

REPORT
OF THE
TRADE AND COMMERCE
OF THE
CITY OF MONTREAL,
FOR
1863.

COMPILED FOR THE
BOARD OF TRADE
AND THE
CORN EXCHANGE ASSOCIATION,
BY
WM. J. PATTERSON,
SECRETARY.

MONTREAL:
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1864.

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REPORT

ON THE

COMMERCIAL PROGRESS

OF THE

CITY OF MONTREAL.

INTRODUCTION.

THE intention here is simply to group a few facts relative to the progress of this City,—by way of Introduction to the following Report.

Montreal is situated in latitude 45° 31' North, and longitude 73° 35' West. According to the Census return of 1851, the City contained a population of 57,715,—the returns of 1861 giving 91,169 for the nine Wards, and 10,433 for the continuation of the Suburbs, the aggregate being 101,602. The increase in the Wards in ten years was 33,454, or 58 per cent.; and, according to that ratio, the population is now estimated to be from 125,000 to 130,000—having more than doubled in thirteen years. The increase in 1862 and 1863 has been estimated as greater than in any preceding year; a higher ratio than that presented by the Census of 1861 would, of course, show the population to be more than the foregoing figures indicate.

The census of 1861 placed Montreal tenth in order of North American Cities, as shown in the following table:—

CITIES.	Population.	CITIES.	Population.
New York	814,277	St. Louis.....	162,179
Philadelphia	568,034	Cincinnati	160,060
Brooklyn	273,425	Chicago.....	109,420
Baltimore	214,037	Montreal.....	101,602
Boston	177,902	Buffalo	84,132
New Orleans.....	170,766		

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The many important improvements projected, and the numerous buildings that have been in progress even in mid-winter, are indubitable evidence of prosperity. In 1856, the buildings erected, of all descriptions, numbered 543; in 1857, 376; in 1858, 292; in 1859, 342; in 1860, 594; in 1861, 579; in 1862, 552; and in 1863, 736,—total in eight years, 4,014. The aggregate values of Real Estate for the last five years were:—

	Assessed Value.	Gross Revenue to City.
Nine Wards..... 1859.....	\$26,812,290	\$286,252
Do. 1860.....	27,649,550	316,323
Do. 1861.....	28,976,270	366,389
Do. 1862.....	29,857,480	401,363
Do. 1863.....	34,832,930	406,532

The large increase in assessed value, last year, is explained by the circumstance that certain valuable properties belonging to Religious Orders, &c.,* exempt from assessment by law, and which had been formerly omitted from the roll, were included.

The condition of the various Banks doing business in Montreal, as indicated by the official returns made to the Provincial Auditor, on 31st December last, is shown in the annexed statement:—

NAMES OF BANKS.	CAPITAL PAID UP.		LIABILITIES.		ASSETS.	
	\$	c	\$	c.	\$	c
Bank of Montreal	6,000,000.	00	9,635,892.	89	16,661,299.	72
Bank of Upper Canada	1,925,403.	00	5,749,832.	40	8,201,374.	51
Commercial Bank	4,000,000.	00	4,022,874.	68	8,452,326.	38
City Bank	1,200,000.	00	1,278,832.	19	2,546,270.	91
Bank of British North America...	4,866,666.	00	2,955,621.	00	7,109,218.	00
Banque du Peuple	1,555,360.	00	804,108.	47	2,560,623.	41
Molsons Bank	1,000,000.	00	1,292,118.	16	2,472,932.	08
Bank of Toronto	800,000.	00	1,337,415.	71	2,308,653.	65
Ontario Bank	1,598,283.	00	2,160,844.	49	3,955,310.	12
Banque Jacques Cartier	497,315.	00	336,255.	07	854,016.	61

Montreal was merely an out-port of Quebec until 1832; it was then constituted a Port of Entry. The progress of the Export and Import trade,

* (Note to Third Edition.)—The “&c.” in the text was inadvertently omitted in the former editions of this Report. A more explicit statement has since been supplied, according to which it appears that the approximate values of properties in this city, yielding no revenue to the Corporation, are as follows:—

Property belonging to Religious Institutes or Orders.....	\$1,284,500
“ the City	760,394
“ the Provincial Government.....	665,800
“ the Military Government.....	223,800
	<hr/>
	\$2,934,494

This sum deducted from the amount placed opposite 1863, leaves \$31,898,436 as the assessed value of all other property in Montreal,—showing the increase to have been much larger in that year than in any of the preceding four.

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Customs return
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YEAR.	SEA- VEN
	No.
1833..	133
1834..	89
1835..	108
1836..	98
1837..	91
1838..	65
1839..	110
1840..	137
1841..	208
1842..	172
1843..	151
1844..	207
1845..	210
1846..	219
1847..	234
1848..	162

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and increase of Tonnage, during the past thirty-one years,—according to the Customs returns,—are given in the following Table. The values are in Pounds currency up to 1857, and in Dollars from 1858 to 1863:—

YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.	YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.
	No.	Tonnage.				No.	Tonnage.		
1833..	133	30,769	£ 422,840	£ 868,912	1849..	144	37,425	£ 483,898	£ 1,637,409
1834..	89	20,259	200,019	558,636	1850..	211	46,156	436,193	1,793,695
1835..	108	22,873	270,202	945,966	1851..	231	55,660	529,807	2,294,710
1836..	98	22,289	302,298	1,211,392	1852..	184	45,439	681,866	2,311,471
1837..	91	22,668	247,479	843,926	1853..	245	59,500	745,761	3,503,697
1838..	65	14,441	218,023	650,292	1854..	253	70,740	458,410	4,055,251
1839..	110	24,311	241,734	1,441,096	1855..	199	48,139	477,721	3,093,145
1840..	137	31,266	419,281	1,259,169	1856..	232	69,962	956,391	4,036,174
1841..	208	50,277	684,443	1,415,812	1857..	209	65,712	729,335	4,212,135
1842..	172	43,156	428,661	2,018,960			\$	\$	
1843..	151	35,682	378,048	1,186,385	1858..	191	70,183	3,042,940	11,584,072
1844..	207	49,635	748,019	2,475,531	1859..	193	85,319	3,044,762	15,690,340
1845..	210	51,848	669,274	2,614,911	1860..	240	118,216	6,020,715	15,479,453
1846..	219	55,566	654,305	2,303,908	1861..	498	248,351	10,415,738	16,814,161
1847..	234	63,381	840,917	2,063,420	1862..	525	259,901	8,765,594	20,529,893
1848..	162	41,811	385,579	1,707,434	1863..	439	195,809	7,557,799	18,841,885

Capper, in his "Port and Trade of London," states, that in 1860, the entire import and export trade of Great Britain with the North-American Colonies was valued at £10,496,769 sterling.

This total was distributed in the following proportions:—

PROVINCES.	IMPORTS FROM.	EXPORTS TO.
	£	£
Canada	4,422,556	2,266,918
New Brunswick	1,536,447	425,934
Prince Edward Island	54,797	82,578
Nova Scotia and Cape Breton	144,130	575,219
Newfoundland	484,005	504,185
TOTALS	£6,641,935	£3,854,834

It is obvious from the preceding tabular statements, that the value of the Import and Export business of this city alone, in 1863, was more than half that of the entire trade of the Mother-country with these Provinces about three years ago; and the average of these three years shows that the trade of the Port only requires an increase of about six million dollars to be equal in value to the aggregate trade of the United Kingdom with Canada so recently as 1860.

TRADE AND COMMERCE OF

The following table gives a comparative view of the entire imports at the Port of Montreal, showing under what classes of Duties they were entered at the Custom-House,—also giving their values:—

CLASS OF GOODS.	1863	1862	1861
Goods paying specific duties	\$ 43,016	\$ 17,100	\$ 6,974
Do. specific and <i>ad val.</i> duties	2,729,089	1,538,553	.....
Do. 100 per cent. " "	52,476	40,784	41,760
Do. 40 " " " "	33,157	27,161	14,666
Do. 35 " " " " .....	.....	.....	5,636
Do. 30 " " " "	201,996	249,668	267,286
Do. 25 " " " "	53,512	99,985	541,429
Do. 20 " " " "	8,698,327	8,099,139	9,439,834
Do. 15 " " " "	447	537,490	1,641,036
Do. 10 " " " "	1,235,864	2,233,243	1,127,449
Free Goods—Coin and Bullion	949,989	1,638,818	.....
Other Free Goods	4,844,012	6,047,952	3,728,091
TOTALS.....	18,841,885	20,529,893	16,814,161

The entire value of Exports from Montreal in 1863, as recorded at the Custom-House, was \$7,557,799,—distributed as follows:—

ARTICLES.	To Great Britain.	To British N ^o rth America.	To British West Indies.	To United States.	To other Countries.
Produce of the Mines	\$ 91,002	\$	\$	\$ 12,966	\$
Do. Fisheries..	.....	.....	1,666	7,598	.....
Do. Forest	858,687	2,036	.....	154,379	3,160
Animals and their Product	916,378	53,648	420	464,527	2,473
Agricultural Products....	3,923,201	246,977	.....	359,365	9,526
Manufactures	48,149	9,909	24,267	60,114	.....
Coin and Bullion	122	.....	.....	.....	.....
Other articles	124,270	16,884	3,331	162,544	.....
TOTALS for 1863....	5,961,809	329,454	29,684	1,221,493	15,359
TOTALS for 1862....	7,343,936	300,956	.....	1,098,375	30,327
TOTALS for 1861....	9,333,442	399,003	.....	678,265	5,028

The following imports and exports of Gold and Silver Coin, by the National Express Company, more adequately represent the movements of specie to and from Montreal, than the figures in the two foregoing tables:—

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

TOTALS.

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MONTHS.	1863		1862	
	IMPORTS.	EXPORTS.	IMPORTS.	EXPORTS.
	\$	\$	\$	\$
January	155,946	721,102	124,081	13,310
February	257,900	219,653	26,000	1,909
March	216,162	365,940	2,879	110,114
April	343,969	426,519	109,100	15,400
May	206,894	23,031	4,515	36,319
June	137,543	328,266	165,342	379,853
July	576,590	102,370	139,039	787,233
August	295,021	19,548	435,044	191,222
September	82,841	111,624	444,430	135,439
October	331,665	701,595	673,741	224,231
November	351,979	884,145	786,135	95,614
December	145,802	808,181	186,496	852,985
TOTALS.....	3,102,312	4,711,974	3,094,802	2,843,620

The following table shows the steady increase in Customs' Duties collected at the Port of Montreal, until now that they constitute a large proportion of the entire Customs' Revenue of Canada:—

YEAR.	Total Value of Imports.	Total Value of Dutiable Goods.	Amount of Duty Paid.
	\$	\$	\$
1858	11,584,072	9,698,191	1,673,503
1859	15,690,340	12,025,690	2,335,190
1860	15,479,453	12,305,910	2,452,249
1861	16,814,161	12,459,496	2,391,820
1862	20,529,893	12,492,741	2,490,025
1863	18,841,485	12,803,793	2,988,621

Within the past two years the arrangements connected with the movement of Grain at Kingston, *en route* for Montreal,—as well as the facilities in this city,—have been very much improved. Detention of vessels there, in 1861 and partly in 1862, caused serious difficulty and loss to vessel-owners,—so much so indeed, that they almost uniformly accepted from 2c. to 3c. less per bushel for Grain to Oswego than to Kingston. The handling of cereals at the latter place, however, was soon after greatly expedited; and during the Fall of 1862, and the entire shipping season of 1863, prompt discharge was ensured to all vessels. The elevators at Kingston, six in number, are capable of discharging 12,000 bushels of grain per hour; the storage capacity there is 100,000 bushels, and the carrying capacity of all craft employed in transportation in 1863, between that city and Montreal, was equal to 1,100,000 bushels per trip. Barges average thirteen round trips between Kingston and Montreal in a season; the capacity employed, therefore, would move about 15,000,000 bushels. This is exclusive of propellers and schooners in direct trade between Lake Michigan and this city. The average time for barges from Kingston is about 3 days; schooners from Lake Michigan, 15 to 18 days; propellers from Lake Michigan, 8 to 10 days.

Transshipment at this port is now almost entirely performed by elevators, those used for loading vessels being floating-elevators. There were eight of the latter description employed in the harbor during the season of 1863,—capable of discharging and loading 24,000 bushels per hour. The Grain and Flour storage capacity of Montreal is particularised on page 17.

The question of improved routes from the Grain-producing regions of the West, is one of vast importance to Montreal. The transportation of Breadstuffs *via* the St. Lawrence River route for shipment to trans-Atlantic ports is large and increasing; and by a further development of the natural advantages of the Province, it is firmly believed that a much greater proportion of the Grain trade of the Western States might be concentrated at this Port. It rests mainly with the Merchants of this City to initiate schemes for that desirable object, and energetically to carry out such as are best adapted for its accomplishment. The tabular statements presented in the following report, give an imperfect idea of the increased trade in cereals, now centring here, and shadow forth the dimensions it may ere long attain,—Canada herself must determine whether that increase shall be great or small.

It has been erroneously assumed that the Grain trade of Montreal had decreased in 1863, in a far greater ratio than that of other important places. The following comparisons give the real state of the case:—

MONTREAL.*

Grain receipts (Flour into Wheat) in 1863, contrasted with 1862, show a decrease of	4,467,247 bushels, or 24½ per cent.
1863 contrasted with 1861, decrease	2,805,221 " or 17 per cent.
Grain shipments (Flour into Wheat) in 1863, contrasted with 1862, show an increase of.	35,279 " or ½ per cent.
1863 contrasted with 1861, increase	951,509 " or 8 per cent.

The receipts of Flour and Grain in this city by Lachine Canal in the past two years compare as follows:—

	1862	1863		
Flour, brls.,.....	772,381	735,182	decrease	5 per cent.
Wheat, bu.,.....	7,779,727	4,970,099	"	36 "
Maize, bu.,.....	2,661,261	861,361	"	67½ "
Peas, bu.,.....	524,872	651,658	increase	24 per cent.
Barley, bu.,.....	225,054	273,525	"	21½ "
Oats, bu.,.....	93,598	352,721	"	277 "

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

	1862	1863		
Flour, brls.,.....	597,477	526,155	decrease	12 per cent.
Wheat, bu.,.....	6,500,796	3,741,146	"	42 "
Maize, bu.,.....	1,774,546	638,261	"	64 "
Peas, bu.,.....	711,192	719,216	increase	1 "

* The statements about receipts of Grain in the following pages refer exclusively to those of which record had been made.

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OSWEGO.

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

	1862	1863		
Flour, brls.,.....	499,833	374,593	decrease	25 per cent.
Wheat, bu.,.....	7,408,513	6,051,611	"	18 "
Maize, br.,.....	3,729,206	2,538,755	"	31½ "
Peas, br.,.....	181,822	262,153	increase	44 "
Barley, bu.,.....	948,845	1,803,365	"	90 "
Oats, bu.,.....	156,653	444,352	"	184 "

The decrease in 1863, as compared with 1861, was:—Flour, 13½ per cent.; Wheat, 21 per cent.; and Maize, 50 per cent.;—there being large increases in Coarse Grains.

ALBANY.

According to the Annual Report of the State Auditor of New York, the quantities of Flour and Grain arriving at the Hudson River by the Canals in the past two years, compare as follows:—

	1862	1863		
Flour, brls.,.....	1,826,509	1,628,982	decrease	11 per cent.
Wheat, bu.,.....	32,667,866	22,350,533	"	31½ "
Maize, bu.,.....	23,709,822	19,974,643	"	15½ "
Peas, bu.,.....	243,999	396,299	increase	62½ "
Barley, bu.,.....	2,562,659	3,263,792	"	27 "
Oats, bu.,.....	5,929,249	12,567,500	"	112 "
Rye, bu.,.....	700,215	442,858	decrease	36½ "

NEW YORK CITY.

The shipments of Breadstuffs from the Port of New York to destinations in Europe, during the past two years, have been stated to be as follows:—

	1862	1863		
Flour, brls.,.....	1,948,238	1,238,632	decrease	36½ per cent.
Wheat, bu.,.....	26,131,642	14,825,768	"	43 "
Maize, bu.,.....	11,154,001	6,857,688	"	38½ "
Rye, bu.,.....	886,889	373,976	"	58 "

According to a statement given in the *Merchant's Magazine*, the exports to all parts from New York City, during the past two years, compare as follows:—

	1862	1863		
Flour, brls.,.....	2,961,518	2,527,338	decrease	14½ per cent.
Wheat, bu.,.....	25,564,755	15,424,889	"	39½ "
Maize, bu.,.....	12,020,848	7,533,431	"	37 "
Peas, bu.,.....	113,819	110,911	"	2½ "
Barley, bu.,.....	42,061	52,439	increase	24½ "
Oats, bu.,.....	210,669	126,556	decrease	40 "
Rye, bu.,.....	1,104,549	416,369	"	62 "

A detailed statement of the quantities and descriptions of Produce shipped from the Port of Montreal in 1863, is given on pages 14 and 15.

The clearances at the Custom-House show that the value of Flour the product of the United States, shipped *via* the St. Lawrence River in 1863, was \$90,793, the quantity being 20,470 barrels,—equal to 4 per cent. of the exports by sea-going vessels, or $2\frac{1}{2}$ per cent. of the exports of Flour in that year, from this city to all parts. The value of Wheat, grown in the United States and shipped *via* the St. Lawrence River in 1863, was \$2,367,218, representing 2,338,464 bushels,—equal to $42\frac{1}{2}$ per cent. of the total receipts of Wheat in that year; or $62\frac{1}{2}$ per cent. of the shipments of that cereal *via* the St. Lawrence River; or $61\frac{1}{2}$ per cent. of the entire exports of Wheat from this city. It need scarcely be added, that all the Maize exported was from the Western States;—the value in 1863 was about \$326,000, representing 638,281 bushels, or 74 per cent. of the receipts of that grain.

As having a practical bearing upon the question of Reciprocity with the United States, a table is given on page 13, which shows the values of Canadian imports to, and exports from, all parts of the world, during nine years, from 1854 to 1862,—also the values of free and dutiable goods imported by Canada from, and exported to, the United States during the same period.

Prominent among the projects of the day, for extending the commercial prosperity of Canada, and developing her natural resources, is the proposed improvement of the Ottawa and French River navigation, by which the distance between Montreal and Chicago would be shortened 368 miles, and the dangers of Lakes Erie and Ontario avoided. It is believed that the accomplishment of this scheme would attract a very considerable portion of the cereals to the St. Lawrence River for shipment to Europe, which have formerly been carried to the seaboard by other routes. During 1863, a Committee of the Montreal Board of Trade, as well as a Committee of the Legislative Assembly, carefully investigated the subject, and made elaborate reports in its favor; and a Bill was introduced in Parliament, at last Session, to provide for carrying out the project.

While the improvement here referred to is generally conceded to be a most desirable one, it is contended by many that the enlargement of the Welland Canal to a capacity commensurate with the St. Lawrence Canals, would be quite adequate to the present necessities of commerce; and that while its accomplishment would meet the immediate requirements of the increasing trade, more time would be allowed for carefully maturing and carrying out the proposed improvements in the Ottawa and French River navigation. The Governor-General of this Province, in his speech delivered at the opening of the present session of Parliament, is understood to have had this important matter in view, when he said:—"Your attention will be invited to measures designed, by the improvement of our existing system of

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inland water-communication, to attract to the channel of the St. Lawrence a larger share than we have heretofore enjoyed of the great and rapidly growing commerce of the Western Lakes."

It may properly be stated here that the Locks on the *St. Lawrence Canals* (forming part of the navigation between Montreal and the head of Lake Ontario,) are 200 feet long, by 45 feet wide, with 9 feet depth of water on the sills. The locks at Cornwall, however, are an exception,—their dimensions being 200 feet long, by 55 feet wide,—depth of water, 9 feet. Allowing 14 feet for the swing of the gates, vessels 186 feet long, $44\frac{1}{2}$ feet beam, with 9 feet draught, may pass through them all. The Locks on the *Welland Canal*, (forming the connecting-link of navigation from Lake Ontario to Lake Superior and the head of Lake Michigan,) are 150 feet long, by $26\frac{1}{2}$ feet wide, with 10 feet depth of water on the sills,—capable of passing vessels 142 feet long, 26 feet beam, with 10 feet draught.*

It will thus be apparent that the enlargement of the Welland Locks to similar dimensions with those on the St. Lawrence Canals, would allow craft of considerably greater tonnage than at present to pass up from sea to Lake Superior or to the head of Lake Michigan.

The building of a Canal to connect the St. Lawrence, near Montreal, with Lake Champlain, is advocated as one of the best means to develop Canadian trade. It is contended for this scheme that its completion would make this city the focus of an immense and growing commerce between the Western and the New England States, and would afford to owners of Produce a choice of United States and Canadian markets.

The commercial progress of Montreal seems to warrant the belief, that the time is rapidly approaching when *all* the improvements just mentioned will be necessary to meet the requirements of its trade.

As a necessary complement of these projects for internal improvement, and of the extension of the commerce of the Port of Montreal, a material enlargement of Canada's ocean steam-marine has become a necessity, and is now about to be made by the establishment of new lines of freight and passenger steamships to British ports.

The other Foreign Commerce of Montreal requires a passing notice. The Tea-trade of this city is now a very important one,—the direct importations from the Tea-growing countries entitling it to rank next to New York; being thus, as well as in some other particulars, the second city on this Continent.

The Custom-House returns for 1863, show separately for the first time, the exports from Montreal to the West Indies. The value of the shipments last year

* The dimensions of Locks here quoted are the original ones. The walls of some of the Locks have been thrown in from 4 to 5 inches by frosts,—so that the actual measurement would now be somewhat less than stated above.

was nearly \$30,000,—the particulars of which were:—Pickled Fish, \$1,666; Pork, \$420; Hardware, \$145; Leather, \$18,785; Soap, \$1,700; Starch, \$2,070; Straw, \$580; Whisky, \$987; Blacking, \$272; Clothing, \$555; Cordage, \$2,241; and Stationery, \$263. A number of the items are comparatively small, but they indicate that there is a region into which Canada's commercial relations could be extended, and where supplies of Lumber, Provisions, Ice, &c., might be sent; whence, also, certain important staples would be procured, viz., Sugar, Molasses, Coffee, Cotton, Drugs, Spices, &c. The extension of direct trade with the West Indies would probably lead to intercourse with Central and South America.

The contrast between the present harbor-accommodation and that which existed five or six years ago, is striking. The extension of the wharves which has been accomplished since 1860 has not sufficed for the number of sea-going vessels which at particular periods of the year have come into port. In 1861, many of the Spring and Fall fleet had to anchor out in the stream for several days, waiting until the Harbor-Master (Capt. Rudolf,) could assign berths; in 1862, with actual accommodation only for about 40 sea-going vessels, a similar inconvenience and detention were encountered; and even in 1863, with the completion of a large new pier and other improvements, there was a lack of accommodation. The additional wharf-accommodation for which the Board of Harbor Commissioners have provided, will go far to obviate the delays referred to; there is, however, a prevalent belief,—which the record of the past three years appears to warrant,—that the increasing trade of the Port will soon demand a much greater enlargement than any at present in progress.

The Port-Warden (Capt. Grange,) entered upon his duties at the opening of navigation in 1863. During the season, he superintended the lining and loading of 243 grain-freighted vessels, for which certificates were granted. There can be no doubt that the trade of the Port will be greatly benefitted when all sea-going vessels come under that officer's surveillance.

While the accompanying Report demonstrates that this city holds a very prominent commercial position, it is also shown that much progress has been made in certain of the Industrial Arts,—as exemplified in the notices given.

Without further preface, this first effort to show the progress and extent of the Trade and Commerce of Montreal, is respectfully submitted.

W. J. P.

MONTREAL, 1st March, 1864.

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VALUE OF CANADIAN IMPORTS AND EXPORTS FROM 1854 TO 1862.

	1854	1855	1856	1857	1858	1859	1860	1861	1862
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Total value of Canadian Imports from all parts of the world.....	40,529,325	36,086,169	43,584,387	39,430,598	29,078,527	33,555,161	34,447,935	43,054,836	48,600,633
Value of Free Goods Imported from the United States.....	2,083,756	9,379,204	9,933,586	10,258,220	7,161,958	8,556,545	8,740,485	12,722,755	19,044,374
Value of Dutiable Goods Imported from the United States.....	13,449,345	11,449,472	12,771,015	9,966,431	8,473,607	9,036,371	8,532,544	8,346,633	6,128,783
Total Value of Canadian Exports to all parts of the world.....	23,019,190	28,188,461	32,047,017	27,006,624	23,472,609	24,766,981	34,631,890	36,614,195	33,596,125
Value of Free Goods Exported to the United States.....	8,159,200	16,409,567	17,979,753	12,566,722	11,463,903	13,270,589	17,853,009	13,866,910	14,288,969
Value of Dutiable Goods Exported to the United States.....	489,802	327,710	575,564	639,714	466,191	651,725	574,959	519,517	774,761
							1854	1862	
Total value of Canadian Imports from United States							15,533,101	25,173,157	
Total value of Canadian Exports to United States.....							8,649,002	15,063,730	

THE CITY OF MONTREAL.

Not above named.	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nassau .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stavrogee .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTALS.....	3,741,146	638,281	719,216	169	5,671	526,155	414	146	26,633	49,079	24,583	989	3,327	611	4,305	2,066	28	1,412	6,971

RECAPITULATION BY COUNTRIES, IN 1863.

England	1,574,055	147,114	550,336	.....	.....	241,035	16	.....	15,224	34,972	9,950	215	3,105	530	4,199	1,013	27	153	5,513
Scotland.....	1,276,691	31,705	128,860	.....	.....	216,467	.....	.....	11,409	10,259	14,596	15	1	76	106	73	.....	.....	.....
Ireland.....	888,194	453,690	32,178	.....	.....	8,771	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,453
Br. American Ports..	2,206	5,772	7,842	169	5,671	59,882	398	121	.....	3,848	37	724	221	5	.....	62	1	.....	5
Foreign Ports.....	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....	35	.....	.....	.....	918	.....	1,259	.....
TOTALS.....	3,741,146	638,281	719,216	169	5,671	526,155	414	146	26,633	49,079	24,583	989	3,327	611	4,305	2,066	28	1,412	6,971

QUANTITIES OF PRODUCE SHIPPED BY ST. LAWRENCE RIVER MONTHLY, 1863.

May.....	300,460	60,265	16,576	.....	.....	49,995	120	.....	1,851	1,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
June.....	1,279,772	352,873	316,039	.....	.....	175,895	.....	.....	6,797	634	.....	.....	.....	.....	.....	.....	.....	.....	.....
July.....	775,988	124,177	48,227	.....	.....	80,596	50	.....	4,256	1,930	.....	.....	.....	.....	.....	.....	.....	.....	.....
August.....	579,464	46,956	36,289	.....	.....	63,146	19	50	3,482	788	.....	.....	.....	.....	.....	.....	.....	.....	.....
September.....	303,792	26,270	4,440	.....	21	78	.....	81	46	3,907	11,466	.....	.....	.....	.....	.....	.....	.....	.....
October.....	293,734	27,604	76,467	.....	5,530	45,477	134	50	3,937	17,060	.....	.....	.....	.....	.....	.....	.....	.....	.....
November.....	208,136	136	221,178	148	63	51,521	10	.....	2,403	16,182	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTALS.....	3,741,346	638,281	719,216	169	5,671	526,155	414	146	26,633	49,079	.....	.....	.....	.....	.....	.....	.....	.....	.....

PRODUCE SHIPPED FROM PORTLAND IN STEAMSHIPS AND SAILING VESSELS, 1863.

From 1st Jan. to opening of Navigation..	44,490	.....	45	35	.....	66,808	.....	.....	6,176	4,942	.....	425	2,161	.....	4,448	272	35	.....	3,800
From close of Navigation to 31st Dec..	696	1,042	6,599	1,848	6,966	1,492	2,450	801
TOTALS.....	45,186	1,087	35	73,407	8,024	11,908	425	3,653	6,898	1,073	35	3,800

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REPORT

ON THE

TRADE AND COMMERCE

OF 1863.

