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} <br> \title{
SESSIONAL PAPERS.
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## VOLUME I.

THIRD SESSION OF THE FIRST PARLIAMENT
of THE

DOMINION OF CANADA.

## SESSSTON 1870 .



OTTAWA : Printed by I. B. Taylor, 29, 31, and 33, Rideau Street.

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VOL. III., SESSION 1870,

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No. 13... Intercolonial Railway:-Annual Report of the Commissioners; and addenda.

Supplementary Return of expenses connected with the survey and management since 1st April, 1868. [Not printed.]

Copies of Orders in Council and correspondence with the Imperial Government touching the Loan.

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No. 19... Parliament Buildings:-Accounts rendered to the Government and placed before the Dominion Arbitrators, for work and materials on Parliament Buildings, with copies of the evidence taken before said Arbitrators, and their award; also the official statement of account from the Public Works Office, showing the several measurements and quantities of materials, with all Orders in Council, or other documents relating to the subject. [Not printed.]

Rideau Hall, Ottawa:- Statement of expenses attending the repairs and maintenance of Rideau Hall and Spencerwood, since 30th June, 1868. [Not printed.]

No. 20... Harbol of Quebec:-Report on the Harbor of Quebec, by T. Trudeau, Esq., Deputy of the Minister of Public Works, and Mr. Ross, together with the instructions given to those gentlemen in the course of last autumn. together with the Petitions and Memorials which led to the said Report.

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No. 22... Rideau Canal:-Detailed account of all expenditure on the Rideau Canal, since the year 1864. Also statement of all new bridges and dams, which have been built since 1864, the Orders in Council relating thereto, the cost of each and to whom paid, and a statement of any appropriations which have been made for repairs or new works within the period named, and the manner in which they were expended. [Not printed.]

No. 23... Grenville and Carillon Canal:-Detailed information respecting the expenditure upon and repairs of the Grenville and Carillon Canal, during the last three years ; also a statement of the tonnage of the vessels which have passed up and down the said canal during those years; and also correspondence, petitions, and other papers relating to the dam proposed to be built upon the Ottawa River at Grenville, de., \&c. [Not printed.]

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No. 53... Ontario and Quebec:-Correspondence with the Govermments of those Provinces relative to the settlement of accounts between them, and a statement of moneys paid on account of the arbitration. [Not
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No. $54 .$. Marriage Licences :-Copy of an Act passed by the Legislature of New Brunswick, in April, 1869, intituled: "An Act relating to Marriage "Licences," and reserved for His Excellency the Governor General's pleasure;-Copies of any despatches from the Lieutenant Governors of Nova Scotia and New Brunswick, since 1st July, 1867, on the subject of Marriage Laws of those Provinces, and of the powers of the Lieutenant Governors to issue such Licences, together with the opinions of the law officers of the Crown in the Provinces on those subjects;-Copy of the commission or instruction from the Crown granting to His Excellency the Governor General the power to grant Licences for the solemnization of matrimony in this Dominion, and copies of any deputation granted to His Honor Colonel Francis P. Harding, late Lieutenant Governor, and to His Honor the Honorable Lemuel A. Wilmot, the present Lieutenant Governor of New Brunswick, authorizing them to issue Marriage Licences in these Provinces;-Form of the Licences for Solemnization of Marriages issued by His Excellency the Governor General, or his deputies appointed for that purpose in New Brunswick. [Not printed.]

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No. 57... Saugeen Peninsula :-Statement of lands sold therein, from 1856 to 1861 , the quantity forfeited, amount paid thereon, amount re-sold, and the quantity of land remaining unsold. [Not printed.]

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appointment of a Postmaster for Waterloo, (Shefford) in place of H. L. Robinson. [Not printed.]
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No. 65... Dundas and Waterloo Road :-Return shewing the state of account between Thos. Robertson and the Government, in regaid to the receipts and expenditure on that road whilst under his charge, and the steps taken to effect a settlement. [Not printed.]

No. 66... Montreal Post Office:-Return of persons employed therein, with their salaries. [Not printed.]
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No. 69... Montreal Excise Office :-Return of persons employed therein, with their salaries. [Not printed.]
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No. 74... Piers and Wharves:-Return of moneys expended on public piers and wharves since lst July, 1867. [Not printed.]
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No. 76.. Clergy Reserves:-Statement of amount accrued from sales of Clergy Reserves in Upper Canada under 18 Vic. c. 2, and amount annually paid (or now due) to each Municipality under authority of that Act. [Not printed.]

No. 77... Court of Appeal:-Report and Remarks of the Chief Justice of New Brunswick, and the Bar of that Province, on the subject of the proposed Bill to constitute a Court of Appeal, with all correspondence with any Judges or public functionaries, on the same subject. [Not. minted.]

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No. 82... Richelieu River:-Mr. Austin's Report on the obstructions to the navigation of that river between St. John and Iberville, called Eel Wiers. [Not printed.]

No. 83... Proclamations, dc.:-Detailed statement shewing the number of proclamations, notices, regulations, tenders, or other official papers, which have been published by Order of the Government, its officers or employees or commissioners in the course of last fiscal year.-1st. In the Canada Newspapers ; 2nd. In Newspapers beyond the limits of Canada; also a statement of the amount prid or due for the ahove public advertisements. (Not mrinted.)

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No. 85.. Public Service, Ottawa :-Statement giving the names of all persons who have been employed, either temporarily, or otherwise, in connection with the Public Service at Ottawa, including the House of Commons and Senate, since the lst January, 1868, up to the present time, giving the names of those employed in each department separately, the date of each
appointment, and the amount of salary or allowance to be paid to each, together with the nature of the business to be transacted by each person so appointed. [Not printed.]
No. 86... Geological Survey of Canada :-Summary of operations since the last Report of Sir W. E. Logan.
No. 87... Whitworth, Township of:-Amount paid annually by way of indemnity under the Consolidated Seigniorial Act, for the benefit of that part of the Township of Whitworth, included and comprised in the Parish of St. Antonin, in the County of Temiscouata, as civilly or canonically erected since that part of the said Township became entitled to such indemnity:-2nd. To whom such indemnity has been paid, and when :-3rd. How, and in what manner such indemnity has been expended, and by whom, and under what orders or authority-with accounts in detail showing what improve. ments have been made or proposed to be made, and in what places,and distinguishing improvements made in whole or in part in that portion of the said Parish included in"the said Township from those made in that portion thereof included"in a Seigniory. [Not printed.]

## TABLES

OF THE

# TRADE AND NAVIGATION 

OF THE

## DOMINION OF CANADA,

FOR THE FISCAL YEAR ENDING 30mi JUNE,

## 1869.

COMPILED FROM OFFICIAL RETURNS.

Presentei to both fonses of parliament by orommand of fis fexellency.
S. L. Tilleey, Minister of Customs.


OTTAWA:
PRINTED BY HUNTER, ROSE \& COMPANY.
1870.

To His Excellency the Right Honorable Sir John Young, K.G.C., G.C.M.G., Governor General of Canada, $\& c ., \& \in c ., \& \in c$.

May it please Your Excellenct:
The undersigned has the honor to present to Your Excellency the Tables of the Trade and Navigation of the Dominion of Canada, for the Fiscal Year ending 30th June, 1869, as prepared from Official Returns, and laid before him by the Commissioner of Customs.

All of which is respectfully submitted,

S. L. TILLEY,<br>Minister of Customs.

Otrata, 23rd February, 1870!

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

Sir, -I have the honor to lay before you the Trade and Navigation Tables of the Dominion of Canada for the Fiscal Year ending the 30th June last, as deduced and condensed from the Returns transmitted to this Department from 181 Ports of Ebtry, in which Returns are comprised those of 72 sub-Ports and minor out-Stations.

The Returns from the lower Ports having been sent in, generally, with more regularity and completeness than in 1868, the Tables now submitted for 1868-9 were prepared and ready for the press nine mouths earlier than the year previous; and it is hoped that the increasing familiarity of the public officers of those Ports, with the forms and the matter of the Official Returns called for, will enable the Department hereafter to lay before you the Statements of the Commerce and Shipping of the country at a still earlier day after the expiration of the Fiscal Year.

In the Tables of 1867-8, it was found expedient to combine together, as theretofore, the trade of the Provinces of Quebec and Qntario ; but the present Tables exhibit, separately, the trade of each of the Provinces composing the Dominion, an arrangement which, besides the adrantage which it possesses of giving the specific commercial statistics of the respective Provinces with regard to Imports, Exports and Shipping, affords the readiest means of detecting and correcting any errors of fact or calculation that may occur in the combination of such a multitude of facts and figures.

The Trade of the several Provinces is combined in summary and comparative statements, in which will be found aggregated the Imports, Exports and Shipping of the whole Dominion.

The Comparative Statement No. 12, p. 346, shows a falling off in the value of goods Entered for Consumption to the amount of $\$ 4,583,136$, the figures being as follows :

> In 1867-8............................................................ Value- $\$ 71,985,306$
> 1868-9............................. ............................... " 67,402,170

This amount is made up as follows:
1st. Deficiency in Dutiable Goods ........................................... \$2,586,354
2nd. " Free Goods................................................ 1,346,991
3rd. " Coin and Bullion ........................................ 647,918
5th. " Foreign Reprints of British Copy-rightu............... 1,873

The articles subject to ad valorem duties, upon which the largest amounts of deficiency are observable as regards the value of importations, are the following, viz :

| Woollens-imported in 1868 |  |  |  | \$944,779 |
| :---: | :---: | :---: | :---: | :---: |
| Manufactures of Leather " | " | " |  | 160,702 |
| Linen, " | ، | " |  | 87,208 |
| Leather, | " | " |  | 87,612 |
| Sole and Upper Leather, " | " | " |  | 86,208 |
| Small wares, " | " | " |  | 80,773 |
| Paper and Paper Hangings, | " | ، |  | 33,026 |
| Silks, Velvets, \&c., | " | " |  | 32,230 |
| Unenumerated Articles, | " | " |  | 74,218 |

\$1,586,756
Representing duties to the amount of $\$ 244,910.15$.
The Importations of Tea, Sugar, Cane Juice, and Wines in 1868-9, also fell short of the Importations of the preceding year, as follows:

|  |  |  | Value. | Duty. |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tea....Decrease in | $1868-69 . .$. | Lbs. | $-914,025$ | $\$ 202,458$ | $\$ 26,934$ |
| Sugar... "، | $"$ | $"$ | 375,844 | 238,375 | Increase, 58,549 |
| Wine... " | $"$ | Galls.—75,219 | 161,859 | 17,134 |  |

The Returns show a falling off also in the importation of Spirits of all kinds and manufactured Tobacco, the former to the extent of 34 per cent., the latter to about 27 per cent.

The Quantities of each class of these articles Entered for Consumption and the duties collected thereon were in the years stated as follows:

## Spirits of all kinds.

Tobacco and Snuf:

The general decrease in Revenue is also in part accounted for by the exemption of Indian Corn from duty under an Order of Council of 24th January, 1868, and the repeal of the duties on Flour and Meal in the same year.

> In 1867.8-Duty collected on Indian Corn...................................... $\$ 97,940$
> " " $\because \quad$ Flour and Meal
> 39,775

| 1868 -9 |  |  |  | 137,679 |
| :---: | :---: | :---: | :---: | :---: |
|  | " | " | Indian Corn. | 2,241 |

Loss by change in the law.
\$135,438
Brought forward. ..... \$135,438
Add to this-Deficiencies referred to above, viz :
On Spirits, ..... 322,899
On Tobacco, ..... 27,136
On Woollens and the other articles hereinbefore mentioned ..... 244,910
Showing an aggregate falling off on the goods named, ..... \$730,383As a set off against the decrease here shown, an aggregate increase of Revenue amount-ing to $\$ 225,319$ is found to have taken place on the importation in 1868-9 over 1867-8, ofthe following articles, viz:Cottons, Malt, Meats, Ale and Beer, Fancy Goods, Stained Window Glass, Hats, Capsand Bonnets, Locomotive Engines and R. R. Cars, manufactures of Caoutchouc and IndiaRubber, manufactures of Fur, Machinery, Rectified Oils, Printed Books, and Iron.

Table No. 12, giving a comparative view of the Commerce of the Dominion as represented by the value of its Imports and Exports, shows an increase in the Exports of upwards of $\$ 2,906,893$, the exact figures being for :-

$$
\begin{aligned}
& \text { 1868-9.............. ....................................................... \$60,474,781 } \\
& \text { 1867-8..................................................................... 57,567,888 } \\
& \text { Increase in 1868-9 } \\
& \text { 2,906,893 }
\end{aligned}
$$

This increase is found in the Export of Articles under the following general heads :-

1. Produce of the Mine.
2................................................. " 4 the Forest.
3...................................................Animals and their produce.
4..................................................Manufactures and Ships built at Quebec.

The Exports of the produce of the Fisheries and of Agricultural products, show a small decrease. The whole trade in Imports and Exports as appears by the Returns now submitted, presents an aggregate amount of $\$ 127,876,951$. In this computation I have taken the value of the Goods entered for Consumption, and not the value as shown by the columa of general Imports, which there is reason to believe gives an exaggerated figure, owing to the fact that importations remoped from a first Port of Entry to be Warehoused at another, have in some instances been erroneously treated as Importations at the latter Port, after having been entered as such at the former, a duplication which has been guarded against for the future.

> The whole humbly submitted,

R. S. M. Bodohette,<br>Commissioner of Customs.

Ottawa, 23rd February, 1870.

## THE

## CANADIAN TARIFF,

## 1868-6:9.

## SOHEDULE A.

aoods payina briotipto duties.
Daties.
Daties.
Animals, viz :- ..... \$ cts.
Horses ..... Per Head 1500
Horned Cattle ..... 1000
Swine ..... 200
Sheep ..... 100
Acid-Sulpharic ..... Per lb. $00 \frac{1}{2}$
Cigars-Value not over $\$ 10$ per Mille ..... Per Mille. 300
Do over $\$ 10$ and not over $\$ 20$ ..... 400
Do over $\$ 20$ and net over $\$ 40$ ..... " 500
Do over $\$ 40$ ..... 600
Cheese ..... Per lb. 003
Coffee, green ..... 004
Chicory or other root or vegetable used as Coffee, raw or green ..... 003
Chicory, kiln-dried, reasted or ground ..... 004
Fish, salted or smoked ..... 001
Meats, fresh, salted or smoked ..... 001
Oils-viz...... Per Bushel 040
Coal and Kerosene, distilled, purified and refined. ..... Per Gallon 015
Naphtha, Benzole, and refined Petroleum ..... 015
Products of Petroleum, ooal, ahale and lignite, not otherwise specified Crude Petroleum Soap, Common ..... 010 ..... 006
Starch. ..... Per lb. 001

Brandy, Cin, Rum, Whiskey, Spirite of Wine, Alcohol, Bitters con- taining Spirit, Vermouth and othor Spirituous Liquors of what- ever strength, not otherwise specified, on every gallon of the strength of Proof of Sykes Hydrometer, and so in proportion for any greater strength, and for every lema quantity than a gallon ..... 080

Cordials .Per Gallon 120
Perfumed spirits................................................................. 1 . 20
Tinctures........................................................................................ 063
sugar and molasses.
Sugar-All sugar equal to, or above No. 9, Dutch Standard, twenty-five per centum ad valorem and a specific duty of one cent per lb .
Below No. 9 Dutch Standard, twenty-five per centum ad valorem and a specific duty of three fourths of one cent per lb .
Cane Juice, Syrup of Sugar or of Sugar Cane, Syrup of Molasses or of Sorghum, Melado, concentrated Melado, or concentrated Molasses, twenty-five per centum ad valorem and a specific duty of five-eights of one cent per lb.
Sugar Candy, brown or white, and confectionery, twenty-five per centum ad valorem, and a specifio duty of one cent per lb.
Molasses, if used for refining purposes, or for the manufacture of sugar

Per 100 lbs. 073
Molasses, if not so used, twenty-five per centum ad valorem.

