December last, was \$60,056 38, and in this sum was included the cost of the plant and supplies on hand at that date, to the value of \$12,500. Up to the 31st May last, an additional sum of \$25,111 49 had been expended, but a considerable portion of this latter has been laid out for the military expedition, and will eventually have to be charged to it.

BOATS FOR THE RED RIVER EXPEDITION.

Last winter it became necessary to make every possible provision for the passage of a military force, during the present summer, through the untravelled and little-known region lying between Lake Superior and the Red River Settlement.

It was known that boats had passed from Fort Frances to Red River, by way of the Winnipeg, but no boats or any vessel larger or heavier than a bark canoe had ever been used in the vast wilderness of rock, swamp and lake which intervenes between Thunder Bay and Fort Frances. In fact, troops had, on two former occasions, been sent round by Hudson's Bay, in order to avoid this region; and the Governor of the Honorable Hudson's Bay Company, in a written communication to the Imperial Government, had declared the route to be impracticable to vessels of any other description than bark canoes, and had explained that these, as every one acquainted with such vessels must concede, were not adapted to the conveyance of a military force.

Notwithstanding that the general impression, prevalent in the country, coincided with these views to such an extent that the idea of using boats was considered next to Quixotic, your Department was in possession of information which led the Government to a different conclusion, and I received instructions to provide boats of a structure adapted to the nature of the route to be traversed.

This was accordingly done, and immediately on the opening of the navigation, measures were adopted for having these boats, with their outfit, brought forward, and to this end a number were sent by rail to Collingwood, to be transported from thence by the regular steamers to this place; while, at the same time, a propeller and two schooners were chartered to bring up such as had been built on the Welland Canal and other places, from which it would have been inconvenient to convey them by rail any part of the distance.

THE STOPPAGE OF SAULT ST. MARIE CANAL

by the United States authorities, occasioned great delay in the arrival of the boats, and added enormously to the cost of transport. It also delayed the expedition generally.

When this occurred, a number of men were at once set to improve the Portage road on the British side, which they soon put in passable order; and, to meet the difficulty presented by the shallow water at the head of the Portage, a small wharf was run out, and a scow provided, which latter served admirably for the conveyance of troops and stores, waggons and horses to the steamers that came to anchor in the river above.

This work detained 120 of the laborers intended for the Thunder Bay road at Sault St. Marie; and, of course, retarded the work on the former.

It would be a fair estimate to say that the expedition has been delayed by the stoppage of the Sault St. Marie Canal for at least a fortnight or three weeks.

OPERATIONS ON THUNDER BAY ROAD, SINCE OPENING OF NAVIGATION.

To understand the present position, it will be necessary to refer to occurrences which took place before the opening of the navigation.

In April last, having been in communication with the military authorities, I was careful to explain to them that the Thunder Bay road was in an unfinished condition, requiring much labor to be expended upon it before the expedition could finally embark on Shebandowan Lake. They were made aware that we had only had three months within which to work upon it during the previous season; and, in order that there might be no misapprehension as to its general condition, I submitted to them a memorandum, from which the following is an extract:—

OTTAWA, 25th April, 1870.

“When the work of road making was brought to a close last fall, a section of 25 miles—reckoning from Thunder Bay—was practicable to waggons, with only one interruption at the Kaministiquia, which was then unbridged; and, continuing on the line, an additional section of 10 miles was cut in such a way as to be practicable to oxen with sleds or carts.

“The two large rivers—Kaministiquia and Matawin—which cross the line, were bridged last winter, and bridges were also built over the more considerable of the smaller streams, so that, practically, the work of bridging may be considered as completed.

“It may be added that Portage roads were laid out and opened—in so far as such work could be done in winter—between Shebandowan Lake and Lac des Mille Lacs. At the same time, instructions were sent to the officer in charge to set all the available force to work on the road as soon as the snow should have so far cleared off as to admit of operations thereon being resumed, so that about 80 men are by this time engaged on the unfinished section of the line. An additional force of 120 men will be sent to their aid by the first steamer, and a week later a further number of about fifty will go up.”

It was further stated that operations in regard to sending boats and supplies over the Thunder Bay Road “may be at once commenced by organizing the waggon service, and sending boats, provisions, oats, hay, &c., forward to the Matawin crossing—25 miles from Thunder Bay—and, at this point, a small space should be cleared to guard against fire, and a few huts erected to serve as storehouses.”

Thus, with full information, and, I may add, a full appreciation of the difficulties presented by an unfinished road (25 miles only of which was practicable to waggons, in a distance of 45 miles) in such a region, His Excellency the Lieut.-General commanding the forces, determined on sending the regular troops to Fort William, in advance, so that they might aid in getting the road put in such a state that the expedition could pass with the least possible delay.