This Report necessarily consists, to a considerable extent, of particulars of the Produce Trade of Montreal. Statements concerning other departments of Commerce and Manufactures are less specific than was originally purposed, in consequence of there being no record to which reference could be made; and the time required for more extended and particular mention of certain branches was greater than could be given, consistently with a timely issue of the following pages;—they may, therefore, be looked upon chiefly as a starting-point for future labors.

It may be mentioned, that a considerable portion of this Statement was ready for press early in January. The delay that has since occurred was occasioned by some discrepancies in reports of Produce received by Grand Trunk Railway, in course of last year. A careful revision of receipts of Flour, Grain, &c., for 1863, instituted by the Managing Director, showed that the totals were greater than those obtained by adding up the daily returns; in the columns of receipts by that Railway, therefore, the corrected totals are given,—the figures for the different weeks being approximates. Could corrected *weekly* returns have been furnished in time, on labor would have been spared to make the requisite alterations.

It may also be stated, that the total receipts of Produce by Lachine Canal, in this Report, differ slightly from the official figures. The quantities given here by weeks were carefully collated day by day throughout the season.

STORAGE CAPACITY IN MONTREAL.

	WHEAT. Bush.	FLOUR. Brls.		WHEAT. Bush.	FLOUR. Brls.
Ira Gould & Sons	250,000	20,000	T. & D. Brown .....	....	30,000
Grant, Hall & Co.	200,000	15,000	W. W. McClellan .....	....	10,000
J. McDougall	150,000	8,000	William McGibbon ...	....	9,000
Jas. Holiday & Bro.	150,000	120,000	Black & Bonner.....	....	4,000
McDonald & Co.	30,000	20,000	J. McDougall .....	....	4,000
Jas. Harvey	80,000	3,000	Glassford, Jones & Co. .	....	2,000
J. F. McCuaig	40,000	20,000	W. Parkyn, Cote St. Paul	100,000	3,000
Henry Robertson	8,000	1,600	Janes, Oliver & Co. ...	....	28,000
Jacques, Tracy & Co. ...	....	25,000	Hon. J. Young's Stores.	108,000	42,000
D. Murray & Co. ....	....	14,000	Other Stores .....	....	20,000
A. & D. Ferguson .....	....	10,000	Canal Sheds .....	....	27,000
T. M. Bryson .....	....	17,000	Floating Storage	100,000	....
Gillespie & Co. ....	....	12,000			
			TOTALS	1,216,000	464,600

FLOUR.

Weekly Receipts of Flour in 1863, compared with those of the two preceding Years.

WEEK ENDING.	1863.		1862.		1861.	
	By G. Trunk Railway. Barrels.	By Lachine Canal. Barrels.	By G. Trunk Railway. Barrels.	By Lachine Canal. Barrels.	By G. Trunk Railway. Barrels.	By Lachine Canal. Barrels.
January 3	4,842	....	8,468	....	3,418	....
10	8,867	....	11,972	....	4,679	....
17	8,697	....	10,232	....	1,263	....
24	9,785	....	8,047	....	1,480	....
31	9,800	....	5,416	....	2,855	....
February 7	9,249	....	5,222	....	1,896	....
14	4,132	....	6,324	....	936	....
21	5,975	....	4,014	....	3,666	....
28	8,552	....	4,122	....	7,075	....
March. 7	9,258	....	1,537	....	5,602	....
14	7,758	....	7,305	....	13,008	....
21	4,964	....	5,711	....	7,233	....
28	3,921	....	8,303	....	6,663	....
April.. 4	6,297	....	8,001	....	6,083	....
11	6,575	....	12,309	....	9,429	....
18	6,403	....	4,233	....	8,586	....
25	8,648	....	6,986	....	10,202	....
May.. 2	19,350	....	6,331	....	7,501	45,965
9	18,145	46,607	16,266	39,744	9,328	40,577
16	17,198	52,079	11,146	41,482	5,890	56,599
23	15,679	66,712	8,493	42,677	11,241	58,755
30	16,552	59,035	7,377	49,067	5,670	57,787
June.. 6	10,213	34,615	5,785	42,396	4,627	31,383
13	13,173	51,230	3,775	33,204	3,272	34,404
20	7,985	48,487	3,799	32,581	2,470	23,587
27	10,436	33,854	4,706	28,837	3,494	21,196
July.. 4	6,901	26,222	3,200	29,451	2,225	11,183
11	4,241	13,920	2,860	17,484	1,917	15,916
18	1,241	10,043	3,013	30,971	2,190	15,307
25	5,660	17,167	5,176	28,972	3,460	17,761
August 1	5,057	17,512	6,625	25,075	2,393	31,360
8	5,367	18,880	3,659	24,944	4,268	23,801
15	6,143	9,679	3,761	11,551	2,218	10,868
22	6,579	12,755	4,427	20,996	2,649	16,663
29	6,379	8,793	2,495	19,938	2,165	11,084
Sept.. 5	2,877	6,672	2,838	19,221	1,374	15,582
12	1,018	15,052	2,829	13,945	931	11,941
19	2,004	9,743	4,658	18,548	1,244	12,389
26	4,433	5,403	5,592	16,050	3,382	15,309
October 3	6,164	16,484	11,100	22,109	5,007	12,169
10	6,604	14,052	12,985	22,055	9,474	18,780
17	8,913	20,033	12,693	27,356	13,077	19,269
24	6,986	11,866	9,650	9,294	13,880	18,655
31	9,104	14,246	11,602	26,979	14,478	27,825
Novr.. 7	6,218	18,071	16,980	17,068	13,206	21,819
14	9,912	11,367	14,004	28,191	14,343	35,678
21	10,533	24,082	11,937	19,505	11,478	17,697
28	10,862	25,136	13,462	9,980	9,715	6,308
Decr.. 5	12,106	11,229	13,294	2,710	11,853	1,256
12	13,994	4,156	12,513	....	12,123	....
19	11,641	....	9,308	....	15,599	....
26	7,473	....	9,252	....	10,012	....
31	4,433	....	6,428	....	4,238	....
TOTALS..	457,926	735,182	402,221	772,381	336,466	758,873

According to last year have i 37,199 brls. less week in August small quantities been 1,193,286 b The largest amo —viz., 82,391 br

WEEK ENDING.	
May 2
 9
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 23
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June 6
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July 4
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August. 1
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September.. 5
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October..... 3
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 31
November.. 7
 14
 21
 28
December.. 5
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 19
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TOTALS...	

According to the foregoing totals, the Receipts of Flour by Grand Trunk Railway last year have increased 55,705 brls.; while the quantity received by Lachine Canal is 37,199 brls. less than in 1862. The falling-off in Canal receipts occurred after the first week in August, there being then an *increase* on the year of 110,000 brls. Adding some small quantities by another channel, the figures show the Receipts of the year to have been 1,193,286 brls. In 1862, the quantity was 1,174,602 brls.; and in 1861, 1,095,339 brls. The largest amount of Flour received in one week last year was in that ending May 23rd, —viz., 82,391 brls. There were 294,141 brls. of Flour manufactured in Montreal, in 1863.

Comparative Table of Shipments of Flour.

WEEK ENDING.	1863.			1862.	1861.
	In Sea-Going Vessels. Barrels.	By Quebec Steamers. Barrels.	By Montreal & Champlain R.R. Barrels.	In Sea-Going Vessels. Barrels.	In Sea-Going Vessels. Barrels.
May 2	} 28,832	11,869	4,275
..... 9	8,648		837	12,128	11,517
..... 16	6,750		874	15,077	5,232
..... 23	19,461		725	30,313	24,497
45,965	15,062		784	37,844	31,473
..... 30	46,423		1,188	32,325	34,702
June 6	40,738		1,146	33,711	42,667
..... 13	48,560		2,080	39,752	36,330
58,755	40,486		973	8,340	40,477
57,787	20,238		922	13,584	51,568
31,383	12,845		1,291	16,365	18,865
34,404	19,476		1,546	13,474	19,138
23,587	13,997	1,272	10,437	4,296	
21,196	17,171	1,772	22,759	6,786	
11,183	24,254	1,194	25,127	12,131	
15,916	12,490	1,164	14,731	11,160	
15,307	11,942	954	13,468	9,633	
17,761	9,378	1,162	13,999	3,938	
31,360	12,925	1,147	22,065	4,124	
23,801	17,967	1,067	15,784	14,646	
10,868	21,019	991	22,066	12,644	
16,663	4,539	1,066	20,672	11,770	
11,084	6,640	1,330	29,815	11,048	
15,582	13,598	1,434	702	10,996	
11,941	5,721	1,112	1,418	16,615	
12,389	14,099	769	987	24,045	
15,309	9,267	504	1,597	26,211	
12,169	19,442	684	803	24,653	
18,780	17,765	1,190	1,091	20,378	
19,269	13,480	744	990	8,094	
18,655	844	1,157	985	4,153	
27,825	....	1,043	1,670	....
21,819	....	....	582	....
35,678	....	....	858	....
17,697	....	....	1,314	....
6,308	....	....	....	....
1,256	....	....	....	....
TOTALS....	526,155	39,865	50,001	597,477	605,942

The Export of Flour in sea-going vessels was 71,322 brls. less in 1863 than in 1862, and 79,787 brls. less than in 1861. Shipments by other routes are also given, which will afford data for more extended comparison next year,—the first sum in Montreal and Champlain Railroad column being from January 1 to May 2. The Shipments *vid* Portland in ocean steamers in 1863 amounted to 54,531 brls.; and by sailing vessels in early part of the year, 18,876 brls. There were also 124,767 barrels carried out of the city by Grand Trunk Railway during 1863,—from which should be deducted the foregoing quantities *via* Portland, still leaving 51,360 barrels to be added to actual exports. Including 22,527 brls. dispatched in barges and schooners, and 26,037 brls. by Lachine Canal, the entire Shipments of Flour from this city foot up to 789,352 brls.; and, in 1862, 692,219 brls. The largest quantity entered outward *vid* the St. Lawrence, in a single week of 1863, was in that ending June 20. For the different Ports to which Flour was shipped last year, see page 14.

Statement of Flour Inspected in past Three Years.

GRADES.	1863	1862	1861
	Barrels.	Barrels.	Barrels.
Superior Extra.....	2,638	10,517	5,869
Extra Superfine.....	50,977	41,506	22,941
Fancy Superfine.....	16,098	38,921	12,074
Superfine.....	388,903	439,338	505,139
Superfine No. 2.....	51,055	36,106	42,731
Fine.....	32,511	10,461	12,155
Middlings.....	12,913	7,053	7,818
Pollards.....	5,045	2,609	2,647
Sour.....	32,384	20,298	25,215
Rejected.....	25,973	19,511	14,601
Rye.....	3	371	647
TOTALS.....	618,520	626,691	651,837

These figures show a somewhat decreased inspection of Flour last year, as contrasted with preceding years; viz., 8,171 brls. less than in 1862, and 33,317 brls. less than in 1861. The quantity of Flour inspected in 1863 was about 41½ per cent. of the aggregate quantities (1,487,427 brls.) received and manufactured in this city.

In connection with the very high prices of Flour which prevailed in 1859, as shown in the following Table, it must be borne in mind, that the Wheat crop of Canada in 1858 was almost a total failure. On 19th May, 1859, French Flour (Extra) in bags and barrels was offering in Montreal at the rate of \$9.50 per 196 lbs. A few days later (May 26), the same kind of Flour was sold at auction, and brought \$7.62½ to \$8 per 196 lbs.; and, on June 2nd, a transaction was quoted at \$8 per 200 lbs. The first shipment of Flour from this port that year to Great Britain was made per the "John Bell," on the 23rd June, and consisted of 2,000 brls.

Compa
 DATE OF QUOT
 January

 February ...

 March

 April

 May

 June

 July

 August

 September .

 October.....

 November .

 December .

Comparative Prices of Canada Superfine Flour, during the past Six Years.

DATE OF QUOTATION.	1863		1862		1861	1860	1859	1858
	Per Barrel.		Per Barrel.		Per Brl.	Per Brl.	Per Brl.	Per Brl.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January 2	4.40	@ 4.45	5.05	@ 5.10	5.15	5.20	5.10	* 4.50
..... 9	4.50	.. 4.55	4.95	.. 5.00	5.30	5.20	5.20	4.40
..... 16	4.52½	.. 4.57½	4.75	.. 4.80	5.40	5.20	5.50	4.40
..... 23	4.50	.. 4.55	4.75	.. 4.80	5.40	5.15	5.75	4.40
..... 30	4.40	.. 4.50	4.75	.. 4.80	5.40	5.10	6.45	4.35
February 6	4.45	.. 4.50	5.00	.. 5.05	5.40	5.10	6.45	4.30
..... 13	4.40	.. 4.50	5.00	.. 5.05	5.35	5.10	6.50	4.30
..... 20	4.35	.. 4.40	5.00	.. 5.05	5.40	5.10	6.60	4.35
..... 27	4.30	.. 4.37½	5.00	.. 5.05	5.50	5.10	6.60	4.35
March 6	4.30	.. 4.37½	5.05	.. 5.10	5.30	5.05	6.65	4.40
..... 13	4.30	.. 4.37½	4.95	.. 5.00	5.15	5.10	6.70	4.40
..... 20	4.30	.. 4.37½	4.90	.. 4.95	5.15	5.15	6.70	4.35
..... 27	4.35	.. 4.45	4.85	.. 4.90	5.15	5.15	6.70	4.40
April 4	4.45	.. 4.50	4.85	.. 4.90	5.15	5.15	6.70	4.40
..... 10	4.35	.. 4.40	4.65	.. 4.70	5.15	5.15	6.65	4.40
..... 17	4.35	.. 4.40	4.45	.. 4.55	5.10	5.20	6.65	4.35
..... 24	4.30	.. 4.37½	4.65	.. 4.70	5.10	5.40	6.65	4.30
May 1	4.40	.. 4.45	5.00	.. 5.05	5.00	5.50	6.75	4.25
..... 8	4.35	.. 4.45	4.75	.. 4.80	4.95	5.50	7.00	4.25
..... 15	4.35	.. 4.42½	4.50	.. 4.60	5.00	5.45	7.30	4.20
..... 22	4.20	.. 4.27½	4.45	.. 4.55	4.95	5.40	7.30	4.10
..... 29	4.00	.. 4.10	4.20	.. 4.25	4.90	5.40	7.00	4.10
June 5	4.00	.. 4.15	4.25	.. 4.40	4.70	5.40	6.80	4.10
..... 12	4.05	.. 4.10	4.50	.. 4.55	4.50	5.30	6.50	4.10
..... 19	4.00	.. 0.00	4.50	.. 4.60	4.10	5.35	5.80	4.15
..... 26	3.90	.. 4.00	4.50	.. 4.55	4.00	5.50	5.85	4.20
July 3	3.90	.. 4.00	4.55	.. 4.60	4.10	5.40	5.85	4.20
..... 10	3.90	.. 4.05	4.55	.. 4.65	4.25	5.40	5.90	4.20
..... 17	4.25	.. 4.40	4.50	.. 4.60	4.50	5.50	5.85	4.25
..... 24	4.25	.. 4.30	4.45	.. 4.65	4.60	5.50	5.75	4.25
..... 31	4.10	.. 4.15	4.45	.. 4.50	4.35	5.50	5.60	4.30
August 7	4.10	.. 4.15	4.45	.. 4.55	4.40	5.50	5.40	4.40
..... 14	4.00	.. 4.10	4.65	.. 4.75	4.35	5.45	4.90	4.50
..... 21	3.85	.. 4.05	4.70	.. 4.80	4.35	5.45	4.70	4.60
..... 28	3.95	.. 4.15	4.60	.. 4.70	4.50	5.45	4.75	4.90
September 4	3.95	.. 4.15	4.65	.. 4.70	4.50	5.60	4.75	5.00
..... 11	4.00	.. 4.20	4.80	.. 4.85	4.55	5.70	4.80	5.00
..... 18	4.00	.. 4.20	4.80	.. 4.90	4.55	5.55	4.80	5.20
..... 25	4.10	.. 4.30	4.75	.. 4.80	4.80	5.50	4.75	5.40
October 2	4.10	.. 4.25	4.55	.. 4.60	5.00	5.55	4.75	5.45
..... 9	4.05	.. 4.15	4.10	.. 4.20	5.25	5.55	4.70	5.35
..... 16	4.00	.. 4.15	4.45	.. 4.50	5.60	5.55	4.70	5.20
..... 23	4.00	.. 4.10	4.60	.. 4.70	5.45	5.50	5.00	5.00
..... 30	4.10	.. 4.15	4.45	.. 4.50	5.50	5.45	5.00	4.80
November 6	4.05	.. 4.20	4.40	.. 4.45	5.50	5.40	5.00	4.90
..... 13	4.10	.. 4.20	4.35	.. 4.40	5.45	5.20	5.00	4.95
..... 20	4.25	.. 4.30	4.52½	.. 4.57½	5.20	5.15	5.00	4.95
..... 27	4.25	.. 4.35	4.40	.. 4.45	5.15	5.15	5.10	4.95
December 4	4.10	.. 4.20	4.25	.. 4.35	5.10	5.10	5.20	4.95
..... 11	4.15	.. 4.20	4.35	.. 4.45	5.10	5.05	5.20	4.95
..... 18	4.20	.. 4.25	4.50	.. 0.00	5.10	5.00	5.15	4.95
..... 25	4.15	.. 4.25	4.45	.. 4.50	5.15	5.00	5.15	5.00

than in 1862,
given, which
in Montreal
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ing vessels in
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ected the fore-
ctual exports.

1861
Barrels.
5,869
22,941
12,074
505,139
42,731
12,155
7,818
2,647
25,215
14,601
647
651,837

as contrasted
than in 1861.
he aggregate
59, as shown
of Canada in
in bags and
w days later
32½ to \$8 per
he first ship-
"John Bell,"

WHEAT.

Weekly Receipts of Wheat in 1863, compared with those of the two preceding Years.

WEEK ENDING.	1863.		1862.		1861.	
	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.
January 3	2,708	....	16,009	....	24,973	....
10	6,305	....	30,590	....	29,829	....
17	7,960	....	21,841	....	7,749	....
24	13,449	....	13,376	....	9,253	....
31	17,598	....	11,512	....	2,785	....
February 7	19,950	....	11,239	....	6,067	....
14	15,316	....	21,114	....	700	....
21	14,016	....	7,877	....	4,818	....
28	14,024	....	6,883	....	9,316	....
March. 7	8,780	....	1,050	....	9,605	....
14	700	....	5,204	....	26,975	....
21	1,750	....	9,297	....	19,691	....
28	1,750	....	12,426	....	18,991	....
April.. 4	1,000	....	21,233	....	25,897	....
11	....	....	24,851	....	39,664	....
18	350	....	12,505	....	41,074	....
25	350	....	23,134	....	41,234	....
May... 2	....	....	20,730	....	26,593	216,037
9	1,400	153,992	25,450	200,518	14,475	191,837
16	4,790	193,737	20,627	278,753	13,621	279,360
23	8,005	349,727	25,350	217,125	27,408	286,839
30	7,165	513,014	14,749	520,678	36,409	494,335
June.. 6	5,223	297,857	10,991	424,944	44,926	314,491
13	12,600	379,869	6,300	425,726	23,399	430,717
20	9,150	328,782	5,852	255,423	27,425	439,104
27	5,950	245,800	1,945	313,024	19,617	230,983
July.. 4	11,046	210,225	3,725	202,901	5,254	135,777
11	8,012	212,212	10,500	242,720	5,511	116,858
18	4,900	127,363	8,000	343,328	4,912	91,731
25	6,657	84,701	9,061	250,985	10,538	174,981
August 1	2,800	213,453	7,215	491,921	8,138	169,861
8	8,408	185,496	7,893	368,532	9,243	193,984
15	3,850	161,988	7,354	287,031	9,524	145,208
22	3,850	100,224	5,169	194,234	15,143	136,516
29	1,400	148,935	3,954	78,594	11,164	74,828
Sept.. 5	350	22,676	6,508	198,886	4,557	42,462
12	700	51,568	10,174	276,241	4,128	32,070
19	8,990	43,712	15,823	84,974	11,981	111,467
26	11,760	72,121	39,046	298,308	40,204	116,544
October 3	24,967	77,954	36,227	396,201	57,718	185,174
10	26,439	51,794	32,979	240,065	64,662	202,381
17	25,714	100,231	27,243	525,783	33,283	252,041
24	21,818	184,804	25,701	217,557	27,116	269,604
31	23,385	133,354	27,215	99,498	54,069	398,900
Novr.. 7	17,166	178,582	24,592	194,613	62,283	253,854
14	6,655	92,900	19,289	72,805	56,414	360,788
21	7,287	25,100	7,655	46,089	16,836	162,736
28	7,700	9,691	3,221	32,270	11,548	38,908
Decr.. 5	12,250	18,237	5,250	....	14,093	....
12	13,099	....	7,503	....	27,444	....
19	11,900	....	7,003	....	26,648	....
26	11,900	....	9,460	....	34,403	....
31	9,450	4,550	8,400
TOTALS..	539,020	4,970,099	754,445	7,779,727	1,187,708	6,550,376

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Wheat last year
1862, and 648,
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Wheat.....
Peas.....
Corn.....
Barley.....
Oats.....
Rye.....
Flour.....
Oatmeal.....

Rendering F

Bushels.....

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per cent., and
Oswego Canal
Lachine Canal

Comparative Table of Shipments of Wheat.

WEEK ENDING.	1863.	1862.	1861.
	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.
May .....	.....	.....	10,195
..... 9	19,922	47,010	79,606
..... 16	20,309	122,395	36,290
..... 23	89,807	205,867	133,489
..... 30	155,852	282,368	242,174
June	342,479	228,303	335,168
..... 13	247,565	419,689	464,329
..... 20	325,805	317,512	394,131
..... 27	315,951	166,565	384,674
July	253,781	236,741	268,669
..... 11	201,517	158,959	122,213
..... 18	176,972	295,407	216,361
..... 25	109,127	146,190	72,125
August	114,143	270,411	123,420
..... 8	204,587	256,301	152,839
..... 15	123,710	179,417	163,693
..... 22	66,629	222,329	91,250
..... 29	151,457	107,292	38,718
September	118,867	168,808	20,967
..... 12	68,795	205,126	45,317
..... 19	79,137	271,932	55,894
..... 26	30,260	289,363	68,558
October	29,660	448,861	117,336
..... 10	25,407	176,145	209,169
..... 17	26,987	341,827	236,312
..... 24	94,695	320,826	259,480
..... 31	140,489	230,839	371,831
November	99,069	206,243	349,428
..... 14	67,755	100,468	344,097
..... 21	41,312	70,321	176,994
..... 28	.....	7,281	.....
TOTALS	3,741,146	6,500,796	5,584,727

The Shipments of Wheat by the St. Lawrence route last year show a decrease of 2,759,650 bushels, as compared with 1862; and a decrease of 1,843,581 bushels, as compared with 1861. Exports *via* Portland, in steamships and sailing vessels, amounted to 45,186 bushels; while 20,559 bushels passed outward by the Lachine Canal. Including 5,279 bushels by two other routes, the export of Wheat last year was 3,812,170 bushels, against an aggregate of 7,019,945 bushels in 1862, and (exclusive of shipments from Portland) 5,601,771 bushels in 1861. The largest weekly Exports last year were recorded on June 6; in 1862, on week corresponding with October 3; and in 1861, on week corresponding with June 20. The various Ports to which Wheat was shipped *via* the St. Lawrence River last year are particularised on page 14.

White Winter,
White Winter,
Extra Spring
Spring, No. 1,
Spring, No. 1.
Spring, No. 2.
Rejected Whea
Rejected Spring
Rejected No. 2

Chicago Red W
Chicago Spring
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Amber Iowa ..
Michigan Whit
Michigan Whit
Michigan Red
Michigan Red
Ohio Red Wint
Ohio Red Wint
Rejected No. 2
Rejected Red V

Spring, No. 1,
Rejected Spring
White Winter,
Rejected White
Spring, No. 1.
Spring, No. 2.

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Comparative Table of Wheat Inspected in Montreal.

GRADES.	1863	1862
	Bushels.	Bushels.
<i>Canadian.</i>		
White Winter, No. 1.....	....	30,090
White Winter, No. 2.....	....	39,150
Extra Spring Wheat.....	....	9,000
Spring, No. 1, Bright.....	....	49,844
Spring, No. 1.....	74,393	82,313
Spring, No. 2.....	69,647	20,256
Rejected Wheat, of all kinds.....	....	205,655
Rejected Spring.....	42,589	....
Rejected No. 2, White Winter.....	73,196	....
<i>From Western United States.</i>		
Chicago Red Winter, No. 1.....	....	17,300
Chicago Spring, No. 1.....	105,421	423,933
Chicago Spring, No. 2.....	12,685	6,600
Milwaukee Spring, No. 1.....	548,267	599,818
Milwaukee Spring, No. 2.....	26,706	45,842
Amber Iowa.....	....	8,557
Michigan White Winter, No. 1.....	9,700	12,200
Michigan White Winter, No. 2.....	34,216	19,300
Michigan Red Winter, No. 1.....	58,895	329,194
Michigan Red Winter, No. 2.....	....	11,000
Ohio Red Winter, No. 1.....	....	21,456
Ohio Red Winter, No. 2.....	10,000	7,110
Rejected No. 2 Chicago Spring.....	34,647	....
Rejected Red Winter.....	10,000	....
<i>Canada Wheat, ex-cars.</i>		
Spring, No. 1, Bright.....	3,500	....
Rejected Spring.....	2,450	....
White Winter, No. 2.....	3,150	....
Rejected White.....	1,150	....
Spring, No. 1.....	1,050	....
Spring, No. 2.....	16,450	....
TOTALS.....	1,137,512	1,938,616

It will be observed, that the quantity inspected in 1863 is very much less than in the year preceding,—the difference being 801,104 bushels.

The proportion of Wheat inspected last year is as one bushel in five of the total receipts, and as three bushels in ten of the exports.

Comparative Prices of Upper Canada Spring Wheat, per bushel of 60 lbs..