## SOHEDULE B.

## - <br> goods paying twenty-five per centum ad valorem :

Cassia, ground,
Cinnamon, "
Ginger,
Mace,
Nutmegs,
Pepper, ground,
Perfumery, not otherwise specified,
Perfumed and fancy soaps,
Pimento, ground,
Playing cards,
Proprietary Medicines, commonly called Patent Medicines, or any medicine or preparation, of which the recipe is kept secret, or the ingredients whereof are kept secret recommended by advertisement, bill or label for the relief or cure of any disorder or ailment

## goods pating ten pgr centum ad valorem :-

Sole and Upper Leather.

```
GOODS PAYING PIVE PER CENTUM \(\triangle D\) VALOREM:-
```

Books, periodicals and pamphlets, printed,-not being foreign reprints of British Copyright Works, nor blank account books, nor copy books, nor books to be written or drawn upon, nor reprints of books printed in Oanada, nor printed sheet music.
Iron-viz:-
Bar, Rod, Hoop and Sheet.
Canada plates and tinned plates,
Nail and Spike Rod, round, square and flat.
Rolled plate and Boiler plate.
Wire.
Type.

## SCHEDULIF B.-Continued.

## GOODS PATING AD VALOREM AND BPECIFIO DUTIES:

Ale, Beer and Porter, ten per centum ad valorem and a specific duty of five cents per Gallon in Casks, and seven cents per Gallon in bottles. ( 5 quart and 10 pint bottles to be held to condain a gallon.)
Tea-Black, fifteen per centum ad valorem, and a specific duty of three cents and one half of a cent per lb.
Do.-Green including Japan, fifteen per centum ad valorem, and a specific duty of seven cents
Tobacco, manufactured, except Cigars, and including Snuff, five per eent ad valorem, and a specific duty of fifteen cents per lb.
Wines of all kinds, including Ginger, Orange, Lemon, Gooseberry, Strawberry, Raspberry, Elder and Currant Wines, twenty per centum ad valorem, and a specific duty of ten cents per gallon, ( 5 quart and 10 pint bottles to be held to contain a gallon.)
The following packages, that is to say :-Bottles, Jars, Demi-Johns, Brandy Casks, Barrels or Packages in which Spirituous Liquors, Wines and Malt Liquors are contained and Carboys containing Sulphuric Acid, and all goods not enumerated in any of the Schedules to this Act as charged with any other duty, and not declared to be free of duty, Bhall be charged with a duty of Customs of fifteen per centum ad valorem.

## SOHEDULE C. <br> FREE GOODS.

## Arts and Scienor:-

Anatomical preparations,
Botany, specimens of,
Cabinets of Antiquities,

| " | Coins, |
| :--- | :--- |
| " | Gems, |
| " | Medals |

Drawinga, not in oil,
Gems,
Medals,
Mineralogy, specimens of,
Models,
Natural History, speeimens of,
Sculpture, specimens of,
Works of Abt, viz:-
Busts-Natural size, not being casts nor produced by any mere mechaniçal process.
Casts-As models for the use of sohools of design.
Paintings-In oil, by artists of well known merit, or copies of the old masters by such
artists artists.
Statues-Of Bronze, Marble or Alabaster, natural size.
Drugs, Dye Stupfs, Oils and Colors not mleswhere bplecfied, viz:-
Acids of every description, except acetic and aulphuric acid and vinegar.
Alam,
Alum,
Antimony,
Argol,
Bark, when chiefly used in dyeing,
Barilla,
Berries, when ohiefy used in dyeing,

SCHEDULE C.-Continted.
Drugs, \&c.-Continued.

## Borax,

Bleaching powders,
Brimstone in roll or flour,
Colors and other articles, when imported by room-paper makers and stainers, to be used in their trade only, viz:-
Bichromate of Potash,
Blue Black,
British gum,
Chinese Blue,
Lakes, scarlet and morone, in pulp,
Paris and permanent Greens,
Satin and fine washed White,
Sugar of Lead,
Ultra Marine,
Umber, raw.
Cream of tartar in crystals,
Drugs, when chiefly used in dyeing,
Indigo,
Kelp,
Kryolite,
Metallic Oxides, dry, ground or unground, washed or unwashed,-not calcined,
Nitre,
Nuts, when chielly used in dyeing,
Ochres, dry, ground or unground, washed or unwashed, not calcined,
Oils-Cocos nut, Pine and Palm in their natural state,
Phosphorus,
Red Lead, dry,
Roots-Medicinal, in their natural state,
Sal Ammoniac,
Sal Soda,
Saltpetre,
Soda Ash,
Soda caustic,
Soda, nitrate of
Soda, silicate of
Sulphar in roll or flour,
Vitriol, blue,
Vegetables, when chiefly used in dyeing,
White lead, dry.
Whiting or Whitening,
Woods, when chiefly used in dyaing,
Zinc, white-dry,
Manufactures and Proddcts of Manufactures:-
Anchors,
Ashes, Pot, Pearl and Soda,
Bread and biscait from Great Britain and the B. N. A. Provinces,
Bolting cloth,
Book binders' tools and implements,
Brim moulds for gold beaters,
Burrstones,
Candle wick, cotton, Cement, Marine-unground, Cement, Hydranlic do

## SCHEDULE C.-Continned.

Manufactures, \&o.-Continued.
Church Bells,
Clothing-donations of, for charitable institutions,
Communion Plate,
Cocoa Paste, from Great Britain and the B. N. A. Provinces,
Coin and Bullion, exoept United States silver coin,
Cotton Netting for India Rubber Shoes,
Cotton Waste,
Cotton Wool,
Drain tiles,
Duck for belting and hose,
Emery paper and emery cloth,
Electrotype blocks for printing purposes,
Farming implements and ntensils, when imported by Agricultural Societies for the encouragement of Agricalture.
Felt for Hats and Boots,
Fire Brick,
Fire Engines-Steam—when imported by the Municipal Corporations of Cities, Towns and Villages, for the use of such Municipalities.
Fish hooks, nets and seines, lines and twines,
Flax Waste,
Glass paper and Glass cloth,
Gold Beater's Skin,
Gold Leaf,
Hoop skirt manufacture, the following articles for-Crinoline thread for covering Crinoline wire, clasps of tin and brass, slides, spangles and slotted tapes, and fiat or round wire uncovered,
Junk,
Linen Machine Thread,
Lithographic Stones,
Lumber-plank and sawed, of Mahogany, Rosewood, Walnut, Cherry and Chestnut, and Pitch Pine,
Machine Silk Twist,
Machinery-When used in the original construction of Mills or Factories, not to include Steam Engines, Boilers, Water Wheels, or Turbines,
Nails-Composition,
Nails-Sheathing,
Oakum,
Oil Cake,
Philosophical instruments and apparatus, including Globes, when imported by, and for the use of, Colleges and Schools, Scientific or Literary Societies,
Platers' Leaf,
Printing Ink,
Printing
Prunella,
Prunella,
Pugh for Hatters use,
Rags,
Sand Paper and Sand Cloth,
Ships' Binuacle Lamps,
" Blocks and patent bushes for blocks,
" Bunting,
" Cables, iron chain, over one-half of an inch, shackled or swiveled, or not.
"، Compasses,
"" Dead Eyes,
" Dead Lights,

## SCHEDULE C.-Continued.

Manupactures, \&c.-Continued.
Ships' Deck, Plugs,
" Knees, Iron,
" Masts or parts of, Iron,
" Pumps and pump-gear,
" Riders, Iron,
" Shackles,
" Sheaves,
" Signal Lamps,
" Steering apparatus,
" Travelling Trucks,
" Wedges,
" Wire-rigging,
And the following articles when used for ships or vessels, only, vis :-
Cables, hemp and grass,
Cordage,
Sail cloth or canvas, from No. 1 to No. 6, Varnish, black, and bright.
Silver Leaf,
Spikes-Composition,
Straw Plaits, Tuscan and Grass-Fancy,
Stereotype Blocks for printing purposes,
Treenails,
Twists, silk, for hats, boots and shoes,
Veneering of wood or ivory,
Weaving or tram silk, for making elastic webbing,
" , " cotton " "
Wire cloth of brass and copper,
Woollen netting for India rubber shoes.

## Matals:-

Brass-Bar, Rod, Sheet and Scrap,
Cranks for Steamboats, forged in the rough,
Do Mills, do do
Copper-in Pig, Bars, Rods, Bolts and Sheets, and Sheathing.
Iron of the descriptions following:-
Scrap, Galvanized or Pig,
Puddled, in Bars, Blooms and Billets,
Bolts and Spikes, galvanized,
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for tires of wheels, bent and welded,
" Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods.
Lead in Sheet or Pig.
Litharge.
Railroad Bars, and frogs, wrought iron or steel Chairs, wrought iron or steel Fish Plates, and Car Axles.
Shafts for Mills and Steamboats, in the rough.
Spelter, in blocks, sheets or pig.
Steel, wrought or cast, in bars and rods.
Steel plates eut to any form, but not moulded.
Tin-in bar, blocks, pig or granulated.
Tubes and piping - of brass, copper or iron, drawn.

## SOHEDULE C.-Continued.

## Metals,-Continued.

Type Metal, in blocks or pigs.
Wire-of brass or copper, round or flat.
Yellow Metal-In bolts, bars, and for sheathing.
Zinc-In sheets, blocks and pigs.
Natural Produots :-
Bristles,
Broom Corn,
Bulbs,
Caoutchouc, unmanufactured,
Clays,
Coal and Coke,
Cocoa, bean and shell,
Cork wood,
Cork wood bark,
Diamonds, unset,
Earths,
Eggs,
Emery,
Flour, Wheat and Rye,
Fibre, Mexican,
Fibre, vegetable, for manufacturing purposes,
Fibrilla,
Flax, undressed,
Fire Clay,
Fire Wood,
Fish-fresh, not to include Oysters or Lobsters in Tins or Kegs,
Fish bait,
Furs, undressed,
Grain of all kinds,
Gravels,
Grease and Grease Scrap,
Gum-Copal,
Guitta Percha, unmanufactured.
Gypsum, not ground nor calcined,
Hair-Human, Goat, Angola, Thibet, Horwe, Hog and Mohaur, unmanufactured,
Hay,
Hemp, undressed,
Hides
Hops,
Horas
Indian Corn,
India meal,
Manillz Grer, unmanufactured
Manures
Marbles,
Marble in blocks-unwrought, or sawn on two sides only, or slabs sawn from such blocks,
having at least two edges unwrought,
Moss for Upholstery purposes,
Ores of metals of all kinds,
Osiers,
Pelts,
Pipe clay,

## SOHEDULD C.-Continued.

## Natural Produots.-Continued.

Pitch,
Plants,
Plaster of Paris not ground nor calcined,
Precious Stones, unset,
Ratan for chairmakers.
Roots,
Rosin,
Salt,
Sand,
Sea Grass,
Seeds for agricultaral, horticultural, or manufacturing purposes,
Shrubs,
Skins undressed.
Slate,
Stone, unwrought,
Tails, undressed,
Tanner's Bark,
Tampico-white and black,
Tar,
Teasels,
Tobacco-unmanufactured,
Tow-undressed,
Trees,
Turpentine, other than spirits of
$V$ egetables, culinary,
$V$ egetable fibres,
Whale Oil-in the casks from on Ship-board and in the comdition in which it was first landed,
Willow for basket makers,
Wood of all kinds, wholly unmanufactured,
Wool.

## SPECIAL EXEMPTIONS FROM DUTY.

Apparel, wearing of Britigh Subjects dying abroad but domicied in Canada.
Arfioles by and for the use of the Governor General.
" for the public uses of the Dominion.
" for the use of Foreign Consuls General.
Army and Nary, for the use of,-
Arms,
Clothing,
Musieal Instruments for Bands, Military Stores.
Settlers' Effects of every description, in actual use, not being merchandise, brought by persons making oath that they intend becoming permanent settlers within the Dominion.

## UNDER REGULATIONS AND RESTRICTIONS TO BE PRESORIBED BT THP MINIRTER OF CUSTOMS.

Carriages of travellers and carriages laden with merchandise and not to include circus troops, nor hawkers.

SCHEDULE C.-Concluded.
onder requlations, \&c.-Continued.
Locomotives and railway passenger, baggage and freight cars, running upon any line of road crossing the frontier, so long as Canadian Locomotives and cars are admitted free under similar circumstances in the United States.
Menageries, horses, cattle, carriages and harnesses of.
Travellers' baggage.

## SCHEDULE D.

The following Goods when the growoth and produce of any of the British North American Provinces may be imported free of duty, viz :-

## Animals of all kinds.

Fresh, smoked and salted meats.
Green and dried fruits.
Fish of all kinds.
Products of fish and of all other creatures living in water.
Poultry,
Butter.
Cheese.
Lard.
Tallow.
Timber and lumber of all kinds, round, hewed, sawed, but not otherwise manufactured in whole or in part.
Fish oil.
Gypsum, ground or unground.

## SCHEDULE E.

The following Articles shall be prohibited to be imported underia penally of two hundred dollars, togetrier with the forfeiture of the parcel or package of goods in which the same may be found, viz:-

Books, Printed Papers, Drawings, Paintings, Prints and Photograpls, of a treasonable or seditious or of an immoral or indecent character.
Coin, base or counterfeit.

## SOHEDULE F.

kipogr dotizs.