The Colonel in immediate command, also knowing the difficulties, had proposed sending four companies of the 60th Rifles the first week in May, so that the men might be employed on the works, but the stoppage of the Sault St. Marie Canal by the United States authorities, retarded operations, and the first detachment of troops only reached this place on the 25th of May.

A number of the soldiers were soon sent forward to work on the roads, and in this way are still rendering all the assistance in their power. The men are paid weekly by the officers of your Department, and the pay-lists, when submitted, will show the number of days work performed by them.

Workmen for the road, and voyageurs for the military expedition, have been brought forward in detachments, until, at the present time, there have arrived 500 of the former and 200 of the latter, in all a force of 700 men; the voyageurs are from the different sections of the country where men were to be found accustomed to the navigation of inland rivers, and, even the workmen on the road, have been engaged with a view to their being employed as voyageurs, should the necessity arise, most of them having had experience as canoe-men and boatmen in driving logs in rapid rivers.

Before referring to the manner in which operations are now progressing, I may remark that some unforeseen work had been thrown on our hands by reason of

THE GREAT FIRE

During the early part of May the weather had been exceedingly dry, and towards the middle of the month the woods were observed to be on fire in various places.

On the 18th, during the prevalence of a strong gale, the fire swept across the road, burning some rough crib-work on side-hill cuttings, and destroying a bridge on the McIntyre river; so general was the conflagration that the whole country seemed on flame. Flakes of burning bark, from neighbouring elevations, were carried by the force of the wind clear on to the Kaministiquia bridge, but barrels full of water had been placed along it as a precaution, and the fire was extinguished as it fell. The buildings at the *dépôt* were saved with difficulty, and nearly all the settlers' and miners' houses in the vicinity of Thunder Bay were burned. On a subsequent day, fires broke out along the Matawin and swept so rapidly through the woods that the workmen had to run to water to save themselves, and at one encampment a few tents and some blankets were lost; while at another, a hut, with some provisions, was burned, and an ox which had been grazing in the woods perished in the flames.

The fire was general over a wide region of country; but, apart from the burning of the crib-work mentioned, and the loss of one small bridge, the works sustained no damage. If, however, instead of a road the Department had, as it was often urged to do, built a wooden tramway or railway, supported on wood-work, not a vestige would have remained.

Slight as was the damage, comparatively speaking, to the road, it took, nevertheless, some little time to repair it, and replace the crib-work with less perishable materials. This has been done, so that a similar accident cannot again occur.

STATE OF THE ROADS.

The dry weather and fires were soon succeeded by rains, which have continued with but short intervals ever since, and at this date (30th of June) the rivers are in a great flood. The effect of these rains on newly turned up earth roads, with a considerable traffic, as is now the case, passing over them, may be easily imagined. From Thunder Bay to the Matawin bridge the line has been kept in fair condition, but the newly-opened track from thence westward, running as it does through a clay country, has been greatly cut up. Nevertheless, oxen with carts or waggons have continued to travel from the Matawin as far as the Oskondagé, which latter place is within four miles and seventy chains of the boat landing at the Dam site, below Shebandowan Lake.

TRANSPORT OF BOATS, &c.

In the first instance, boats were sent by waggons from Thunder Bay to the Matawin bridge, the distance being, as stated, 25 miles; the time occupied in going and returning was three days, making the cost for each boat about \$15, that is, estimating the waggons at \$5 per day each. Twenty-eight boats were thus transported.

The arrangement for boats and stores, respectively, is at present as follows:—

The *Boats*, manned partly by voyageurs and partly by soldiers, are being sent by the river to a place called Young's Landing, a point on the Matawin about two miles above the Matawin bridge. Here the soldiers leave them, and, being then manned entirely by voyageurs and without any loads whatever, they are taken on for eight miles farther to a landing at the end of a line called Browne's Lane. This section (that is, the portion of the river between Young's Landing and Browne's Lane) is the most difficult on the whole route, and it taxes the skill, care, and strength of the voyageurs not a little, to get them past in safety. From Browne's Lane the boats are taken with light loads a distance of seven miles by the river to the Oskondagé, to be transported from thence by waggons, a distance of four miles and seventy chains, to the dam site, from which latter point to Shebandowan Lake, a further distance of three miles, the river is practicable.