DATE OF QUOTATION.	1863		1862		*1861	*1860	*1859	*1858
	Per Bushel.		Per Bushel.		Per Bush	Per Bush.	Per Bush.	Per Bush.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January 2	0.92	@ 0.94	1.06		1.07½			
..... 9	0.92	.. 0.94	1.05		1.10			
..... 16	0.93	.. 0.95	1.00	@ 1.01	1.15			
..... 23	0.93	.. 0.95	1.02	.. 1.03	1.15			
..... 30	0.94	.. 0.96	1.02	.. 1.03	1.12	1.11		
February 6	0.92	.. 0.95	1.05	.. 1.06	....	1.10		
..... 13	0.90	.. 0.95	1.05	.. 1.06	1.16	1.08		
..... 20	0.90	.. 0.93	1.06	.. 1.07	1.13	....	
..... 27	0.90	.. 0.92½	1.07		1.13	1.08		
March 6	0.90	.. 0.92½	1.07	.. 1.08	....	....
..... 13	0.90	.. 0.92½	1.05		....	1.12		
..... 20	0.90	.. 0.92½	1.04		....	1.14		
..... 27	0.90	.. 0.92½	1.02	.. 1.03	....	1.14		
April 3	0.90	.. 0.92½	1.01	.. 1.02	....	1.16		
..... 10	0.90	.. 0.92½	1.00		....	1.15		
..... 17	0.90	.. 0.92½	1.00		....	1.18		
..... 24	0.92	.. 0.96	....		1.13	1.22		
May 1	0.97½	.. 1.00	1.00	.. 1.03	1.15	1.22		
..... 8	0.95	.. 0.99	1.00	.. 1.03	....	1.27½	1.40	0.85
..... 15	0.95	.. 0.99	1.00	.. 1.03	1.15	1.27½		0.85
..... 22	0.95	.. 0.99	0.96	.. 0.98	1.15	1.24		0.85
..... 29	0.92	.. 0.94	0.94	.. 0.96	1.14	1.22½		0.85
June 5	0.92	.. 0.94	0.90	.. 0.97½	1.13	1.22		0.85
..... 12	0.92	.. 0.94	0.92	.. 0.96	1.10	1.17½		0.85
..... 19	0.90	.. 0.94	0.92	.. 0.97½	1.10	1.22		0.90
..... 26	0.90	.. 0.94	0.94	.. 1.00	1.00	1.25		0.87½
July 3	0.90	.. 0.94	0.94	.. 0.98	0.95	1.24		0.85
..... 10	0.90	.. 0.95	1.04	.. 1.05	0.90	1.25½		0.85
..... 17	0.90	.. 0.95	1.00	.. 1.02	0.92½	1.27		0.86½
..... 24	0.90	.. 0.95	0.99	.. 1.03	0.94	1.25		0.90
..... 31	0.90	.. 0.95	0.97½	.. 1.00	0.90	1.20		0.90
August 7	0.90	.. 0.94	0.99	.. 1.00	0.95	1.22		0.90
..... 14	0.90	.. 0.94	0.99	.. 1.00	0.95	1.15	1.05	0.90
..... 21	0.87½	.. 0.92½	1.00	.. 1.03	0.95	1.21½		0.90
..... 28	0.87½	.. 0.91	0.98	.. 1.00	0.93	1.25		0.90
September 4	0.87½	.. 0.91	0.98	.. 1.00	....	1.27½		0.90
..... 11	0.87½	.. 0.91	1.00	.. 1.01	0.95	1.26½		0.90
..... 18	0.87½	.. 0.91	1.00		1.00	1.22		0.90
..... 25	0.90	.. 0.92	0.96	.. 0.99	1.00	1.20	0.95	....
October 2	0.88	.. 0.92	0.92	.. 0.93	1.10	1.24	0.93	....
..... 9	0.87	.. 0.91	0.92	.. 0.93	1.12½	1.25	0.95	1.20
..... 16	0.87	.. 0.90	0.91	.. 0.92	1.12	1.26	0.98	1.10
..... 23	0.87	.. 0.90	0.91	.. 0.94	1.14	1.25	1.00	1.05
..... 30	0.88	.. 0.90	0.93	.. 0.97	1.16	1.22	1.10	1.00
November 6	0.88	.. 0.90	0.92	.. 0.93	1.15	1.22	1.10	1.05
..... 13	0.88	.. 0.90	0.92	.. 0.95	1.05	1.17	1.10	1.05
..... 20	0.89	.. 0.91	0.92	.. 0.96	1.05	1.12½	1.10	1.05
..... 27	0.90	.. 0.94	0.92	.. 0.96	....	....	1.10	....
December 4	0.90	.. 0.91	0.92	.. 0.94	1.06	....	1.15	....
..... 11	0.90	.. 0.92	0.92	.. 0.94	....	1.05	1.15	....
..... 18	0.92	.. 0.93	0.92	.. 0.94	1.05	1.02	1.11	....
..... 25	0.92	.. 0.92½	0.92	.. 0.94	1.04	1.05	1.15	....

Receipts from 1st January to May 5th, 28,976 bushels—decrease, as compared with 1858, 329,084 bushels. A cargo of U. C Spring held at \$1.50 on April 23rd.

[87½c. ex cars little done.]

[Little or no business done.]

* The quotations given for years 1861, 1860, 1859, and 1858, are the lowest mentioned on the particular dates.

As showing of the crop of months of 18 period of price 1859 (635,424 The decline sterling quota

WEEK END

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

A table of Interest, is given It may not showing some which have b

1800.... July
1801.... March
..... Dec
1804.... March
1805.... August
..... Dec
1807.... Dec
1808.... Dec
1809.... Oct
1810.... Sept
1811.... Aug
1812.... Aug
..... Dec
1813.... Dec
1814.... Dec
1816.... Janu

* Same date, † In November were q

As showing the scarcity of Wheat, and consequent high prices, incident to the failure of the crop of 1858, it is recorded that the receipts in Montreal during the first four months of 1859, were but 28,976 bushels, against 358,060 bushels in corresponding period of preceding year,—decrease, 329,084 bushels. The entire receipts of Wheat in 1859 (635,424 bushels), showed a decrease of 1,039,040 bushels, as compared with 1858.

The decline in price of Wheat in 1863, in Great Britain, is shown by the monthly sterling quotations in the subjoined table of comparisons :—

WEEK ENDING.	1863		1862		1861	
	Average Price of WHEAT.	Rate of INTEREST.	Average Price of WHEAT.	Rate of INTEREST.	Average Price of WHEAT.	Rate of INTEREST.
	Per Quarter.	Per Cent.	Per Quarter.	Per Cent.	Per Quarter.	Per Cent.
January	45 10	3	61 0	2½	57 0	7
February	47 11	5	60 2	2½	55 6	7
March	46 2	4	59 2	2½	54 2	8
April	45 9	4	58 5	2½	56 4	5
May	46 2	3	58 8	2½	55 0	6
June	46 5	4	55 2	3	55 5	6
July	46 11	4	56 7	2½	50 10	6
August	45 11	4	57 8	2	51 3	5
September	44 2	4	58 4	2	53 1	4
October	42 2	4	51 1	2	57 0	3½
November	41 2	6	48 7	3	59 5	3
December	40 3	8	47 8	3	60 6	3

A table of Weekly sterling Prices of Wheat, Consols, and Bank of England rate of Interest, is given on page 28.

It may not be amiss to give here a few quotations (reduced to the existing standard), showing some of the very remarkable variations in prices of Wheat in Great Britain, which have been experienced since the commencement of the present century :—

DATE.	WHEAT Per Quarter.	DATE.	WHEAT. Per Quarter.
	s. d.		s. d.
1800.... July	139 1	1817.... August	116 3
1801.... March	159 3	1822.... December	40 1
.... December	73 4	1828.... December	75 3
1804.... March	51 7	1836.... January	36 5
1805.... August	101 5	.... December	60 0
.... December	79 0	1838.... December	81 0
1807.... December	68 0	1840.... December	59 0
1808.... December	94 0	1845.... January	45 8
1809.... October	109 0	1846.... September	46 3
1810.... September	119 8	1847.... June †	92 10
1811.... August	90 0	1850.... April	37 10
1812.... August *	157 1	1851.... October	35 11
.... December	125 7	1854.... February	80 10
1813.... December	77 0	1855.... November	80 11
1814.... December	70 0	1859.... January	41 0
1816.... January	54 6	1860.... September	60 6

* Same date, Consols 57.

† In November, 1847. Consols were 82, and Bank of England rate of interest, 10 per cent. In 1857, Consols were quoted at 95; Bank of England rate of interest, 10 per cent.; with Wheat at 48s.

The following table shows the weekly average prices of Wheat in Great Britain during the year 1863,—with the prices of Consols on dates given,—also rate of interest at Bank of England :

Sterling Prices of Wheat, Consols, &c., 1863.

WEEK ENDING.	Average Price of WHEAT.	Price of Consols for MONEY.	Bank of England INTEREST.
	s. d.		Per cent.
January 3	45 10 $\frac{1}{4}$	<i>xd</i> 93 $\frac{3}{4}$ @ 93 $\frac{7}{8}$	3
..... 10	45 10 $\frac{1}{4}$	93 $\frac{1}{2}$.. 93 $\frac{1}{4}$	3
..... 17	....	92 $\frac{1}{2}$.. 92 $\frac{5}{8}$	4
..... 24	48 4 $\frac{1}{2}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	4
..... 31	47 11 $\frac{1}{4}$	92 $\frac{1}{2}$.. 92 $\frac{1}{4}$	5
February 7	47 7 $\frac{3}{4}$	92 $\frac{3}{4}$.. 92 $\frac{7}{8}$	5
..... 14	47 3	92 $\frac{3}{4}$.. 92 $\frac{7}{8}$	5
..... 21	46 6 $\frac{1}{4}$	92 $\frac{5}{8}$.. 92 $\frac{3}{4}$	4
..... 28	46 7 $\frac{1}{4}$	92 $\frac{3}{4}$.. 92 $\frac{1}{2}$	4
March 7	46 2	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	4
..... 14	45 3 $\frac{3}{4}$	92 $\frac{1}{2}$.. 92 $\frac{1}{4}$	4
..... 21	....	92 $\frac{1}{2}$.. 92 $\frac{1}{4}$	4
..... 28	45 4 $\frac{1}{4}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	4
April 4	45 9 $\frac{3}{4}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	4
..... 11	45 7	92 $\frac{1}{2}$.. 92 $\frac{1}{4}$	4
..... 18	....	92 $\frac{3}{4}$.. 92 $\frac{7}{8}$	4
..... 25	....	....	3
May 2	45 9 $\frac{1}{4}$	....	3 $\frac{1}{4}$
..... 9	46 2 $\frac{3}{4}$	93 $\frac{1}{2}$.. 93 $\frac{5}{8}$	3
..... 16	....	93 $\frac{1}{4}$.. 92 $\frac{3}{8}$	3
..... 23	46 8	....	4
..... 30	46 5 $\frac{3}{4}$	93 $\frac{1}{2}$.. 93 $\frac{5}{8}$	4
June 6	46 10 $\frac{1}{4}$	<i>xd</i> 92 .. 92 $\frac{1}{2}$	4
..... 13	46 11	<i>xd</i> 91 $\frac{7}{8}$.. 92	4
..... 20	46 9 $\frac{3}{4}$	<i>xd</i> 92 .. 92 $\frac{1}{2}$	4
..... 27	46 6	<i>xd</i> 91 $\frac{7}{8}$.. 92	4
July 4	46 11 $\frac{3}{4}$	<i>xd</i> 92 $\frac{3}{8}$.. 92 $\frac{1}{4}$	4
..... 11	46 10 $\frac{3}{4}$	92 $\frac{3}{8}$.. 92 $\frac{1}{2}$	4
..... 18	46 7 $\frac{1}{4}$	93 .. 93 $\frac{1}{4}$	4
..... 25	45 11 $\frac{3}{4}$	92 $\frac{7}{8}$.. 93	4
August 1	45 11 $\frac{1}{4}$	92 .. 93	4
..... 8	46 4	92 $\frac{3}{4}$.. 92 $\frac{7}{8}$	4
..... 15	46 0	93	4
..... 22	46 5 $\frac{1}{4}$	93 $\frac{1}{8}$.. 93 $\frac{1}{4}$	4
..... 29	45 9 $\frac{1}{2}$	93 $\frac{3}{8}$.. 93 $\frac{1}{2}$	4
September 5	44 2 $\frac{3}{4}$	93 $\frac{5}{8}$.. 93 $\frac{3}{4}$	4
..... 12	44 2	93 $\frac{3}{8}$.. 93 $\frac{1}{2}$	4
..... 19	44 9 $\frac{1}{4}$	93 $\frac{1}{8}$.. 93 $\frac{1}{4}$	4
..... 26	43 9 $\frac{1}{4}$	93 $\frac{1}{4}$.. 93 $\frac{3}{8}$	4
October 3	42 2 $\frac{1}{2}$	93 $\frac{1}{4}$.. 93 $\frac{3}{8}$	4
..... 10	41 0 $\frac{1}{4}$	93 .. 93 $\frac{1}{8}$	4
..... 17	40 4	93 .. 93 $\frac{1}{8}$	4
..... 24	40 0 $\frac{1}{4}$	93 .. 93 $\frac{1}{8}$	4
..... 31	39 11	93 .. 93 $\frac{1}{8}$	4
November 7	40 1	92 $\frac{3}{4}$.. 92 $\frac{1}{2}$	6
..... 14	39 10 $\frac{1}{2}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	6
..... 21	39 11 $\frac{3}{4}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	6
..... 28	40 3 $\frac{1}{2}$	92 $\frac{1}{2}$.. 92 $\frac{3}{8}$	6
December 5	40 9	<i>xd</i> 90 $\frac{3}{8}$.. 90 $\frac{1}{2}$	8
..... 12	41 1 $\frac{3}{4}$	<i>xd</i> 90 $\frac{1}{4}$.. 91	8
..... 19	41 2 $\frac{1}{2}$	<i>xd</i> 90 $\frac{7}{8}$.. 91	8
..... 26	40 5 $\frac{1}{4}$	<i>xd</i> 91 $\frac{1}{4}$.. 91 $\frac{3}{8}$	7

Weekly Re

WEEK EN

May
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June
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July
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August
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September
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October
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November
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TOTALS.

According bushels less t in Maize, in column for la irregular unti The greatest v week correspo Only a few ca making a tot

Comparative Table of Shipments of Maize.

WEEK ENDING.	1863.	1862.	1861.
	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.
May .....	.....	.....	.....
.....16	21,973	9,000	.....
.....23	.....	.....	.....
.....30	38,292	25,413	.....
June	101,220	83,117	7,695
.....13	135,320	7,964	20,075
.....20	54,330	.....	.....
.....27	26,047	40,616	24,701
July	35,974	62,323	4,000
.....11	50,308	93,338	6,818
.....18	2,764	65,465	.....
.....25	71,105	70,682	.....
August.....	.....	50,949	532
.....8	8,220	91,379	15,434
.....15	17,000	50,948	43,786
.....22	21,727	800	11,225
.....29	.....	82,671	42,375
September.....	.....	10,297	5,070
.....12	2,040	18,367	108,554
.....19	14,461	59,477	73,453
.....26	2,200	78,247	102,479
October	35,164	176,958	78,470
.....10	.....	74,046	88,011
.....17	.....	115,696	166,066
.....24	.....	82,260	173,280
.....31	.....	272,152	113,115
November	136	75,797	178,881
.....14	.....	75,784	165,588
.....21	.....	.....	26,896
.....28	.....	800	.....
December .....	.....	.....	20,610
TOTALS.....	638,281	1,774,546	1,477,114

The ratio of decline in exportation of Maize by the St. Lawrence River is here shown to be somewhat less than that of the receipts. The decrease last year, as compared with 1862, was 1,136,265 bushels; with 1861, it was 838,833 bushels. Shipments fell off at the latter end of July, continuing variable until about the beginning of October, when the season's business in this cereal ended. In course of the year, 12,651 bushels passed outwards *via* the Montreal and Champlain Railroad. This, with 2,616 bushels by other routes, gives a total export of 653,548 bushels for 1863. The largest weekly shipments were during week ending June 13th; in 1862, in week ending October 31st. The ports to which Maize was shipped last year are specified on page 14.

Mixed Wester
Yellow

The

DATE OF
QUOTATION.

May.. 8
.....15
.....22
.....29
June. 5
.....12
.....19
.....26
July.. 3
.....10
.....17
.....24
.....31
Aug... 7
.....14
.....21
.....28
Sept.. 4
.....11
.....18
.....25
Oct... 2
..... 9
.....16
.....23
.....30
Nov.. 6
.....13
.....20
.....27
Dec... 4

Quantities of Maize Inspected in past Two Years.

1861. Lawrence River. Bushels.	GRADES.	1863	1862
		Bushels.	Bushels.
	Mixed Western	725,618	252,437
	Yellow	22,390	....
	White	53,317	....
	Rejected	23,100	264,827
	TOTALS.....	824,425	517,264

The quantity Inspected in 1863 is 307,161 bushels more than in 1862.

Comparative Prices of Maize, per bushel of 56 lbs.

DATE OF QUOTATION.	1863		1862		1861		1860		1859		1858	
	Per Bushel.		Per Bushel.		Per Bushel.		Per Bushel.		Per Bushel.		Per Bushel.	
	c.	c.	c.	c.	c.	c.	c.	c.	\$ c.	\$ c.	c.	c.
May.. 8	.50 @	.51			....	.70 @	.75	0.85			.65 @	.67½
....15	.51 ..	.52			.55	.70		0.95			.60	
88,011	....22	.51 ..	.52		.55	.70		1.00			.60 ..	.65
66,066	....29	.48			.54 @	.56	.65 ..	.70	0.95 @	1.00	.60	
73,280	June. 5	.48	.46	.45	.65			0.95 ..	1.00		.60	
13,115	....12	.49 ..	.49½	.46 @	.48	.45 ..	.50	.65			.60	
78,881	....19	.49 ..	.49½	.46½ ..	.47	.45 ..	.50	.65	0.90 ..	0.95	.60	
65,588	....26	.49½ ..	.50	.48 ..	.49	.40 ..	.45	.65	0.90 ..	0.95	.60	
26,896	July.. 3	.49½ ..	.50	.48 ..	.49	....		.65	0.85 ..	0.90	.60	
....	....10	.50 ..	.51	.48 ..	.49	.40 ..	.44	.65	0.85 ..	0.90	.60	
20,610	....17	.50	.46 ..	.48	.40 ..	.44	.60	.60	0.85 ..	0.90	.60	
	....24	.50	.45 ..	.46	.45		.55 ..	.60	0.80 ..	0.85	.70	
	....31	.50 ..	.51	.45	.45		.55 ..	.60	0.80 ..	0.85	.70	
77,114	Aug.. 7	.50 ..	.51	.45 ..	.46	.44 ..	.46	.55 ..	.60		.70 ..	.75
	....14	.50 ..	.51	.44 ..	.45	.45 ..	.46½	.57½			.70 ..	.75
	....21	.50	.45 ..	.46	.46		.57½				....
	....28	.50	.45 ..	.46	.45 ..	.46		.57½			....
	Sept.. 4	.50	.46 ..	.47	.46		.57½ ..	.60			....
	....11	.54 ..	.55	.48 ..	.49	.46 ..	.46½	.65			....
	....18	.55	.48 ..	.49	.47½ ..	.50	.60 ..	.65			....
	....25	.55	.47 ..	.48	.53 ..	.55	.60 ..	.65			....
	Oct... 2	.60	.45 ..	.46	.52½ ..	.55	.60 ..	.65			....
	.... 9	.60 ..	.65	....	.53 ..	.54	.60 ..	.65			....
	....16	.60 ..	.65	.42 ..	.43	.53 ..	.54	....			.75	
	....23	.60 ..	.65	.44 ..	.45	.53	.63				.70 ..	.75
	....30	.67 ..	.68	.44 ..	.45	.55 ..	.56	.63			.70 ..	.75
	Nov.. 6	.75	.44 ..	.45	.55 ..	.56	....				.70 ..	.75
	....13	....	....	....	.50 ..	.52½	....				.70 ..	.75
	....20	....	.44 ..	.45	.50 ..	.52½	....				.70 ..	.75
	....27	....	.44 ..	.45	.52½ ..	.55	....				.70 ..	.75
	Dec... 4	....	.47 ..	.49	.52½ ..	.55	....				....

[No quotations given; none in market.]

here shown
as compared
ments fell off
October, when
bushels passed
bushels by other
y shipments
The ports

PEAS.

Comparative Receipts of Peas for Three Years.

WEEK ENDING.	1863.		1862.		1861.	
	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.
January 3	92	....	....	....	56	....
10	....	....	826	....	764	....
17	....	....	....	....	894	....
24	....	....	....	....	....	....
31	350	....	....	....	1,076	....
February 7	....	....	....	....	465	....
14	1,839	....	122	....	2,210	....
21	....	....	....	....	1,031	....
28	....	....	....	....	730	....
March, 7	....	....	....	....	1,050	....
14	222	....	....	....	3,742	....
21	....	....	350	....	11,439	....
28	544	....	431	....	3,401	....
April.. 4	....	....	....	....	3,364	....
11	....	....	118	....	928	....
18	350	....	....	....	2,212	....
25	....	....	....	....	395	....
May... 2	....	....	....	....	1,754	34,824
9	350	6,909	....	6,360	2,193	33,574
16	850	20,952	409	26,694	468	93,058
23	....	40,076	....	53,745	612	146,383
30	....	89,483	536	46,151	....	90,481
June.. 6	1,750	39,234	1,050	20,064	4,914	78,709
13	....	76,336	....	34,168	2,400	139,088
20	....	29,505	....	19,393	50	135,785
27	1,210	28,199	155	30,020	....	84,600
July.. 4	1,097	19,829	....	15,374	....	19,281
11	734	14,187	....	5,957	350	43,055
18	350	1,056	....	12,375	....	22,244
25	250	3,532	....	7,062	2,227	38,561
August 1	....	4,858	....	3,581	60	4,705
8	....	11,456	....	9,842	....	9,718
15	367	182	....	990	317	15,147
22	....	330	120	1,073	....	2,188
29	350	406	....	1,568	....	3,899
Sept'r.. 5	....	172	....	1,007	....	3,952
12	40	627	....	1,996	344	627
19	....	2,260	....	2,376	....	9,942
26	....	165	....	3,201	....	924
October 3	210	860	350	15,270	932	8,722
10	2,035	18,944	....	38,443	....	6,736
17	328	6,672	923	36,180	350	3,874
24	1,246	38,951	309	31,546	670	44,376
31	....	38,355	....	27,443	....	59,643
Nov'r.. 7	....	60,060	350	24,604	2,414	75,509
14	....	67,308	1,058	39,465	520	73,285
21	....	26,177	131	8,663	899	66,018
28	....	980	....	261	....	5,030
Dec'r.. 5	350	3,507	....	....	100	....
12	350	....	2,569	....	350	....
19	....	....	....	....	....	....
26	....	....	....	....	....	....
31	....	....	....	....	136	....
TOTALS..	17,607	651,658	9,807	524,872	55,941	1,353,938

There was a
compared with
by Lachine Can
siderably short

WEEK EN
May
June
July
August.....
September....
October
November
TOTALS..

It thus appea
tity in 1862,
bushels by Mo
and other chan
other Ports to v
larized on page

There was an increase in Receipts of Peas by Grand Trunk Railway last year, as compared with 1862, but a very large decrease as contrasted with 1861. The Receipts by Lachine Canal show an increase of 126,786 bushels over 1862, while they fall considerably short of half the quantity received in 1861.

861.

By Lachine Canal.
Bushels.

Comparative Shipments of Peas for Three Years.

WEEK ENDING.	1863.	1862.	1861.
	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.	By St. Lawrence River. Bushels.
May	9	1,438	22,230
.....	16	150	17,627
.....	23	20,414	8,353
.....	30	74,199	78,883
June	6	29,079	40,274
.....	13	97,758	12,327
.....	20	105,297	61,024
.....	27	53,786	28,187
.....	4	52,357	47,334
July	11	10,753	41,315
.....	18	13,265	42,119
.....	25	150	1,500
.....	1	1,826	20,606
August	8	20,642	11,535
.....	15	14,743	266
.....	22	444	7,819
.....	29	347	27,030
September	5	.....	.....
.....	12	4,329	2,040
.....	19	36	703
.....	26	.....	615
October	3	1,835	.....
.....	10	10,546	210
.....	17	25,066	31,096
.....	24	16,485	29,488
.....	31	22,580	50,192
November	7	34,027	57,138
.....	14	91,459	75,135
.....	21	87,447	26,216
.....	28	8,307	822
TOTALS	719,216	711,192	1,529,136

It thus appears that the Shipment of Peas last year was in slight excess of the quantity in 1862, but less than half the amount exported in 1861. Including 15,437 bushels by Montreal and Champlain Railroad, and 10,761 bushels by Chambly Canal and other channels, the whole Export of 1863 was 745,414 bushels. The European and other Ports to which Peas were shipped *via* the St. Lawrence River, in 1863, are particularized on page 14.

E

1,353,938

Inspection of Peas.—None reported in 1862. The Inspector's returns show that only 2,750 bushels "No. 1" were inspected last year.

Comparative Prices of Peas for Six Years.

The rates given for the years previous to 1863 have been reduced from prices quoted per bushel of 66 lbs., to correspond with the bushel of 60 lbs.