# GENERALSTATEMENT 

(BY PROVINCES)
of the

## PRINCIPAL ARTICLES

of

## BRITISH AND FOREIGN MERCHANDISE

DOMINION OF CANADA;

Shewing from what Countries Imported and whether Imported in British or Foreign Vessels or by Land Carriage; also, the Amount Entered for

Consumption and the Duties collected thereon during the Fiscal
Year ending on the 30th day of June, 1869.
No. 1.-GENERAL STATEMENT (by Provinoes) of the Principal Articles of British and Foreign Merchandise Imported into


| 우용 ๙incien in | ¢ －1 m cid |  |  |  | $\left\lvert\, \begin{aligned} & \text { N } \\ & \text {－} \\ & \text {－} \\ & \text { N }\end{aligned}\right.$ |  <br>  －Mon ¢ ming |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| －minco | $\stackrel{\infty}{\text { a }}$ | cosis | － | （1） | 笭 |  | $\begin{aligned} & 9 \\ & \text { en } \\ & \text { Na } \\ & =1 \end{aligned}$ |
|  | $\underset{\sim}{\sim}$ |  | － |  | $\mid$ |  | － |
|  | $\underset{\sim}{8}$ |  |  |  |  |  | － |
|  |  |  |  |  | $\left\lvert\, \begin{gathered}\text {－} \\ \text {－} \\ \text {－} \\ \text {－} \\ \stackrel{-}{-1}\end{gathered}\right.$ |  | － |
|  | $\infty$ | ［ | $\mid \stackrel{\text { 人 }}{\sim}$ |  | $\left\lvert\, \begin{aligned} & \text { ¢ } \\ & 0 \\ & \rightarrow \\ & \rightarrow\end{aligned}\right.$ |  | $\infty$ |
| $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  |  |  |  |  |  | － |
|  | $\stackrel{\circ}{\circ}$ |  | - |  |  |  |  |
|  |  |  | United States．．．．．．．．．．．． |  |  |  |  |
| $\begin{gathered} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{gathered}$ |  |  |  | $\square$ |  |  |  |

No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of Quedec.-Coñtinued.


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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foroign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quartity. | Value. | Duty. |
| Goods payina Spectric Duty.Continued. <br> Chicory-Raw or Green | Great Britain ...... ..... <br> United States. <br> Germany $\qquad$ | Lbs. <br> 3,259 <br> 5,866 | Lbs. $\ldots \ldots . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . ~$ 1,670 | $\square$ | Lbs. <br> 3,259 <br> 7,538 | 131 1 196 | Lbs. <br> 5,983 <br> 3,249 | 204 1 82 | $\begin{array}{r} \text { \$ cta. } \\ 179.49 \\ 018 \\ 9747 \end{array}$ |
|  |  | 9,125 | 1,670 | 4 | 10,799 | 328 | 9,236 | 287 | 27708 |
|  | Great Britain ...........United States..... .... Germany | Lbs. | Lbs. | Lbs. | Lbs. |  | Lbs. |  |  |
| Chicory-Rossted or Ground....... |  | $\begin{array}{r}122,651 \\ \ldots . . . . . . . . . . . . . . . . . . ~ \\ \hline\end{array}$ | $\|\cdots . . . . . .11,414\|$ | 2,065 | $\begin{array}{r} 122,651 \\ 2,065 \\ 11,414 \end{array}$ | $\begin{array}{r} 8,016 \\ 88 \\ 360 \end{array}$ | $\begin{array}{r} 92,177 \\ 11,635 \\ 5,321 \end{array}$ | 4,457 439 168 | 3,687 465 485 21284 |
|  |  | 122,651. | 11,414 | 2,065 | 136,130 | 6,464 | 109,133 | 5,064 | 4,365 32 |
| Common Soap......................... |  | Lbs. |  | Lbs. | Lbs. |  | Lbs. |  |  |
|  |  | 161,867 | .................... | 4,075 | $\begin{array}{r} 161,667 \\ 4,075 \end{array}$ | 7,131 314 | 486,551 4,075 | 17,291 314 | 4, 86851 |
|  |  | $\begin{aligned} & 117 \\ & 448 \end{aligned}$ | .................... | .................... | 117 448 | 10 <br> 24 | 117 448 | $\begin{array}{r}10 \\ 24 \\ \hline\end{array}$ | 117 448 |
|  |  | 162,232 | ............... | 4,075 | 166,307 | 7,479 | 491,491 | 17,639 | 4,914 91 |
| Starch ................................. | Great Britain United States <br> A. Prorinces... <br> B. N. A. Propinc... | Lbs. |  | Lbs. | Lbs. |  | Lbs. |  |  |
|  |  | 43,626 |  | 4,156 | $\begin{array}{r} 43,626 \\ 4,156 \end{array}$ | 3,702 | 32,489 4,156 | 2,698 275 | 64978 8312 |
|  |  | 43,682 | ................ | 4,156 | 47,838 | 3,981 | 36,701 | 2,975 | 73402 |


|  <br>  of rim | 合 | $\infty 880$ <br> 㫝品 －$\%$ | $\begin{gathered} \circ \\ 0 \\ 0 \\ 0 \\ \infty \end{gathered}$ | $8: 88$ <br> ํㅜํํํ <br> －స్ల | $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \infty \\ & \infty \\ & \infty \\ & \infty \end{aligned}$ |  | 䮃 | $\infty$ $\sim$ $\sim$ $\sim$ | 숭 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| © $\rightarrow 6$ －rian | ｜r｜ |  | $\begin{aligned} & \text { 皆 } \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { P } \\ & \text { Non } \\ & \text { N } \end{aligned}$ | 品些感 ぶか | $\left[\begin{array}{l} \infty \\ \infty \\ \infty \\ \infty \\ \infty \end{array}\right.$ | $\cdots$ | \％ |
| Mille. <br> 종ㅇNNN웅 ค | 年 |  | $\underset{\sim}{\underset{\sim}{8}}$ |  | $\stackrel{8}{8}$ |  | N | 俞 | $\stackrel{\text { 品 }}{\substack{-1 \\ ~}}$ |
|  | ｜ | $\begin{aligned} & \text { 웅옹 } \\ & \text { nigin } \end{aligned}$ | $\left\lvert\, \begin{aligned} & \infty \\ & x_{0} \\ & \text { ô } \\ & \text { ci } \end{aligned}\right.$ |  | $\begin{aligned} & 0 \\ & \text { \# } \\ & \text { 80 } \end{aligned}$ |  |  |  | $\underset{\sim}{7}$ |
|  | $\left\lvert\, \begin{aligned} & \circ \\ & \infty \\ & \infty \\ & \infty \end{aligned}\right.$ | \％\％¢ ¢ | $\underset{\sim}{\infty}$ | 下品品易 | $\underset{\infty}{\infty}$ |  | ${ }_{\substack{\infty \\ \text { ¢ }}}$ |  | － |
|  |  |  | $\stackrel{\infty}{ \pm}$ |  | \％ |  | $\cdots$ | （1） | － |
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|  | $\left[\begin{array}{c} 9 \\ 0 \\ 0 \end{array}\right.$ |  | $8$ |  | $\cong$ |  |  |  | $\stackrel{\sim}{\infty}$ |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | $\begin{gathered} \hline \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \text { 荡 } \\ \hline \end{gathered}$ |  |

33 Victoria. $\quad$ Sessional Pạpers' (No. 1). A. 1870
No. 1.-GENERAL STATEMENT OF MMPORTS-Province of Quebec.-Continued.

| Articles. | countries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foroign Vessels. | By Land Carriage. | Total Quantities. | Tutal <br> Value. | Qxantity. | Yalue. | Duts. |
| Goods paying Sprifific Dutt.- <br> Cheere Continued. $\qquad$ | Great Britain <br> United States. <br> France <br> Other For. Countries, | Lbs. $\qquad$ |  |  | Lbs.$\begin{array}{r} 14,306 \\ 2,074 \\ 895 \\ 801 \end{array}$ | $\begin{array}{r} 3,544 \\ 369 \\ 85 \\ 155 \end{array}$ | Lbs. |  | \$ cts. |
|  |  |  |  |  |  |  |  | 5,500 |  |
|  |  |  |  |  |  |  | 2,074 3,828 | 369 <br> 468 | $\begin{array}{r}62 \\ \hline 114 \\ 84 \\ \hline 18\end{array}$ |
| Lard and Tallow ................... |  |  |  |  |  |  | 901 | 155 | 2703 |
|  | Cnited States............ <br> Germany | 15,201 | 901 | 2,074 | 18,176 | 4,153 | 37,601 6,490 |  | 1,128 03 |
|  |  | Lbs. | Lbs. 7,805 291 | Lbs. | Lbs. 66,489 29 | 9,68524 | Lbs. 74,028291 | $\begin{array}{r} 10,263 \\ 24 \end{array}$ | $\begin{array}{r} 74026 \\ 291 \end{array}$ |
|  |  | 39,162 $\ldots . . . . .$. |  |  |  |  |  |  |  |
|  |  | 39,162 | 8,096 | 19,522 | 66,780 | 9,709 | 74,317 | 10,287 | 44317 |
| Indian Corn-under regulations of 24th January, 1868 | United States .... ...... | Bush.$1,340$ |  | ...... .... ..... | Bush. $1,340$ | 1,206 | Bush. $22,414$ | 13,514 | 2,241 40 |
| Fish-Salted or Smoked.......... |  |  | $\qquad$ | Lbs. | Lbs.$\begin{array}{r} 22,227 \\ 177,604 \end{array}$ | $\begin{aligned} & 1,237 \\ & 9,235 \end{aligned}$ | Lbs.$\begin{array}{r} 22,227 \\ 177,604 \end{array}$ | $\begin{gathered} 1,237 \\ 0,235 \end{gathered}$ | $\begin{array}{r} 22227 \\ 1,77784 \end{array}$ |
|  | Grest Britain Unitod Statey | 22,227 |  | 177,504 |  |  |  |  |  |
| Malt .................................... |  | 22,227 | ............... | 177,604 | 199,831 | 10,472 | 199,831 | 10,472 | 2,000 11 |
|  | Great Britain..... ..... Germany$\qquad$ | Bush. <br> 35,760 <br> -308 <br> 36,068 | …........................ |  | Bush.$\begin{array}{r} 35,760 \\ 308 \end{array}$ | $\begin{array}{r} 53,912 \\ 334 \end{array}$ | Bush.$\begin{array}{r} 23,920 \\ 308 \end{array}$ | $\begin{array}{r} 36,024 \\ 334 \end{array}$ | $\begin{aligned} & 9,56800 \\ & 123 \\ & 20 \end{aligned}$ |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 36,068 | 54,246 | 24,228 | 36,358 | 9,691 20 |
|  |  |  |  |  |  |  |  |  |  |


No. 1.-GENERAL STATEMENT OF ILPPORTS-Province or Quebec--Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage | Total <br> Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods fatine Specitic and Ad Valorem Dutirs.-Continued. |  | Lbe. |  | Lbs. | Lbs. |  | Lbs. |  | \$ cts. |
| Tobacco-Manufactured and Snuff. | Great Britain........... | 2,431 |  |  | 2,431 | 1,418 | 2,835 | 1,486 | 49955 |
|  | United States........... | 4,193 | ... | 335,992 | 340,185 | 52,322 13 | 175,167 25 | -13 | 28,1053 440 |
|  | France .................... | 2 | ................ | ............... | 2 | 1 | 2 | 1 | 035 |
|  | Other For. Countrieg.. B. M. A. Prorinces ... | 2 | ................ | ................ | 2 | 1 | 1,002 | 63 | 035 15345 |
|  |  |  |  |  |  |  |  |  |  |
|  |  | 8,653 |  | 335,992 | 342,645 | 33,753 | 178,0 | 38,165 | ,763 43 |
|  |  | Galls. | Galls. | Galls. | Galls. |  | Galls. |  |  |
| Wines of all kinds .................. | Great Britain ........... | 77,430 | 10,032 | 4,204 | 77,430 14,238 | $\mathbf{6 2 , 9 0 1}$ 7,445 | 65,913 5,710 | 66,760 3,548 | 19,94318 1,230 |
|  | France .................... | 127,975 | 58,472 | 4,204 | 186,447 | 86,021 | 201,701 | 95,381 | 39,246 27 |
|  | Germany ................. 1 | 2,973 | 21,884 | ... | 24,857 | 11,563 | 8,444 | 7,573 | 2,359 09 |
|  | Other For. Countries.. | 84,304 | 7,289 | ........ ......... | 91,573 | 92,030 288 | 88,309 196 | $\begin{array}{r}\text { S1,159 } \\ \hline 427\end{array}$ | $\begin{array}{r}25,662 ~ \\ 105 \\ \hline 00\end{array}$ |
|  | B, N. A. Proyinces ... | 151 | ........ ........ | ..... ...... |  |  |  |  |  |
|  |  | 292,833 | 97,657 | 4,204 | 394,694 | 260,253 | 370,273 | 254,848 | 87,996 89 |
| Sugar-eqnal to and above No. 9, <br> Datch Standard $\qquad$ |  | Lbs. | Lbs. | Lbs. | Lbs. |  | Lbs. |  |  |
|  | Great Britain............ |  |  |  | 4,120,415 | 263,202 | 2,721,444 | 158,618 | 66,869 97 |
|  | United States.............. | 4, 73,706 | 2,407,963 | 190,927 | 2,672,001 | 137,519 | 2,420,162 | 112,962 | 52,442 12 |
|  | Germany ................. | 306,586 | ............ | ........... ..... | 306,536 | 14,518 | 18,119 | 1,178 | 47569 |
|  | Other For. Countries.. | 9,300,711 | 5,765,057 | ......... | 15,065,768 | 717,996 | 10,129,767 | 461,267 | 216,614 42 |
|  | B. N. A. Provinces... | 2,301,106 |  | ................ | 2,301,106 | 107,609 | 3,887,997 | 169,205 | 81,181 22 |
|  | British West Indies ... | 5,440,192 | 474,453 | ..... ...... .... | 5,914,845 | 270,465 | 4,257,704 | 199,107 | 92,353 65 |
|  |  | 21,542,666 | 8,647,478 | 190,927 | 30,381,071 | 1,510,309 | 23,435,193 | 1,102,337 | 509,937 07 |
|  |  |  |  |  |  |  |  |  |  |


No. 1.-GENERAI STATEMENT OF IMPORTS-Province of Quebec.-Continued.