The *Stores* are being sent by horse waggons, 25 miles, to the Matawin Bridge, where there is now a considerable stock accumulated. From thence ox-carts and ox-waggons are used for a distance of 12 miles to the Oskondagé, but in the latter section the transport service is relieved, to a considerable extent, by sending provisions in boats from the

Matawin bridge to Young's landing, a distance of two miles, and again, by putting articles in the boats at Browne's Lane to be transported by water to the Oskondage. From the last-named place to the Dam site, boats and stores must be sent by waggon. Flat scows have been provided for taking all the stores from the dam site to Shebandowan Lake, a distance, as stated, of three miles. In the latter section there are several shallow, although not difficult, rapids, and hence the necessity of flat boats of light draught.

The military, the voyageurs, and the workmen on the road, have all acted in concert with a view to the one grand object of getting the expedition forward.

The soldiers have rendered the voyageurs the most valuable assistance in bringing the boats up the Kaministiquia, and show aptitude in acquiring the skill necessary to their management. This will be of advantage to the expedition when it leaves the trying Thunder Bay road and finally embarks on Shebandowan Lake.

The Companies of the 60th Rifles employed on the works do good service, their experience on the fortifications at Quebec having rendered them quite expert in the use of the implements required in road making.

In regard to the expedition generally, the hardest part of the work is well advanced, and once embarked on Shebandowan Lake there will be no serious difficulty to encounter, at least, nothing more than voyageurs have constantly to meet in the pursuit of their usual vocations.

I have the honor to be, Sir,

Your most obedient servant,

(Signed),

S. J. DAWSON.

APPENDIX No. 22.

PUBLIC BUILDINGS.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by F. P. Rubidge, Assistant Engineer.

(No. 13,784.)

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, December 2nd, 1870.

F. Braun, Esquire, Secretary.

SIR,—I have the honor to submit a few general remarks upon repairs, maintenance, the prosecution of new works, acquiring of landed property, etc., in connection with public edifices and buildings over which the Minister of Public Works exercises Departmental control, and comprehended within the fiscal year ending the 30th of June, 1870.

Custom Houses, Examining Warehouses, &c.—An eligible plot of land forming the south-east angle of the Episcopal Church property, at the intersection of North Street with Richmond Street, in the City of London, and Province of Ontario, having been acquired under sanction of an Order in Council, instructions were given to prepare plans and specifications, with the view of early obtaining tenders, and advancing the work during the ensuing year; all of which preliminary matters have subsequently been carried into execution.

Since my preceding remarks upon the Hamilton Custom House, nothing of importance has to be mentioned.

At the Port and City of Toronto, enquiry has been made with the object of securing a proper site for the New Examining Warehouse, so urgently called for by the Collector and the mercantile community. Offers of land from proprietors in the vicinity or adjoining the present Custom House were laid before the Honorable the Minister of Customs, for his decision, in connection with the project of erecting a more suitable Custom House itself, which I believe to be still under consideration.

Previous to the close of the fiscal year, tenders were obtained from reliable steam fitters for replacing in the Kingston Custom House the worn out hot air furnaces with a new low-pressure steam apparatus, fitted up with coils, radiators, and enclosed ornamental screens, based upon the requisition of the Collector of the port, and approved of by the Minister of the Department. The successful introduction of this system, extending as it does into the services rendered since the year expired, will form a subject of future report. No doubt the economy and saving in fuel will be one important result of this change.

The Royal Insurance block of buildings on Common and Commissioners' Streets, in the City of Montreal, offered to the Dominion Government as a suitable Custom House and Examining Warehouse combined, having been previously valued by two professional experts, and also by the undersigned, the purchase was effected on the part of the Government, in amount \$200,000.

One great advantage to the public service in securing this property, was, avoiding the delay of two or more years in putting up an equally substantial edifice, at, probably, greater cost, considering that the valuable and unexceptionable site fronting the port, and contiguous to the largest wholesale mercantile establishments, formed a portion of the bargain and sale to the Dominion Government.

The alterations and improvements (since carried into effect) consisted in converting the western section of the pile of buildings on Callière Street, into the Surveyor's and

Appraiser's offices together with an Examining Warehouse on its several flats, the latter provided with two platform hoists for merchandise, lifted by steam power, for which, as well as for pumping the basement free from flood water in the spring, a new engine was contracted for with Mr. G. Brush, of Montreal.

A Long room was constructed, overlooking Commissioners' Street, on the first-floor, in dimensions 90 feet 9 inches by 27 feet 2 inches, by throwing the two storage-flats into one lofty chamber, finished with handsome coved ceiling, &c., well lighted, and panelled at the side with oak joiner-work. Entering the building, either from the wharves or the City side, access to the Long room is obtained by a broad flight of stairs, rising from the lighted court in the centre of the block, and also by a passage communicating with the Collector's and other offices, entering or passing out from the clock tower towards the east. Due provision will be made—for additional heating and ventilating the interior—water supply, desks, and other suitable furniture. Sealed tenders were called for on the 17th day of May last, and the contract has since been awarded to Joseph Laplante, builder, of the City of Montreal, for the sum of nine thousand four hundred dollars (\$9,400), exclusive, however, of steam engine and heating requirements, covering \$2,470 additional.