DATE OF QUOTATION.	1863		1862		1861		1860		1859		1858	
	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.
	c.	c.	c.	c.	c.	c.	c.	c.	\$ c.	\$ c.	c.	c.
May.. 1	....	....	.63 $\frac{3}{4}$ @ .68 $\frac{1}{4}$	.65 $\frac{1}{2}$ @ .69 $\frac{1}{4}$	.65 $\frac{1}{2}$ @ .68 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	0.90 $\frac{1}{2}$ @ 0.93 $\frac{1}{4}$	0.90 $\frac{1}{2}$ @ 0.93 $\frac{1}{4}$	.79 $\frac{1}{2}$	.79 $\frac{1}{2}$
.... 8	.65 @ .68	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	.75 @ .77 $\frac{1}{4}$	0.93 $\frac{1}{2}$.. .95 $\frac{1}{4}$	0.93 $\frac{1}{2}$.. .95 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
.... 15	.65 .. .68	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.66 $\frac{1}{2}$.. .70	.66 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$	0.95 $\frac{1}{2}$.. 1.00	0.95 $\frac{1}{2}$.. 1.00	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
.... 22	.65 .. .68	.66 $\frac{1}{2}$.. .70	.66 $\frac{1}{2}$.. .70	.66 $\frac{1}{2}$.. .70	.66 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$	1.00	1.00	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$
.... 29	.65 .. .68	.67 $\frac{1}{4}$.. .70	.67$\frac{1}{4}$ .. .70	.67$\frac{1}{4}$ .. .70	.67$\frac{1}{4}$ .. .70	.75 .. .77 $\frac{1}{4}$	.75 .. .77 $\frac{1}{4}$	.75 .. .77 $\frac{1}{4}$	1.00	1.00	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
June 5	.64 .. .67	.67 $\frac{1}{4}$.. .70	.67 $\frac{1}{4}$.. .70	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	0.93 $\frac{1}{4}$.. .95 $\frac{1}{2}$	0.93 $\frac{1}{4}$.. .95 $\frac{1}{2}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
.... 12	.64 .. .67	.67 $\frac{1}{4}$.. .70	.67 $\frac{1}{4}$.. .70	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	0.93 $\frac{1}{4}$	0.93 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
.... 19	.64 .. .67 $\frac{1}{2}$	.68 $\frac{1}{4}$.. .70	.68 $\frac{1}{4}$.. .70	.61 $\frac{1}{4}$.. .65 $\frac{1}{2}$	.61 $\frac{1}{4}$.. .65 $\frac{1}{2}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	.77 $\frac{1}{4}$ @ .79 $\frac{1}{2}$	.77 $\frac{1}{4}$ @ .79 $\frac{1}{2}$
.... 26	.64 .. .67 $\frac{1}{2}$	.69 $\frac{3}{4}$.. .72 $\frac{3}{4}$	.69 $\frac{3}{4}$.. .72 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	0.94 $\frac{1}{2}$	0.94 $\frac{1}{2}$	.77 $\frac{1}{4}$.. .79 $\frac{1}{2}$	.77 $\frac{1}{4}$.. .79 $\frac{1}{2}$
July.. 3	.64 .. .67	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	.77 $\frac{1}{4}$	.77 $\frac{1}{4}$
.... 10	.64 .. .67	.70 .. .72 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	0.90 $\frac{3}{4}$.. .93 $\frac{1}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$
.... 17	.64 .. .66	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.60 .. .63 $\frac{3}{4}$	.60 .. .63 $\frac{3}{4}$	.70	.70	.70	0.81 $\frac{1}{2}$.. .90 $\frac{3}{4}$	0.81 $\frac{1}{2}$.. .90 $\frac{3}{4}$	.79 $\frac{1}{2}$.. .81 $\frac{3}{4}$	.79 $\frac{1}{2}$.. .81 $\frac{3}{4}$
.... 24	.63 .. .65	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.70	.70	.70	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	.79 $\frac{1}{2}$.. .81 $\frac{3}{4}$	.79 $\frac{1}{2}$.. .81 $\frac{3}{4}$
.... 31	.63 .. .65	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.63 $\frac{3}{4}$	.63 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	....	....
Aug.. 7	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	0.81 $\frac{1}{2}$.. .86 $\frac{1}{4}$	.84 $\frac{1}{2}$	.84 $\frac{1}{2}$
.... 14	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.61	.61	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.77 $\frac{1}{4}$	0.77 $\frac{1}{4}$	.81 $\frac{3}{4}$	.81 $\frac{3}{4}$
.... 21	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.63 $\frac{3}{4}$	.63 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.77 $\frac{1}{4}$	0.77 $\frac{1}{4}$	....	....
.... 28	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.63 $\frac{3}{4}$	.63 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.72 $\frac{3}{4}$	0.72 $\frac{3}{4}$	.81 $\frac{3}{4}$.. .86 $\frac{1}{4}$	.81 $\frac{3}{4}$.. .86 $\frac{1}{4}$
Sept.. 4	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.63 $\frac{3}{4}$	.63 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.81 $\frac{3}{4}$.. .86 $\frac{1}{4}$	.81 $\frac{3}{4}$.. .86 $\frac{1}{4}$
.... 11	.62 .. .64	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.59 .. .63 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.90 $\frac{3}{4}$	.90 $\frac{3}{4}$
.... 18	.62 .. .64	.66 .. .70	.64 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.64 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.64 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.70 .. .72 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	.70 .. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.93 $\frac{1}{4}$.. .90 $\frac{3}{4}$	.93 $\frac{1}{4}$.. .90 $\frac{3}{4}$
.... 25	.62 .. .65	.66 .. .68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.95 $\frac{1}{4}$	.95 $\frac{1}{4}$
Oct... 2	.62 .. .64	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.67 $\frac{1}{4}$.. .69 $\frac{3}{4}$	.67 $\frac{1}{4}$.. .69 $\frac{3}{4}$	.67 $\frac{1}{4}$.. .69 $\frac{3}{4}$	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	0.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.90 $\frac{3}{4}$.. .95 $\frac{1}{2}$	.90 $\frac{3}{4}$.. .95 $\frac{1}{2}$
.... 9	.62 .. .64	.63 $\frac{3}{4}$.. .66	.70 .. .72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$	.70	.70	.70	0.70 .. .72 $\frac{3}{4}$	0.70 .. .72 $\frac{3}{4}$	.90 $\frac{3}{4}$.. .95 $\frac{1}{2}$	.90 $\frac{3}{4}$.. .95 $\frac{1}{2}$
.... 16	.64 .. .65	.63 $\frac{3}{4}$.. .66	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.68 $\frac{1}{4}$.. .72 $\frac{3}{4}$	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	.72 $\frac{3}{4}$.. .75	0.67 $\frac{1}{4}$.. .68 $\frac{1}{4}$	0.67 $\frac{1}{4}$.. .68 $\frac{1}{4}$	.88 $\frac{1}{2}$	.88 $\frac{1}{2}$
.... 23	.67 .. .69	.61 $\frac{1}{4}$.. .66	.72 $\frac{3}{4}$	.70 .. .71 $\frac{3}{4}$	.70 .. .71 $\frac{3}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	.86 $\frac{1}{4}$.. .88 $\frac{1}{2}$	.86 $\frac{1}{4}$.. .88 $\frac{1}{2}$
.... 30	.67 .. .68	.61 .. .66	.72 $\frac{3}{4}$	.68 $\frac{1}{4}$	.68$\frac{1}{4}$	.68$\frac{1}{4}$	.68$\frac{1}{4}$	.68$\frac{1}{4}$	0.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$
Nov.. 6	.64 .. .67	.61 .. .66	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63$\frac{3}{4}$ .. .68$\frac{1}{4}$	.63$\frac{3}{4}$ .. .68$\frac{1}{4}$	.63$\frac{3}{4}$ .. .68$\frac{1}{4}$	.63$\frac{3}{4}$ .. .68$\frac{1}{4}$	.63$\frac{3}{4}$ .. .68$\frac{1}{4}$	0.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	0.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.80	.80
.... 13	.62 .. .64	.60 .. .65 $\frac{1}{2}$	.62 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.63 $\frac{3}{4}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	.81 $\frac{3}{4}$.. .84 $\frac{1}{2}$	.81 $\frac{3}{4}$.. .84 $\frac{1}{2}$
.... 20	.62 .. .64	.60 .. .65 $\frac{1}{2}$	.61 .. .63 $\frac{3}{4}$	.61 .. .63 $\frac{3}{4}$	.61 .. .63 $\frac{3}{4}$	.61 $\frac{1}{4}$	.61 $\frac{1}{4}$	.61 $\frac{1}{4}$	0.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$	.77 $\frac{1}{4}$.. .81 $\frac{3}{4}$
.... 27	.62 .. .64	.59 .. .63 $\frac{3}{4}$	.59 .. .63$\frac{3}{4}$	.59 .. .63$\frac{3}{4}$	.59 .. .63$\frac{3}{4}$	.61 .. .63 $\frac{3}{4}$	.61 .. .63 $\frac{3}{4}$	.61 .. .63 $\frac{3}{4}$	0.68 $\frac{1}{4}$	0.68 $\frac{1}{4}$	.73 $\frac{1}{4}$.. .77 $\frac{1}{4}$	.73 $\frac{1}{4}$.. .77 $\frac{1}{4}$
Dec... 4	.62 .. .64	.59 .. .63 $\frac{3}{4}$	.63 $\frac{3}{4}$.. .65 $\frac{1}{2}$	....	....	....	....	....	0.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	0.65 $\frac{1}{2}$.. .68 $\frac{1}{4}$	.72 $\frac{3}{4}$	.72 $\frac{3}{4}$
.... 11	.62 .. .64	....	....	....	....	....	....	....	0.68 $\frac{1}{4}$.. .70	0.68 $\frac{1}{4}$.. .70	....	....

WEEK ENDING.
January 3
10
17
24
31
February 7
14
21
28
March. 7
14
21
28
April.. 4
11
18
25
May... 2
9
16
23
30
June.. 6
13
20
27
July.. 4
11
18
25
August 1
8
15
22
29
Sept.. 5
12
19
26
October 3
10
17
24
31
Novr.. 7
14
21
28
Decr.. 5
12
19
26
TOTALS..

BARLEY.

Comparative Receipts of Barley for Three Years.

WEEK ENDING.	1863.		1862.		1861.	
	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.
	January 3	870
10	350	....	....	....	....	....
17	....	....	....	....	....	....
24	700	....	....	....	400	....
31	300	....	....	....	215	....
February 7	350	....	....	....	....	....
14	550	....	700	....	....	....
21	498	....	....	....	449	....
28	700	....	....	....	806	....
March. 7	1,400	....	....	....	14	....
14	100	....	....	....	744	....
21	2,540	....	30	....	....	....
28	416	....	1,125	....	....	....
April.. 4	726	....	670	....	386	....
11	350	....	190	....	210	....
18	700	....	190	....	142	....
25	....	....	....	....	350	....
May... 2	....	....	590	....	....	192
9	....	2,520	....	400	....	....
16	....	42	476	22,034	....	30
23	....	336	....	12,218	....	730
30	....	....	....	1,176	68	404
June.. 6	....	....	....	42	....	482
13	....	42	....	1,932	350	2,583
20	....	....	....	....	....	1,873
27	....	....	....	42	....	66
July.. 4	....	....	....	1,050	....	....
11	....	100	....	....	....	226
18	....	....	....	378	....	24
25	....	42	....	....	....	....
August 1	....	....	....	....	....	2,048
8	....	....	....	42	....	160
15	....	528	....	....	....	84
22	....	208	....	124	....	252
29	....	3,691	....	378	....	....
Sept.. 5	....	104	....	84	....	....
12	54	8,122	....	368	....	42
19	697	41,838	350	19,824	350	290
26	642	28,338	...	21,490	....	200
October 3	4,020	30,237	1,750	24,050	....	7,815
10	752	35,966	350	45,984	....	29,386
17	36	20,272	1,050	24,714	350	26,291
24	....	36,703	550	5,964	12	12,564
31	350	15,668	350	14,873	....	16,174
Novr.. 7	....	13,016	....	14,405	736	6,663
14	....	22,103	855	10,605	204	6,987
21	....	11,815	1,750	2,877	203	9,522
28	....	1,834	200	....	....	562
Decr.. 5	350	....	350	....	740	168
12	....	....	350	....	....	....
19	....	....	....	....	98	....
26	....	....	....	....	104	....
TOTALS..	25,447	273,525	11,876	225,054	6,931	125,818

how that only

prices quoted

1858	
Per Bushel.	
c.	c.
.79½	.79½
.77½	.77½
.77½	.77½
.72½	.72½
.77½	.77½
.77½	.77½
.77½ @ .79½	.79½
.77½ .. .79½	.79½
.77½	.77½
.77½ .. .81½	.81½
.79½ .. .81½	.81½
.79½ .. .81½	.81½
....
.84½	.84½
.81½	.81½
....
.81½ .. .86½	.86½
.81½ .. .86½	.86½
.90½	.90½
.93½ .. .90½	.90½
.95½	.95½
.90½ .. .95½	.95½
.90½ .. .95½	.95½
.88½	.88½
.86½ .. .88½	.88½
.77½ .. .81½	.81½
.80	.80
.81½ .. .84½	.84½
.77½ .. .81½	.81½
.73½ .. .77½	.77½
.72½	.72½
....

The Receipts by Grand Trunk Railway indicate an increase of 13,571 bushels in 1863, as compared with the year preceding; increase by Lachine Canal, 48,471 bushels. Adding 2,914 bushels otherwise received, the total reported Receipts last year amount to 307,461 bushels. This has no reference to the large quantities brought into the city by farmers, and purchased by dealers, exporters, and consumers,—no inconsiderable quantity also going into local consumption. Some idea of the quantities received may be formed by referring to the shipments of the past year, noted in the table below,—the difference between the recorded Receipts and Shipments being not far from 400,000 bushels.

Shipments of Barley in 1863.

WEEK ENDING.	1863.		
	By Montreal & Champlain Railroad. Bushels.	By Chambly Canal. Bushels.	Entered Outward at Coaticook. Bushels.
August.....15	*11,076	*26,947	....
.....22	456	....	....
.....29	1,324	....	....
September.....5	890	....	....
.....12	....	....	....
.....19	2,229	40,470	....
.....26	2,534	75,304	800
October.....3	3,688	62,279	....
.....10	2,452	23,945	1,600
.....17	2,430	43,164	....
.....24	3,610	78,277	3,404
.....31	2,502	71,250	....
November.....7	4,594	39,142	3,258
.....14	6,266	33,223	505
.....21	4,847	40,151	2,942
.....28	2,830	67,034	1,350
December.....5	2,758	17,028	1,244
.....12	390	....	200
.....19	450	....	700
.....26	400	....	....
TOTALS.....	55,726	618,214	16,003

* The first sum in Montreal and Champlain Railroad column includes the various Shipments from Jan'y. 1st; while the first quantity in Chambly Canal column shows the Shipments from opening of navigation.

The Shipments of thousand bushels small. Figures by Char more than in t bushels. The to 709,239 bush

Inspection of "No. 1," and 1

The following been reduced bushel of 48 lb

WEEK ENDING

January

 February

 March

 April

 May

 June

OATS.

Comparative Receipts of Oats for Three Years.

WEEK ENDING.	1863.		1862.		1861.	
	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.	By G. Trunk Railway. Bushels.	By Lachine Canal. Bushels.
January 3	....	....	12	....	86	....
10	700	....	106	....	226	....
17	350	....	....	....	....	....
24	....	....	....	....	240	....
31	380	....	....	....	1,465	....
February 7	....	....	....	....	662	....
14	....	....	....	....	126	....
21	....	....	126	....	690	....
28	....	....	992	....	1,253	....
March. 7	....	....	....	....	46	....
14	....	....	....	....	1,169	....
21	....	....	....	....	....	....
28	....	....	....	....	392	....
April.. 4	....	....	164	....	110	....
11	....	....	....	....	52	....
18	....	....	350	....	268	....
25	....	....	34	....	166	....
May... 2	....	....	50	....	....	268
9	2,728	19,221	....	....	....	180
16	4,525	8,100	....	12,724	....	1,568
23	500	6,480	450	15,540	....	12,895
30	....	7,415	750	3,400	....	10,232
June.. 6	....	15,609	1,190	856	....	8,487
13	....	25,372	1,380	....	2,400	13,013
20	....	6,122	....	400	80	5,241
27	76	840	....	224	1,173	13,615
July.. 4	....	10,340	....	....	360	1,006
11	....	10,240	....	36	....	8,359
18	....	5,156	....	224	....	112
25	....	740	....	....	....	3,650
August 1	....	170	....	288	350	548
8	....	7,376	....	....	700	993
15	....	801	....	112	....	469
22	....	....	....	....	350	212
29	....	....	....	392	....	56
Sept.. 5	....	248	....	224	....	....
12	....	276	....	502	....	158
19	....	56	....	392	150	....
26	42	196	....	224	....	394
October 3	264	8,246	....	1,120	....	....
10	1,448	17,168	....	200	....	168
17	3,858	25,514	700	1,540	350	448
24	4,012	18,788	350	3,808	....	834
31	....	49,285	....	12,405	....	1,808
Novr.. 7	....	9,985	....	6,754	116	2,406
14	....	34,363	....	17,834	....	14,217
21	....	20,926	....	5,572	224	1,848
28	....	42,563	3,740	8,827	2,000	922
Decr.. 5	350	1,125	....	....	1,838	....
12	....	....	....	....	200	....
19	700	....	2,450	....	700	....
26	....	....	350	....	350	....
31	350	....	....	....	....	....
TOTALS..	51,251	352,721	13,194	93,598	18,292	104,107

The Receipts showing an increasing years. transacted; its—a heavy drain supplies. The of any previous

WEEK ENDING	Receipts
May
June
July
August
September
October
November
December

TOTAL
* The first sum

The Receipts of Oats by Canal and Railway last year amounted to 403,972 bushels,—showing an increase of more than a quarter of a million bushels over either of the preceding years. These figures, however, give a very meagre view indeed of the business transacted; its extent will be better judged of by an examination of the following table,—a heavy drain having been made upon the Oat-crop of Canada for United States' army-supplies. The Farmers' deliveries in this city have this year greatly exceeded those of any previous year.

Comparative Table of Shipments of Oats.

WEEK ENDING.	1863.			1861.
	By Montreal and Champlain R.R.	By Chambly Canal.	Entered Outward at Coaticook.	In Sea-going Vessels.
	Bushels.	Bushels.	Bushels.	Bushels.
May 2	*68,332	} 886,109	....	....
9	34,302		....	....
16	21,561		....	....
23	12,403		....	20,869
30	2,481		....	32,000
June 6	....		....	7,738
13	4,340		....	67,807
20	6,836		....	52,111
27	3,076		....	44,024
July 4	4,465		....	....
11	....	....	28,165	
18	....	73,293	600	14,425
25	4,717	10,497	....	....
August 1	4,000	20,775	1,825	....
8	7,791	11,876	2,165	660
15	5,752	12,589	1,213	....
22	....	17,845	1,194	....
29	....	4,147	....	....
September 5	4,712	....	....	....
12	1,382	....	625	....
19	2,121	22,387	....	....
26	8,700	57,763	....	....
October 3	4,310	34,752	....	300
10	5,522	91,496	1,800	....
17	5,793	103,526	2,300	....
24	6,362	135,141	1,800	8,276
31	3,512	132,055	1,600	....
November 7	4,500	170,472	5,839	....
14	5,375	284,858	1,730	....
21	7,961	290,351	5,914	....
28	11,538	321,854	6,862	....
December 5	13,908	45,836	13,296	....
12	7,300	....	2,764	....
19	5,820	....	3,486	....
26	11,712	....	12,714	....
TOTALS	290,584	2,727,622	67,727	276,375

* The first sum in Montreal and Champlain Railroad column includes the several Shipments from January 1st.

The quantity of Oats shipped *viâ* Chambly Canal in 1861 was 763,710 bushels,—showing the entire reported Export to be 1,040,085 bushels. Shipments by Chambly Canal in 1862, 971,567 bushels; by St. Lawrence River, 8,072 bushels; total, 979,639 bushels. The foregoing Table points out a remarkable increase in the quantity sent into the United States,—the purchases being nearly if not all effected in this city. The aggregate was 3,086,835 bushels. The largest quantity shipped by Canal was in week ending November 28; by Railway, in week ending May 9th.

Comparative Prices of Oats in past Two Years.

The following quotations represent transactions on the dates given, but they have been reduced from the price in *shillings* and *pence*, and from the *minot* measure to the bushel of 32 lbs.,—the latter being the standard adopted by the Board of Trade and Corn Exchange Association. Shipping lots had occasionally been held at higher values :

WEEK ENDING	1863	1862	WEEK ENDING.	1863	1862
	Bushel of 32 lbs.	Bushel of 32 lbs.		Bushel of 32 lbs.	Bushel of 32 lbs.
	cts.	cts.		cts.	cts.
January 2	34½	29¼	July 3	40¼	34¼
..... 9	32½	28	.....10	40¼	44½
.....16	34½	28½	.....17	41½	44½
.....23	36½	28½	.....24	40¼	44½
.....30	37¼	29¼	.....31	40¼	42
February 6	36	28½	August..... 7	39	39
.....13	37¼	28	.....14	39	39
.....20	34½	30½	.....21	39	34½
.....27	36	28½	.....28	27½	34½
March..... 6	34½	29¼	September..... 4	36	28½
.....13	36	27½	.....11	36	31½
.....20	36	28	.....18	36	30¼
.....27	36	28½	.....25	39	28½
April..... 3	40¼	28½	October 2	43¼	32¼
.....10	44½	26	..... 9	43¼	28½
.....17	44½	28	.....16	43¼	30¼
.....24	45	36	.....23	43¼	32¼
May 1	43¼	34¼	.....30	43¼	32
..... 8	43¼	36	November 6	39	34½
.....15	43¼	36	.....13	40¼	31½
.....22	43¼	39	.....20	41½	32¼
.....29	43¼	39	.....27	43¼	32¼
June 5	39	37¼	December 4	43¼	30½
.....12	39	37¼	.....11	43¼	32¼
.....19	39	39	.....18	46	28½
.....26	40¼	39	.....25	46	32¼

The records of the Canal. The receipts in 1863, 33,265 year by farmer receipts, double

These quotations reduced from a bushel of 56 lbs.

WEEK ENDING
January
.....
.....
.....
February
.....
.....
March.....
.....
.....
April.....
.....
.....
May
.....
.....
June
.....
.....

RYE.

The recorded Receipts of Rye have not been large, and were nearly all by Lachine Canal. The quantity noted in 1861 was 24,710 bushels; in 1862, 82,665 bushels; and in 1863, 33,269 bushels; but a large additional quantity was brought to market in each year by farmers. The quantity sent out of the city has been trifling; nearly the whole receipts, doubtless going into consumption.

Prices of Rye in past Two Years.

These quotations represent transactions on the dates given, but they have been reduced from the price in *shillings and pence*, and from the *minot* measure to the bushel of 56 lbs.

1862
Bushel of 32 lbs.
cts.
34½
44½
44½
44½
42
39
39
34½
34½
28½
31½
30½
28½
32½
28½
30½
32½
32
34½
31½
32½
30½
32½
28½
32½

WEEK ENDING.	1863	1862	WEEK ENDING.	1863	1862
	Bushel of 56 lbs.	Bushel of 56 lbs.		Bushel of 56 lbs.	Bushel of 56 lbs.
January 2	66½	55	July 3	55	60
..... 9	66½	60	..... 10	55	60
..... 16	66½	60	..... 17	60	60
..... 23	66½	60	..... 24	65	60
..... 30	66½	60	..... 31	65	60
February 6	66½	60	August 7	65	60
..... 13	63	60	..... 14	65	60
..... 20	66½	65	..... 21	65	60
..... 27	65	61½	..... 28	65	50
March 6	66½	63	September 4	60	60
..... 13	66½	65	..... 11	60	60
..... 20	65	65	..... 18	60	60
..... 27	66½	63	..... 25	60	60
April 3	66½	65	October 2	55	60
..... 10	65	63	..... 9	60	60
..... 17	60	65	..... 16	60	63
..... 24	60	60	..... 23	60	60
May 1	66½	60	..... 30	60	65
..... 8	66½	60	November 6	65	70
..... 15	66½	60	..... 13	61½	67
..... 22	66½	60	..... 20	60	70
..... 29	66½	60	..... 27	65	65
June 5	70	60	December 4	60	68
..... 12	60	60	..... 11	60	65
..... 19	66½	60	..... 18	60	65
..... 26	66½	60	..... 25	60	65

OATMEAL.

A good deal of business is done in Oatmeal, which the receipts by Railway and Canal do not adequately represent. The deliveries to dealers by farmers are considerable,—and only a vague conjecture of the quantity for any one year can at present be formed. The receipts and shipments during the past three years, of which there are any authentic records, were :—

	1863	1862	1861
Receipts	1,847 brls.	7,544 brls.	25,446 brls.
Shipments	9,655 "	8,410 "	28,380 "

In 1861, 21,134 brls. came to the City *via* Lachine Canal, and the shipments in sea-going vessels *via* St. Lawrence River, were 25,158 brls. Of the shipments in 1863, 7,696 barrels were by the Montreal and Champlain Railway to New York City.

The wholesale price, throughout 1863, varied from \$4.75 to \$5.25 per barrel of 200 lbs. with a quiet market; while during the year the prices per 112 lbs. paid by dealers to farmers, averaged \$2.50,—with very little variation. The wholesale price per barrel was \$3.75 to \$3.95 during the first six months of 1862; \$4.75 in August, receding to \$4.25 in September, and continuing about that value until the close of the year;—while prices paid to farmers, fluctuated from \$1.80 to \$2.55, and closed in December at \$2.35 per cwt. The price per barrel in 1861 was \$3.75 to \$4, the latter rate predominating; prices paid to farmers varied from \$1.55 to \$2.20 per cwt., the highest price being paid in March, and the lowest in June,—closing in December at \$2.

According to this synopsis of prices,—made from actual transactions,—Oatmeal has ruled higher in this market than Superfine Flour, during the past eighteen months.

SEEDS.

There has been a considerable increase in the production of Seeds in Canada, during the past two years; the recorded receipts and shipments, however, do not adequately represent the business done in 1863. Shipments of Seeds of all kinds, *via* the St. Lawrence during that year were 9,353 bushels, valued at \$11,188.; quantities of Clover and Timothy having also been exported *via* the Montreal and Champlain Railroad.

CLOVER SEED.—In Spring of 1863 shipments were made to England at 7c. @ 8c. per lb. for good quality; and orders have been received to be filled this Spring. Prices in February were 8½c. @ 9c. per lb., with prospects of a good season's business.

TIMOTHY SEED.—The stock of fresh Timothy is light, and Seedsmen are having recourse to the Western States for supplies. There has been a good deal of old Seed on the market,—offered at \$1.50 per bushel of 45 lbs., really fine is scarce, recent price being \$2.50 per bushel.

FLAX SEED.—The quantity brought into this city in 1863 was about 50,000 bushels,—price ranging from \$1.80 @ \$1.85 per bushel.

The foregoing
of Breadstuffs

Flour,.....
Oatmeal,.....
Wheat
Maize.....
Peas
Barley
Oats
Rye

Total recorded
" "
" "

Flour
Oatmeal.....
Wheat
Maize.....
Peas
Barley
Oats
Rye

Total shipped
" "
" "

In addition
reader to form
Montreal in 1

The reco
Quantity

Estimate
Recorded

Leaving
East
[Stocks of
December, 18

RECAPITULATION.

The foregoing Statements, commencing on page 18, show that the recorded quantities of Breadstuffs received at, and shipped from Montreal during the year 1863, were :—

RECEIPTS.

Flour,.....	1,193,286	brls.;	equal to	5,966,430	bush.
Oatmeal,.....	1,847	"	"	18,470	"
Wheat				5,509,143	"
Maize.....				862,534	"
Peas				669,265	"
Barley				307,461	"
Oats				403,972	"
Rye				33,269	"
<hr/>					
Total recorded receipts in 1863.....				13,770,544	bush.
" " " " 1862.....				18,237,791	"
" " " " 1861.....				16,575,765	"

SHIPMENTS.

Flour	789,352	brls.;	equal to	3,946,760	bus.
Oatmeal.....	9,655	"	"	96,550	"
Wheat				3,812,170	"
Maize.....				653,548	"
Peas				745,414	"
Barley				709,239	"
Oats				3,086,835	"
Rye					
<hr/>					
Total shipments in 1863.....				13,050,516	bus
" " " " 1862.....				13,015,237	"
" " " " 1861.....				12,099,007	"

LOCAL CONSUMPTION.

In addition to the foregoing RECAPITULATION, the annexed summaries will enable the reader to form an opinion of the magnitude of some branches of the local business of Montreal in 1863.

FLOUR.

The recorded receipts of Flour by all channels, were.....	1,193,286	barrels.
Quantity manufactured by Millers in the City	294,141	"
<hr/>		
Total in 1863.....	1,487,427	"
Estimated consumption by city population .125,000 barrels.		
Recorded Shipments	789,352	"
<hr/>		
	914,352	"

Leaving for business consumption—country, lower river, and Eastern Townships trade..... 573,073 "

[Stocks of Flour on hand at close of 1863 and 1862 were—87,215 barrels on 20th December, 1863, and 70,718 barrels on 1st December, 1862.]

GRAIN, &c.

The quantity of Wheat estimated to have been consumed by City Millers in 1863, in producing nearly 300,000 barrels of Flour, was	1,500,000 bushels.
Estimated quantity in 1862	1,100,000 "
Increase	400,000 "

The importance of Montreal as a consumptive market for Breadstuffs, will be noted from the facts that nearly one-half of the receipts and city production of Flour in 1863, (say, about 700,000 barrels,) was absorbed by local demand;—while the difference between receipts and shipments of Wheat show that about 1,700,000 bushels were taken for local manufacture.

Comparative quantities of GRAIN, HOPS and MOLASSES used in the processes of DISTILLING and BREWING in Montreal, in the past three years, are shown in the subjoined table:—

KIND OF GRAIN, &c.	1863	1862	1861
Malt bushels.	155,592	173,277	134,008
Barley "	1,470	15,509	15,900
Rye "	49,196	45,666	79,935
Oats "	62,835	154,063	248,802
Maize "	82,945	10,750	....
Buckwheat ..... "	....	....	120
Mill-Feed "	40	73	64
Hops lbs.	139,983	155,949	120,607
Molasses gals.	17,754	19,635	....

This table shows the consumption of coarse Grains in Distilling and Brewing, in 1863, to have been 352,078 bushels; in 1862, 399,338 bushels; and in 1861, 478,829 bushels. The figures are taken from the Revenue Inspectors' Returns. The local consumption of Oats in the City and District of Montreal is otherwise very large.

PORK.

The local consumptive trade in Pork last year amounted, it is believed, to about 28,000 barrels, the regions supplied being indicated on page 48.

TOBACCO.

Those interested in ascertaining the quantity of leaf tobacco consumed in the factories here, may form an estimate of it from the quantity of manufactured Tobacco produced in 1863, viz., about 30,000 boxes.—See statement on a subsequent page.

LEATHER.

The particulars elsewhere given relative to Leather and its manufactures, show how extensive is that department of business as now carried on in this city—three-fourths of all the Boots and Shoes manufactured in Canada being produced here. It will be readily inferred, therefore, that the local consumption of Leather is very great.

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ASHES.

The traffic in this product of the forest has been largely increased within the past year or two. Receipts by Grand Trunk Railway in 1863 were 17,046 barrels; in 1862, 16,426 barrels; in 1861, 10,611 barrels,—showing an increase last year over the one preceding of 620 barrels, and over 1861 of 6,435 barrels. Receipts by Lachine Canal in 1863 were 13,362 barrels; in 1862, 10,772 barrels; in 1861, 11,462 barrels;—increase in 1863 over 1862, 2,590 barrels. Receipts by Montreal and Champlain Railroad in 1863 were 1,158 barrels; by River-craft, 597 barrels. These figures leave a wide margin for Ashes brought into the city by teams, as will be seen on comparing the totals in table below.

Receipts of Ashes at Inspection Stores for Three Years.

MONTH.	1863			1862			1861		
	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.
1861									
January	Brls. 2,446	Brls. 492	Brls. 2,938	Brls. 1,453	Brls. 406	Brls. 1,859	Brls. 1,285	Brls. 298	Brls. 1,583
February	1,908	412	2,320	1,432	302	1,734	767	152	919
March	2,338	293	2,631	1,344	216	1,560	1,286	334	1,620
April	1,144	233	1,377	1,228	292	1,520	655	115	770
May	3,542	747	4,289	2,592	567	3,159	3,292	827	4,119
June	3,401	744	4,145	2,875	789	3,664	2,478	716	3,194
July	4,664	1,283	5,947	3,782	1,734	5,516	3,115	1,032	4,147
August	3,514	1,826	5,340	3,636	1,878	5,514	2,794	1,366	4,160
September	2,331	1,528	3,859	2,544	1,448	3,992	2,204	1,203	3,407
October	3,041	1,249	4,290	2,664	1,285	3,949	2,235	960	3,195
November	2,727	1,186	3,913	2,551	986	3,537	1,778	739	2,517
December	1,889	723	2,612	2,224	505	2,729	966	288	1,254
TOTALS..	32,945	10,716	43,661	28,325	10,408	38,733	22,855	8,030	30,885

According to this Statement, the increase in Receipts last year over 1862 was 4,928 barrels, the difference being nearly altogether in Pots; increase in 1863 over 1861, 12,776 barrels.