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


No. 1.-General Statement of imports-Province of Quebec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTICN. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British <br> Vegsels. | In Foraign Veasels. | By Land <br> Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Guods pating 15 Per Cent ap Valorem.-Continued. |  | Lbs. |  | Lbs. | Lbs. |  | Lbs. |  | \$ cts. |
| Cocoa and Chocolate............... | Great Britain <br> United Statce. | 12,198 1 | ................... | 150 | 12,198 151 | 2,841 56 | 11,934 151 | 2,896 | 43440 845 |
|  | France . ................... | 750 | ................ |  | 750 | 178 | 270 | 88 | 1290 |
|  |  | 12,949 | ................ | 150 | 13,099 | 3,175 | 12,355 | 3,038 | 45575 |
| Cordage .............. ............... ... |  | Pkgs. |  | Pkgg. | Pkgs. ${ }_{\text {T0, }}$ | 11,208 | Fkgs. ${ }_{\text {72,535 }}$ | 11,584 | 1,737 72 |
|  | Great Eritain............ United States........ | 70,894 |  | 7,475 | 7,475 | 1,252 | 7,475 | 1,252 | 18792 |
|  | France .... .............. | 735 | .......... | ................ | 735 | 120 | 735 | 120 | 13. 00 |
|  | B. N. A. Prövinces ... | 600 | . |  | 600 | 96 | 600 | 26 | 1444 |
|  |  | 72,229 | ...... . ......... | 7,475 | 79,704 | 12,676 | 81,345 | 13,052 | 1,958 08 |
| Corks ................. .,......... ....... | Great Britain............ | Pegs. $_{38}$ | Pkgs. | Pkgs. | ${ }^{\text {Plgs. }}{ }_{38}$ | 69. | Prgs. ${ }_{\text {S3 }}$ | 960 | 14408 |
|  | United States............. |  |  | 207 | 207 | 4,292 | 211 | 4,431 | 66465 |
|  | France ..................... | 505 | 85 | ........ | 590 | 7,244 | 1,048 | 10,530 | 1,579 50 |
|  | Germany ........... ..... | 29 463 |  | $\cdots$ | $\begin{array}{r}60 \\ \hline 566\end{array}$ | 1,366 | 43 270 | 1,301 | 19515 22350 |
|  | Other For. Countries.. | 463 | 77 | 16 | 556 | 3,241 | 23.3 | 1,490 |  |
| Cotions ..... ............................. |  | 1,035 | 193 | 223 | 1,451 | 16,436 | 1,670 | 18,712 | 2,506 86 |
|  |  | Pkcs. | Pkeg. | Pkg. | Prgs. |  | Pkes. |  |  |
|  | Great Britain .... ...... | 14,313 | ${ }^{6}$ |  | 14,319 | 3,390,514 | 14,143 | 3,357,250 | 503,588 57 |
|  | United States........... |  |  | 4,654 | 4,654 | 118,509 | 4,654 | 120,855 | 18,127 49 |
|  | Franco ...... ............. | 13 |  |  |  | 3,631 7,687 | 13 48 | 3,631 8,665 | $\begin{array}{r}544 \\ 1,300 \\ \hline 60\end{array}$ |
|  | Germany <br> B. N. A. Proyinces,. | 42 |  | ............ ..... | 42 6 | 7,687 850 | 46 6 | 8,668 850 | 1,30020 12756 |
|  |  | 14,374 | 6 | 4,654 | 19,034 | 3,521,201 | 18,862 | 3,191,254 | 523,688 47 |


|  | － |  <br>  ๙゚べ | 7 $\left.\begin{gathered}7 \\ 0 \\ 0 \\ \text { a }\end{gathered} \right\rvert\,$ | ¢88 | $\stackrel{\sim}{*}$ <br> $\stackrel{y}{*}$ <br> $\sim$ <br> $\sim$ | 筞笑与品品 <br>  fixion |  | 8 <br> 8 <br> 8 | ¢ ¢ ¢ | N |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 皆 |  | 笈 | Wix | － |  |  | $\stackrel{\square}{6}$ | $\stackrel{\circ}{\circ}$ | － |
|  |  |  | $\begin{aligned} & \hat{0} \\ & \mathbf{e} \\ & \hline \end{aligned}$ |  | 品 |  | $\left\|\begin{array}{l} 9 \\ 0 \\ 0 \end{array}\right\|$ |  | 辰 |  |
|  | $\begin{aligned} & 0.0 \\ & 0.0 \\ & 0.0 \\ & \hline 0 \end{aligned}$ |  |  |  <br> ぶがヘ | － |  <br>  |  | 发 | $\stackrel{0}{0}$ | － |
|  | $\begin{aligned} & \infty \\ & 5 \\ & 5 \\ & \hline \\ & \hline \end{aligned}$ |  | $\left\lvert\, \begin{aligned} & 0 \\ & \text { en } \\ & \text { a } \end{aligned}\right.$ | （\％es | 品 |  | $\left\lvert\, \begin{aligned} & \circ \\ & 8 \\ & \infty \end{aligned}\right.$ |  |  | 边 |
|  | － | （10） | 180 | （1） | － | （1） | － |  | $\underset{\text { in }}{\substack{i n}}$ |  |
|  | 永 |  | 10 |  | ${ }^{+}$ |  | （ |  | $\vdots$ |  |
|  |  |  | $\begin{aligned} & \text { 佥 } \\ & \text { N } \end{aligned}$ |  |  |  | ${ }_{2}^{2}$ |  |  | \％ |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Foreign Mewspapers． |  |  |

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


No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Qurbec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Fore:gn Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods patina 15 Pre Cent Ad Valorem.-Continwed. |  | Pigge. |  | Pkgs. | Pkgs. |  | Pkgs. |  | \$ cts. |
| Cutlery of all kinds ..... ............ | Great Britain ............ United States......... | 168 | ................... | . $1 . .1 .1 .$. | 166 90 | 43,223 3,385 | 169 90 | 45,542 $\mathbf{3 , 3 6 5}$ | 6,831 504 80 |
|  | France ...................... |  |  |  | 1 | 174 | 1 | 174 | 2610 |
|  | Germany ................. | 4 | ..... . ..... |  | 4 | 237 | 4 | 237 | 3555 |
|  |  | 171 | ................ | 90 | 261 | 46,998 | 264 | 40,318 | 7,397 68 |
| Japanned, Planished Tin and Britannia Metal Ware............. | Great Britain........... | Pkge. 22 |  | Plogs. | Pkgs. ${ }_{22}$ | 1,731 | Pags. 22 | 1,731 | 25965 |
|  | United States............. |  | ...... | 33 | 33 | 851 | 33 | 851 | 12760 |
|  | France .. ................. | 15 | ................. | .... ........ | 15 | 230 | 15 | 230 | 3450 |
|  |  | 37 | $\ldots$ | 33 | 70 | 2,812 | 70 | 2,812 | 42175 |
| Spades, Shovels, Axes, Hoes, \&c.. | Great Britain........... | $\mathrm{Pkgs.}_{338}$ | Prge. |  | $\mathrm{Pkgg}_{338}$ | 10,146 | Pkgs. | 9,705 |  |
|  | United States............. | 21 | 170 | 2,469 | 2,660 | 24,471 | 2,641 | 24,180 | 3,626 92 |
|  | France .................. |  |  | ........... .... | 5 | 111 | 5 | 111 | . 1685 |
|  |  | 367 | 170 | 2,469 | 3,00B | 34,753 | 3,013 | 34,021 | 5,102 87 |
| Spikes, Nails, Tacks, Brads and Sprigs$\qquad$ | Great Britain <br> United States. <br> France <br> Germany $\qquad$ Other For. Countries.. <br> B. N. A. Provinces ... | Pkgs. $1,804$ | Pkgs. | Pkgs. | Pkgs. 1,804 | 16,309 | Pkga. | 18,279 | 2,74197 |
|  |  |  |  | 962 | 962 | 5,165 | 062 | 5,165 | 77487 |
|  |  | 1 |  |  | 1 | 12 | 17 | 12 | 180 |
|  |  | 79 | ${ }^{91}$ |  | 170 587 | 1,006 | 170 | 1,006 | 15090 |
|  |  | 248 12 | 339 | .............. | 587 | 1,665 44 | 621 | 1,805 44 | 27075 650 |
|  |  | 2,144 | 430 | 962 | 3,536 | 24,201 | 3,757 | 26,311 | 3,946 59 |


No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of Quedec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantilica. | $\begin{gathered} \text { Total } \\ \text { Value. } \end{gathered}$ | Quantity. | Value. | Duty. |
| Goons paying 15 Per Cent ad Valorey.-Continued. | Great Britain ...........United Siates........France .a............Germany .............. | Pkgs. |  | Pkgs. | Pkgs. |  | Pkgs. |  | \$ cts. |
| Linen ................................. |  | 2,065 |  |  | 2,065 73 | 395,955 2,581 | 2,022 73 | $\underset{\text { 394,143 }}{2,581}$ | $\begin{array}{r}59,12138 \\ 387 \\ \hline 3\end{array}$ |
|  |  | ... ............ | ..... | 73 | 7 <br> 4 | ${ }^{2,539}$ | + 4 | 2,539 | 387 <br> 808 <br> 185 |
|  |  | 10 | -.............. | ............. | 10 | 739 | 11 | 919 | 13785 |
|  |  | 2,079 | ... | 73 | 2,152 | 399,814 | 2,110 | 398,182 | 59,727 31 |
| Locomotive Engines and RailroadCars...................................$~$ | Greut Britain........... | $\ldots$ | ................ | ............... | ........... | 108.296 | ............... | 108,296 | 16,244 35 |
|  |  | Lbs. | Lbs. |  |  |  | Lbs. |  |  |
| Macearoni and Vermiceli.......... | Great Britain ...........France ................... | $\begin{aligned} & 16,500 \\ & 45,626 \end{aligned}$ | 1,930 | ..................... | 17,500 47,556 | 3,066 | 58,586 | 3,427 | 51405 |
|  |  | 62,126 | 1,930 | ........... | 64,056 | 3,696 | 53,586 | 3,427 | 51405 |
| Maps, Charts and Atlases-not elsewhere mentioned............ .. | (Great Britain <br> United States <br> Franco | $\mathrm{Pkgs} ._{6}$ |  | Pkgg. | Pkge. ${ }_{6}$ |  | Pkgs. ${ }_{6}$ |  |  |
|  |  |  |  | 16 | 16 | 446 | 16 | 446 | 6891 <br> 685 |
|  |  |  | -............. | ............... |  |  |  |  |  |
|  |  | 7 | ...... | 16 | 23 | 1,060 | 23 | 1,060 | 15901 |
| Manufactures of Marble ........... | Grent Britain <br> United State <br> France <br> Other For. Countries. | $\mathrm{Pkg}_{130}$ |  | Pkgg. | $\mathrm{Pkgg}_{130}$ |  | Pkgs. ${ }_{100}$ |  |  |
|  |  |  | .................... | 307 | 307 | 2,232 | 307 | 2,232 | 33498 |
|  |  |  | ................ |  |  | 208 138 | ${ }_{8}^{4}$ | 208 138 | 3115 <br> 20 <br> 10 |
|  |  | 142 |  | 307 | 449 | 10,130 | 419 | 3,577 | 1,286 66 |


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


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


No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Qurbec.-Continued.


No. 1.-GENERAL STATEMENT OF IMPORTS-Provisce of Quebec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENMERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vesseis. | In Foreign Vesse's. | Dy Land Carriage. | $\begin{gathered} \text { Total } \\ \text { Quantities. } \end{gathered}$ | Toial Yalue. | Quantity. | Yalue. | Duty. |
| Gontis pating 15 Per Cint ab Valorek.-Continued. |  | Pkga. | Pkgut | P'şs. | Ning3. | \$ | Pkgs . | \$ | \$ cta. |
| Tubaceo Pipes....................... | Great Pricain........... United States......... | 579 |  | . ${ }^{\text {a }}$. | 578 8 | 3,678 552 | 671 8 | 3,972 | 595 88 88 88 |
|  | France ................... | 122 |  |  | 122 | 7,351 | 122 | t,351 | 1,102 76 |
|  | Germany ..... |  | 1 | ......... | 7 | 216 | 7 | 915 | 13725 |
|  |  | 707 | 1 | 8 | 716 | 12,486 | 808 | 12,790 | 1,918 57 |
| Toys. ...... ..... ..................... | Great Britain .......... | Pkgs. ${ }_{58}$ | Pkge. | Prgs. | Prgs. ${ }_{56}$ | 3,113 | Fkgs. ${ }_{56}$ | 3,113 | 46093 |
|  | United Statet............. France .............. | ......... |  | 87 | 57 8 | 2,621 | 87 8 | 2,021 | 30321 7035 |
|  | Germany ................. | 59 | 75 |  | 134 | 8,893 | 84 | 2,621 | 39315 |
|  |  | 123 | 75 | 87 | 285 | 0.501 | 235 | 8,224 | 1,233 64 |
| Varnish-other than Black or Bright.$\qquad$ | Great Britaia........... | $\underset{363}{\text { P'kgs. }}$ | Pkgs. | Prgs. |  |  | $\mathrm{Pings.}_{360}$ | 7,161 |  |
|  | Unitad Statos........... | .. ...... |  | 20. | 264 | 642 | 264 | 642 | 1,074 |
|  |  | 363 | .... .. ........ | 264 | 627 | 8,207 | 624 | \%,803 | 1,170 48 |
| Wrohens ............. ... ........... | Qreat Brituin........... | Phere 10,435 | Phge. | Pkge. | $\begin{aligned} & \text { Fsgas. } \\ & 10,433 \end{aligned}$ | 2,105,377 | $\begin{aligned} & \mathrm{Pk}_{r} \mathrm{~s} . \\ & 10,520 \end{aligned}$ | 3,128,916 | 469,487 19 |
|  | Cnited States........... | ............ |  | 3,178 | 1,191 | 96,474 | 1,197 | 28,156 | 44,723 13 |
|  | France ... ............... | 208 | 1 | .............. | 203 | 56,550 | 202 | 57,798 | 8,669 70 |
|  | Germany ................. | 213 2 | 10 | ......... ..... | 223 | 74,446 534 | 139 | $\begin{array}{r}73,924 \\ \hline 534\end{array}$ | 10,938860 8010 |
|  | B. N. A. Provinces ... | 4 | ................. | ..... . . . . . . . | 4 | 491 | 4 | 491 | $73 \mathrm{b7}$ |
|  |  | 10,565 | 24 | 1,178 | 12,687 | 3,334,872 | 12,071 | 3,430,812 | 503,972 39 |


No. 1.-GENERAL STATEMENT OF IMPORTS-Province or Quebec.-Continued.
ARTIICLES.