Post Office Buildings.—Just previous to the close of the Departmental year, arrangements were made with a resident local architect of Quebec to prepare plans and specifications for the urgently called for New Post Office in that ancient city, a very desirable property, long known as Mussels' Medical Establishment, on the corner of Buade and Du Fort Streets, adjoining the old Post Office building, having been acquired for the sum of \$12,000, payable in Dominion Stock, with the view of affording greater space and better facilities for the public entering or leaving the Post Office now proposed to be erected.

The interior arrangements for postal purposes, as also the dimensions of the intended new edifice, were submitted by the general Post Office authorities in Ottawa, to be carried into effect as closely as found practicable by this Department. The expenditure upon the building and fitting-up, including also heating and ventilation, was restricted to forty-five thousand dollars (\$45,000), extending over a prospective period of one year and nine months, and for which expenditure public tenders were to be invited. Instructions and sketch plans were given on the spot to the resident architect for his future guidance.

Preparatory steps were likewise taken, at the close of the month of May last, by a visit to Toronto, and conference with influential parties and Members of Parliament, to procure the necessary plans, working drawings, and specification, for the erection of the contemplated new post-office on Adelaide Street, in that city, upon the site acquired for that special object. Unavoidable delay has arisen hitherto in prosecuting the undertaking, but, at the present date of this communication, I may report the plans are nearly ready for offering to public competition, and subsequent progress thereon will appear in the next annual report.

Emigrant Sheds, Toronto.—Plans and specifications for the following wooden-framed buildings were prepared early in the spring, in this Department, at the instance of the Honorable the Minister of Agriculture and Statistics of the Dominion of Canada, namely :

Landing and Sleeping Shed, two stories in height,
Dining Hall,
Cook house, Store-house attached, and cellarage underneath,
Ticket Office and Messenger's dwelling,
Baggage Shed,
Wash house, Tank and Pump,
Latrines,

Planked Platforms at Great Western, Grand Trunk, and Northern Railroads, also, planked tramway and foot walks ; forms, tables, trestles ; new well, and water supply, taken from service pipes of the Lunatic Asylum ; enclosing the entire plot of ground by a post and board fence, with gates, &c. ; and sundry other requirements.

These buildings and works were erected under the charge of this Department, by contract with Messrs. Grant and Yorke, builders, Toronto, on a plot of ordnance land,

about 6½ acres in extent, situated to the east of Strachan Avenue, between the tracks of the Northern and Grand Trunk Railways on the northern limit, and the Great Western line of Railway to Hamilton on the south boundary of the lot; affording the utmost facilities for the arrival and departure of Immigrant trains by side rails and switches, as also covered landing sheds, liberally provided or laid down by the respective railway managers or their agents.

The sum of ten thousand nine hundred and sixteen dollars (\$10,916) has been expended in contract works and supervision at the Immigrant sheds under my charge; but other wants, including a dwelling for the resident agent, Mr. Donaldson, a detached hospital and infirmary, refreshment shed, stable and fuel shed, etc., are still urgently called for.

Rideau Hall, the residence of His Excellency, Lord Lisgar, Governor General of Canada, etc., etc., etc.—Sundry wants and repairs required in the keeping up and proper maintenance of this extensive public property, and in preparation for the sojourn of His Royal Highness, Prince Arthur, during his temporary visit to Ottawa, in February last, having been called for, upon requisition to this Department, were, after being duly authorized, carried into effect.

Barracks and Military accommodation for Her Majesty's Troops, the Militia and Volunteer Service, etc.—Among other services of the past year, devolving upon the attention of the undersigned, were—fencing in the military parade ground, Maria and Elgin Streets, in the City of Ottawa; repairs to the heating apparatus at the Bolton Street Barracks; a few unimportant wants called for at the Garrison Hospital, held under lease from Thomas Reynolds, Esquire; and fitting up the Drill Hall on Craig Street, Montreal, for the militia and volunteer service. The expenditure thereon being defrayed by the Department of the Honorable the Minister of Militia and Defence.

Arbitration Claims.—The following cases of claims heard before the Dominion Arbitrators, and referred with the view of assisting the lawyers engaged by the Crown for the defence, to my charge, have been disposed of as follows:—

R. H. McGreevy, for losses sustained from stoppage of work on Parliament Buildings for materials, etc.—amount claimed \$56,905 48; awarded \$29,245 67.