There were 26,633 barrels of Ashes shipped to trans-Atlantic and other ports during navigation in 1863,—their destinations being particularized on page 14. The quantity which found an outlet *via* Portland in 1863 was 8,024 barrels; 4,185 barrels were dispatched by the Montreal and Champlain Railroad to New York, a considerable proportion of them being Pearls; while 577 barrels were shipped westward by Lachine Canal and St. Lawrence River.

In connection with these shipments to New York by Railroad it may be stated, that the manufacture of Ashes in the State of Pennsylvania is alleged to be almost wholly suspended; and that those engaged in the trade in that City have found it necessary to seek supplies in this market.

These figures, however, do not accurately represent deliveries; they are fully shown in the annexed table.

Deliveries of Ashes from Inspection Stores for Three Years.

MONTH.	1863			1862			1861		
	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.	POTS.	PEARLS.	TOTAL.
January	1,970	461	2,431	1,603	328	1,931	921	81	1,002
February	1,555	120	1,675	1,237	470	1,707	907	406	1,313
March	1,370	344	1,714	1,276	140	1,416	1,091	136	1,227
April	407	110	517	600	196	796	521	80	601
May	2,089	650	2,739	3,033	663	3,696	1,235	289	1,524
June	6,622	1,254	7,876	2,685	557	3,242	3,983	481	4,464
July	4,491	1,211	5,702	3,009	1,061	4,070	2,717	846	3,563
August	3,909	1,226	5,135	4,021	1,848	5,869	2,283	921	3,204
September	2,303	1,614	3,917	3,199	2,037	5,236	2,941	1,561	4,502
October	3,133	1,611	4,744	2,792	1,296	4,088	2,557	1,629	4,186
November	2,945	1,244	4,189	2,646	1,246	3,892	1,974	802	2,776
December	1,685	911	2,596	2,316	573	2,889	1,031	376	1,407
TOTALS..	32,479	10,756	43,235	28,417	10,415	38,832	22,161	7,608	29,769

These figures show an excess in Deliveries in 1863 over 1862 of 4,403 barrels; over 1861, of 13,466 barrels,—increase mainly in Pots.

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

DATE.	POTS. Barrels.	PEARLS. Barrels.	TOTAL. Barrels
On 1st January, 1864.....	720	212	932
On 1st January, 1863.....	254	252	506
On 1st January, 1862.....	346	259	605

The Inspectors now mark the weight of Ashes in the barrels in pounds, and henceforth quotations will be per 100lbs., instead of per 112lbs. as was the practice prior to 1st January, 1864.

Comparative Prices of Ashes for Two Years.

1861		DATE.	1863		1862		
			POTS. Per 112 lbs.	PEARLS. Per 112 lbs.	POTS. Per 112 lbs.	PEARLS. Per 112 lbs.	
PEARLS.	TOTAL.		\$ c.	\$ c.	\$ c.	\$ c.	
		January	2	6.40	6.40	7.00	6.50
		.....	9	6.50	6.50	6.95	6.20
Brls.	Brls.	.....	16	6.60	6.40	6.80	6.15
81	1,002	.....	23	6.40	6.40	6.75	6.15
406	1,313	.....	30	6.40	6.40	6.75	6.20
136	1,227	February	6	6.20	6.10	6.70	6.75
80	601	.....	13	6.15	6.10	6.65	6.70
289	1,524	.....	20	6.15	6.15	6.65	6.65
481	4,464	.....	27	6.15	6.15	6.50	6.50
846	3,563	March	6	6.10	6.12½	6.60	6.50
921	3,204	.....	13	6.00	6.05	6.70	6.60
1,561	4,502	.....	20	5.82½	6.10	6.80	6.60
1,629	4,186	.....	27	5.75	6.10	6.60	6.65
802	2,776	April	3	5.55	6.10	6.65	6.65
376	1,407	.....	10	5.70	6.15	6.70	6.70
		.....	17	6.05	6.10	6.55	6.60
		.....	24	5.90	6.10	6.70	6.65
		May	1	5.95	6.10	6.70	6.75
		.....	8	5.85	6.15	6.80	6.80
		.....	15	5.90	6.15	6.80	6.80
		.....	22	6.00	6.15	6.75	6.80
		.....	29	5.90	6.10	6.70	6.80
		June	5	6.20	6.35	6.90	6.95
		.....	12	6.25	6.50	6.90	7.10
		.....	19	5.95	6.55	6.90	7.10
		.....	26	6.00	6.65	6.85	7.05
		July	3	6.00	6.90	6.67½	7.07½
		.....	10	6.00	6.60	6.65	6.80
		.....	17	5.85	6.55	6.70	6.80
		.....	24	5.90	6.60	6.72½	6.65
		.....	31	5.65	6.60	6.65	6.60
		August	7	5.65	6.60	6.30	6.20
		.....	14	5.85	6.60	6.35	6.30
		.....	21	6.00	6.60	6.05	6.30
		.....	28	6.10	6.65	6.25	6.20
		September	4	6.10	6.75	6.30	6.20
		.....	11	6.10	6.75	6.35	6.20
		.....	18	6.00	6.75	6.45	6.20
		.....	25	6.05	6.90	6.60	6.20
		October	2	6.10	6.85	6.70	6.20
		.....	9	6.10	6.75	6.60	6.35
		.....	16	6.10	6.60	6.65	6.35
		.....	23	6.10	6.65	6.60	6.35
		.....	30	6.15	6.75	6.60	6.42½
		November	6	6.15	6.65	6.75	6.40
		.....	13	6.20	6.50	6.65	6.40
		.....	20	6.00	6.20	6.75	6.40
		.....	27	5.90	6.20	6.75	6.40
		December	4	5.80	6.20	6.75	6.35
		11	5.80	6.20	6.75	6.45
		18	5.75	6.20	6.55	6.45
		25	5.65	6.20	6.40	6.30

barrels; over

TOTAL.

Barrels

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PORK, &c.

The Pork Market opened, in 1863, with a heavy stock; returns on 1st December, 1862, showed that there were 17,000 barrels of Mess on hand,—much of which was said to be held by speculators. Receipts of Pork and Beef by Grand Trunk Railway in 1863 were 25,495 barrels; by Lachine Canal 24,832 barrels; by other channels 439 barrels,—total 50,766 barrels. Shipments by the St. Lawrence (in river trade) 11,315 barrels; by Grand Trunk Railway, (Pork and Beef,) 11,466 barrels; by Champlain Railroad 2,014 barrels; by Lachine Canal, 7,679 barrels; in sea-going vessels (including Portland in winter) 1,414 barrels,—total 33,888 barrels. It may be stated thus:

The stock of Pork and Beef on hand at the close of 1862, amounted to..	17,000	brls.
And the receipts by Railway and Canal in 1863 were.....	50,766	“
Making a total of.....	67,766	“
From which deduct stock on hand in Dec., 1863.....	5,600	brls.
And quantity reported shipped in 1863.....	33,888	“
	<u>39,488</u>	brls.
Leaving unaccounted for.....	28,278	“

There are no definite records of the disposal of that large balance. The regions to which much or all of it may have gone are the Saguenay and the St. Maurice; besides a large district including Berthier, Sorel, Eastern Townships, Richelieu River, Nicolet, Batiscan, &c. Then there is the consumption of the Island and City of Montreal, besides a considerable quantity taken away as ships' stores, and of which entry outward is not required.

Prices of Pork in past Two years.

MONTH.	1863		1862	MONTH.	1863		1862
	Mess.	Prime.	Mess.		Mess.	Prime.	Mess.
	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.
January	10.00	.....	14.00	August {	11.75	11.00	
April	12.00	9.50	13.00		12.00		
May	10.75	10.00	12.50	September.. {	12.25	12.00	
	11.00		12.00		12.50		
June	10.75	10.50	12.00	October {	12.00	12.00	10.75
	10.50				12.50		
July	10.00	10.50		November.. {	12.50	12.00	10.50
	10.50				13.00		
	11.00				13.75		
	11.25				14.00		

These prices were for strictly wholesale lots. After opening at \$10 for Mess, in January, 1863, the ruling prices were \$10.50 @ \$11.50 until April, when \$12 was paid. But heavy receipts again depressed the market, and prices fell in May and June, sales being made in the latter month with difficulty at \$10 and a fraction under. The market rallied in July, gradually hardening towards the end of the year,—closing with a stock of about 5,600 barrels. Of that quantity little more than 3,000 barrels were inspected Mess; the remainder consisting of other grades, with unbrandable, &c. In the month of July there were sales of English Prime Mess at \$11.25. After the month of June, Prime was very scarce, small lots bringing exceptional prices.

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The quantities of Pork and Beef inspected during the past two years were as follows :

	1863	1862
Pork.....	36,134 barrels.	44,057 barrels.
Beef	2,401 "	2,726 "
Beef	1,016 tierces	1,427 tierces.

The quantity of Pork inspected in 1863, therefore, appears to have been equal to 72 per cent. of the receipts.

The weight of Pork, in carcase, brought to Montreal by Grand Trunk Railway in 1863 was 2,715,421 lbs., or about 13,580 carcasses.

BEEF.—This article has been quiet throughout the year. Prices of Prime Mess in tierces varied from \$17 @ \$20, and in barrels \$8.50 @ \$9.50. Prime in barrels \$5 @ \$6.

LARD.—There has not been much variation in prices, barrels and tierces bringing 8c. per lb., kegs 8½c. @ 10c. The year closed with small stock in hand.

HAMS.—A large business was done ; prices ranged from 7c. @ 9c. per lb. for uncanned plain-cured, and 9c. @ 13c. for sugar-cured canvassed.

CHEESE.

The quantity exported in sea-going vessels *via* St. Lawrence River, in 1863, is set down in the official returns at 815,110 lbs., valued at \$68,454. It appears that 14,531 boxes were shipped to Glasgow, and 9,950 boxes to Liverpool. The entire shipments seaward were 24,583 boxes ; in river trade 3,638 boxes. Higher wholesale rates were obtained in 1863 than in 1862, as appears from the annexed quotations :—

Comparative Prices of Cheese.

DATE.	1863		1862		DATE.	1863		1862	
	Per lb.		Per lb.			Per lb.		Per lb.	
	c.	c.	c.	c.		c.	c.	c.	c.
June 12	6½	@ 7	7	@ 7½	September 11	8	@ 8½	7	@ 7½
..... 19	7	7	7	7½	..... 18	8	8½	7	7½
..... 26	7	7½	7	7½	..... 25	8	8½	7	7½
July 3	7	7½	7	7½	October..... 2	8	9	7	7½
..... 10	7	7½	6¾	7	..... 9	8	9	7	7½
..... 17	7	7½	6¾	7	..... 16	8½	9	7½	7½
..... 24	7	7½	6¾	7	..... 23	8½	9½	7½	7½
..... 31	7½	7½	6¾	7	..... 30	8½	9½	7½	8
August 7	7½	8	6¾	7	November 6	8½	9½	7½	8
..... 14	7½	8	7	7½	..... 13	8½	9½	7½	8
..... 21	8	8½	7	7½	..... 20	8½	10	8	8½
..... 28	8	8½	7	7½	..... 27	8½	10	8	8½
September 4	8	8½	7	7½	December..... 4	8½	10	8	8½

BUTTER.

A good business was done in Butter, in the Fall of 1863,—Choice Dairy being in steady demand, at higher rates than had prevailed during the two previous years; the market continuing active up to the close of December. The receipts by Grand Trunk Railway during 1863, were 45,651 kegs; by Lachine Canal, 23,486 kegs; by Montreal and Champlain Railroad, 5,119 kegs; by River Craft, 522 kegs;—total, 74,778 kegs, or about 6,000,000 lbs. The aggregates of 1862 were 85,902 kegs, or 6,872,000 lbs.; and of 1861, 71,875 kegs, or 5,750,000 lbs. These figures show a decrease in 1863, as compared with 1862, but an increase as compared with 1861.

The shipments seaward *via* the St. Lawrence River, in 1863, were 49,079 kegs; *via* Portland, 11,908 kegs; in River-craft, 3,716 kegs; by Montreal and Champlain Railroad, 3,222 kegs; by Lachine Canal, 484 kegs; total, 68,409 kegs, or about 5,473,000 lbs. The aggregate shipments in 1862 were 69,459 kegs, or 5,556,700 lbs.; and in 1861, 49,722 kegs, or 3,978,000 lbs.

The following table affords a comparative view of prices paid on the dates given for 1863, and on corresponding days of 1862 and 1861. There were exceptional sales, especially of Choice Dairy, in October, November and December last year, at higher rates than those here quoted.

Prices of Butter in Fall of Three Years:—

DATE.	1863						1862						1861					
	Store Packed.		Medium Dairy.		Choice Dairy.		Store Packed.		Medium Dairy.		Choice Dairy.		Store Packed.		Medium Dairy.		Choice Dairy.	
	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	Per lb.	
Sept 18	12	@13 $\frac{3}{4}$	14	@15	15	@16	11	@13	14	14	@15	10	@11	11	@12	12	$\frac{1}{2}$ @13	
. . . . 25	12	13 $\frac{3}{4}$	14	15	15	16	11	13	14	14	15	10	11	11	12	12 $\frac{1}{2}$	13	
Oct. 2	12	13 $\frac{3}{4}$	14	15	15	16	11	13 $\frac{1}{2}$	14 $\frac{1}{2}$	15	15 $\frac{1}{2}$	10	11	11	12	12 $\frac{1}{2}$	13 $\frac{1}{2}$	
. . . . 9	12 $\frac{1}{2}$	14	14	15	16	17 $\frac{1}{2}$	11 $\frac{1}{2}$	13 $\frac{3}{4}$	15	15	16	10	11	11	12	12 $\frac{3}{4}$	13	
. . . . 16	12 $\frac{1}{2}$	14	14	15	17	18	11 $\frac{1}{2}$	13 $\frac{3}{4}$	15	15	16 $\frac{1}{2}$	10	11	11	12	12 $\frac{1}{2}$	13	
. . . . 23	13	14 $\frac{1}{2}$	15	16	17	18	11 $\frac{1}{2}$	13 $\frac{3}{4}$	15	15	16	10	11	11	12	12 $\frac{1}{2}$	13	
. . . . 30	13	14 $\frac{1}{2}$	15	16	17	18	12	13 $\frac{1}{2}$	15	15	16	11	12	12	13	13	14	
Nov. 6	14	15 $\frac{1}{2}$	16	17	17	18	12	13 $\frac{3}{4}$	14@15	15	16	11	13	13	14	14	15	
. . . . 13	14	15 $\frac{1}{2}$	16	17	17	18	12	13 $\frac{3}{4}$	14	15	15	11	13	13	14	14	15	
. . . . 20	14	15 $\frac{1}{2}$	16	17	17	18	12	13	14	15	15	11	14	14	15	15	16	
. . . . 27	14	15 $\frac{1}{2}$	16	17	17	18	12	13	14	15	15	12	14	14	15	16	16 $\frac{3}{4}$	
Dec. 4	14	15 $\frac{1}{2}$	16	17	17	18	12	13	14	15	15	12	14	15	16	16	16 $\frac{3}{4}$	

An estimate of the importance of the Trade in Butter here, may be formed from the value of exports in 1863, as recorded at the Custom-House,—viz., \$556,452, representing 4,316,930 lbs. But the shipments by all channels were about 1,157,000 lbs. over that quantity; according to the foregoing ratio, therefore, the value of all the Butter exported would be more than \$700,000. Large as is the business done in this department of the Produce Trade, it is susceptible of much increase,—the main obstacle to which is believed to be the uncertainty involved in the purchase of shipping lots. *No Butter was officially inspected in this market last year, and only 500 kegs in 1862.* It cannot be matter of surprise, therefore, that complaints about unevenness of quality arise. The surest method for removing them would be for merchants to avail themselves of a thorough inspection,—equal if possible to that of Cork; and when that is done,

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not only might the European trade be extended, but a much larger business with the New England States would be commanded. The arrangements made by the Board of Trade for the inspection of Butter are considered to be adequate to the wants of the city,—and what is mainly required is that the parties interested give effect to them. It is believed that if the Butter sent to Montreal were subjected to strict inspection, and the practice persevered in, within five years the value of the shipments would be increased to the extent of \$1,000,000. It is affirmed that Canada Choice Dairy Butter is equal to the best brands in the United States, and that considerable quantities are sent there from this Province where it is re-packed, afterwards bringing the highest rate paid for particular county brands. The suggestion about inspection, if acted upon, would enable the careful Canadian Dairyman uniformly to command as high rates in the home market as could be realised elsewhere.

SALT.

Large shipments of this article are made every year from Montreal to the West, but the exact quantities imported cannot be easily ascertained. According to the Harbor-Master's record, 33 whole cargoes and 6 parts of cargoes were brought to Montreal from sea-ward in season of 1863, while 53,355 minots, (about 18,000 sacks), were landed from river-craft. Receipts by Grand Trunk Railway were 2,560 barrels. The values of quantities entered inward at the Custom-House during the past three years, were:—In 1863, \$55,072; in 1862, \$49,060; in 1861, \$23,283.

A better idea of the extent of the business may be formed from the fact, that the shipments westward by Lachine Canal in 1863 were set down at 31,258 tons,—equal to 1,125,288 bushels, or 375,096 sacks; while the shipments by Grand Trunk Railway were 14,697 barrels, or about 76,000 bushels. The quantity in store in this city at close of 1863, was about 45,000 sacks.

Prices in Fall of past Three years.

MONTH.	1863		1862		1861	
	\$	\$	\$	\$	\$	\$
October Coarse per sack.	0.65	@ 0.70	0.70	@ 1.00	0.55	@ 0.60
Fine "	0.80	0.85	0.80	1.50	0.65	
November . Coarse "	0.62½	0.65	1.00	1.50	0.62½	0.65
Fine "	0.82½	0.90	1.50		0.70	
December .. Coarse "	0.55	0.60	1.50	1.65	0.60	0.62½
Fine "	0.85	0.90	1.50		0.70	

The lowest rates quoted in each year, were for sales in quantity,—the highest prices represent smaller transactions.

FISH AND FISH OIL.

The figures in the public records indicating Receipts and Shipments of Fish are not specific enough to admit of being usefully tabulated.

There was a large stock on hand at the commencement of the past year,—much of it inferior in quality. The Receipts by Richelieu Company's steamers during the season of 1863, were:—Herrings, 3,861 boxes and barrels; Fish, 2,648 brls. and hhds.; Fish, 3,387 cwts.; Oil, 1,836 brls. and hhds. In addition to these about 2,000 brls. were landed from river craft; while there were quantities supposed to be landed of which no note was made. The Custom-House returns further show that the value of all kinds of Salt and Fresh Fish entered there in 1863 was \$138,379; Crude Oil, \$55,095. The Lachine-Canal returns for the past year show that 2,481 tons, or 17,367 barrels, were shipped upward. The strictly wholesale trade may be said to be confined to two or three months in the Fall; and the annexed quotations show the range of sales during that period of the years mentioned.

Prices of Fish and Cod Oil.

	1863		1862		1861	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Dry Codfish.....per quintal	4.25	@ 4.50	4.00	@ 4.50	3.20	@ 3.60
Green Codfish.....per barrel	2.50	.. 3.00	3.75	.. 4.25	4.50	.. 5.00
Split Herrings, Labrador, ditto	3.75	.. 4.75	None.		4.50	.. 5.00
Split Herrings, Common, ditto	2.00	.. 3.00	4.00	.. 5.00	3.00	.. 3.50
Round Herrings..... ditto	2.50	.. 2.75	2.00	.. 2.50	1.25	.. 1.75
Salmon..... ditto	12.00	..13.00	11.00	..12.00	10.50	..11.50
Cod Oil.....per gallon	0.75	.. 0.80	0.70	.. 0.75	0.45	.. 0.50

It is almost universally the case, that prices become very much lower after the close of Canal navigation.

The Labrador Herring-fishery in the season of 1862 was a complete failure; and the high price of Cod Oil in 1863 and 1862 is accounted for by the poorness of the Fish taken,—the livers, it is alleged, not having produced more than one-third the usual quantity. The value of the Fish sold at auction in Montreal last year is variously estimated at from \$150,000 to \$200,000.

Large quantities of Fish of all kinds, and of good quality, are brought to this market. It is admitted, however, by parties conversant with the facts, that there have been very considerable importations of inferior qualities during the past three years; and, in consequence of there being no Inspection, a profitable trade with the Western States has been turned away from Montreal. An Inspector of Fish and Oil is a desideratum in this city; and whenever it is known, that Herrings, Salmon, Mackerel, &c., can be bought here as satisfactorily as Flour, Pork, or Ashes, the obstacle to doubling or trebling the trade in Fish, it is believed, will have been removed,—and Montreal may become the source of supply for the Western and North-Western States. In existing circumstances, merchants in Milwaukee, Chicago, Cincinnati, and St. Louis, make their purchases in New York or Boston,—the cost of transportation from these seaboard cities sometimes amounting to as much as is paid for the article itself. Rates from Montreal to Chicago, on an average, of Fall Shipments, have been barely over 50c. per barrel.

Consignments were remunerated enough to pay (gibbed), Half

It appears, was less than were 799,280 that of the "I in 1863; the portations from the American affording Canada United States speculative ex There were The follow the Port:—

ARTICLES

Tea
Coffee, Green
Do Roast
Chicory
Cocoa & Cho
Spices,
Dried Fruit
Nuts
Pickles and
Prepared Oil
Mustard
Soap
Tallow Cand

Consignments from Montreal to Chicago and St. Louis have been spoken of, which were remunerative for Fish of fair quality, while an inferior article did not realise money enough to pay freight. In one of the western cities just mentioned, No. 1 Herrings (gibbed), Halifax inspection, were not long since quoted as worth \$4.50 per half-barrel.

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TEA, COFFEE, &c.

It appears, from the subjoined table, that the quantity of Tea imported last year was less than in 1862,—the Customs Returns indicating that, on 31st December, there were 799,280 lbs. in Warehouse. Four cargoes arrived from China direct; a fifth one, that of the "Bittern," was lost at sea. Three of the four cargoes were sold by auction in 1863; the other one was disposed of in like manner this month (Feb., 1864). Importations from England, and *via* New York, have been large; and throughout the year the American market has served the double purpose of relieving surplus stock here, affording Canadian operators an opportunity of shipping, from England, direct to the United States. On the whole the business of 1863 was steady and sound, free from speculative excitement, and may be said to have been satisfactory.

There were 196,544 lbs. of Green Coffee in Warehouse on 31st December last.

The following particulars are from the Annual Returns made by the Collector of the Port:—

Quantities and Values of Groceries Imported in Three Years.

ARTICLES.	1863		1862		1861	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
		\$		\$		\$
Tea lbs.	4,433,882	1,588,893	4,879,212	1,858,193	2,585,641	957,281
Coffee, Green.. lbs.	558,689	89,014	1,463,258	196,677	794,935	92,678
Do Roasted lbs.	3,388	256	864	99	1,298	295
Chicory .....	.....	7,338	.....	14,839	.....	2,283
Cocoa & Chocolate .....	.....	1,167	.....	1,771	.....	1,400
Spices, lbs.	39,505	8,730	51,051	12,446	225,017	23,183
Dried Fruits and Nuts lbs.	2,165,091	119,360	2,779,252	161,595	1,465,179	77,431
Pickles and Sauces .....	.....	18,641	.....	14,557	.....	19,785
Prepared Oils gals.	161,473	125,983	135,066	93,587	211,336	134,392
Mustard lbs.	108,765	15,776	136,399	19,129	99,641	13,214
Soap lbs.	232,430	16,477	294,510	18,470	804,113	34,695
Tallow Candles...	11,666	9,662	20,002

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SUGARS AND MOLASSES.

An examination of the Custom-House Returns for the past three years shows a material falling off in the importation of Refined and Raw Sugars in 1863, as contrasted with the preceding year; receipts of Molasses have increased.

Quantity and Value of Sugar and Molasses Imported.

ARTICLES.	1863		1862		1861	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Refined Sugar lbs.	219,629	\$ 12,365	783,098	\$ 57,067	21,570	\$ 1,747
Raw Sugar ..lbs.	21,559,607	863,993	25,811,507	1,029,193	24,891,121	910,810
Molasses ....gals.	956,900	166,103	790,447	147,009	790,298	128,551

REFINED.—The price of Dry Crushed Sugar has ranged from 10½c. to 12½c. per lb., during 1863, the lowest point having been reached in May. The total consumption of White Refined Sugar, in Canada, is believed to be about 6,000,000 lbs. There were 62,210 lbs. of Refined Sugar in Customs' Warehouse on 31st December last.

RAW.—Values in 1862, were:—In April, \$6, \$6.12½, \$6.75, and \$7 per 100 lbs. in quantity; subsequently there was an extra duty imposed, and in July and September there were sales at \$8.50 and \$9,—the range for the latter part of that year being \$8, \$8.12½ @ \$8.62½. During the first four months of 1863, \$8 @ \$8.60 included the rates paid,—\$7.50 being accepted at close of April; the range during next four months was \$8.12½ @ \$8.90; and from about middle of September to close of the year, \$9 @ \$10.12½. There were 3,933,619 lbs. of Raw Sugar in Customs' Warehouse on 31st December last.

MOLASSES.—In 1862, there was a sale as low as 21c. per gallon—the range in June, however, was 31½c. @ 35c.; transactions during the remainder of the year were from 28½c. @ 31½c.—the average of December being 30c. per gallon. In 1863, the range from January to August was 27c. @ 30c., and during the last four months, 31c. @ 34c. per gallon. There were 174,796 gallons in Customs' Warehouse on 31st December last. [The prices here noted were for Molasses in puncheons; in tierces the rates would be 1c. @ 1½c. per gallon higher—in barrels, 2c. @ 3c. higher, provided grades and qualities were the same, and the market not overstocked with any particular kind of package.]

The local consumption of Montreal includes considerable quantities used in distillation and refining. The Revenue Inspectors' returns show that 17,754 gallons had been employed in the first-named process in 1863—the quantity in 1862 being 19,635 gallons.

There have been various statements made relative to the deficiency of last year's Sugar crops. The following is a moderate estimate:—

Deficit in France (Beet-Root Sugar)	70,000 tons.
“ Reunion (formerly Bourbon)	30,000 “
“ Mauritius	40,000 “
“ Louisiana.....	150,000 “
Total,.....	290,000 tons.

The coming crops in Brazil and Cuba have also been reported as very deficient—although latterly the statement about Cuba has been questioned. It is believed, however, all things considered, that prices of Sugars are likely to rule high this year.

The annexed in the importation the importation

DESCRIPTION.
Tobacco, unmanuf'd
“ manuf'd
Cigars
Snuff.....

The only ex believed to ha precision the of the Province 1,012,380 lbs., \$124,270; to l —this being p to Burlington

The stock o to be about 1 States. The estimated at f tories in the C these establish this Province.

Large profit 1862; but the and February turers, for spe large lots cha accumulated excise duty b rates of that r having been r

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TOBACCO.

The annexed statement collated from the Customs' Returns, shows a steady decrease in the importation of Manufactured Tobacco since 1859,—and an immense increase in the importation of Leaf or unmanufactured Tobacco, since 1861 :—

DESCRIPTION.	1863		1862		1861		1860		1859	
	Q'antity	Value	Q'antity	Value	Q'antity	Value	Q'antity	Value	Q'antity	Value
Tobacco, unmanuf'd	5,617,215	\$39,054	4,464,802	592,445	1,043,787	84,125	1,037,886	54,832	1,100,819	67,245
" manuf'd	42,934	10,711	318,240	60,290	709,970	79,694	1,036,117	105,961	1,077,279	159,508
Cigars	65,523	33,157	45,485	27,161	58,318	14,666	....	....	....	....
Snuff.....	1,894	490	1,524	322	1,024	235	....	....	....	....