No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Qdebec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIESIMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS-Continued.Indigo................................. | Great Britain...........United States......... | Lbs. 27,178 |  | Lbs. ${ }_{\text {L........ }}$ | Lbs, $27,178$ | $\begin{aligned} & \$ \\ & 14,750 \\ & \mathbf{3} \end{aligned}$ | Lbs. <br> 27,178 <br> 1 | $\begin{array}{r} 14,750 \\ 3 \end{array}$ |  |
|  |  | 27,178 | ................ | 1 | 27,179 | 14,753 | 27,179 | 14,753 | ........ ......... |
|  | Qreat Britain............ | Pkgs. 11,028 120 |  | ............... ... | Pkgs. 11,028 120 | 63,948 | Pkgs. 11,028 120 | 63,948 534 | - |
|  |  | 11,148 |  | ....... ......... | 11,148 | 64,482 | 11,148 | 64,482 | ................. |
| Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, \&c.$\qquad$ | Great Britain United States | Pkgs. 37,899 |  |  | Pkgs. 37,899 114 | $\begin{array}{r} 134,119 \\ 1,595 \end{array}$ | Pkgs. 37,899 114 | $\begin{array}{r} 134,119 \\ 1,595 \end{array}$ | $\cdot$ |
|  |  | 37,899 | ................. | 114 | 38,013 | 135,714 | 38,013 | 135,714 | ................. |
| Ochres and Metallic Oxides-dry, ground or unground, washed or unwashed-not calcined.... ....... | Great Britain.............United States.......... | $\underset{523}{\text { Pkgs. }}$ | Pkgs. <br> $\ldots . . . . . . . . . . . . . ~$ | Pkgs. $76$ | $\begin{array}{r} \text { Pkgs. } \\ \quad 523 \\ 120 \end{array}$ | $\begin{array}{r} 3,213 \\ 699 \end{array}$ | Pkg. <br> 523 <br> 120 | 3,213 699 | . |
|  |  | 523 | 44 | 76 | 643 | 3,912 | 643 | 3,912 | ............. . |
| Oils-Cocoanut, Pine and Palnin their natural state................. | Great Britain Us) ted States.$\qquad$$\qquad$ | $\begin{aligned} & \text { Galls. } \\ & 14.099 \end{aligned}$ | ....................... | $\begin{aligned} & \text { Galls. } \\ & 39,060 \end{aligned}$ | Galls. $\mathbf{1 4 , 0 9 9}$ 39,086 | $\begin{array}{r} 11,309 \\ 23,549 \end{array}$ | Galls. <br> 14,099 <br> 39,066 | $\begin{array}{r} 11,309 \\ 23,549 \\ \hline \end{array}$ | .................... |
|  |  | 14,099 | ................. | 39,066 | 53,165 | 34,858 | 53,165 | 34,858 | ...... . ......... |


No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of QUEbec.-Continued.


No. 1.-GENERAL Statement of Imports-Provinge of Quebec.-Continued.


No. 1.-GENERAL STATEMENT OF LMpORTS-Province of Quebec.-Continued.


No. 1.-General statement OF IMPORTS-Province of Qdebec.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreiga <br> Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS.-Continued. | United States............ |  |  | Pkgs. | Pkgg. | \$ | Pkgs. | \$ | \$ cts. |
| ased for Ships only ................. |  | ......... ......... | . | 20 | 20 | 64 | 20 | 64 | . |
| Brass-Bar, Rod, Sheet and Scrap. | Great Britain............ United States. <br> B. N. A. Provinces .. |  |  |  | ................. | 1,110 | ................. | 1,110 |  |
|  |  | ... ............ | . | ......... ..... | ................ | 958 2,021 | ..... ............ | +958 | ................. |
|  |  |  |  |  |  |  |  |  |  |
|  |  | ...... | ................ | ............... | ................. | 4,089 | ............ | 4,089 | ................ |
| Cranks and Shafts for Steamboats and Mills-Rough$\qquad$ | Great Britain............United States............ | ............. | ................. |  | …................ | 359 $\times 1,174$ | ................. | 359 1,174 | ................0. |
|  |  | .......... ...... | ................. | ........:........ | ........... ..... | 1,533 | .... | 1,533 | ............... |
| Coppor-Pig, Bar, Rod, Bolt and Sheet, and Sheathing$\qquad$ | Great Britain <br> United States. <br> Belgium $\qquad$ $\qquad$ B. N. A. Provinces.... | .............. | …….... ... |  | ........... ..... | 18,243 | ................. | 18,243 | ................ |
|  |  | .............. | ................ | ................ | ................ | 742 200 | ……........... | 742 | ..... .. |
|  |  | ................ | ... | ................. |  | 5 | , | 5 | ............... |
|  |  | ............. | ................ | . | ................ | 19,190 | ................ | 19,190 | ................ |
| Iron--Scrap, Galvanized or Pig, Paddled in Bars, Blooms and | Great Britain............ <br> United States...... ..... <br> B. N. A. Provinces .. |  |  |  |  |  |  |  |  |
| (Galvanized) |  |  |  |  | ................. | 671,462 | ................. | 671,462 | ................. |
|  |  | . |  |  | ............... | 10,126 | ........ ........ | $\begin{array}{r} 10,126 \\ 654 \end{array}$ | ................. |
|  |  |  |  |  |  | 682,242 | ............. ... | 682,242 |  |




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




A R T I C L E S .

No. 1.-General statement of mports-Province of Quebec.-Continued.

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No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Quebec.-Concluded.


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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vebsels. | In Foreign Vessels. | By Land Carriage. | Total <br> Quantities. | Total <br> Value. | Quantity. | Valuo. | Duts. |
| Goode patime Speotict Duty. <br> Animal:-Horsea | United States............ | Number. <br> 12 | Number. <br> 38 | Number. <br> 24 | Number. <br> 14 | $\begin{aligned} & 6 \\ & 14,349 \end{aligned}$ | Number. <br> 74 | $\begin{aligned} & \$ \\ & 14,349 \end{aligned}$ | $\begin{array}{cc} 8 & \text { ets. } \\ 1,110 & 00 \end{array}$ |
| Horned Catlle............. | United States........... | 1 | .............. | 10 | 11 | 1,600 | 11 | 1,600 | 11000 |
| Swino ...... ................ | United States........... | 1 | 17 | 15,700 | 15,718 | 197,273 | 24 | 152 | 4800 |
| Adidn-8ulpharie .................... | United States........... | 70 | 8 | 33 | 111 | 533 | 111 | 533 | 11100 |
|  | Great Pritain........... United States........... | Lbs. <br> 16,605 13,156 | $\begin{gathered} \text { Lbs. } \\ \ldots . . . . . . . \\ \hline 6,008 \end{gathered}$ | Lbs. 6,836 | Lbs. <br> 16,605 26,000 <br> 26,000 | $\begin{aligned} & 306 \\ & 518 \end{aligned}$ | Lbs. <br> 16,605 <br> 26,000 | $\begin{aligned} & 308 \\ & 518 \end{aligned}$ | $\begin{array}{r} 8303 \\ 13004 \end{array}$ |
|  |  | 29,761 | 6,008 | 6,836 | 42,605 | 824 | 42,605 | 824 | 21307 |
| Cordale ............................... | $\left\|\begin{array}{l}\text { Great Britain............ } \\ \text { United States.......... } \\ \text { Franee ............... }\end{array}\right\|$ | Galls. <br> ........... |  | $\begin{gathered} \text { Galls. } \\ \hdashline . . . . . . . . . . . . . . . . ~ \\ \hline \end{gathered}$ | Galls. $\begin{array}{r} 21 \\ 3 \\ 190 \end{array}$ | $\begin{array}{r} 77 \\ 8 \\ 869 \end{array}$ | Galls. $\begin{gathered} 21 \\ 3 \\ 72 \end{gathered}$ | $\begin{array}{r} 77 \\ 8 \\ 152 \end{array}$ | $\begin{array}{r} 25 \\ \begin{array}{r} 88 \\ 8 \\ 80 \\ 86 \\ 40 \end{array} \end{array}$ |
|  |  | 211 | ............... | 3 | 214 | 454 | 96 | 237 | 11508 |
|  |  |  |  |  |  |  |  |  |  |

Sessional Papers (No. 1).

No. 1.-General statement of imports-Province of Ontario.-Continued.

| A RTICLES. | countries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Forsign Vessele. | Ey Land Carriage. | Total <br> Quantities. | Total Value. | Quantity. | Value. | Duty. |
| Goods paying Specheic Dety.Continued. <br> Spirits and Strong Watere, including Spirits of Wine and Alcohol, and not being Whisky.. Trited Stat France |  |  |  |  |  |  |  |  |  |
|  |  | Galls. | Galls. | Gelis. | Galls. | \$ | Galls. | 8 | \$ cta. |
|  |  | 837 | 43 | 3 | 883 | 516 | 59 | 124 | 4730 |
|  |  | 103 | ............. | ...... ...... | 103 | 83 | 967 | 523 | 77360 |
| Oil-Coal and Kerocene, distilled, rurified and refined$\qquad$ | Unitod States........... | 940 | 43 | 3 | 986 | 605 | 1,028 | 652 | 82090 |
|  |  | ${ }_{174}$ | Galls. 198 | Galls. | Galls. | 432 | Qalls. 1,495 | 432 | 22420 |
| Benzole, Naphtha and Refined <br> Petroleam. | United States.... ...... | Galls. | Galls. | Galls. | Galls. |  | Galls. |  |  |
|  |  | 298 | 222 | 1,731 | 2,239 | 530 | 2,239 | 530 | 33607 |
| Products of Petroloum <br> Crude Petroleum $\qquad$ | United States........... | Galls. | Galls. | Galls. | Galls. |  | Galls. |  |  |
|  |  | 5 | 923 | 13,330 | 14,258 | 3,525 | 14,258 | 3,525 | 1,424 52 |
|  |  | Galls. |  | Qalle. | Galls. |  | Galle. |  |  |
|  | Unitel States ........... | 1,315 | ...... | 664 | 1,979 | 413 | 1,979 | 413 | 11874 |
| Coffee-Green ...... .................... | Great Britain............ <br> United Stater..... <br> Other For. Countries... | Lbs. | Lbs. | Lbs. | Lbs. |  | Lbs. |  |  |
|  |  | 186,339 |  |  | 186,339 | 20,845 | 167,477 | 19,912 | 5,024 31 |
|  |  | 158,500 | 9,218 | 279,852 | 40,218 | 49,82 922 | 430,212 | 48,188 1,009 |  |
|  |  | 344,839 | 9,235 | 279,852 | 683,926 | 71,629 | 611,098 | 70,409 | 18,332 94 |


No. 1.-GENERAL STATEMENT OF IMPORTS-Profinge of Ontario.-Continued.


ARTICLES.
Sobaceo-Manufactured and Enuf. Great Britain .......



| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vesselz. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods pative Specific and Ad Valorem Duties.-Contizued. Tobacco-Manufactured and Enuff. |  | Lbs. | Lbs. | Lbs. | Lbs. | \$ | Lbs. | \$ | \$ cts. |
|  | Great Britain .......... United States..... France $. . . . . . . . . . . ~ . ~ . . . ~$ | 1,385 31,582 55 | 145 | 78,008 | 1,385 109,735 55 | 344 25,630 33 | 966 94,457 55 | 255 22,807 33 | 15760 15,30774 998 |
|  |  | 33,022 | 145 | 78,008 | 111,175 | 26,007 | 95,478 | 23,695 | 15,475 24 |
| Wines of all kinds ................... | Great Britain........... | Galls. | Galls. ${ }^{\text {a }}$ | Galls. | Galls. ${ }_{\text {31, }}$ | 45,756 | Qalls. | 25,472 | 6,384 74 |
|  | United States........... | 1,031 | 176 | 2,522 | 3,729 | 3,230 | 3,549 | 3,546 | 1,065 05 |
|  | France ................... | 33,825 | 10,897 | 40 | 44,762 | 35,156 | 31,528 | 25,207 | 8,184 17 |
|  | Germany ................. | 778 | 141 | ............ | 920 | 762 | 2,142 | 2,579 | 73010 |
|  | Spain .................... | 4,880 | 8,082 | .. ...... ..... | 12,962 | 16,571 | 12,198 | 17,398 | 4,899 68 |
|  | Other Fey. Countries.. <br> B. N. A. Provinces ... | 320 |  |  | 320 | 979 | 2,651 320 | 3,974 979 | $\begin{array}{r}1,059 \\ \hline 22780\end{array}$ |
|  |  | 72,421 | 19,599 | 2,562 | 94,582 | 102,454 | 65,289 | 79,155 | 22,361 48 |
| Sugar-equal to and above No. 9 , <br> Detch Standard | Great Britain.. ......... | $\xrightarrow[\text { Lbss. }]{\text { L, } 758,383}$ | Lbs. ${ }_{\text {47,368 }}$ | Libs. | Libs. | 102,584 | Lbs. 975,198 | 56,816 | 23,055 67 |
|  | United States........... | 1,480,279 | 81,702 | 4,602,837 | 6,164,918 | 322,445 | 5,085,896 | 253,543 | 114,246 53 |
|  | Spanish Wert Indies.. | 1,213,029 | 2,344,012 | ................... | 3,557,041 | 173,011 | 4,263,102 | 207,938 | 94,616 85 |
|  | British West Indies..... | 826,755 | 13,753 | 19,041 | 859,549 | 38,252 | 1,040,618 | 45,569 | 21,798 44 |
|  |  | 5,276,426 | 2,486,835 | 4,621,978 | 12,385,239 | 636,292 | 11,?64,912 | 563,866 | 254,617 49 |
| Sugar - below No. 9, Dutch <br> Standard $\qquad$ | Great Britain........... | Lbe. |  | Lbs. | Lbs. |  | Lbs. |  |  |
|  |  |  |  |  |  |  | 18,533 | 845 | 35025 |
|  |  | 29,461 | ........... | 70,365 | 99,826 | 4,380 | 73,054 | 3,179 | 1,342 64 |
|  |  | 29,461 | ..... ......... | 70,365 | 99,826 | 4,380 | 91,587 | 4,024 | 1,682 89 |

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

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

| Articies. | countries. | QuANTITIES importid. |  |  |  |  | enterid for consumption. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | $\begin{gathered} \text { Total } \\ \text { Quantities. } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Valce. } \end{gathered}$ | Quantity | Value. | Daty. |
| Goods pating 25 Per Cent <br> ad Valorem.-Continued. <br> Perfumed and Fancy Soaps........ | United States France$\qquad$ | $\begin{gathered} \text { Lbs. } \\ 11,660 \\ 60 \end{gathered}$ | ................... |  | $\begin{gathered} \text { Lbe. } \\ \substack{11,600 \\ 3,226} \end{gathered}$ | $\begin{aligned} & 1,459 \\ & 1,003 \end{aligned}$ | Lbe. $\mathbf{6}, 195$ 6,010 2,531 | 8 <br> $\substack{1,121 \\ 1,149 \\ 185}$ |  |
|  |  | 11,720 | ................ | 3,886 | 15,586 | 2,462 | 14,736 | 2,455 | ${ }^{13} 79$ |
| Molasses-other than for Refining <br> Parposes............................ <br> Goods paring 13 Per Cenf <br> ad Valorik. | Unitod \#tateos .... ...... | Lbs. <br> 245,017 | ${ }^{\text {Lbs. }} 255$ | $\underset{713,410}{\mathrm{Lbs}}$ | Lbs. 958,082 | 27,882 | $\stackrel{\text { Lbas. }}{1,135,809}$ | 30,917 | 7,728 32 |
|  |  | Galls. | Galls. | Galle | Galla. |  | Galla. |  |  |
| Acetie Acid and Vinegar ........... |  | $\begin{array}{r} 1,492 \\ 8290 \\ 880 \end{array}$ | 3,924 | 116 | $\begin{aligned} & 1,499 \\ & 4,242 \\ & \hline 890 \end{aligned}$ | $\begin{aligned} & 988 \\ & \begin{array}{l} 484 \\ 252 \end{array} \end{aligned}$ | $\begin{gathered} 856 \\ \substack{8,242 \\ 2,620} \end{gathered}$ | 49 488 802 |  |
|  |  | 2,691 | 3,924 | 116 | 0,031 | 1,462 | 7,721 | 1,535 | 230 |
| Tables and Furnjshings........... <br> Bagatelle Boards and Billiard Tables and Furnishings.......... | Great Britain............United State |  | Pkgs. $\cdots . . .$ | Prgs. 115 | $\begin{gathered} \text { Prgg. } \\ 120{ }^{6} \end{gathered}$ | $\begin{aligned} & 7,551 \\ & 7 \end{aligned}$ | $\begin{gathered} \text { Prgst. } \\ 120 \end{gathered}$ | 7,671 | $\begin{array}{r} 9870 \\ 1,13576 \end{array}$ |
|  |  | 10 | 1 | 115 | 126 | 8,229 | 126 | 8,22 | 1,234 46 |
| Blacking ............................. | Great Britain........... <br> United Statel ........ | $\begin{aligned} & \text { Pkgs. } \\ & \\ & \\ & \\ & \hline 11 \\ & \hline \end{aligned}$ | ${ }^{\text {Pkgg. }}$ | $\square$ | $\begin{aligned} & \text { Prgs. } \\ & 31 \\ & 71 \end{aligned}$ | $\begin{aligned} & 294 \\ & 918 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Pkg. } \\ & \quad 90 \\ & 71 \end{aligned}$ | ${ }_{918}^{273}$ | $\begin{array}{r}4102 \\ 13761 \\ \hline\end{array}$ |
|  |  | 42 | 11 | 49 | 102 | 1,212 | 100 | 1,191 | 17863 |