James Goodwin, Grenville Canal contract—amount claimed \$5,458 47; awarded \$2,061 93. *

Ward and O'Leary, Contractors, Rideau Hall—amount claimed \$12,095 63; awarded \$2,291 61.

Parliament Buildings, Ottawa.—At the request of the Honorable the Speaker of the House of Commons, the Minister of Public Works authorized an improved modern system of lighting the Chamber from the panels of the ceiling, to do away with the unpleasant glare of light complained of, arising from the jets of gas and pendant rings heretofore in use.

In accordance with departmental instructions, eight of "Frinks" corrugated silvered-glass reflectors were obtained from New York, and fixed in the House of Commons, with the best precautions to ensure safety, and carry off the heated vapor and bad air arising from numerous gas burners within a crowded apartment.

It is confidently believed the change has been successful in affording a soft agreeable light, and that the ventilation of the Chamber is improved, the oppressive heat in the galleries reduced, and a great saving effected in the consumption of gas over the former system, notwithstanding the considerable outlay necessary in providing and placing these new and improved reflectors within the building.

Completion of exterior walls and roofing in the Parliamentary Library, Public Buildings, Ottawa.—Plans, details, and specification had, prior to the termination of the fiscal year, been in preparation for submitting to builders, master masons, and experienced contractors, to proceed with erecting the unfinished portions of the Library, in conformity with the original design of the architect, as shown in the large plaster of Paris model, and the first contract drawings in possession of the Department at Ottawa.

The outer walls were intended to be continued upwards from their present level,

preparatory to placing thereon a wrought and riveted iron plate dome roof of thirty-two ribs, obtained from an eminent manufacturing firm in Manchester, England, under the name of "The Fairbairn Engineering Company," but as the above mentioned undertakings in completion of the Parliamentary library, strictly pertain to services rendered in the year ensuing, dating from the 30th of June last, any progress made will properly form the subject of future annual report. It may suffice, however, to say, at this time, that the builders' contract has been signed—a large supply of material, and cut stone in preparation, is on the ground, and, moreover, the iron roof, a few weeks hence, will be put together under the hands of an experienced overseer, with the view to energetic proceedings in the coming spring of 1871.

Improvement of Grounds, etc., Public Buildings, Ottawa.—Preliminary designs and sketches for—iron railing to fence in the property, porter's lodge or gate house, terrace wall in front of Parliament Buildings, improvement of grounds, basins, etc., have been made by the undersigned with the view to an early prosecution of these desirable works of completion, whensoever approved of and authorised to be undertaken. An approximate estimate of the above having been laid before the Legislature, upon an address of the Senate, dated 19th May, 1869, by the Secretary of State for the Dominion of Canada.

Laborers and carts were employed during the summer in carrying forward the levelling of the grounds and other improvements, preparatory to planting the roads and sidewalks with shade trees and shrubs.

The plateau known as Major's Hill, and Point Nepean beyond, on the bank of the Ottawa river, having been transferred by Order in Council, the care and conservation of this public property henceforth became a charge on this Department.

A sum of \$500 was appropriated for cutting down and removing dead trees, lifting stones and levelling inequalities of the ground, erecting twelve hundred feet of post and board boundary fence, and providing green painted seats and benches. Very considerable improvement yet remains to be effected in grading the rough natural surface, filling stagnant water holes with stones and ruins of old buildings, etc.

It is to be regretted that the rock so near the surface leaves but little soil to support the present growth of trees, for the most part decayed in their tops and which may be expected gradually to die off and disappear, unless a large amount of fresh vegetable earth be carted on to the enclosure, at a great expense.

All of which is respectfully submitted.

(Signed), F. P. RUBIDGE,
Assistant Engineer, Public Works.

APPENDIX No. 23.

STATEMENT of Awards made by the Official Arbitrators during the year commencing 1st July, 1869, and ending 30th June, 1870.