The only exportation of Tobacco from Montreal in 1860, consisted of 7,500 lbs.—believed to have been Canadian unmanufactured. It is difficult at present, to state with precision the quantities of manufactured Tobacco shipped from this city to places out of the Province ; the aggregate export last year, as recorded at the Custom-House, was 1,012,380 lbs., valued at \$303,698 ;—the shipments to Great Britain were valued at \$124,270 ; to British North American Provinces, \$16,884 ; to the United States \$162,544,—this being probably the value of the quantities passing outward *via* Rouse's Point, to Burlington and Whitehall.

The stock of manufactured Tobacco on hand, on 31st December last, was estimated to be about 15,000 boxes, and 500 hhds. of unmanufactured, imported from the United States. The quantity manufactured in Montreal during 1863, has been variously estimated at from 25,000 to 30,000 boxes,—the productive capacity of the Tobacco Factories in the City being only about half employed. It is believed that, in full operation, these establishments are adequate to amply supply the entire consumptive demand of this Province,—estimated at about 100 boxes per diem, or nearly 40,000 boxes a year.

Large profits are understood to have been realised in the manufacture of Tobacco, in 1862 ; but there was a considerable decline in price at the close of that year. In January and February of 1863, several thousand boxes were placed in this market by manufacturers, for speculative and trade demand, at prices varying from 30c. @ 40c. per lb.,—large lots changing hands at the lower rate. By the beginning of March stocks had accumulated again, the inquiry had materially slackened, and, as the prospect of an excise duty being imposed disappeared, prices gradually fell until September,—the rates of that month as compared with January showing a decline of 15c. per lb.,—sales having been made at 18c. @ 25c. for ordinary to good tens.

In December last the proposal of the United States' Government to levy duties both on Leaf and Manufactured Tobacco, caused a good deal of excitement in the Montreal market, and all stocks offering at previous low prices were taken up,—the year closing with an active market at an advance of 5c. per lb.

The Manufacturers of Tobacco here have every facility for competing successfully with those of the United States, and they look forward to the time when they shall supply a portion of the European demand.

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1861	
Q'antity.	Value.
570	\$ 1,747
121	910,810
298	128,551

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DISTILLING AND BREWING.

The subjoined table shows the quantities of Liquors produced by Distillers and Brewers in this city :—

DESCRIPTION OF LIQUOR.	1863	1862	1861
	Wine Gallons.	Wine Gallons.	Wine Gallons.
Spirits at proof	632,129	554,253	847,660
Ale	1,380,666	1,332,516	927,333
Beer	5,075	89,967	67,690
Porter	23,629	15,715	10,420
Lager Beer.....	19,210	39,013	6,800

The quantities of Grain, &c., used in this city in the production of distilled and fermented liquors are noted on page 44.

FOREIGN LIQUORS.

The quantities and values of the various Liquors entered at the Custom-House here, during the past three years, were as follows :—

LIQUORS.	1863		1862		1861	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Whisky ....gals.	24,263	\$ 17,179	8,988	\$ 6,175	10,462	\$ 6,974
Gin .....gals.	120,459	41,256	59,342	21,793	89,957	35,231
Rum .....gals.	21,152	8,448	41,196	15,920	12,576	5,170
Brandy .....gals.	67,642	103,856	226,604	104,184	62,619	163,487
Wines, wood gals.	236,323	179,103	247,483	189,226	165,817	150,027
Do., bottles doz.	13,942	49,029	8,087	35,829	4,347	19,253
Ale, Beer & Porter, in wood....gals.	20,575	4,436	6,395	2,383	4,510	2,157
Do., bottles..doz.	14,687	16,848	15,750	17,024	6,370	6,604

The quantities of foreign liquors in Customs Warehouse on 31st December, 1863, were as follows :—Whisky, 1,987 gallons; Gin, 15,735 gallons; Rum, 24,883 gallons; Brandy, 38,072 gallons; Wines of all kinds, in wood, 119,546 gallons; Wines, in bottles, 2,262 dozen; Ale, Beer, and Porter, in wood, 1,290 gallons; Ales, &c., in bottles, 4,005 dozen.

It is stated that there were 34,905 pipes of Port Wine shipped from Oporto, in 1863; 30,044 of them for Great Britain, and 234 for Canada.

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Cottons
Linen.....
Woollens ...
Carpets and
Thread, Lace
Hats, Caps an
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Shawls
Silks, Satins
Parasols and
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FANCY AND DRY GOODS, &c.

The following values of Importations during the past three years are taken from the Custom-House returns :—

Distillers and

1861

Wine Gallons.
847,660
927,333
67,690
10,420
6,800

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m-House here,

1861

ties.	Value.
	\$
62	6,974
57	35,231
76	5,170
19	163,487
17	150,027
47	19,253
10	2,157
70	6,604

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ons ; Brandy,
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DESCRIPTION.	1863	1862	1861
	Value.	Value.	Value.
	\$	\$	\$
Cottons	2,353,599	2,262,349	3,051,560
Linens.....	261,737	195,324	192,858
Woollens	2,340,690	2,048,668	2,452,776
Carpets and Hearth Rugs	80,216	81,952	77,586
Thread, Lace and Insertions ..	10,247	12,704	12,145
Hats, Caps and Bonnets	113,920	136,782	122,007
Hosiery	83,236	69,601	88,422
Shawls	12,032	6,899	8,337
Silks, Satins and Velvets	362,093	371,573	494,233
Parasols and Umbrellas	11,899	17,239	.....
Cotton Yarn and Warp	30,257	36,756	49,850
Clothing or Wearing Apparel ..	29,021	34,623	37,635
Small Wares	364,277	234,921	246,174

The Dry Goods Trade for 1863 has been satisfactory to Importers,—the values showing an increase over 1862 of more than half-a-million dollars. The value of Cotton goods imported last year is shown to be \$90,000 more than in the preceding twelve months ; Linen goods, \$65,000 ; Woollen goods, \$292,000 ; and Small Wares, \$128,000. Cottons are said to be again advancing in the British markets ; Linens are 10 to 15 per cent. dearer than formerly ; and Woollens are 5 to 10 per cent. higher.

The large increase in the importation of Woollen goods is to be attributed to the high price of Cottons,—coarse Woollens being cheaper, and better adapted to the Canadian trade ; hence they are taking the place of coarse staple cotton manufactures.

For a week or two in December, 1863, there was an apparent lull in the English wholesale market, and some abatement in prices was conceded ; but, with the opening of the present year, speculation in cotton goods revived. The continuance of the war in the United States,—with no present prospect of peace,—has given fresh courage to speculators in the raw material ; and the feeling on both sides of the Atlantic now is that existing high prices, if not advanced, will at least be maintained.

The Fall trade in Woollen Goods of Canadian manufacture showed a large increase in 1863 over 1862 ; but prices were not in favor of manufacturers,—for although there was excellent demand, the supply on the market was greater than the requirements of purchasers, and prices were lower. The high price of wool was a serious drawback,—that which previously had been procured at 25c. to 30c. per lb., having latterly cost 50c.

The reputation of Canadian Tweeds is steadily advancing,—the principal manufacturers have engaged Scotch dyers for that department of their works, and are importing the best coloring materials that can be procured.

The Cotton manufactures of this Province have hitherto been small, and confined to the mills at Dundas and Hastings,—their chief product being cotton yarns.

LEATHER AND ITS MANUFACTURES.

The Customs returns of the past three years supply the figures in the following Table:—

Values of Imported Leather, &c.

DESCRIPTION.	1863.	1862.	1861.
	\$	\$	\$
Leather.....	139,924	146,730	159,743
“ Manufactures.....	56,192	52,458	50,254
Dressed Skins.....	2,638	1,747	3,688
Boots and Shoes.....	22,124	19,375	46,348
Saddlery.....	2,367	4,258	4,868

Relative to Spanish Sole,—a staple in the Leather Trade,—it may be stated, for the sake of comparison, that 1862 opened with a very small stock in market; prices, therefore, advanced rapidly until March, when the quotation was 29c. per lb. From May until August, rates declined to 23½c. to 24c.; advancing again gradually, until 27c. was reached at close of December. The demand had been tolerably steady throughout the year, and about equal to the supply;—those tanners who were able to lay in stocks of the raw material on the best terms, and who were well skilled in manufacturing, having found their business remunerative.

In January, 1863, prices were fully maintained; but a decline commenced in February, when the price of best quality was 22c.,—(or 1½c. @ 2c. under lowest rate of 1862,)—in the three following months, 23c. was steadily maintained; but 22c. was again the price in December,—the year closing with a considerable stock in market.

There has been increased production in 1863 throughout the Province; but the business has only been remunerative to the Tanners who had capital and superior facilities for carrying on operations. The manufacture of various kinds of curried leather, in small tanneries scattered over Canada, can scarcely be said to have been prosperous during the past two years,—prices of finished stock being too low, as compared with the cost of green hides. The manufacture of Patent Leather is said to have been profitable.

The importation of leather from the United States to this city during the past year or two, has been comparatively small. The quantity required for consumption may be estimated, by looking at the productive capacity of the Boot and Shoe manufactories,—noticed on next page.

The quantities of Sole Leather inspected during 1863 and 1862 were:—

	1863	1862
Sides of No. 1.....	100,040	75,343
“ No. 2.....	30,726	23,042
“ No. 3.....	4,540	2,981
TOTAL.....	135,306	102,266

Several shipments of Buffalo-leather have been made to England, which are understood to have resulted favorably. Upper-leather has also been sent from this city to purchasers in the States. The quantity shipped to the West Indies in 1863 was valued at \$18,785,—the whole quantity exported that year amounting in value to \$62,018.

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The manufacture of Boots and Shoes in Montreal is now a large and most important branch of industry,—and necessarily draws hither an immense quantity of leather, not alone from the tanneries in vicinity of the city, but from all parts of the country. The manufacturers in this city, it is believed, produce three-fourths of all the boots and shoes made in Canada; the quantity manufactured in the Kingston Penitentiary is estimated to be about one-eighth of the whole, the remaining one-eighth being the product of the other manufacturers throughout the Province. There are 17 or 18 manufactories in Montreal;—the major part being of comparatively small capacity; of the larger ones, however, several produce from 500 pairs to 1000 or more pairs daily,—a somewhat careful estimate showing that about 6,500 pairs of boots and shoes are finished per diem. But, allowing for stoppages, an average of 35,000 pairs per week throughout the year is perhaps tolerably accurate,—or 1,820,000 pairs of all descriptions per annum. The entire annual production of this Province may therefore be about 2,426,000 pairs. According to another estimate, the value of the Boots and Shoes produced last year in Montreal was close upon \$2,000,000;—if that be correct, the product of this city alone would be nearly 2,200,000 pairs, while the quantity manufactured in all Canada would be over 2,900,000 pairs. It should be borne in mind that these estimates do not include quantities of Boots and Shoes manufactured by hand.

PAINTS, OILS, DRUGS, &c.

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

ARTICLES.	1863.		1862.		1861.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Gallons.	\$	Gallons.	\$	Gallons.	\$
Paints,.....		69,258		69,481		69,758
Oils,.....	161,473	125,983	135,066	93,587	211,336	134,392
Red & White Leads (dry)		21,380		29,745		26,779
Spirits of Turpentine...		15,763		20,541		15,216

Of the various branches of manufacturing enterprise now so extensively carried on in this city, those of Linseed Oil, Paints, Drugs, &c., may be alluded to; and their extent will perhaps be best shown by a simple statement of quantities manufactured during 1863, which were as follows:—

Linseed Oil.....	80,000 gallons,
Oil Cake.....	750 tons.
Glazier's Putty.....	250 "
White and Colored Paints.....	100 "
Cut Dye Woods.....	1,500 barrels.
Calcined Plaster of Paris.....	4,000 "
Gypsum, or Land Plaster.....	4,000 "
Pure Ground Spices.....	15 tons.
Drugs in Powder.....	30 "

It scarcely need be stated that the Paints, Dye-woods, Drugs, &c., are imported in their crude state, and prepared for market in Montreal.

The Oils noted as received here last year, included only a small proportion of Linseed, very little having been imported in consequence of the high prices ruling in the English market. Oil-Cake is becoming a considerable article of commerce,—the value of the quantity exported to Great Britain in 1863 being \$16,714.

IRON. IRON-WORKS. COAL.

The industrial enterprise of Montreal is perhaps as strikingly manifest in the Iron-Works of various kinds in the city and vicinity, as in any other department of business. The short space of eight or ten years has afforded opportunity for large increase.

Besides the works alluded to in the following notice, there are now within the City limits twelve Founderies, and with each of these fitting and finishing shops are connected. There are also three Rolling Mills; while since 1859 five Nail Factories have been established,—one of the latter having manufactured 2,500 tons of iron into nails and spikes during 1863; the consumption of coal in that establishment in the same year being about 5,000 tons.

A note-worthy fact connected with the progress of these Iron-Works is that during the past few years there has been a steady increase in the quantity of Pig-Iron imported, and a lessened consumption in the city of certain kinds of Manufactured Iron. They also involve an immense consumption of Coal,—the quantity required for the manufacture of Iron from the Pig being about two tons of the former to one ton of the latter.

The value of Pig-Iron imported in 1863 cannot be very accurately ascertained,—that article having been classed with Pig-Lead and Pig-Copper, their united value being \$287,195. The value of the Coal noted at the Custom-House as imported during the same year, was \$152,353. This sum perhaps includes trans-Atlantic cargoes at the invoice price at port of shipment. The receipts of Coal at the Port of Montreal in 1863 embraced 14,423 tons of Anthracite from the United States, valued here at a trifle over \$99,000.

IRON AND HARDWARE.

The following table shows the values of Imports during the past three years :—

DESCRIPTION.	1863	1862	1861
	Value.	Value.	Value.
	\$	\$	\$
Polished Cutlery	72,286	56,126	88,806
Britannia Metal Ware, &c	1,500	611	3,600
Spades, Shovels, Axes, &c	24,765	44,815	39,549
Spikes, Nails, Tacks, &c	61,168	52,100	72,440
Stoves and other Iron Castings..	42,820	38,370	37,717
Other articles	452,191	420,615	443,749

All kinds of hardware have been in fair demand during the past year. Stocks are now light, in consequence of limited importations last fall,—accounted for to a considerable extent by the rise in price of iron noticed on next page. The decrease in Spades, Shovels, Axes, &c., apparent from the above figures, is attributable to another cause. There is now a large quantity of Domestic Hardware Goods manufactured in Montreal, and its immediate vicinity, which are well adapted to the wants of the country, and reputed to be of better quality and finer finish than the same class of goods made in Sheffield and Birmingham,—sold, too, at as low prices. They consist principally of Malleable and Cast-Iron Goods,—Mill, Circular and Cross-Cut Saws,—Nails, Spikes, Axes, Spades, Shovels, Grain-Scoops, Scythes, Augers, Auger-bits, and Edge Tools generally; and their manufacture affords steady employment to a large number of mechanics.

According
kinds of Iron

Canada Plate
Galvanized a
Wire, Nail an
Bar, Rod, or I
Hoop or Tire
Wheels
Boiler Plate
Railroad Bar
Rolled Plate
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IRON.

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

DESCRIPTION.	1863	1862	1861
	Value.	Value.	Value.
	\$	\$	\$
Canada Plates and Tinned Plates	213,929	169,033	142,796
Galvanized and Sheet Iron.....	35,586	61,305	47,155
Wire, Nail and Spike Rod	45,715	41,006	41,347
Bar, Rod, or Hoop.....	467,642	401,344	488,825
Hoop or Tire Iron for Locomotive Wheels	23,931	17,709	26,637
Boiler Plate	18,712	11,425	6,701
Railroad Bars, &c	14,691	14,676	24,644
Rolled Plate .....	.....	2,108	4,688
Steel, wrought or cast	119,558	63,791	67,939

The Lachine Canal Returns include the following shipments westward :—Pig Iron, 13,467 tons ; Railroad Iron, 6,764 tons ; Nails, 3,085 tons ; Miscellaneous Iron, 8,683 tons.

Extreme dullness and low prices prevailed during the first six months of 1863. Spring imports had been heavy. The Iron trade in England and Scotland was also very depressed, prices having been gradually declining during the previous six or seven years. The unusual demand for coal and iron miners in the United States induced many of these operatives to emigrate ; a "strike" of sixteen weeks followed, and the result was a large increase in wages to those who remained, causing an advance of 30s. sterling, per ton, on all kinds of manufactured iron in September last. This prevented the filling of heavy orders and contracts for this Province in time for Fall shipment. Another advance of 30s. sterling per ton, subsequently took place in England, accompanied by an additional increase of wages to the operatives, and great firmness on the part of the Iron-masters,—many of them having four or five months' orders on hand.

The natural consequence of all this was an advance in price here, which has steadily continued until now, that all kinds of manufactured iron and heavy hardware are fully 35 per cent. higher. Stocks are quite light, with an active demand,—the high rate of freight, *via* Portland, preventing winter importation. Some large speculative purchases were made in Montreal, in October, at low rates ; the market was entirely cleared of straggling lots of Bar and Pig-Iron, Cut Nails, Tin, and Canada Plates ; and these articles are now held at high prices.

CHINA, EARTHEN AND GLASS-WARE.

There is no special feature to notice in this department of business ; it is quiet and steady, and exclusively in the hands of Importers. The quantity of Earthen-Ware entered in 1861 was considerably in excess of the demand, and in the succeeding year there was a falling off in the trade with that part of the American population, living near the Province-line. There was a manifest improvement, however, last year, and a fair business done. The following table shows the comparative value of Imports at Montreal :—

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1861

Value.

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39,549

72,440

37,717

443,749

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Nails, Spikes,
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Values of Imports for Three years.

DESCRIPTION.	1863.	1862.	1861.
	\$	\$	\$
China-Ware	1,197	3,156	545
Earthen-Ware	131,761	124,461	177,352
Glass-Ware	80,175	94,960	80,289

PETROLEUM.

In 1862, the trade in Petroleum was one of considerable promise; during the year seventeen of the vessels which left Montreal were laden with that article, most of them having taken in their cargoes here. The capacity of the craft thus employed was 5,076 tons, and the quantity carried away was computed to be 35,532 brls., or 1,279,152 gallons. The proportion of crude in that quantity is not ascertainable. The ports to which it was sent were:—Cork for orders, 6 cargoes; Liverpool, 3; London, 3; Glasgow, 1; Dundee, 1; Bremen, 1; Demerara, 1; and Australia, 1. The quantity exported was looked upon as an auspicious commencement in a new department of Canadian Produce; and towards the close of that year a speculative feeling prevailed, heightened to some extent by the cessation of a few of the "flowing wells,"—a large amount of capital having also been devoted to the establishment of Refineries in the Oil Regions. It has so happened, however, that many of the Refiners had not properly deodorized their oil; and as a large proportion of the quantity shipped to Europe was of that inferior description, the brand is destroyed in the foreign market. Some of the Canadian Refineries, however, produce an article equal to any refined in the United States.

The Oil Wells were less productive in 1863 than in the previous twelve months, but not so much so as to relieve the over-stocked market; and the result has been that the supply continues considerably in excess of the demand,—only about 25 per cent. of the capacity of existing Refineries being needed abundantly to meet the Canadian consumptive demand. A very considerable sum of money has, therefore, been unprofitably invested.

The imports of Petroleum in 1863, on which a duty of 10c. per gallon was paid, (principally Portland Kerosene,) consisted of 65,043 gallons, valued at \$25,837; the quantity in warehouse on 31st December being 2,965 gallons, valued at \$1,334. The quantity entered at the Custom-House for export was 281,190 gallons, valued at \$61,008,—and was shipped chiefly to Liverpool; there having also been, in the early part of the year, 3,800 barrels (about 152,000 gallons) of Crude shipped *via* Portland, for Bremen.

The receipts in 1863 by Grand Trunk Railway were 13,407 barrels, or 536,280 gallons; by Montreal and Champlain Railway, 820 barrels, or 32,800 gallons; by Lachine Canal, 5,311 barrels, or 212,440 gallons;—making a total of 19,538 barrels, or 781,520 gallons.

The prices of Refined Oil ruling in this market, during the past three years, were as follows:—

1861.	1862.	1863.
September,..... <i>c.</i> 60 @ <i>c.</i> 65	Jan. to March...50 @ 55	Jan. to May,....35 @ 40
October.....55 @ 60	April,.....45 @ 50	June to Aug.,...30 @ 35
Nov. and Dec.,...50 @ 55	May to Sept.,...30 @ 35	Aug. to Dec.,...50 @ 55
	Nov. to Dec.,...55 @ 60	

These rates included packages.

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INSPECTIONS IN MONTREAL.

1861.

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FLOUR AND MEAL.

The grades of Flour are established by Act of Parliament, and are: "Superior Extra," "Extra Superfine," "Fancy Superfine," "Superfine," "Superfine No. 2," "Fine," "Fine Middlings," and "Ship Stuffs" or "Pollards."

The superior quality of Rye Flour is designated "Superfine;" second quality, "Fine." The superior quality of Indian Meal or Oat Meal is designated "First;" second quality, "Second;" and third quality, "Third."

The Inspector's charge is *one penny* currency per barrel.

GRAIN.

The Inspection of Canadian Grain is regulated by an Act of Parliament, which designates the standards of all cereals. Wheat is described as follows:—

"No. 1 White Winter"—Shall be sound, plump, and free from admixture of other Grain.
"No. 2 White Winter"—Shall be sound and good, but less free from other Grain than "No. 1."

"No. 1 Red Winter"—Shall be sound, plump, and free from admixture of other Grain.
"No. 2 Red Winter"—Shall be sound and good, but less free from other Grain than No. 1.

"Extra Spring"—Shall be sound, plump, and free from admixture of other Grain, and weigh not less than 61 lbs. per Winchester bushel.

"No. 1 Spring"—Shall be sound, free from admixture of other Grain, and weigh not less than 59 lbs. per Winchester bushel, and shall consist of two grades—"No. 1 bright," and "No. 1."

"No. 2 Spring"—Shall be sound, but less free from other Grain than No. 1, and its weight shall not be less than 57 lbs. per Winchester bushel.

All unsound, damp, or very dirty Wheat of whatever kind shall be classed "Rejected."

The Inspector's charges are 50c. per car load, or 75c. per 1,000 bushels in bulk.

Wheat from the Western States is inspected, when required, according to the Standards of Quality adopted by their Boards of Trade,—as follows:—

"White Winter No. 1"—To be pure, sound, plump, and well cleaned.

"White Winter No. 2"—To be pure, reasonably clean, and such as will make sound Flour.

"Red Winter No. 1"—To be pure, sound, plump and clean.

"Red Winter No. 2"—To be pure, or Red and White mixed, reasonably clean, and such as will make sound Flour.

"Rejected Winter"—All inferior or dirty Winter Wheat, but not unfit for Flouring.

"Amber Iowa"—To be sound, plump, clean, choice, and of bright amber color.

"Spring No. 1"—To be sound, plump, and well cleaned.

"Spring No. 2"—To be reasonably clean, and free from other Grain.

"Rejected Spring"—All inferior or dirty Spring, but not so badly damaged as to be unfit for Flouring.

ASHES.

The Act of Parliament regulating the Inspection of Ashes, provides as follows:—
First sort *Pot Ashes* shall contain 75 per cent. of pure alkali, at the least; Second sort, 65 per cent. of pure alkali, at the least; Third sort, 55 per cent. of pure alkali, at the least. First sort *Pearl Ashes* shall contain 65 per cent. of pure alkali, at the least; Second sort, 55 per cent. of pure alkali, at the least; Third sort, 45 per cent. of pure alkali, at the least.

The charge for inspection is *four pence* currency per 112 lbs., including weighing, storage for ten days, &c.

PORK AND BEEF.

According to Act of Parliament, the grades of Pork and Beef are:—"Mess," "Prime Mess," "Prime," and "Cargo."

The charges for inspection are:—For each tierce, 40c.; for each barrel, 30c.; for each half-barrel, 18c.

BUTTER.

Fees are:—For each package inspected, *six pence* currency; re-inspection, *four pence* per package, including storage and weighing.

SOLE LEATHER.

Sole Leather is divided into three classes, designated "No. 1," "No. 2," and "No. 3;" and the act provides that Leather ordinarily distinguished among dealers by its comparative weight, shall also be divided into three classes,—*heavy, middling, and light*. Every piece or side of Leather under 14 lbs. weight, is to be considered *light*; over 14 lbs. and under 20 lbs., *middling*; 20 lbs. and over, *heavy, or over-weight*.

The Inspector's charge is 2c. for each side or piece of Sole Leather.

THE BUSHEL MEASURE.

The following table affords a comparative view of the number of lbs. to the bushel of Grain and Seeds in Canada and certain of the United States:—

NAME OF PLACE.	Wheat.	Maize.	Peas.	Barley.	Oats.	Rye.	Beans.	Buck-wheat.	Timothy Seed.	Clover Seed.	Flax Seed.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Canada	60	56	60	48	34	56	60	48	48	60	56
Connecticut	60	56	64	48	32	56	63	48	45	60	56
District of Columbia	60	58	64	47	32	58	63	48	..	68	..
Illinois	60	56	..	44	32	54	..	40	..	..	..
Indiana	60	56	..	48	32	56	66	50	45	60	56
Iowa	60	56	..	48	35	56	60	52	45	60	56
Kentucky	60	56	..	48	33	56	60	52	45	60	..
Massachusetts	60	56	60	46	30	56	60	46	..	..	..
Michigan	60	56	..	48	32	56	..	42	..	60	..
Missouri	60	56	60	48	34	56	60	48	48	60	56
New Jersey	60	56	..	48	30	56	..	50	..	64	55
New York	60	56	60	48	32	56	62	48	44	60	56
Ohio	60	56	..	48	32	56	56	..	42	64	56
Pennsylvania	60	58	64	47	32	58	63	48	..	68	..
U. S. Custom-House	60	58	64	47	32	58	63	48	..	68	..
Vermont	60	56	..	46	32	56	..	46	..	..	..
Wisconsin	60	56	..	48	32	56	..	42	..	60	..

Prior to 1863, coarse Grains were very generally sold in Montreal by *minot* measure, viz.: Oats, 34 to 40 lbs.; Barley, 50 lbs.; and Peas, 66 lbs. Last year, by mutual arrangement of the Board of Trade and Corn Exchange Association, it was provided that sales should, in future, be made as follows:—

Wheat	60 lbs.	Oats	32 lbs.
Peas	60 "	Timothy Seed	45 "
Maize	56 "	Clover Seed, per lb. or per .	100 "
Rye	56 "	Oatmeal, per barrel,	200 "
Barley	48 "	Bran, per ton	2000 "

The Canadian statutory bushel of Oats is 34 lbs.; but it was thought that the adoption of 32 lbs. as the customary bushel would more nearly correspond with the weights adopted in the principal markets to which Oats are exported from this city. In Massachusetts and Maine, where the statutory bushel of Oats is 30 lbs., sales are for the most part made per 32 lbs.

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SHIPPING INTERESTS OF MONTREAL.

The following data show that, during the past sixteen years, the Harbor of Montreal was open, as near as may be, an average of eight months each season :—

YEAR.	Opening of Navigation.	Close of Navigation.	First Arrival from Sea.	Last Vessel for Sea.	Greatest No. in Port at one time.
1848	April 18	December 22	.....	.....	.....
1849	April 17	December 9	.....	.....	.....
1850	April 16	December 11	.....	.....	.....
1851	April 13	December 6	.....	.....	.....
1852	April 28	December 21	.....	.....	.....
1853	April 18	December 18	.....	.....	.....
1854	April 25	December 2	May 20	November 20	21 on Oct. 16
1855	April 27	December 3	May 9	November 25	30 " June 14
1856	April 24	December 3	April 30	November 24	26 " June 9
1857	April 18	December 13	May 1	November 25	26 " June 13
1858	April 9	December 12	April 30	November 20	22 " June 5
1859	April 4	December 11	May 3	November 20	24 " June 3
1860	April 10	December 7	April 30	November 25	35 " Oct. 7
1861	April 24	December 22	April 27	December 4	117 " June 6
1862	April 23	December 7	April 28	November 27	78 " Oct. 16
1863	April 25	December 12	May 6	November 26	86 " June 13

These figures show that the harbor was open 249 days in 1848; 238 in 1849; 240 in 1850, 238 in 1851; 238 in 1852; 245 in 1853; 226 in 1854; 229 in 1855; 224 in 1856; 240 in 1857; 248 in 1858; 252 in 1859; 242 in 1860; 243 in 1861; 229 in 1862; and 232 in 1863. The longest season was in 1859; and the average of the sixteen years was 238 days.