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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 号会 | $\stackrel{\text { a }}{\substack{8 \\ \hline 8 \\ \hline}}$ | 908 | $\stackrel{\stackrel{\rightharpoonup}{0}}{\stackrel{0}{0}}$ | 쿠구N | － |  | （ | 莗缶 | 第 |  | 式式 | \％ |
|  | 8 |  | 为 |  | $\begin{array}{\|c} \stackrel{0}{0} \\ \vdots \\ \vec{n} \end{array}$ |  | \％ |  | － | （en |  | 을 |
| $\sin _{\substack{\infty}}^{\infty}$ | $\left\lvert\, \begin{aligned} & \stackrel{0}{4} \\ & \stackrel{1}{2} \end{aligned}\right.$ | \&is | 容 | Nios | 只 |  | － | $\xrightarrow{\text { ¢ }}$ | ［ | （200 | － | 吕 |
|  | 8 |  | $\left\lvert\, \begin{aligned} & \circ \\ & 0 \\ & 0 \\ & 0 \end{aligned}\right.$ |  | $\begin{aligned} & \infty \\ & \underset{\sim}{\infty} \\ & \hline \end{aligned}$ | － | 号 |  | 合 |  |  | 윽 |
|  | $\infty$ | （1） | \％ | （100 | － | － | ๙ | （気 | － | － |  | ㅇ |
|  | $\cdots$ |  | 18 |  | （ |  | $\pm$ | （1） |  |  | （ W | ＋ |
|  | $\square$ |  | ®̈ |  | 若 |  | $180$ | 为淢 | $\left.\right\|_{i} ^{*}$ |  | 边込 | \％근 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

No. 1.-GENERAL Statement of imports-Province of Ontario.-Continued.

| Articles. | countries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Fore ${ }^{\text {gn }}$ Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quartits. | Value. | Duty. |
| Goodr pating 15 Per Cent $A d$ Valorexi.-Continued. China Ware, Crockery and Earthenware ........ ................. |  | Pkgg. <br> 3,185 <br> 543 <br> 20 <br> 4 | Pkgs. | Pkge. | 1 kgg . | \$ | Pkgs. | \$ | \$ cts. |
|  |  |  | $\begin{aligned} & 135 \\ & 510 \end{aligned}$ | 311 | 3,3201,36420 |  |  | 89,794 |  |
|  |  |  |  |  |  | 1,145 149 | $\begin{array}{r} 1,364 \\ 35 \end{array}$ | 7,793 1,193 | $\begin{array}{r}1,07248 \\ \hline 289 \\ \hline\end{array}$ |
|  |  | 3,752 | 645 | 311 | 4,708 | 97,188 | 4,963 | 98,884 | 14.83289 |
|  |  | Galls. 1,199 | Galle. 1,950 | $\begin{gathered} \text { Galls. } \\ 293 \end{gathered}$ | $\underset{3,442}{\text { Galls. }}$ | 487 | Galls. 3,442 | 487 |  |
| Cider | United S |  |  |  |  |  |  |  | 7303 |
| Clocks ..... ........................... | rent Dritain...... .... | Pkgs.$\begin{array}{r} 2,774 \\ 57 \\ 8 \end{array}$ | Pkgs. | Pkgg. | $\begin{array}{r} \mathrm{Prggs}^{28} \\ 13,196 \\ 57 \\ 515 \end{array}$ | $\begin{array}{r} 747 \\ 25,659 \\ 641 \\ 94 \end{array}$ | Pkgs.$\begin{array}{r} 56 \\ 12,68 \end{array}$$\begin{gathered} 57 \\ 8 \end{gathered}$ | $\begin{array}{r} 1,029 \\ 24,319 \\ \begin{array}{r} 641 \\ 94 \end{array} \\ \hline \end{array}$ | 154353,6480498151408 |
|  | Urent Britain...... .... |  | 48 | 10,376 |  |  |  |  |  |
|  | France Germany ...................... |  |  |  |  |  |  |  |  |
| Clotbing or Wearing Apparel-made by hand or Sewiog Machine | Great Britain............. <br> United States <br> France | 2,865 | 53 | 10,378 | 13,294 | 26,541 | 12,789 | 26,083 | 3,812 60 |
|  |  | $\begin{gathered} \text { Pkgg. } \\ \begin{array}{r} 185 \\ 97 \\ 1 \end{array} \end{gathered}$ | $\begin{gathered} \text { Pkgs. } \\ 73 \\ 73 \end{gathered}$ | Pkgg. <br> - - . . ....... | $\begin{array}{r} \mathrm{Pkg}_{\mathrm{ig}}^{199} \\ 856 \\ 1 \end{array}$ | $\begin{array}{r} 18,068 \\ 7,483 \\ 192 \end{array}$ | $\begin{array}{r} \hline \text { Pkgg.99 } \\ 556 \\ 1 \end{array}$ | $\begin{gathered} 18,006 \\ \substack{1,483 \\ 192} \end{gathered}$ | $\begin{array}{r} 2,71097 \\ 1,120 \\ 28 \\ 28 \end{array}$ |
|  |  |  |  | 386 |  |  |  |  |  |
| Cocoa and Chocolate........... .... | Great Britain............ United States..... ...... | 83 |  |  |  |  |  |  |  |
|  |  |  |  |  | 7 | 25,741 | 758 | 25,741 | 3,859 95 |
|  |  | $\begin{array}{r} \text { Lbs. } \\ 4,299 \\ \hline \end{array}$ | Lbs. | Lbs. | Lbs 4,660 4,2994,660 | $\begin{array}{r} 016 \\ 1,119 \end{array}$ | Lbs. 6,2594,680 | $\begin{aligned} & 1,341 \\ & 1,119 \end{aligned}$ | $\begin{aligned} & 20118 \\ & 16803 \end{aligned}$ |
|  |  |  | 3 | 4,622 |  |  |  |  |  |
|  |  | 4,334 | 3 | $\xrightarrow{4,622}$ | 8,959 | 2,035 | 10,919 | 2,480 | 36921 |


| Cordane | $\left\lvert\, \begin{aligned} & \text { Great Britain .......... } \\ & \text { United States......... }\end{aligned}\right.$ | $\left(\begin{array}{r}\text { Lbsg. } \\ 20,233 \\ 2,335 \\ \hline\end{array}\right.$ | $\left\lvert\, \begin{gathered}\text { Lbs. } \\ \ldots \ldots . . . . . . . \\ 1,896\end{gathered}\right.$ | $\left\lvert\, \begin{gathered}\text { Lbs. } \\ \ldots \ldots . . . . . . . . . . ~ \\ 10,19\end{gathered}\right.$ | Lbs. 20,283 14,380 | 4,856 3,595 | Lbs. 17.608 17,117 | 4,722 3,904 | 70834 <br> 585 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 22,618 | 1,596 | 10,149 | 34,663 | 8,481 | 34,725 | 8,626 | 1,293 71 |
| Corks ......... ....... ........... ....... | Great Britain............ | Pkgs. ${ }_{13}$ |  | Pkgs . | Pkgs. |  | Pkgs. ${ }_{29}$ |  |  |
|  | United States............. | 94 | 11 | $1 \times 5$ | 290 | 10,297 | 200 | 936 7,323 | 14045 1,09924 |
|  | France ................... | 269 |  |  | 269 | 3,987 | 200 | 2,444 | 36854 |
|  |  | 376 | 11 | 185 | 572 | 14,790 | 422 | 10,703 | 1,606 23 |
| Cutions ............................. .. | Great Briain...........\| | Pkigs. | Pkgs. | Pkg. | $\mathrm{Plggs.}_{8,112}$ | 1,923,966 | 「kgs. | 1,912,673 |  |
|  | Vaited States .......... | 335 | 299 | 2,900 | 3,534 | 158,798 | 3,404 | 149,606 | 22,441 24 |
|  |  | 8,365 | 381 | 2,900 | 11,616 | 2,082,764 | 12,062 | 2,062,279 | 309,341 63 |
| Dried Fruits and Nuts of all kinds. | Great Britain........... | $\underset{1,900,933}{ }{ }_{\text {Pkgs. }}$ | Pkgs. | Pkgs. | $\underset{\text { Pkgs. }}{\text { 1,833,406 }}$ | 个6,57\% | $\begin{gathered} \text { Pkgs. } \\ 1,875,678 \end{gathered}$ | 69,499 |  |
|  | United States............ | 519,289 | 33,492 | 1,074,472 | 1,627,253 | 71,266 | 1,600,956 | 69,285 | 10,393 36 |
|  | $\left\lvert\, \begin{aligned} & \text { France } \\ & \text { Spain ............................ }\end{aligned}\right.$ | 10,654 294,874 | . $55,3, \ldots$. | ... | 10,654 350,179 | 683 14997 | 20,554. | 1,238 | 18570 |
|  | Other For. Countries.. |  | 55,305 | . | 350,179 | 14,997 | 617,310 27,579 | 16,040 1,524 | 3,90587 22864 |
|  |  | 2,725,750 | 121,270 | 1,074,472 | 3,921,492 | 163,723 | 4,142,387 | 167,586 | 25,138 66 |
| Drugs....... . ................... ........ | Great Britain........... | $\underset{5,381}{\text { Pkgs. }}$ | Pkgs. ${ }_{65}$ |  | $\underset{5,446}{\text { Pkgs. }}$ | 82,341 | $\underset{3,975}{\mathrm{Pkgs} .}$ | 61,522 |  |
|  | United States........... | 625 |  | 1,531 | 2,215 | 27,507 | 1,734 | 27,382 | 4,106 92 |
|  | France Other For. ${ }^{\text {a }}$ Countrie...... | 73 100 | 30 | ... .. .......... | 103 100 | 3,007 3,974 | 106 140 | 2,895 2,816 | 43424 42261 |
|  |  | 6,179 | 154 | 1,531 | 7,864 | 114,829 | 5,955 | 97,615 | 14,642 17 |
| Engravings and Prints ...... ...... | Great Britain.......... | Prge. | Pkgs. |  | Pkg8. ${ }_{38}$ | 2,703 | Prgs. ${ }_{38}$ |  |  |
|  | United States............ | $\begin{array}{r}43 \\ \hline\end{array}$ | 17 | 320 | 389 | 6,254 | 389 | $6,254$ | 405798 937 |
|  |  | 81 | 17 | 329 | 427 | 8,957 | 427 | 8,957 | 1,343 39 |

Fo. 1.-general statement of mports-Province of Ontario.-Continued.

| ARTYCLES. | COUNTRIES. | Q لANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land <br> Carriage. | Total Quantities. | Tital <br> Value. | Quantity. | Value. | Duty. |
| Goods paying 15 Per CentAd Valorem.-Continued.Fancy Coods.......................... | Great Britain........... <br> United States <br> Frare <br> Germany $\qquad$ $\qquad$ $\qquad$ | Pkgs. | Plggs. | Pkgs. | Pkge. | \$ | Pkgs. | \$ | \$ cts. |
|  |  | 1,894 | 99 246 | ……........ | 1,993 1,132 | $514,75 \%$ 36,820 | 2,044 | 536,467 37,169 | 80,470 5,574 85 |
|  |  | 88 75 | 24 | 1 | 1,97 | 20,905 | 88 | 19,033 | 2,854 89 |
|  |  | 183 | 139 | ................. | 322 | 20,825 | 322 | 20,825 | 3,123 55 |
|  |  | 2,240 | 505 | 799 | 3,544 | 593,307 | 3,587 | 613,494 | 92,023 29 |
|  | Inited Stateq............ | Pkgs. | Pkg. | reg. | Pkgs. |  | Pkgs. |  |  |
| Foreign Newspapers................. |  | 34 | 107 | $\cdots 3$ | \%73 | 5,966 | 773 | 5,966 | 89496 |
|  |  | Pkgs. | Pkgs. | Pkgs. | Tkge. |  | Pkg. |  |  |
| Tire Works ............................ | Onited States........... | 15 | 11 | 231 | 257 | 3,870 | 257 | 3,570 | 57930 |
|  |  | Pkge. | Plags. | Pkgs. | Pkgs. |  | Pkg. |  |  |
| Fiat Wire for Crinolines-Covered. | Great Britain. <br> United States. $\qquad$ $\qquad$ | $\begin{aligned} & \mathbf{3} \\ & \mathbf{3} \end{aligned}$ | $\cdots$ | 163 | $\begin{array}{r} 3 \\ 168 \end{array}$ | $\begin{array}{r} 431 \\ 10,112 \\ \hline \end{array}$ | $183^{3}$ | $\begin{array}{r}4,31 \\ 10,112 \\ \hline\end{array}$ | $\begin{array}{r}6466 \\ 1,516 \\ \hline\end{array}$ |
|  |  | 6 | 2 | 163 | 171 | 10,543 | 171 | 10,543 | 1,581 39 |
| Gunpowder | Great Britain..... ..... <br> United States.:... .... | Lbs. | Libs. | Lbs. | Lbs. |  | Lbs. |  |  |
|  |  | 32,830 | 1,500 | ,12 | 32,830 4,700 | 2,896 721 | 7,142 4,700 | 1,140 721 | $\begin{aligned} & 17107 \\ & 10835 \end{aligned}$ |
|  |  | 32,910 | 1,500 | 8,120 | 37,530 | 3,617 | 11,842 | 1,561 | 27842 |


No. 1.-GENERAL STATEMENT OF LMPORTS-Province of Ontario.-Continued.