Name of Claimants.	Subject of Claim.	When referred.	Amount claimed.	Amount awarded.	Date of Award.
James Goodwin	Grenville Canal	11th June, 1869	\$ 5,458 37	\$ 2,061 95	13th Aug., 1869
Ward and O'Leary	Rideau Hall	18th do 1869	59,991 47	50,088 71	17th Sept., 1869
Charles Côté	Sherbrooke Gaol	13th July, 1869	6,821 08	2,055 85	19th Nov., 1869
Joha Damp	Court-House and Gaol, Saait Ste Marie	12th do 1869	9,514 71	2,723 00	15th Sept., 1869
Simon Peters	Pte. St. Laurent Lighthouse and Pier	13th do 1869	1,206 28	683 59	22nd Nov., 1869
R. H. McGreevy	Parliament Buildings, Ottawa	12th do 1869	56,905 48	29,245 67	7th Dec., 1869
Peter Stewart	Nova Scotia Railway	7th Oct., 1869	2,288 88	2,288 88	25th Jan., 1870
R. P. Mitchell	do	12th do 1869	33,798 95	21,561 89	25th do 1870
M. W. Baby	House rent, Quebec	10th Nov., 1869	1,668 00	1,068 00	9th Dec., 1869
Toussaint Vezina	Court-House and Gaol, Sorel	12th do 1869	4,500 93	4,460 78	7th Feb., 1870
do	do	12th do 1869	8,953 42	7,790 53	7th do 1870
E. A. Jones	Nova Scotia Railway	21st Dec., 1869	.....	3,500 00	25th Jan., 1870

DEPARTMENT OF PUBLIC WORKS.
30th June, 1870.

(Signed),
F. H. ENNIS,
Secretary O. A.

APPENDIX

GENERAL STATEMENTS showing: 1st. Water-power and other property

Date.	Term of Lease.	Lessees.	Description, or Situation, and Nature of Property Leased.	For what purpose used.
5th July, 1869	During navigation season..	St. Lawrence Tow-Boat Co.....	Permission to use the Government coal boat on pier at Rivière du Loup	Depôt for coal ..
6th do	During pleasure of Governm't	Henry Shackell.....	Lot on wharf at Basin No. 1, Lachine Canal	Office
19th Jan. 1870	do	Canada Peat Fuel Co	Lot near Wellington bridge, Lachine Canal	Depôt for fuel ..
9th Aug. 1869	do	George Hay	Permission to fence in part of Ordnance reserve, near Mutchmor's bridge, Rideau Canal	To preserve the trees thereon..
9th Dec. do	For ever..	Hon. J. Cockburn, <i>et al.</i>	To maintain a dam at Campbellford, River Trent	Milling purposes
8th Mar. 1870	21 years ..	J. B. Robert	Lot No. 1, east end of Basin, above Lock No. 8, Beauharnais Canal	Woollen cloth factory
8th April do	Pleasure of Governm't	Valleyfield Peat Coal Co	Part of lots Nos. 21, 22, in 1st Con. Catharinstown, above Lock No. 8, Beauharnais Canal	Depôt for fuel ..
16th Feb. do	.....	Welland Canal Loan Co	Surrender to Government of all the surplus water from Lock 22 to Lock 11, which had been leased to them on the 12th April, 1855, Welland Canal.....	.....
21st do do	21 years ..	John Riorden.....	Part of Lot No. 11, in 10th Con. Grantham, at Lock No. 17, Welland Canal ..	Paper mill.....
12th May do	do ..	Welland Dry Dock Co	Land at Aqueduct Lock, Village of Welland, Welland Canal	Dry dock
— June do	Pleasure of Governm't	N. G. Hollister	Lot at foot of Cornwall Canal	Telegraph office.

No. 24.

leased on Canals, &c., during the fiscal year ending 30th. June, 1870.

Area of Property.	Amount of water-power. — Runofstones.	Date from which lease is reckoned.	Annual rental.	Terms of Payment			Remarks.
				Amount of each instalment	When payable each year.	When first instalment was payable.	
			\$ cts.	\$ cts.			
.....		On condition of restoring all iron fastenings required to make it safe.					
12 by 15 ft		1st May, 1869.	20 00	20 00	1st May	At date of signature	In advance. do
40,450 ft.		1st Aug., 1869	100 00	100 00	1st May	do	
.....		.....	One barleycorn when demanded,				
.....		9th Dec., 1869	No rent mentioned.				
7,680 ft.	6 runs	1st July, 1870.	180 00	90 00	1st Jan., 1st July	1st Jan., 1871.	
.....		1st May, 1870.	40 00	40 00	1st May	1st May, 1870...	do
.....	Government	refunding amount received on account of rent—viz., \$6,480.					
2 acres ...	Surplus water	1st July, 1869.	200 00	100 00	1st Jan., 1st July	1st Jan., 1870	
2 acres ...	do	1st Jan., 1870.	140 00	70 00	do do	1st July, 1871.	
.....		Date of lease...	5 00	5 00	1st May	Date of delivery of lease.	

APPENDIX No. 24.—Continued.

2nd. Property purchased or sold by the Department during the fiscal year ending 30th June, 1870.