The subjoined Table affords a comparative view of the Tonnage employed in the Atlantic trade of Montreal during the past ten years :—

YEAR.	Ocean Steamers.	Tons.	Ocean Vessels.	Tons.	Vessels to Lower Ports	Tons.	Total Sea-Going Vessels.	Total Tons.
1854	6	5,545	174	58,416	78	6,949	258	70,910
1855	6	5,545	90	38,433	107	9,721	197	48,154
1856	16	14,267	117	47,497	114	9,548	247	71,321
1857	9	7,541	123	51,795	95	8,404	227	67,740
1858	16	17,887	127	53,553	82	7,369	225	78,809
1859	35	43,704	118	43,705	77	7,251	230	94,660
1860	37	45,387	149	69,742	73	6,470	259	121,559
1861	40	51,298	433	202,601	101	7,894	574	261,793
1862	53	62,912	430	195,348	88	6,983	571	265,243
1863	54	56,460	369	144,585	81	8,179	504	209,224

As compared with the season of 1862, there was a decrease in 1863 of 67 vessels, representing 56,018 tons. Notwithstanding this, the average Tonnage of the past three years shows that the figures of 1860 have been more than doubled, and of 1859 nearly trebled,—while in six years the tonnage of 1857 may be said to have quadrupled.

COMPARATIVE TABLES

		1862													
DATE.	MONTREAL TO	GRAIN.				FLOUR.				ASHES.				GRAIN	
		Sterling Price per Quarter of 480 lbs.				Sterling Price per Barrel.				Sterling Price per Ton.				Sterling Price of 480 lbs.	
		Sail'g Ships.		Steamers.		Sailing Ships.		Steamers.		Sailing Ships.		Steamers.		Sailing Ships.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Pots.	Pearls.	Pots.	Pearls.	s. d.	s. d.
May 1	Liverpool	6 9	@ 7 0	.....	3 3	@ 4 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Liverpool	6 9	7 0	10 0	2 9	3 6	4 0	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow.	6 9	7 0	10 0	2 9	3 6	4 0	.....	.....	40 0	50 0	.....	.....	.....	.....
15	London..	7 0	.....	.....	3 0	.....	.....	.....	.....	.....	.....	.....	.....	6 9	7 6
	Liverpool	6 9	7 0	10 0	2 9	3 0	4 0	.....	.....	45 0	52 6	.....	.....	6 9	7 6
	Glasgow.	6 9	7 0	10 0	2 9	3 0	4 0	.....	.....	40 0	50 0	.....	.....	6 9	7 6
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 0	.....
22	London..	7 0	7 3	.....	3 0	3 3	.....	.....	.....	.....	.....	.....	.....	6 9	7 0
	Liverpool	6 9	7 0	10 0	2 9	3 0	4 0	.....	.....	27 6	52 0	45 0	52 6	6 6	6 9
	Glasgow.	6 9	7 0	10 0	2 9	3 0	4 0	.....	.....	.....	.....	40 0	50 0	6 6	6 9
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 6	7 9
29	London..	7 0	7 6	.....	3 0	.....	.....	.....	.....	.....	.....	.....	.....	6 6	7 0
	Liverpool	6 9	7 0	10 0	3 0	4 0	.....	.....	.....	27 6	52 6	45 0	52 6	6 6	6 9
	Glasgow.	6 9	7 0	10 0	3 0	4 0	.....	.....	.....	.....	.....	40 0	50 0	6 6	6 9
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 6	6 9
June 5	London..	7 3	7 6	.....	3 3	3 6	.....	.....	.....	.....	.....	.....	.....	7 6	7 9
	Liverpool	7 3	7 6	10 0	3 0	.....	.....	.....	.....	27 6	52 6	45 0	52 6	6 3	.....
	Glasgow.	6 9	7 0	10 0	3 0	4 0	.....	.....	.....	.....	.....	40 0	50 0	6 3	6 6
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 3	8 0
12	London..	7 3	7 6	.....	3 3	3 6	.....	.....	.....	.....	.....	.....	.....	6 3	7 0
	Liverpool	7 0	10 0	.....	3 0	.....	3 9	.....	.....	30 0	.....	45 0	55 0	6 3	6 4 1/2
	Glasgow.	6 9	7 0	10 0	3 0	4 0	.....	.....	.....	.....	.....	40 0	50 0	6 3	6 6
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 6	8 0
19	London..	7 3	7 6	.....	3 3	3 6	.....	.....	.....	.....	.....	.....	.....	6 3	6 6
	Liverpool	7 0	10 0	.....	3 0	.....	3 9	.....	.....	27 6	35 0	45 0	55 0	6 0	6 3
	Glasgow.	6 9	10 0	.....	3 0	4 0	.....	.....	.....	.....	.....	40 0	50 0	6 3	6 6
	Cork, F.o.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 6	8 0
26	London..	7 3	7 6	.....	3 3	.....	.....	.....	.....	.....	.....	.....	.....	6 6	6 9
	Liverpool	6 9	7 0	10 0	3 0	.....	3 9	@ 4 0	.....	30 6	35 0	45 0	55 0	6 3	6 6
	Glasgow.	6 9	7 0	10 0	3 0	.....	4 0	.....	.....	.....	.....	40 0	50 0	6 3	6 6
	Cork, F.o.	8 0	8 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 9	8 0
July 3	London..	7 3	7 6	.....	3 6	.....	.....	.....	.....	.....	.....	.....	.....	6 6	7 3
	Liverpool	6 9	7 0	10 0	3 0	.....	3 9	.....	.....	30 6	35 0	45 0	55 0	6 6	6 9
	Glasgow.	6 9	7 0	8 6	3 0	.....	3 6	.....	.....	.....	.....	35 0	45 0	7 0	7 3
	Cork, F.o.	8 0	8 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 6	8 9
10	London..	7 6	8 0	.....	3 6	.....	.....	.....	.....	.....	.....	.....	.....	6 0	7 3
	Liverpool	7 3	7 6	8 6	3 6	.....	3 6	.....	.....	30 6	35 0	45 0	55 0	6 0	.....
	Glasgow.	6 9	7 0	8 6	3 3	.....	3 6	.....	.....	.....	.....	35 0	45 0	6 0	6 3
	Cork, F.o.	8 0	8 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 0	8 3
17	London..	8 9	9 0	.....	4 0	4 6	.....	.....	.....	.....	.....	.....	.....	6 0	6 6
	Liverpool	8 0	8 6	8 6	3 9	4 6	3 6	.....	.....	32 6	35 0	40 0	50 0	6 0	6 3
	Glasgow.	9 3	9 6	8 0	3 9	4 0	3 6	.....	.....	.....	.....	40 0	50 0	6 0	6 3
	Cork, F.o.	9 3	9 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 4 1/2	8 6
24	London..	8 9	9 0	.....	4 0	4 6	.....	.....	.....	.....	.....	.....	.....	6 0	6 3
	Liverpool	8 3	8 9	8 6	3 9	4 6	3 6	.....	.....	32 6	35 0	40 0	50 0	6 0	6 3
	Glasgow.	8 6	9 0	8 0	3 9	4 0	3 6	.....	.....	32 6	.....	40 0	50 0	6 0	6 3
	Cork, F.o.	9 3	9 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 0	7 3
31	London..	9 3	9 6	.....	4 0	4 6	.....	.....	.....	.....	.....	.....	.....	6 0	6 3
	Liverpool	8 9	9 0	8 6	3 9	4 0	3 6	.....	.....	30 0	35 0	45 0	55 0	6 0	6 3
	Glasgow.	8 9	9 0	8 0	4 0	.....	3 6	.....	.....	30 0	.....	40 0	50 0	6 0	6 3
	Cork, F.o.	10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 0	.....
Aug. 7	London..	9 6	10 0	.....	4 0	4 6	.....	.....	.....	.....	.....	.....	.....	5 6	6 0
	Liverpool	9 6	9 9	9 0	3 9	4 0	3 6	4 6	.....	40 0	50 0	45 0	55 0	5 6	6 0
	Glasgow.	9 6	9 9	10 0	4 0	4 6	4 6	.....	.....	40 0	50 0	50 0	60 0	5 6	6 0
	Cork, F.o.	10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 0	.....
14	London..	9 6	10 0	.....	4 3	4 6	.....	.....	.....	40 0	.....	.....	.....	5 6	6 0
	Liverpool	9 3	9 6	9 0	3 6	4 0	3 6	4 6	.....	37 6	47 6	55 0	65 0	5 6	6 0
	Glasgow.	9 6	9 9	10 0	4 0	4 3	4 6	.....	.....	40 0	50 0	50 0	60 0	5 6	6 0
	Cork, F.o.	10 6	10 9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 3	.....
21	London..	9 6	10 0	.....	4 0	4 9	.....	.....	.....	40 0	.....	.....	.....	6 9	7 0
	Liverpool	9 6	10 0	9 0	4 0	4 3	5 0	.....	.....	37 6	47 6	55 0	65 0	6 3	6 9
	Glasgow.	9 6	10 0	10 0	4 3	4 6	4 6	5 0	.....	40 0	50 0	50 0	60 0	6 6	7 0
	Cork, F.o.	10 0	10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 9	7 6
28	London..	9 3	9 6	.....	4 3	4 6	.....	.....	.....	40 0	.....	.....	.....	6 3	6 6
	Liverpool	9 0	9 6	8 6	3 9	4 3	5 0	.....	.....	37 6	47 6	55 0	65 0	6 3	6 6
	Glasgow.	9 3	9 6	10 0	4 0	4 6	4 6	.....	.....	40 0	50 0	50 0	60 0	6 3	6 6
	Cork, F.o.	10 0	10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 0	7 6
Sept. 4	London..	9 3	9 6	.....	4 3	4 6	.....	.....	.....	40 0	45 0	.....	.....	6 3	.....
	Liverpool	9 0	9 6	8 6	3 9	4 6	5 0	.....	.....	35 0	40 0	55 0	65 0	6 3	.....
	Glasgow.	9 3	9 6	10 0	4 0	4 6	4 6	.....	.....	40 0	45 0	50 0	60 0	6 3	.....
	Cork, F.o.	10 0	10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 3	.....

TABLES

OF OCEAN FREIGHT.

1863

ASHES.			GRAIN.				FLOUR.				ASHES.			
Price per Ton.			Sterling Price per Quarter of 480 lbs.				Sterling Price per Barrel.				Sterling Price per Ton.			
s. d.	Steamers.		Sailing Ships.	Steamers.			Sailing Ships.	Steamers.			Sailing Ships.	Steamers.		
	Pots.	Pearls.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
40 0	50 0	52 6	6 9	7 6	8 0	3 3	3 9	4 0	4 3	27 6	30 0	35 0	45 0	
45 0	52 6	50 0	6 9	7 6	8 0	3 3	3 9	4 0	4 3	27 6	30 0	35 0	45 0	
40 0	50 0	52 6	6 9	7 0	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 6	6 9	7 6	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	7 6	7 9	8 0	3 3	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 6	7 0	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 6	6 9	8 0	3 3	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 6	6 9	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	7 6	7 9	8 0	3 6	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 3	6 6	8 0	3 3	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 3	6 6	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	7 3	8 0	8 0	3 6	4 0	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 3	7 0	8 0	3 3	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 3	6 6	8 0	3 1 1/2	3 4 1/2	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 3	6 6	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	7 6	8 0	8 0	3 6	4 0	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 3	6 6	8 0	3 4 1/2	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 0	6 3	8 0	3 3	3 6	4 0	4 3	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	6 3	6 6	8 0	3 4 1/2	3 7 1/2	4 6	5 0	27 6	32 6	35 0	45 0	
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40 0	50 0	52 6	6 6	6 9	8 0	3 6	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 3	6 6	8 0	3 6	3 9	4 0	4 3	27 6	32 6	35 0	45 0	
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45 0	52 6	50 0	7 0	7 3	8 0	4 0	4 3	4 6	5 0	27 6	32 6	35 0	45 0	
40 0	50 0	52 6	8 6	8 9	8 0	4 0	4 3	4 6	5 0	27 6	32 6	35 0	45 0	
45 0	52 6	50 0	6 0	7 3	8 0	4 0	4 3	4 6	5 0	27 6	32 6	35 0	45 0	
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45 0	52 6	50 0	8 0	8 3	8 0	3 6	3 9	4 6	5 0	27 6	32 6	35 0	45 0	
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45 0	52 6	50 0	5 6	6 0	6 3	3 4 1/2	3 6	3 6	3 7 1/2	25 0	27 6	30 0	35 0	
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45 0	52 6	50 0	7 3	7 0	6 3	3 6	3 9	3 6	4 0	25 0	27 6	30 0	35 0	
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45 0	52 6	50 0	6 6	7 0	6 3	3 6	3 9	3 6	4 0	25 0	27 6	30 0	35 0	
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40 0	50 0	52 6	6 3	6 6	6 3	3 6	3 9	4 0	4 6	27 6	30 0	30 0	35 0	
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45 0	52 6	50 0	6 3	6 6	6 3	3 6	3 9	4 0	4 6	27 6	30 0	30 0	35 0	
40 0	50 0	52 6	7 0	7 6	6 3	3 6	3 9	4 0	4 6	27 6	30 0	30 0	35 0	

COMPARATIVE TABLES OF

OXFORD

		1862											
DATE.	MONTREAL TO	GRAIN.				FLOUR.				ASHES.			
		Sterling Price per Quarter of 480 lbs.				Sterling Price per Barrel.				Sterling Price per Ton.			
		Sail'g Ships.		Steamers.		Sailing Ships.		Steamers.		Sailing Ships.		Steamers.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Pots.	Pearls.	Pots.	Pearls.
Sep. 11	London..	9 0 @ 9 6	.....	4 0 @ 4 3	.....	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
	Liverpool	9 0 . 9 3	8 6 @ 12 0	3 9 . 4 0	4 6 @ 6 0	40 0	50 0	40 0	45 0	55 0	65 0	55 0	65 0
	Glasgow.	9 0 . 9 3	11 6 . 12 0	4 0 . 4 3	6 0	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
18	Cork, F.O.	10 0 . 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	9 0 . 9 3	.....	3 9 . 4 0	.....	40 0	55 0	40 0	50 0	55 0	65 0	55 0	65 0
	Liverpool	8 9 . 9 0	8 6 . 12 0	3 9 . 4 0	4 3 . 6 0	40 0	50 0	40 0	50 0	55 0	65 0	55 0	65 0
25	Glasgow.	8 9 . 9 0	11 6 . 12 0	3 9 . 4 0	6 0	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
	Cork, F.O.	10 0 . 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	9 0 . 9 3	.....	3 3 . 3 9	.....	40 0	47 0	40 0	47 0	55 0	65 0	55 0	65 0
Oct. 2	Liverpool	8 9 . 9 0	10 0 . 12 0	3 3 . 3 6	4 3 . 6 0	40 0	47 0	40 0	47 0	55 0	65 0	55 0	65 0
	Glasgow.	9 0 . 9 3	11 6 . 12 0	3 6 . 3 9	6 0	40 0	47 0	40 0	47 0	55 0	65 0	55 0	65 0
	Cork, F.O.	10 0 . 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	London..	9 6 . 10 6	.....	3 6 . 4 0	.....	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
	Liverpool	9 9 . 10 3	10 0	3 6 . 3 9	4 0 . 6 0	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
	Glasgow.	9 6 . 10 0	10 3 . 12 6	3 9 . 4 0	6 0	40 0	45 0	40 0	45 0	55 0	65 0	55 0	65 0
16	Cork, F.O.	11 0 . 11 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	10 3 . 10 6	.....	4 0 . 4 3	.....	50 0	60 0	40 0	45 0	60 0	70 0	60 0	70 0
	Liverpool	10 0 . 10 3	10 0 . 11 0	3 9 . 4 0	5 0 . 6 0	40 0	45 0	40 0	45 0	60 0	70 0	60 0	70 0
23	Glasgow.	10 3 . 10 6	10 3 . 12 6	4 0 . 4 3	6 0	50 0	60 0	50 0	60 0	62 6	70 0	62 6	70 0
	Cork, F.O.	11 0 . 11 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	10 6	.....	4 3 . 4 6	.....	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
30	Liverpool	10 3 . 10 6	11 0 . 12 0	4 3 . 4 6	6 0	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
	Glasgow.	10 3 . 10 6	10 3 . 12 6	4 3 . 4 6	6 0	50 0	60 0	50 0	60 0	62 6	70 0	62 6	70 0
	Cork, F.O.	11 0 . 11 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nov. 6	London..	9 0	.....	3 9 . 4 0	.....	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
	Liverpool	9 0	11 3 . 12 6	3 6 . 3 9	6 0	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
	Glasgow.	9 0	11 0 . 12 6	3 9 . 3 9	6 0	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
13	Cork, F.O.	10 0 . 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	9 6 . 10 0	.....	4 0 . 4 6	.....	50 0	60 0	50 0	60 0	65 0	75 0	65 0	75 0
	Liverpool	9 6 . 10 0	12 0 . 12 6	3 9 . 6 0	6 0	50 0	60 0	50 0	60 0	65 0	75 0	65 0	75 0
20	Glasgow.	9 6 . 10 0	11 0 . 12 6	4 0 . 4 3	6 0	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
	Cork, F.O.	10 6 . 11 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	11 0	.....	4 6	.....	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
20	Liverpool	10 6 . 11 0	12 0 . 12 6	4 6	6 0	50 0	60 0	50 0	60 0	65 0	75 0	65 0	75 0
	Glasgow.	10 6 . 11 0	11 0 . 12 6	4 6	6 0	50 0	60 0	50 0	60 0	60 0	70 0	60 0	70 0
	Cork, F.O.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	London..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Liverpool	8 9	12 6 . 13 0	4 0	6 0	.....	.....	.....	.....	65 0	75 0	.....	.....
	Glasgow.	.....	11 0 . 12 6	.....	6 0	.....	.....	.....	.....	.....	.....	.....	.....
20	Cork, F.O.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Liverpool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Glasgow.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Cork, F.O.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	London..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Liverpool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Glasgow.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Cork, F.O.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

[No engagements.]

Quotations per sailing vessels from 23rd October, 1863, until close of navigation were purely nominal,—many of the cargoes being taken on ships' account. A few engagements were made at 3s. 9d. @ 4s. 3d. per Imperial Quarter for Peas; but very little Flour was shipped on Freight.

While, during much of the season 1863, Freights were exceptionally low, the ruling rates of 1862 were above the average. To afford fuller data, therefore, for judging as to the mean of rates from Montreal to Liverpool, a few quotations by sailing vessels in 1861 are given on the opposite page.

May
 June
 July.....
 August ...
 October ...
 November.

ARRIVALS OF VESSELS AT MONTREAL.

FROM	1863		1862	
	No.	Tons.	No.	Tons.
Antwerp.....	7	3,182	5	2,711
Algiers.....	1	305	....	....
Amsterdam.....	1	602	....	....
Ardrossan.....	7	2,856	5	1,713
Arichat.....	5	407	....	....
Alicante.....	2	577	....	....
Arbroath.....	1	255	....	....
Aberdeen.....	2	531	1	174
Arendal.....	....	....	1	364
Bordeaux.....	5	1,446	4	1,241
Barcelona.....	1	322	....	....
Bergen.....	7	2,534	6	2,475
Bo'ness.....	1	181	....	....
Barbadoes.....	1	139	1	155
Burin, Nfld.....	1	114	....	....
Buffalo.....	1	297	1	149
Boston.....	1	297	3	2,520
Bristol.....	....	....	4	2,574
Belfast.....	....	....	3	1,183
Bremen.....	....	....	2	844
Bermuda.....	....	....	2	746
Canal.....	22	4,359	27	3,828
Cadiz.....	5	1,560	3	1,476
Cagliari.....	1	776	....	....
Charente.....	1	204	1	204
Citte.....	1	116	....	....
Cienfuegos.....	1	204	2	505
Cork.....	1	366	2	725
Cow Bay.....	2	186	....	....
Chicago.....	2	355	....	....
Caraquet.....	11	497	....	....
Cuba.....	1	191	....	....
Cardiff.....	1	405	2	680
Canso.....	9	767	....	....
Carthage.....	....	....	1	781
Christiania.....	....	....	3	1,119
Canton.....	....	....	1	304
Detroit.....	4	1,271	1	398
Dublin.....	1	411	....	....
Dundee.....	....	....	8	2,228
Drammen.....	....	....	1	404
Exeter.....	....	....	1	130
Falmouth.....	....	....	1	423
Glasgow.....	48	34,252	67	46,281
Genoa.....	1	786	....	....
Galway.....	2	837	....	....
Granton.....	1	243	1	367
Gloucester.....	1	781	4	1,359
Greenock.....	13	5,831	15	7,235
Grangemouth.....	1	343	....	....
Gibraltar.....	1	194	....	....
Garantumna.....	1	145	....	....
TOTALS carried forward..	176	69,125	179	85,296

Halifax ...
Havana ...
Havre ...
Hull ...
Hamburg ...
Hartlepool ...
Kingstown ...
London ...
Liverpool ...
Lisbon ...
Leith ...
Limerick ...
Londonderry ...
Louisburg ...
Labrador ...
Llannelly ...
Marseilles ...
Madeira ...
Maryport ...
Milwaukee ...
Matanzas ...
Magdalen ...
Montreal ...
Malaga ...
Montrose ...
Mandal ...
Newcastle ...
Newport ...
Newry ...
New York ...
Oporto ...
Prince Edward ...
Port Glasgow ...
Pictou ...
Plymouth ...
Paimbœuf ...
Porto Grande ...
Quebec ...
Rotterdam ...
Rio Janeiro ...
Sarnia and ...
Shields ...
Swansea ...
Sunderland ...
Sidney ...
Shanghai ...
Sligo ...
Sandusky ...
St. Johns ...
Stavorgate ...
St. Carlos ...

ARRIVALS OF VESSELS AT MONTREAL—(Continued).

1862	FROM	1863		1862	
		No.	Tons.	No.	Tons.
	TOTALS brought forward..	176	69,125	179	85,296
2,711	Halifax	24	5,406	24	5,471
....	Havanna	1	360	1	135
1,713	Havre	1	210	4	2,243
....	Hull	1	341	2	522
....	Hamburg	1	681	4	1,249
....	Hartlepool	4	883	3	867
174	Kingstown	1	347	....	....
364	London	24	11,216	46	24,383
1,241	Liverpool	98	76,444	105	91,820
....	Lisbon	5	1,792	3	721
2,475	Leith	2	1,062	2	605
....	Limerick	2	681	4	1,326
155	Londonderry	1	270	....	....
....	Louisburg, C.B.	1	199	....	....
149	Labrador	5	507	....	....
2,520	Llannelly .....	....	....	1	365
2,574	Marseilles	2	1,023	2	723
1,183	Madeira	2	838	....	....
844	Maryport	2	635	4	1,219
746	Milwaukee	1	427	....	....
3,828	Matanzas	3	447	1	146
1,476	Magdalen Islands	3	100	....	....
....	Montreal	2	544	....	....
204	Malaga	1	134	2	564
....	Montrose .....	....	....	1	328
505	Mandal .....	....	....	1	246
725	Newcastle	10	2,706	7	2,091
....	Newport	2	490	1	895
....	Newry .....	....	....	3	1,388
....	New York .....	....	....	2	1,390
....	Oporto	2	353	3	610
680	Prince Edward Island	2	120	2	348
....	Port Glasgow	1	373	....	....
781	Pictou	8	1,716	2	945
1,119	Plymouth .....	....	....	1	205
304	Paimbœuf .....	....	....	1	227
398	Porto Grande .....	....	....	1	641
....	Quebec	22	9,589	28	16,238
2,228	Rotterdam	1	203	....	....
404	Rio Janeiro .....	....	....	1	203
130	Sarnia and Cleveland	3	883	4	991
423	Shields	9	2,590	2	577
46,281	Swansea	1	328	....	....
....	Sunderland	19	5,067	22	7,769
....	Sidney	6	944	....	....
367	Shanghai	4	1,527	3	1,378
1,359	Sligo	2	457	....	....
7,235	Sandusky	1	215	....	....
....	St. Johns	12	2,059	15	2,178
....	Stavorgee	1	207	....	....
....	St. Carlos	1	329	....	....
	TOTALS carried forward..	470	203,828	487	256,303

ARRIVALS OF VESSELS AT MONTREAL—(Continued)

FROM	1863		1862	
	No.	Tons.	No.	Tons.
TOTALS brought forward..	470	203,828	487	256,303
Southampton .....	....	..	1	348
Santander .....	....	....	1	360
St. Nazaire .....	....	....	1	799
Sea and Lower Ports.....	14	826	70	5,895
Toronto	4	860	....	....
Trapani	2	716	....	....
Toledo	2	506	....	....
Troon .....	....	....	1	277
Tonsberg .....	....	....	1	507
Villaricos.....	1	383	....	....
Valentia	1	452	....	....
Waterford	2	876	....	....
Wexford.....	1	291	....	....
Westport .....	....	....	1	259
Winter Quarters.....	7	486	8	595
TOTALS.....	504	209,224	571	265,243

It will be observed, that among the foregoing Arrivals, 22 vessels, of 9,589 tons, are mentioned as coming from Quebec. Nine of these were new ones, representing 7,741 tons.

The records of the Custom House at Quebec show that, during the past season of navigation, 134 of the vessels which arrived here cleared at that port. How many of these called there simply for the purpose of getting the *license* (required by an Order in Council passed 23rd February, 1850, and approved by the Lords Commissioners of Her Majesty's Treasury), to allow them to pass up the St. Lawrence to Montreal, is perhaps indicated by the number of vessels noted in the subjoined memorandum as "Foreign Sailing Ships":—

VESSELS.	No.	Tonnage.
British Sailing Ships.....	53	28,952
Foreign Sailing Ships.....	34	11,855
British Steamships and Steamers.....	47	53,203
	134	94,010

These vessels were entered here, not as from Quebec, but as from the original port of departure.

For the guidance of ship-masters, it may be stated, that all craft sailing under a foreign flag (vessels of the United States being specially excepted under the Reciprocity Treaty), must call at Quebec and procure a license to come to this port, as above alluded to. The Collector at Quebec, however, states that the expense of the license is borne by the Provincial Government.

Aberdeen .
Alloa
Australia .
Bristol ...
Bordeaux .
Burin, Nfld
Bergen ...
Bathurst ..
Bermuda ..
Boston ...
Belfast ...
Bremen ...
Canso
Cork and R
Canal
Chicago ...
Christiania
Caraquet ..
Cleveland..
Cardiff....
Dublin ...
Dundee...
Dundalk ..
Demerara ..
Exeter ...
Glasgow ...
Galway ..
Gloucester
Gaysboroug
Halifax...
Havanna .
Harbour Gr
Ipswich ..
Kingsroad ..
Kirkaldy .
London ..
Liverpool..
Leith
Londonder
Magdalen ..
Miramichi ..
Montrose .
Newry ...
Newport..
New York
Nassau ...
Newcastle
Oporto ...
Penarth ...
Plymouth
Perth
Pictou....

DEPARTURES OF VESSELS FROM MONTREAL.