No. 1.-General statement of IRpoirts-Provise op Ontario.-Continued.




No. 1.-GENERAL Statement of importis-Province of Ontario-Continued.


No. 1.-General Statement of imports-Provinge of Oxtario.-Continued.




No. 1.-GENERAL STATEMENT OF LMPORTS-Province of Ontario.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In Eritish Vessels. | In Foreign Vesself. | By Land Carriago. | Total <br> Quantitie: | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS.-Continuod. | United States. | Cwt. 1,104 | Cйt. <br> 3 | Cimt. 1,211 | Cmb. 2,318 | $4,433$ | CWr. | \% 4,439 | 8 cte. |
| Cotton Wrol. . | ited S |  |  | $\xrightarrow[1,175,251]{\text { Lbs. }}$ | $\underset{1,175,251}{\text { Ibs. }}$ | 235,129 | $\underset{1,175,251}{\text { Lbg. }}$ | 235,129 |  |
| Cotton Cande Wiek ....... ......... | Great Pritain ............ United Stateg....... | $\begin{gathered} \text { Lhs. } \\ 2,280 \\ 889 \end{gathered}$ |  | Lbs. | $\begin{gathered} \text { Lbs. } \\ \substack{2,280 \\ 9,797} \end{gathered}$ | $\begin{array}{r} 490 \\ 3,318 \end{array}$ | Lbs. 2,250 9,797 | 499 3,318 |  |
| Cuton abil Flax Maste.............. | Great Britain...........United States....... | 3,169 | .......... | 8,903 | 12,077 | 3,817 | 12,077 | 3,817 | ................ |
|  |  | $\begin{gathered} \text { Lbs. } \\ 1,5 \pi 2 \\ 1,645 \end{gathered}$ | Lbs. | Lbo. | Lbs. 1,672 34,112 | 157 8,307 | $\begin{gathered} \text { Lbs. } \\ 1,572 \\ 54,112 \end{gathered}$ | $\begin{array}{r} 157 \\ 8,397 \end{array}$ | .............. |
|  |  | 3,317 | 24,571 | 27,593 | 55,784 | 8,554 | 55,784 | ع,554 | . .............. |
| Cburch Bule and Communion Piate ................................... | Great Sritain........... United States......... France ........... |  | $\begin{array}{\|c\|c\|c\|c\|c\|} \hline & \text { Prga. } \\ \hline & \\ \hline \end{array}$ |  | $\begin{aligned} P E s . \\ 38 \\ 28 \\ 3 \end{aligned}$ | $\begin{array}{r} 150 \\ 5,670 \\ 1,459 \end{array}$ | Pige. <br> 3 23 3 | $\begin{array}{r} 150 \\ 5,670 \\ 1,459 \end{array}$ | …............... |
|  |  |  | 5 | 23 | 34 | 7,279 | 34 | 7,279 | ................ |
| Clothing, Donaticns of -for Cha- <br> ritable parposez. | Great Britain............Vnited States......... | $\begin{array}{r} \mathrm{Pkgs.}_{2} \\ \\ 1 \end{array}$ |  | $\begin{aligned} & \text { Pkg:, } \\ & \hdashline \quad 2 \end{aligned}$ | $\mathrm{Pk}_{\mathrm{sc} .}{ }_{3}^{2}$ | $\begin{aligned} & 90 \\ & 47 \end{aligned}$ | $\begin{array}{ll} \text { Pkge. } & \\ & \frac{2}{3} \\ \hline \end{array}$ | 90 47 | ................ |
|  |  |  | ............... | 2 | 5 | 137 | 5 | 137 |  |




No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Ontario.-Contizued.


No. 1.-General statement of imports--Province of Ontario.-Continued.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{ARTICLES.} \& \multirow[t]{2}{*}{countries.} \& \multicolumn{5}{|l|}{QUANTITIES IMPORTED.} \& \multicolumn{3}{|l|}{ENTERED FOR CONSUMPTION.} \\
\hline \& \& In British Vesfels. \& In Foreign Vessels. \& By Land Carriage. \& Total Quantities. \& \[
\begin{gathered}
\text { Total } \\
\text { Value. }
\end{gathered}
\] \& Quantity. \& Value. \& Duts. \\
\hline \multirow[t]{3}{*}{\begin{tabular}{l}
TREB GOODS.-Continued. \\
Stecl-Wrought or Cast, in Bars d Rods,- and Plates cut to any form, kut not moulded.............
\end{tabular}} \& \multirow[t]{3}{*}{Great Britain........... United States.. ..} \& Uxt. \& Crut. \& Cwt. \& Cwt. \& \$ \& Crt. \& \$ \& \$ cts. \\
\hline \& \& 4.310
139 \& \({ }^{95}\) \& 435 \& 4,405

578 \& 48,307

25,748 \& 4,455 \& | 46,307 |
| :--- |
| 25,748 | \& ................ <br>

\hline \& \& 4,449 \& 96 \& 438 \& 4,883 \& 72,055 \& 4,983 \& 72,055 \& <br>

\hline $$
\begin{gathered}
\text { Tin_ip Bar, Blocks, Pig or } \\
\text { Granulated..................................... }
\end{gathered}
$$ \& Great Eritaio........... \& Cwt. ${ }_{234}$ \& \& \& $\mathrm{Cwt.}_{334}$ \& 2,863 \& ${ }^{\text {Cwt. }} 234$ \& 2,863 \& . .............. <br>

\hline \multirow[t]{2}{*}{| or Iron--Drawn..................... |
| :--- |
| Tubes anil Pipiag of Brans, Copper |} \& \multirow[t]{2}{*}{Great Britain .... ......

United Statos.........} \& $$
\underset{1,826}{\mathrm{P}_{\mathrm{kg}}{ }^{\circ}}
$$ \&  \&  \& \[

$$
\begin{gathered}
\text { Pkgs. } \\
1,528 \\
88
\end{gathered}
$$
\] \& 7,270

1,078 \& $$
P k \underset{1,826}{ } \underset{83}{ }
$$ \& 7,270

1.078 \& <br>
\hline \& \& 1,826 \& 24 \& 64 \& 1,914 \& 8,3+8 \& 1,914 \& 8,348 \& <br>
\hline \multirow[t]{2}{*}{Wire of Brass or Copper-Round or Fiat ...............................} \& \multirow[t]{2}{*}{Great Britain............

Unita 1 States.........} \& \& \& ${ }_{\text {Cwt. }}$ \& $$
\begin{array}{ll|l}
\text { Cwt. } & \\
& 2 \pi \\
& 2 \pi
\end{array}
$$ \& 373

940 \& $$
\begin{gathered}
\text { Cwt. } \\
{ }_{20}^{4}
\end{gathered}
$$ \& 343

940 \& .................... <br>
\hline \& \& \& \& 24 \& 30 \& 1,313 \& 30 \& 1,313 \& - ............. <br>
\hline \multirow[t]{2}{*}{Eristles
$\qquad$} \& \multirow[t]{2}{*}{Grent Britain..... .......
United Statek .......} \& $\mathrm{Pkgs}^{\text {c }} 14$ \& \& Pkers. \& ${ }^{\text {rigzw }}{ }_{14}$ \& 3.910 \&  \& 3.940 \& <br>
\hline \& \& \& ......... \& 31 \& 45 \& 8,717 \& 45 \& 8717 \& <br>

\hline room Cern \& United Statc \& $$
\mathrm{P}_{\mathrm{k}}^{\mathrm{Fss}}{ }_{199}
$$ \& \[

Pkgs._{10}

\] \& \[

$$
\begin{gathered}
\mathrm{Pkq}^{0} \\
1,897
\end{gathered}
$$

\] \& \[

\underset{2,105}{P^{\prime k g g}} \underset{2}{ }

\] \& 45,753 \& \[

$$
\begin{gathered}
\text { Pkys. } \\
2,105
\end{gathered}
$$
\] \& 45,758 \& .... .... ..... <br>

\hline
\end{tabular}


No. 1.-GENERAL STATEMENT OF IMPORTS--Proviñce or Ontario.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPIION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreing Vessels. | Dy Land <br> Carriage. | Total Quantities. | .Total <br> Value. | Quantity. | Falue. | Du'y. |
| FREE GOODS.-Continued. <br> Firemod $\qquad$ | Cnited Statoe........... ${ }^{\text {U }}$ United States.......... | Cords. <br> 4,732 | Cords. 7,847 | ... ............ | Coris. 12,579 | $\stackrel{\$}{27,340}$ | Corise. 12,573 | $27,310$ | \$ cts. |
| Fizh-Fresh .......................... |  | $\mathrm{Pkgs}_{61}$ | Fig3. ${ }_{115}$ | Fkgs. | Prgs. ${ }_{909}$ | 10,074 | PLgs. ${ }_{909}$ | 10,074 |  |
| Flour-of Wheat and Rye.. ........ | United States........... | $\begin{gathered} \text { Prle. } \\ 20,55,4 \end{gathered}$ | Brls. 3.327 | Erls. 14,439 | Brls. 38,300 | 217,337 | $\begin{aligned} & \text { Brle. } \\ & 38,3: 0 \end{aligned}$ | 217,337 |  |
| Flax, Hemp and Tow-Undressed. | Great Britaim ............Onited Stater......... | Lhs. 53.269 17,867 | Lbs. | Lbs. $121,894$ | $\begin{array}{c\|} \text { Lbs. } \\ 53,289 \\ 139,813 \end{array}$ | 4.861 15,940 | $\begin{aligned} & \text { Lhs. } \\ & 53.269 \\ & 139,813 \end{aligned}$ | $\begin{array}{r} 4.861 \\ 15,490 \end{array}$ | ... |
|  |  | 21,136 | 52 | 121,804 | 193,082 | 20,85 | 193,082 | 20,851 | .... ..... .. |
| Furs, Skins and Tails-Undrented. | Great Britain............United State3........... | P'zgs. 4 |  | Pkgs. | $\left.\begin{array}{ll\|} \text { Prgs. } & 4 \\ 53 \end{array} \right\rvert\,$ | 231 5,731 |  | 231 5,731 | ..... |
|  |  | 20 |  | 37 | 57 | 5,962 | 57 | 5,962 |  |
| Grain of all kinde, exeept Indian Corn$\qquad$ | Treat Britain............ Enited States...... ..... | $\begin{gathered} \text { Ba8b. } \\ 351 \\ 1,595,560 \end{gathered}$ | Bush. 1,466,..... | Bush. $\cdots 1,498$ | $\begin{gathered} \text { Bush. } \\ 351 \\ 3,133,3 \pm 3 \end{gathered}$ | $\begin{array}{r} 498 \\ 3,054,510 \end{array}$ | $\begin{gathered} \text { Bush. } \\ 351 \\ 3,133,343 \end{gathered}$ | [ $\begin{array}{r}438 \\ 3,054,510\end{array}$ |  |
|  |  | 1,595,911 | 1,466,285 | 71,498 | 3,133,694 | 3,054,948 | 3,133,694 | 3,054.918 | .............. |
| Gravels . .............................. | United States..... ...... |  |  |  |  | 4 | ......... ...... | 4 | ......... ........ |
| Grease and Scraps .................... | United Stater............ | $\begin{gathered} \text { Pıgs. } \\ 32,835 \end{gathered}$ | ................ | Pkge. 81,988 | $\begin{aligned} & \text { Pkgs. } \\ & 114,823 \end{aligned}$ | 28,533 | $\begin{aligned} & \text { Pkgs } \\ & 114,823 \end{aligned}$ | 28,533 |  |


No. 1.-General statement of imports-Province of Ontario.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | GNTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Versels. | In Foreign Vessels. | By Land Carriage. | Total Quanties. | Total Value. | Quantity. | Valne. | Duty. |
| FRER GOODS.-Continued. Oret-of Metals of all kinds...... | United States..... ..... |  | Tone. 10 |  | Tons. ${ }_{10}$ | \$ 31 | Tons. ${ }_{10}$ | \$ 31 |  |
| Osiets or Willows ................... |  | Pkge. 1 |  | Pkga, ${ }_{156}$ | Pkgs. 157 | $6 \div 6$ | ${ }_{157}$ | 046 |  |
| Pire Clay ........ ................... | Groat Britain <br> United States. $\qquad$ $\qquad$ |  |  |  | $\ldots$ | 135 79 | ........................ | 135 79 | ............ |
|  |  | .... .......... | .. ............. | .... ... ....... | ............ | 214 | $\ldots$ | 214 |  |
| Ratan-for Chair-makera ......... | United States........... | Pıga. ${ }_{5}$ |  | Prgs. ${ }_{524}$ | Pkgs. ${ }_{527}$ | 7,532 | $\mathrm{Pkg}_{527}^{\mathrm{s}}$ | 7,532 | - |
|  | United States .... ...... | Brls. 1,401 | Bric. 87 | Brlé. 2,277 | Bris. 3,855 | 13,126 | Brls. 3,855 | 13,126 | ................. |
| Salt ................................... | Great Pritain............ United States. | $\begin{aligned} & \text { Bush. } \\ & 5,301 \\ & 432,139 \end{aligned}$ | $\begin{gathered} \text { Busb. } \\ \cdots \cdots \ldots . . . . . . \end{gathered}$ | Bush. <br> 9,000 <br> ...... | Bush. $\begin{array}{r} 5,307 \\ 501,330 \end{array}$ | $\begin{array}{r} 1,359 \\ 147,138 \end{array}$ | Bush. $\begin{array}{r} 5,307 \\ 501330 \end{array}$ | $\begin{array}{r} 1,359 \\ 147,138 \end{array}$ | . |
|  |  | 437,448 | 00,181 | 9,000 | 5116,637 | 148,497 | 508,637 | 148,497 | ................ |
| Seeds-for Agricaltural, Horticultural or Manufacturing Parposea. | Great Britain............. <br> United Stateg............ <br> France $\qquad$ | Eush. $\mathbf{7 , 8 1 0}$ 712 128 | Eusb. $\begin{array}{r} 4 \\ 460 \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Bush. } \\ \ldots . . .7 .7 . . \\ \hline \end{array}$ | $\begin{array}{c\|} \text { Bugh. } \\ 7,814 \\ 11,941 \\ 128 \end{array}$ | $\begin{array}{r} \mathbf{8 1 , 7 4 5} \\ 53,992 \\ 841 \end{array}$ | Bush. $\begin{array}{r} 7,814 \\ 11,941 \\ 128 \end{array}$ | $\begin{array}{r} 31,745 \\ 83,992 \\ 841 \end{array}$ | $\cdots$ |
|  |  | 8,650 | 473 | 10,760 | 19,883 | 80.578 | 19,883 | 86,578 | ................. |
| Stone-Unwrought and Slate...... | Great Britain............ <br> United States |  |  |  |  | $\begin{array}{r} 220 \\ 10,907 \end{array}$ | - ........ | $\begin{array}{r} 220 \\ 15,997 \end{array}$ | $\cdots$ |
|  |  | ... |  |  |  | 16,217 | ... | 16,217 | $\ldots$ |