Date of Signature.	By whom sold.	To whom sold.	Description and Situation of the Property.	For what purpose used.	Area of land.	Price.	Remarks.
8th July, 1869.	J. B. A. Chamberland, et al.	To Her Majesty.	Discharge of all claims for land taken at St. Patrice, Riv. du Loup	Temisconata Rd.		\$ cts. 477 00	
16th do do	Corp. College, Ste. Anne.	do	Discharge of all claims for seigniorial dues, which they will pay in future on land taken from them for	do		25 00	
17th June, do	O. Leduc (Penon)	do	Part of Lot No. 24, in 1st Con. Catharines town, taken for canal	Beauharnois Canal	1 ⁵ / ₁₀ arpents	150 00	
9th Aug., do	Pre. Prevost	do	Part of Lot No. 25, in 1st Con. Marys town, taken in 1852 for	do	4 ⁹ / ₁₀ arpents	46 54	
1st Feb., 1870.	Alex. J. Fraser	do	Discharge for damages to Lot S.W. ½, No. 56, 1st Con. Godmanchester	do	47 ¹⁰ / ₁₀ arpents	560 00	
14th Jan., 1870.	Hon. A. T. Galt, et al	do	Lot on Common and McGill streets, Montreal	Custom house	49,277 feet	78,843 20	
15th April, do	Incumbeent and Churchwardens, St. Paul's Cathedral	do	Lot on North and Richmond streets, London	do	{ 108 x 79.2 } ft { 129 x 80.9 }	8,000 00	
25th do do	D. G. and J. Pescod.	do	Part of Lot No. 17, in 1st Concession Cornwall, and for damages	Cornwall Canal	2.33 acres	746 30	
1st June, do	Heirs Jas. B. Lawlor	do	Lawlor's Island, at entrance of harbor at Halifax, N.S.	Quarantine st'n.	147 acres	8,000 00	

3rd. Proclamations in the "Canada Gazette" transferring or abandoning public property, during the fiscal year ending 30th June, 1870.

Proclamation.	Date of Order in Council.	Works abandoned or transferred.	Counties in which situated.	To whom abandoned.	Remarks.
Page.	Date.				
589	10th Feb., 1870.	Route to Berthier pier	Berthier	To the Municipality of the locality and road officers thereof	

4th. Property under the control of the Department of Public Works, transferred to the Local Governments, during the fiscal year ending 30th June, 1870.

Date of Order in Council.	Works transferred.	To whom transferred.
19th Nov., 1869.	The following District Gaols and Court-houses, viz., at Beauce, Beauharnais, Chicoutimi, Industrie, Montmagny, New Carlisle, Percé, Sorel, Athabaska, Malbaie, Rimouski, St. Hyacinthe, St. John's, Ste. Scholastique, Sweetburg, Magdalen Islands, the Gaols at Montreal and Three Rivers, and the Court-houses at Quebec and Three Rivers. By the Union Act of 1867, the Court-houses at Aymer, Kamouraska, and Montreal, are the property of Quebec and Ontario conjointly.	Government of Quebec. do do do
6th April, 1868.	Sherbrooke Gaol, District of St. Francis.	do
do	St. Vincent de Paul, Reformatory Prison.	do
29th April, 1870.	Spencer Wood property, and furniture, near Quebec.	do

5th. Proclamations in the "Canada Gazette" respecting tolls, regulations, &c., on Public Works, during the fiscal year ending 30th June, 1870.

Page.	Proclamations.	Tolls or Regulations.	Name of Public Work.
930	10th May, 1870.	Tolls and Regulations.	European and North American Railway, New Brunswick.
843	7th June, 1869.	Tolls.	St. Lawrence Canal, Chambly Canal, St. Our's Canal, Burlington Bay Canal, Ottawa Canals, and Ste. Anne's Lock, are exempted from tolls on coal.
711	9th April, 1869.	do	Welland Canal, tolls on ice reduced to 5 cents per ton.
711	do	do	Peat passing through the canals of the Dominion, to be rated in 3rd class.
929	14th May, 1870.	do	Piers at Rimouski, Rivière du Loup, Rivière-Ouelle, Malbaie, Eboulements, L'Islet, and Berthier.
34	—, 1869.	do	Harbours—Bathurst, Richibucto.
487	14th Jan., 1870.	do	Railways—Nova Scotia.
733	4th March, 1870.	do	do
408	20th Feb., 1868.	Regulations and Tolls.	European and North American Railway, N. B.
1048	10th May, 1870.	Regulations.	Railways in Nova Scotia and New Brunswick.
563	21st Jan., 1870.	do	Preservation of peace near Public Works.

APPENDIX No. 25.—Continued.