1862	TO	1863		1862	
		No.	Tons.	No.	Tons.
Tons.					
256,303	Aberdeen	11	2,772	9	2,396
348	Alloa .....	....	....	1	252
360	Australia .....	....	....	1	241
799	Bristol	17	5,975	13	6,301
5,895	Bordeaux	1	372	....	....
....	Burin, Nfld.....	2	188	....	....
....	Bergen	1	300	1	190
....	Bathurst	2	138	....	....
....	Bermuda	1	98	....	....
277	Boston	5	1,249	1	121
507	Belfast .....	....	....	3	1,342
....	Bremen .....	....	....	1	400
....	Canso	6	437	....	....
....	Cork and Falmouth, F.O.....	73	21,909	79	23,469
....	Canal	19	2,689	31	4,514
259	Chicago	2	375	....	....
595	Christiania.....	1	55	....	....
	Caraquet	3	90	....	....
	Cleveland.....	2	540	1	287
	Cardiff.....	1	268	....	....
	Dublin	3	974	....	....
	Dundee.....	9	2,447	10	2,632
	Dundalk	2	378	....	....
	Demerara .....	....	....	1	120
	Exeter .....	....	....	2	280
	Glasgow	72	48,639	94	57,704
	Galway	1	449	....	....
	Gloucester.....	12	4,035	16	6,228
	Gaysborough, N.S.....	1	37	....	....
	Halifax.....	20	2,961	22	2,104
	Havanna	1	520	....	....
	Harbour Grace	2	240	....	....
	Ipswich	1	204	1	346
	Kingsroad	3	862	4	1,427
	Kirkaldy .....	....	....	2	734
	London	24	13,028	52	27,522
	Liverpool.....	70	62,215	135	115,256
	Leith	3	950	2	633
	Londonderry	1	413	....	....
	Magdalen Islands	3	101	....	....
	Miramichi	4	332	....	....
	Montrose .....	....	....	1	238
	Newry	1	360	1	260
	Newport.....	1	165	....	....
	New York	2	547	2	547
	Nassau	3	370	....	....
	Newcastle .....	....	....	1	252
	Oporto	1	156	....	....
	Penarth	3	724	....	....
	Plymouth	1	213	....	....
	Perth	1	169	1	126
	Pictou.....	5	601	....	....
	TOTALS carried forward..	397	179,545	488	255,922

DEPARTURES OF VESSELS—(Continued).

TO	1863		1862	
	No.	Tons.	No.	Tons.
TOTALS brought forward..	397	179,545	488	255,922
Quebec	57	23,964	10	3,058
St. Johns	17	1,911	22	2,181
Stavogee	1	207	....	....
Southampton .....	....	....	1	299
Sea and Lower Ports	15	952	39	2,373
Toronto	2	465	....	....
Truro	2	472	1	293
Waterford	1	367	2	874
Wexford	1	291	....	....
Winter Quarters	10	859	8	513
Yarmouth	1	191	....	....
TOTALS	504	209,224	571	265,243

Port-Warden's Regulations for Loading Grain.

The regulations for loading Grain in bulk in sea-going vessels in the harbor of Montreal, under the supervision of the Port Warden, establish that cargoes shall be taken in the following proportions:—

Vessels of 450 to 500 tons,.....	42 bushels of 60 lbs. per register ton.
“ 500 “ 550 “	41 “ “ “
“ 550 “ 600 “	40 “ “ “
“ 600 “ 650 “	38 “ “ “
“ 650 “ 700 “	37 “ “ “
“ 700 “ 750 “	35 “ “ “
“ 750 “ 800 “	34 “ “ “
“ 800 “ 850 “	33 “ “ “
“ 850 and upwards.....	32 “ “ “

If a vessel's carrying capacity in lower hold exceed the scale, a sufficient additional quantity may be loaded to raise the Grain to not over six inches above the beams, provided the prescribed draught of water is not exceeded when the vessel is loaded.

The Classification of Vessels in Port during the past Three Years was as follows:

	1863	1862	1861
Steamers.....	54	53	40
Ships	78	124	138
Barques	149	161	160
Brigs	72	79	58
Brigantines	36	48	47
Schooners	113	106	131
Sloops	2
TOTALS	504	571	574

The follo
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British ...
Norwegian
German ..

Montreal
Bohemian
North Ame
Hibernian
Jura
Nova Scoti
Damascus.
America...
Norwegian

Transi
Copernicus

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Steamers,

Tot

Nationalities of Vessels.

The following Statement shows under what Flag the vessels sailed which are mentioned in the preceding Arrivals and Departures :—

Tons.	British	American.....	Portuguese.....
255,922	460	5	2
3,058	Norwegian..... 23	Danish..... 2	Austrian..... 1
2,181	German..... 10		Spanish..... 1

Number of Voyages made by Steamships and Sailing Vessels.

<i>Montreal Steamship Line to Liverpool.</i>		<i>Anchor Steamship Line to Glasgow.</i>	
Bohemian	5 voyages.	United Kingdom.....	5 voyages.
North American	4 "	Britannia.....	3 "
Hibernian	4 "	<i>Montreal Steamship Line to Glasgow.</i>	
Jura	4 "	St. George.....	4 voyages.
Nova Scotian	3 "	St. Patrick.....	3 "
Damascus.....	3 "	St. Andrew.....	2 "
America.....	2 "	<i>Sailing Vessels.</i>	
Norwegian	1 "	Ship Shandon.....	3 voyages.
<i>Transient Steamship to Liverpool.</i>		Barque Deodar.....	3 "
Copernicus	1 voyage.		

SHIP-BUILDING.

Comparatively little can be said relative to the construction of Vessels at Montreal ; it appears, however, that the business done in 1863 showed an increase over 1862 and 1861. The product of the building yards in the city and immediate vicinity, in 1863, consisted of,—3 Propellers ; 2 Ships, one of 500 tons, and another of 440 tons ; one Elevator ; and 23 Barges,—the value of the whole being about \$150,000. The numbers built in 1862 were, 2 Steamers ; 2 Elevators ; and 3 Barges. In 1861 there were 2 Barques built of 400 tons each ; 1 Elevator ; and 2 Barges.

In the different yards there are other new vessels on the stocks, and various craft undergoing repairs, preparatory to next season's business ;—about 140 men being employed in these operations. Montreal has facilities for the construction of steam or sailing vessels, either of wood or iron ; and the time may not be distant when this branch of industry will be a much more prominent feature in the enterprise of the city than it is at present.

ST. LAWRENCE RIVER TRADE.

Number of calls made at, or departures from, the Port of Montreal, by steamers, sailing vessels and barges, engaged in the River-trade, during the past three years, were as follows :—

	1863		1862		1861	
	No.	Tons.	No.	Tons.	No.	Tons.
Sail-craft, &c.	3,797	349,479	3,993	342,564	4,265	377,352
Steamers,	900	185,261	825	181,427	982	152,872
Total.....	4,697	534,740	4,875	523,991	5,247	530,224

In 1863—Greatest number of River-craft in Port on one day, 197; Greatest number of Steamers, 26; First arrival, 25th April; Last departure, 12th December.

In 1862—Greatest number of River-craft in Port on one day, 164; Greatest number of Steamers in one day, 29; First arrival, 23rd April; Last departure, 11th December.

In 1861—Greatest number of River-craft in Port on one day, 196; Greatest number of Steamers, 28; First arrival, 24th April; Last departure, 22nd December.

Produce, &c., received and shipped at the Port of Montreal, carried in River Craft, including the Richelieu Company's Steamers, to and from Quebec, Three Rivers, &c., during Navigation in 1863.

RECEIPTS.		SHIPMENTS.	
Wheat	bushels. 24	Wheat	bushels. 879
Peas	bushels. 4,332	Peas	bushels. 5,365
Barley	bushels. 38,232	Barley	bushels. 11,625
Oats	bushels. 69,138	Oats	bushels. 902
Grain (not specified) ..	bushels. 37,585	Corn	bushels. 852
Flour	barrels. 127	Rye	bushels. 148
Oat and Corn Meal ...	barrels. 110	Grain (not specified) ..	bushels. 89,575
Seeds	minots. 425	Flour	barrels. 62,392
Hay	bundles. 387,560	Oat and Corn Meal ...	barrels. 1,639
Straw	bundles. 6,700	Bran	tons. 28
Pork	barrels. 427	Seeds	bushels. 200
Hams	casks. 23	Pork	barrels. 11,315
Beef	barrels. 5	Bacon	packages. 17
Butter	kegs. 522	Hams	tierces, &c. 565
Cheese	boxes. 22	Lard	barrels. 488
Fish (not specified) brls & hhds.	4,584	Beef	barrels. 1,083
Do	cwts. 3,387	Tallow	barrels. 294
Herrings	bxes. & brls. 3,861	Butter	kegs. 3,716
Salt	minots. 53,355	Cheese	boxes. 3,638
Whiskey	puns and brls. 77	Fish	barrels. 930
Leather	rolls. 747	Salt	minots. 22,543
Coal	chaldrons. 7,359	Whiskey	puns and brls. 1,936
Firewood	cord. 64,978	Hides and Leather	rolls. 11,432
Oil	gallons. 76,890	Coal	chaldrons. 183
Coal Oil	gallons. 9,550	Oil	gallons. 1,490
Ashes	barrels. 597	Coal Oil	gallons. 89
Timber	feet. 88,525	Ashes	barrels. 10
Lumber	feet. 12,251,500	Soap	lbs. 24,250
Laths	3,862,300	Lumber	feet. 170,000
Shingles	68,000	Rags	lbs. 88,300
Bricks	7,306,500	Bricks	26,000
Cut Stone	feet. 500	Cut Stone	feet. 2,200
		Copper Ore	tons. 259

The dates
were :—

1848 ... 2
1849 ... 2
1850 ... 2
1851 ... 2
1852 ...
1853 ... 3
1854 ...
1855 ...

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Numbe

Wheat ...
Peas ...
Corn ...
Flour ...
Oatmeal ...
Ashes ...
Pork ...
Lard ...
Butter ...
Coals ...
Pig Iron ...
Railroad I
Salt ...
Fish ...
Nails ...

Total am

CANAL TRAFFIC.

The dates on which the Lachine Canal was opened and closed in past sixteen years were :—

OPENED.	CLOSED.	OPENED.	CLOSED.
1848.... 24th April....	11th December.	1856.... 1st May	3rd December.
1849.... 21st April....	8th December.	1857.... 4th May	27th November.
1850.... 27th April....	10th December.	1858.... 25th April....	1st December.
1851.... 23rd April....	10th December.	1859.... 21st April....	30th November.
1852.... 3rd May	10th December.	1860.... 20th April....	5th December.
1853.... 30th April....	15th December.	1861.... 24th April....	4th December.
1854.... 1st May	5th December.	1862.... 5th May	6th December.
1855.... 1st May	30th November.	1863.... 4th May	10th December.

The number of trips made upward and downward by vessels in the Inland trade during the season of 1863, were :—

Canadian Steamers, trips upward.....	1,067	
Do do trips downward.....	1,077	2,144
Canadian Sailing-craft, trips upward.....	4,282	
Do do trips downward.....	4,124	8,406
American Vessels, trips upward.....	82	
Do do trips downward.....	96	178
Total trips.....		10,728
Number of Passengers carried from Montreal.....	7,590	
Do do to Montreal.....	16,844	24,434

Principal Articles Shipped Westward by Lachine Canal, 1863.

Wheat	bushels	20,559	Rags	tons	420
Peas	bushels	26,004	Miscellaneous Iron.....	tons	8,683
Corn	bushels	1,764	Window Glass	tons	749
Flour	barrels	26,037	Coffee	tons	50
Oatmeal	barrels	54	Dye Stuffs and Copperas.....	tons	142
Ashes.....	barrels	567	Hemp.....	tons	197
Pork.....	barrels	7,679	Molasses	tons	1,132
Lard.....	barrels	21	Paints.....	tons	283
Butter	kegs	484	Pitch, Rosin, and Tar.....	tons	319
Coals.....	tons	6,736	Soda Ash.....	tons	620
Pig Iron.....	tons	13,467	Steel.....	tons	691
Railroad Iron.....	tons	6,764	Earthen and Glass Ware.....	tons	1,986
Salt	tons	31,258	Sugar	tons	4,959
Fish	tons	2,481	Tin	tons	676
Nails.....	tons	3,085	Whiskey and Highwines....	tons	412

Total amount of Tolls collected, in Season 1863, \$90,501.67.

.....21	25,100	26,711	11,815	20,926	5,732	.....	24,082	100	290	207	98	761	.....	1,028
December 5	18,237	3,507	1,834	42,563	.....	.....	25,136	.....	233	80	391	.....	.....	245
.....28	9,691	980	.....	1,125	.....	.....	11,229	.....	86	1	114	.....	150	.....
.....12	.....	.....	.....	.....	.....	.....	4,156	.....	35	.....	7	.....	.....	.....
TOTALS..	4,970,099	651,658	273,525	352,721	861,361	32,232	735,182	1,511	13,362	24,832	2,390	1,291	1,297	23,486

Comparative View of the RATES of INLAND FREIGHT during the Seasons of Navigation in 1863 and 1862 :—

DATE.	RATES DOWNWARD, 1863.						RATES DOWNWARD, 1862.					
	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lk. Michigan to K'gston.	Kingston to Montreal.	Lake Ontario to Montreal.		Lake Erie to Montreal.		Lk. Michigan to Montreal.	Kingston to Montreal.
	FLOUR.	GRAIN.	FLOUR.	GRAIN.	GRAIN.	GRAIN.	FLOUR.	GRAIN.	FLOUR.	GRAIN.	GRAIN.	GRAIN.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May ... 1	30	8	37½	9½	9½	5	40	9	50	12	22½	6
....15	25	7½	37½	10	8½	4½	32½	9	50	12½	.....	6
June .. 1	25	7½	37½	10	10	4½	30	9	40	12	21½	5
....15	22½	7	37½	9	10½	4½	27½	7½	40	11	.....	5
July ... 1	20	6½	37½	9	9½	4	24	7½	40	11	19½	5
....15	19	6¾	25	8	7½	4	22½	7½	50	14	.....	5
August. 1	17½	6	25	7	7	4	25	7½	45	11	19½	5
....15	15	6	35	6¾	7½	4	22½	8	45	12	.....	5
Sept'ber 1	15	6½	25	7	7½	4	25	8	50	12½	.....	5
....15	20	6½	45	8	7½	4	25	8	55	15	.....	5
October 1	17½	7	50	11	7	4	25	8	56	15	.....	5½
....15	20	7	60	12	8	4	30	10	56	15	.....	6
Nov'ber 1	25	6¾	50	12	8½	4	35	8	56	16	.....	5
....15	30	7	50	12	8½	4	.....	.....	.....	.....	.....	.....

Rates Westward in past Two Years.

ARTICLES.	Montreal to Lake Ontario Ports.		Montreal to Lake Erie Ports.	
	1863*	1862	1863*	1862
Salt.....per bag	cts. 20	cts. 20	cts. 30	cts. 30
Iron.....per 100 lbs.	12½	12½	25	25
Nails.....ditto	10	10	25	25
Glass.....ditto	15	15	30	30
Earthenware.....ditto	12½	12½	25	25
Leather and Dry Goods.....ditto	20	20	30	30
Paints.....ditto	12½	12½	25	25
Sugar.....ditto	12½	12½	22½	22½
Tin.....ditto	12½	12½	22½	22½

* Rates in 1863, though apparently the same as in 1862, were really less—for they included Canal Tolls. According to the description of Goods the Tolls varied from ¾c. to 1½c. per 100 lbs., to Ports on Lake Ontario; and from 1¾c. to 4½c. on Lake Erie Port.

RAILWAY TRAFFIC.

COMPARATIVE STATEMENT OF GRAND TRUNK RAILWAY TRAFFIC
FOR 1863 AND 1862.

	DESCRIPTION OF TRAFFIC.	Half-year ended June 30th.		Half-year ended December 31st.		Total for the Year.	
		\$	cts.	\$	cts.	\$	cts.
1863	Passengers	576,450.	66	835,434.	68	1,411,885.	34
	Express Freight, Mails, &c.	94,335.	29	107,524.	54	201,859.	83
	Freight and Live Stock ..	1,438,111.	78	1,403,371.	33	2,841,483.	11
	TOTALS	2,108,897.	73	2,346,330.	55	4,455,228.	28
1862	Passengers	550,616.	64	623,741.	91	1,174,358.	55
	Express Freight, Mails, &c.	73,165.	81	113,757.	84	186,923.	65
	Freight and Live Stock ..	1,240,812.	97	1,402,487.	73	2,644,291.	70
	TOTALS	1,864,595.	42	2,140,978.	48	4,005,573.	90
Increase in 1863 over 1862		244,302.	31	205,352.	07	449,654.	38

Total number of Passengers carried on Grand Trunk Railway in 1862 was 785,203; in 1863, 924,839; increase in 1863, 139,636.

The numbers of Passengers in and out of Montreal for 1863 were—inwards, 73,103; outwards, 79,135; total, 152,238.

COMPARATIVE STATEMENT OF MONTREAL & CHAMPLAIN RAILWAY
TRAFFIC FOR 1863 AND 1862.

DESCRIPTION OF TRAFFIC.	1863		1862		Increase.	
	\$	cts.	\$	cts.	\$	cts.
Passengers	126,567.	85	101,530.	50	25,037.	35
Express Freight	8,456.	00	8,456.	00	.....	.....
Freight and Live Stock	116,224.	93	107,994.	67	8,230.	28
TOTALS.....	251,228.	78	217,981.	17	33,267.	61

The number of Passengers carried in 1862 was 142,106; in 1863, 168,160; increase last year, 26,054.

Allan, Hug
Anderson,
Brown, Tho
Benning, J
Boyer, Lou
Bryson, Th
Brush, Geo
Black, Jam
Budden, H
Buntin, Al
Brown, Ch
Beaudry, J
Benoit, Z.
Brown, Alf
Baker, Joel
Barsalou, J
Beliveau, L
Binmore, C
Brock, Jeff
Brydges, C
Collis, Rob
Campbell,
Chapman,

LIST OF MEMBERS
OF THE
MONTREAL BOARD OF TRADE.

PRESIDENT, THOMAS CRAMP.
VICE-PRESIDENT, HENRY LYMAN.
TREASURER, DAVID A. P. WATT.

COUNCIL.

JOHN ESDAILE, ANDREW ALLAN, WILLIAM DARLING, W. P. McLAREN,		BENJAMIN HUTCHINS, JOHN GRANT, ADOLPHE ROY, J. H. HENDERSON.
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SECRETARY, WM. J. PATTERSON.

Allan, Hugh.
Anderson, Thomas B.
Brown, Thomas S.
Benning, James.
Boyer, Louis.
Bryson, Thomas M.
Brush, George S.
Black, James F. D.
Budden, Henry A.
Buntin, Alexander.
Brown, Champion.
Beaudry, Jean L.
Beaudry, Louis.
Benoit, Z.
Brown, Alfred.
Baker, Joel E.
Barsalou, Joseph.
Beliveau, L. J.
Binmore, Charles.
Brock, Jeffrey.
Brydges, C. J.
Collis, Robert D.
Campbell, Alexander.
Chapman, Henry.

Childs, W. S.
Corse, N. B.
Crathern, Jas.
Cochrane, M. H.
Crane, Thomas A.
Cowan, Alexander.
Caverhill, John.
Crawford, James D.
Dorwin, Canfield.
Dyde, John.
Dowker, George.
Davidson, Thomas.
Davis, Nelson.
Davies, W. H. A.
Edmonstone, William.
Evans, John Henry.
Evans, Thomas A.
Esdale, Robert.
Fairbairn, John.
Ferrier, George D.
Ferrier, James, Jr.
Forbes, A. M.
Fraser, Hugh.
Frothingham, John.

Filer, Samuel.
Fauteux, L. G.
Freer, William.
Glassford, James A.
Greenshields, James B.
Galarneau, P. M.
Galt, Hon. A. T.
Gilmour, Allan.
Gordon, James.
Gordon, Thos.
Gould, C. H.
Holton, Hon. L. H.
Hagar, George.
Hervey, Jas.
Heward, Augustus.
Henshaw, Frederick W.
Hawley, Joseph A.
Hamilton, R. H.
Hobbs, Wm., Jr.
Henderson, Alex.
Henderson, John.
Hope, John.
Hudon, E., Sr.
Hudon, E., Jr.

TRAFFIC

Total for the Year.
\$ cts.
1,411,885.34
201,859.83
2,841,483.11
4,455,228.28
1,174,358.55
186,923.65
2,644,291.70
4,005,573.90
449,654.38

2 was 785,203;
wards, 73,103;

N RAILWAY

Increase.
\$ cts.
25,037.35
8,230.28
33,267.61

0; increase last

Hodgson, Jonathan.
 Janes, D. P.
 Jaques, George E.
 Janes, W. D. B.
 Jodoin, Pierre.
 Jones, John Joseph.
 Jones, Sidney F.
 Kerry, John.
 Kershaw, Thomas.
 King, E. H.
 Leeming, John.
 Leckie, Robert.
 Logan, James.
 Law, James.
 Lyman, Benjamin.
 Lyman, S. Jones.
 Lyman, Theodore.
 Leclair, Francois.
 Law, Andrew.
 Lewis, David.
 Leeming, Thomas.
 Lamere, J. B.
 Mitchell, James.
 Mulholland, Henry.
 Millar, George M.
 Mills, E. L.
 Mitchell, John.
 Moffatt, Hon. George.
 Moffatt, George, Jr.
 Molson, Alexander.
 Molson, Wm.
 Morland, Thos.
 Mousseau, Alexis.
 Muir, Robert.
 Mathewson, James.
 Molson, J. H. R.
 Mitchell, Alexander.
 Muir, Wm.
 Macdougall, Donald L.
 Merry, Wm. A.
 Macdougall, Hanbury L.

Macculloch, Ferdinand.
 McFarlane, Andrew.
 McKay, Henry.
 McKay, Joseph.
 Marchand, Louis.
 McKenzie, Gordon.
 Minchin, William.
 McPherson, John.
 Moir, Archibald.
 McDougall, James.
 Major, James E.
 McLennan, John.
 McLean, David E.
 McNaughton, Wm. M.
 Nelson, H. A.
 Nivin, William.
 Norris, James.
 Noad, J. S.
 Ogilvy, John.
 Ogilvie, A. W.
 Ostell, John.
 Oliver, Robert S.
 Parkyn, Wm.
 Pratt, John.
 Prentice, E. A.
 Paterson, A. T.
 Renaud, Hon. Louis.
 Rimmer, Thomas.
 Robertson, Duncan.
 Robertson, Peter.
 Rimmer, Alfred.
 Rodden, William.
 Ross, J. M.
 Routh, H. L.
 Rees, D. J.
 Robertson, Andrew.
 Rolland, J. B.
 Reekie, James.
 Rose, James.
 Rankin, John.

Starnes, Henry.
 Scott, Gilbert.
 Shipway, J. G.
 Simms, Robert.
 Seymour, M. H.
 Smith, H. B.
 Smith, J. B.
 Simpson, T., Jr.
 Stirling, J.
 Scott, James.
 Shaw, George.
 Shaw, David.
 Smith, S. G.
 Starke, Cranson A.
 Shanly, Walter.
 Stevenson, Pillans.
 Sidey, J. G.
 Taylor, J. W.
 Thomas, Henry.
 Tyre, James.
 Torrance, James.
 Thomson, John.
 Taylor, Edward T.
 Thomson, Stephen H.
 Tiffin, Joseph.
 Torrance, John, Jr.
 Tiffin, Thomas.
 Thomson, T. M.
 Urquhart, Alexander.
 Winn, J. H.
 Walker, Alexander.
 Walker, Joseph.
 Watson, William.
 Whitney, H. H.
 Whitney, N. S.
 Wood, Robert.
 Wilson, Thomas.
 Willis, W. C.
 Wilson, Thomas.
 Wood, D. R.
 Young, Hon. John.

MO
 Allan, And
 Akin, Jam
 Buchanan,
 Black, Cha
 Benoit, Z.
 Benjamin,
 Benoit, Jea
 Brock, J.
 Boyd, W. I
 Bayley, W
 Brossard, I
 Black, J. E
 Burns, Jam
 Becker, A
 Brydges, C
 Butters, D
 Browne, C
 Barnet, A.
 Clarke, T.
 Campbell,
 Crawford,
 Cunningha
 Charlebois
 Charlebois

LIST OF MEMBERS

OF

MONTREAL CORN EXCHANGE ASSOCIATION.

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TREASURER, JAMES W. TAYLOR.

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HON. LOUIS RENAUD.	DAVID A. P. WATT.
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W. P. McLAREN.	

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 Akin, James.
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 Black, Chas. R.
 Benoit, Z.
 Benjamin, H.
 Benoit, Jean.
 Brock, J.
 Boyd, W. E.
 Bayley, Wm.
 Brossard, M.
 Black, J. F. D.
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 Becker, Albert.
 Brydges, C. J.
 Butters, Daniel.
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 Crawford, Jas. D.
 Cunningham, Wm.
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 Charlebois, A.

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 Chisholm, Thos. C.
 Clark, A. C.
 Cramp, Thos.
 Cohen, A. M.
 Crawford, Jas.
 Cruikshank, Geo.
 Charlebois, J. C.
 Cranwill, S.
 Christophersen, Ant.
 Courchet, Louis.
 Caverhill, Thos.
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 Castle, Robt.
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 Cushing, J. P.
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 Dougall, John.

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 Drapeau, Antoine.
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 Gordon, Thos.
 Gould, Charles H.
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 Glassford, Jas. A.
 Gratton, Eusebe.
 Grundell, Wm.
 Glass, John.
 Girard, Augustus.
 Henderson, Jas. H.
 Harvey, Jas.
 Harvey, Jas., Jr.
 Heward, A.

Hart, Theodore.
 Hawley, J. A.
 Hudon, V.
 Holiday, Jas.
 Hausicker, Jacob E.
 Inglis, James.
 Jones, Sidney Ford.
 Janes, D. P.
 Jeffrey, J.
 Jeffrey, C.
 Johnson, Edward.
 Jarvis, Chas. B.
 Kershaw, Thos.
 Kirkpatrick, J. E.
 Langelier, F. X.
 Laing, Murdoch.
 LeBlanc, Jos.
 Law, A.
 Latham, B.
 Leeming, Thos.
 Labelle, H.
 Leduc, J.
 Leclair, Frans.
 Lyons, H. J.
 Lawes, William.
 Millar, J. S.
 Mitchell, Alex.
 Middleton, Wm.
 Mitchell, Robt.
 Mills, E. Lyman.
 Mitchell, James.
 Muir, Robt.
 Mousseau, Alexis.
 Meeker, C. J.
 Moat, Robert.
 Martin, P. C.
 Molson, H. R.
 Morrice, D.
 Marchand, L.
 Middleton, Wm.
 McCulloch, M.
 McBurney, D.
 McLean, D. E.

McDougall, H. L.
 Macdougall, D. L.
 McKay, Henry.
 Mackay, John.
 Macduff, Thos.
 McCulloch, A. A.
 McDonald, John.
 Macfarlane, Andrew.
 McCuaig, Jno. F.
 McNaughton, Wm.
 Macpherson, Donald.
 Nivin, William.
 Noad, J. S.
 Nichols, J. E.
 Norcross, Jonathan.
 Oliver, R. S.
 Ogilvie, John.
 Prentice, E. A.
 Parkyn, Wm.
 Pierce, Chas. S.
 Paterson, A. T.
 Prevost, Amable.
 Poupart, Joseph.
 Poupart, James.
 Phillips, J. F.
 Phillips, W.
 Phelan, A.
 Porterfield, John.
 Pennington, Myles.
 Routh, H. L.
 Ross, F.
 Roe, T. P.
 Ryan, Hon. Thos.
 Rae, Jackson.
 Robertson, Duncan.
 Rintoul, W. H.
 Raphael, T. W.
 Rambeau, Alfred.
 Rimmer, Thos.
 Rhynas, John.
 Richott, E.
 Ryan, M. P.
 Routh, Robt. T.

Rose, L. B.
 Renaud, L., Jr.
 Sidey, J. G.
 Sauvageau, T.
 Stark, C. A.
 Shaw, George.
 Simms, Robt.
 Shaw, David.
 St. Charles, F. X.
 Stuart, W. W.
 Sinclair, John.
 Simpson, G. W.
 Scott, Gilbert.
 Smith, W. O.
 Stevenson, P. S.
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