GENERAL STATEMENT showing the depth of water on mitre sills of locks on the Canals, &c.—Continued

MONTHS.	ST. CUBES LOCK.				CHAMBLY CANAL.				STE. ANNE'S LOCK.				CARILLON CANAL.			
	Lower Sill.		Upper Sill.		Lock No. 9. Lower Sill.		Lock No. 1. Upper Sill.		Lower Sill.		Ottawa River. Upper Sill.		Lock No. 1. Lower Sill.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.		
July,	14.0	11.0	11.5	9.4	13.4	10.9	10.3	9.1	10.7	9.6	10.10	8.11	11.0	9.5		
August,	11.1	10.2	10.8	8.11	13.0	10.3	9.4	8.4	9.6	9.0	9.3	8.3	9.8	8.4		
September,	11.11	9.10	9.3	8.2	10.5	9.4	8.7	8.3	10.0	8.10	10.4	8.4	11.0	8.8		
October,	14.8	11.1	13.1	8.9	16.7	9.7	11.5	8.2	10.2	8.6	9.8	7.10	10.0	8.0		
November,	12.9	10.5	12.0	10.3	15.0	12.0	11.1	9.10	8.6	8.3	7.10	7.5	8.0	6.11		
December,	15.5	11.11	11.9	9.10	14.3	12.0	10.3	9.2	9.0	8.4	7.8	7.2	7.0	6.10		
1870.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.		
January,	15.0	11.7	11.5	9.1	16.6	11.10	10.3	9.5	10.2	8.7	8.0	7.2	9.6	6.3		
February,	14.1	11.11	10.10	9.6	19.11	15.6	10.4	9.7	10.2	9.0	8.5	7.6	9.6	8.3		
March,	14.1	11.10	10.10	9.6	19.7	15.1	10.0	9.2	9.11	8.6	8.2	6.11	8.6	7.10		
April,	20.10	15.1	16.10	11.8	19.8	16.1	12.8	10.2	14.4	8.7	15.5	6.11	17.0	9.0		
May,	19.5	13.2	15.4	11.0	18.3	13.4	12.4	10.2	14.4	10.8	15.4	9.11	17.0	10.6		
June,	13.0	10.2	11.0	8.11	13.3	10.1	10.3	8.9	10.8	9.2	9.10	7.8	10.6	8.0		
	14.5															
MONTHS.	CARILLON CANAL.				CHUTE-A-BLONDEAU CANAL.				GRENVILLE CANAL.				RIDEAU CANAL.			
	Lock No. 3. Upper Sill.		Lock No. 4. Lower Sill.		Lock No. 4. Upper Sill.		Lock No. 5. Lower Sill.		Lock No. 11. Upper Sill.		Ottawa. Outlet of Locks.		Kingston Mills. Lower Sill.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.		
1869.	12.6	8.11	13.0	9.10	12.10	9.8	13.2	10.4	12.7	9.6	13.10	11.10	9.3	8.6		
July,	10.1	8.5	10.8	9.0	10.6	9.0	11.1	9.7	10.6	8.7	12.6	10.10	9.4	8.11		
August,	11.6	8.1	12.3	9.3	12.0	8.8	12.4	9.4	11.10	9.0	13.10	11.4	8.10	8.9		
September,	10.7	7.8	11.3	8.6	11.0	8.4	11.8	8.7	11.3	8.3	12.11	9.1	8.9	8.6		
October,	7.6	6.0	8.5	7.8	8.3	7.6	9.8	8.4	8.3	7.4	9.6	8.10	8.10	7.11		
November,	7.6	6.4	8.6	8.0	8.1	7.10	8.10	8.4	7.6	6.10	10.0	9.4	8.8	8.6		
December,	10.6	6.0	11.0	7.10	12.0	7.8	13.6	8.6	7.10	6.8	10.5	9.1	8.5	8.3		
1870.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.		
January,	10.0	8.3	13.4	11.6	14.0	11.6	12.0	10.0	7.8	5.10	10.4	9.5	8.2	8.1		
February,	8.3	6.0	10.0	7.2	12.0	7.0	12.0	10.0	6.9	5.10	9.6	8.8	8.2	8.0		
March,	18.10	6.6	20.1	7.9	19.9	7.6	20.3	10.0	18.5	6.7	24.9	9.6	10.1	8.3		
April,	18.8	11.4	19.7	11.8	19.2	11.4	20.0	12.0	18.2	11.4	24.2	14.2	10.8	10.4		
May,	10.10	7.7	11.8	8.5	11.5	8.3	11.9	8.6	11.3	7.7	14.0	9.6	10.4	10.3		
June,																