ARIIOLES.


| ARTICLES. | countries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In Eritish Vossels. | In Forign Vesisly | By Land Carriage. | Tutul Qusatities. | Tutal Value. | Quantity. | Value. | Duty. |
| Goods parina Sprcipic Dety.- <br> Whisky Continued. $\qquad$ | Great Britain............Inited state.........British West Indiks ... | Galls. <br> 31,783 710 37 | Galls. ${ }^{129}$ | ................ | Anill <br> 31,912 <br> 710 <br> 37 <br> 20 | $\$$ 30,485 62. 30 30 | Galle. $\begin{array}{r} 29,118 \\ \quad 258 \\ -\quad 37 \end{array}$ | \$ <br> 28,586 $3!8$ 30 | $\begin{array}{r} \$ \text { cts. } \\ 23.29649 \\ 23840 \\ 2960 \\ \hline \end{array}$ |
|  |  | 22,530 | 129 |  | \%2, 59 | 31,132 | 22.413 | 23,924 | 23,584 19 |
| Sithts and Strong Waiers........ |  | Calle. ${ }^{7}$ |  | -............. |  | 30 <br> 4 <br> 4 <br> 4 <br> 8 | Gatls ${ }_{7} \begin{array}{r}\text { a } \\ 1 \\ 24 \\ 1 \\ 1 \\ 5\end{array}$ | 30 4 40 4 4 8 | $\begin{array}{r}578 \\ 0 \\ 096 \\ 1920 \\ 0 \\ 0 \\ 400 \\ 409 \\ \hline\end{array}$ |
|  |  | 10 | 4 |  | 14 | 40 | 38 | 26 | 3072 |
| 0:1-Coal and Kerosenc............. | Gireat Britain ...... .....United Statc........ | $\begin{aligned} & \text { Galls. }{ }_{26} \\ & 83,211 \end{aligned}$ | Galle. 1,582 | $\ldots$ | Galls. $\begin{array}{r} \mathbf{8 4 , 7 9} \end{array}$ | $\begin{array}{r} 15 \\ 25,979 \end{array}$ | $\begin{aligned} & \text { Ga! } \mathrm{G} . \\ & 86,69 \\ & 86,662 \end{aligned}$ | $\begin{gathered} 166 \\ 25,426 \end{gathered}$ | $\begin{array}{r} 12300 \\ 12,96226 \end{array}$ |
|  |  | 83,231 | 1,552 |  | 84,813 | 25,994 | 87,452 | 25,592 | 130\%5 26 |
| Benzolo, Napttha and RefinedPetroleum............................. | United States.... ...... | Gall: 221 |  |  | Gals. 221 | 41 | ${ }^{\text {Galls. }} 221$ | 41 | 3322 |
|  |  | aalle: |  |  | $\text { Galls. }{ }_{644}$ | 202 | $\underset{1,084}{\substack{\text { Galls. }}}$ | 301 | 10845 |
| Products of Petrolenm ............... United States............ $\|$Crade Petroleum .......... ........... <br> United States..... ...... |  | Galls. |  |  | Galls. 289 | 75 | Galls. ${ }_{2 \text { se }}$ | 75 | 1737 |


|  |  | 戍｜ |  |  |  | ¢ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\stackrel{\infty}{\infty}$ | $\infty$  <br> 0 0 <br> 0 0 <br> 0 0 <br> 0 0 |  |  | $\stackrel{\text { m }}{\substack{\text { m } \\=\\ \hline}}$ |
|  |  | 蕆 |  |  |  | 边 |
|  | $\vdots$ $\infty$ <br> $\vdots$ 分 <br> $\vdots$ $\infty$ <br> $\vdots$ $\infty$ <br> $\vdots$  <br> $\vdots$  | $\stackrel{7}{4}$ | $\underset{\sim}{\infty} \times$ |  | ${ }_{5}^{12} 8$ | － |
|  |  |  |  |  | － |  |
|  |  |  |  |  |  | ｜ |
|  |  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  |  |  | 1$\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |
|  |  | 呂 |  |  | －＋ |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

No. 1.-General statement of IMPorts-Province of Nova Scotia.-Continued.

| ARTICLES. | countribs. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In Eritish Vossels. | In Foreign Vestels. | By Land <br> Carriage. | $\begin{gathered} \text { Tutal } \\ \text { Quantities. } \end{gathered}$ | $\begin{gathered} \text { T.tul } \\ \text { Yalue. } \end{gathered}$ | Qautity. | Valua. | Duty. |
| Goobs payris Spreinle Detr.- | Great Pritain..... ..... United States Holland Danish West Indies. | Mille. | Mille. |  | Mille. | \$ | Nille. | \$ | \$ ota. |
| Cigars-value not over $\$ 10$ perMille.......................... |  | 81 80 | ${ }_{51}$ | ................... | $\begin{array}{r}81 \\ 403 \\ 51 \\ \hline\end{array}$ | 332 2,194 203 323 | 198 188 | 1,130 | 58770 <br> 564 <br> 60 |
|  |  | 19 |  | .............. | 19 | 409 | . | ...... ...... | ...... |
|  |  | 180 | 374 | ... | 554 | 3,258 | 384 | 2,112 | 1,152 60 |
| Cfgars-over $\$ 10$ and not over 920perMille........................... | Great Britain $\qquad$ Holland $\qquad$ <br> Newfundland $\qquad$ British West Indies... <br> Spanish West Iadies.. | Miile. | Millo. |  | Mille. |  | Mille. |  |  |
|  |  | ${ }_{2}^{11}$ | 19 | …............ | 71 21 | $\underset{318}{1,262}$ | 57 29 20 | 1,017 422 401 | 230 115 180 80 80 00 |
|  |  | 10 | ..... ......... | ... ............ | 10 | 101 | ......... | 10 |  |
|  |  | 12 | …................ | …................ | 12 | 242 |  | 162 | 3240 |
|  |  | 95 | 19 | ................ | 114 | 1,923 | 115 | 2,012 | 46160 |
| Cigars_over $\$ 20$ and not over $\$ 40$ <br> per Mille.. | Great Britain States British West Indies... Spanish Weat Indies. | Mille. |  |  | gille. |  | mille. |  |  |
|  |  | 9 | . |  |  | ${ }_{1}^{213}$ |  |  | 13125 <br> 151 <br> 100 |
|  |  | 58 2 | ................... | ................. | 2 | ${ }^{1,529}$ | 17 | 645 | 8500 |
|  |  | 19 | ........ | .... | 19 | 704 | 22 | 593 | 10800 |
|  |  | 88 |  |  | 88 | 2,491 | 95 | 2,875 | 47525 |


No. 1.-GENERAL Statement of mpports-Provinge of Nova Scotta.-Continued.




No. 1--GENERAL Statement of Imports-Province of Nova Scotia.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPOR'SED. |  |  |  |  | INNTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign | By Land Carriage. | Total <br> Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods pating 15 Pbr Cent ad Valobex.-Continued. | Great Britain <br> United States. $\qquad$ $\qquad$ | Libs. |  |  | L.bs. | 8 | Inbs. | $\$$ | \$ cts. |
| Candles and Tapers of Tallow, Wax or any other Material....... |  | 11,534 3,892 | ..................... | ..................... | $\begin{array}{r}11,534 \\ 3,892 \\ \hline\end{array}$ | 1,887 606 | 6,466 3,925 | 1,169 699 | $\begin{aligned} & 17535 \\ & 10486 \end{aligned}$ |
|  |  | 15,426 | ... ...... |  | 15,426 | 2,583 | 10,391 | 1,868 | 28021 |
|  |  | Piges. | Prgs. |  | Plggs. |  | Plage. |  |  |
| Carpats and Hearth Rug3........... | Great Britain. <br> United States $\qquad$ | 14 37 | .... ........ | .. ......... | ${ }_{123}^{14}$ | $1,4.9$ 5099 | 123 | - 559 | 8385 |
|  |  | 51 | 86 | ................ | 137 | 2,001 | 145 | 3,126 | 46880 |
| Carriages ................. ............. | Great Britain United States <br> P. E. Tsland $\qquad$ $\qquad$ St. Pierre Miquelon | Pkgs. ${ }_{1}$ | Pkgs. |  | Plags. 1 | 700 | Prgs. ${ }_{1}$ | 700 | 10500 |
|  |  |  | 29 | .................... | 53 | 1,445 314 | 13 4 4 | 1,445 314 | 21680 4713 |
|  |  | 30 | 29 |  | 59 | 2,495 | 59 | 2,495 | 37433 |
| Coach and Harness Furniture...... | Unite: States ......... | Pkgs. 1 |  | ................ | Pkgs. 1 | 48 | 1 | 48 | 720 |
|  |  | Plgs. | Prgs, |  | Pkgs. |  | Pligs. |  |  |
| Ohina Ware, Crockery and Earthen ware$\qquad$ | $\left\lvert\, \begin{aligned} & \text { Great Brituin..... ...... } \\ & \text { United States........ }\end{aligned}\right.$ | 3,958 11 | 72 |  | $\begin{array}{r} 3,953 \\ \mathbf{8 3} \end{array}$ | 65,019 390 | 4,107 83 | 57,023 390 | 8,55393 5838 |
|  |  | 3,069 | 72 | ................. | 4,041 | 65,409 | 4,190 | 57,413 | 8,612 31 |


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


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

| ARTICLES. | COUNTRIES. | QUANTITIESIMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessele. | By Land <br> Carriage. | Total Quantities. | Total <br> Falue. | Quantity. | Value. | Duty. |
| Gooda paying 15 Pre Cbit ad Valoriey.-Contianed. <br> Hosiery $\qquad$ | Great Britain <br> United States $\qquad$ $\qquad$ | Prge. |  |  | Pkg. | \$ | Prgs. |  | \$ cts. |
|  |  | ${ }_{2}^{6}$ | ............... | ................... | 6 <br> 2 | 819 2 | 6 2 | 319 2 | 4789 033 |
|  |  | ¢ |  | ...... ........ | 8 | 321 | 8 | 321 | 4822 |
| Inks-of all tinde, exeept Printing Ink | Great Britain............ United States........... | Pkga. ${ }_{2}$ | Pkgs. | $\cdot$ | Pkg: ${ }_{23}$ | 387 | Prga. ${ }_{23}$ | 387 | 5312 |
|  |  | 27 | 6 | .. | 33 | 182 | 33 | 182 | 2724 |
|  |  | 50 | 6 | ............ | 58 | 569 | 56 | 569 | 8536 |
| Cutlery of all kindz.. ............... | Great Britain Onited States$\qquad$$\qquad$ | Prgs. ${ }_{\text {1,813 }}$ | Pıgs. |  | Pkg\%. 1, 813 | 14,248 | $\mathrm{Pkgg.}_{\substack{\text { 1,813 }}}$ | 14,248 | 2,137 09 |
|  |  | 591 | 3 |  | 594 | 6,162 | 594 | 6,162 | 92424 |
|  |  | 2,404 | 3 | ................. | 2,407 | 20,410 | 2,407 | 20,410 | 3,061 33 |
| Japanned and Planished Tin, and Eritannia Metal Ware..... ....... | Great Britain Unite! States$\qquad$$\qquad$ | Prge. | Pkg. |  | Prgg. |  | Prgs. |  |  |
|  |  | 15 | $\ldots$ |  | 15 | 114 61 | 15 | 114 61 | $\begin{array}{ll}570 \\ 9 & 10\end{array}$ |
| Spades, Shovels, $\Delta x \operatorname{seg}$, Hoes, Rakes, Forks and Pdge Tools, Scythes and Snaths$\qquad$ | Great Eritain............ United States...... | Pkg. | Pkge. |  | Plag. |  | Prge. |  |  |
|  |  | 403 | 1 |  | 404 | 3,657 | 404 | 3,657 | 54364 |
|  |  | 1,100 | 53 | ............... | 1,153 | 7,239 | 1,153 | 7,239 | 1,085 81 |
|  |  | 1,503 | 54 | ...... ......... | 1,557 | 10,898 | 1,557 | 10,896 | 1,634 45 |


|  | $\infty$ <br> $\infty$ <br> $\infty$ <br> 0 <br> $\sim$ | が刃心 <br>  |  |  | ｜r |  | （00 | $\circ$ <br> -1 | ำ\％ | 年 |  | － |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { M } \\ & \text { N } \\ & \text { م } \end{aligned}$ |  | 萬 |  | $\underset{\sim}{5}$ |  | $\left\|\begin{array}{c} \ddot{0} \\ \stackrel{⿸ 厂 ⿱ 二 ⿺ 卜 丿 口 ~}{2} \end{array}\right\|$ | 8 |  | $\underset{\infty}{\mathbf{E}}$ | \％ | $\xrightarrow{\text { N }}$ |
|  | $\left[\begin{array}{l} 8 \\ \infty \\ \infty \end{array}\right.$ |  | $\left[\begin{array}{l} 0 \\ 0 \\ 0 \\ 0 \end{array}\right.$ |  | $\left[\begin{array}{c} 9 \\ 0 \\ 5 \end{array}\right.$ | （\％ | 8 | © |  | ลั่ |  |  |
|  |  |  | － |  | à An तin |  | $\begin{aligned} & \stackrel{\rightharpoonup}{\mathrm{a}} \\ & \stackrel{y}{2} \end{aligned}$ | 8 | － | 夋 | $\stackrel{\infty}{\infty}$ | － |
|  | $\left\lvert\, \begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \infty \\ & \infty \end{aligned}\right.$ |  | $\left\lvert\, \begin{aligned} & 8 \\ & \hline 8 \\ & \hline \end{aligned}\right.$ |  | $\begin{array}{\|l\|l} \stackrel{5}{4} \\ \stackrel{N}{*} \\ = \end{array}$ |  | \％ | 覴 ${ }^{\circ}$ | 䢕 | กั่ |  | 앙 |
|  |  |  |  |  |  |  |  |  | ， | ¢ | ¢ | ¢ |
|  | － | （1） | $\stackrel{\square}{3}$ | （1） | $\xrightarrow{-7}$ |  | $\stackrel{-}{7}$ | ！ | （1） | あ |  | $\infty$ |
|  | $0$ |  | $\left\lvert\, \begin{array}{\|c} 0 \\ 0 \\ 0 \end{array}\right.$ |  | $\begin{aligned} & 1 \% \\ & 100 \\ & 10 \end{aligned}$ |  |  | $\stackrel{\sim}{\dot{3}}$ |  |  | －${ }_{\text {\％}}^{\text {\％}}$ | 9 |
|  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Great Britain. } \\ & \text { United States. } \end{aligned}$ |  |
|  |  |  |  |  |  |  | 宮 |  | $\begin{aligned} & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \end{aligned}$ |  | 品 |  |

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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Tutal Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods pating 15 Per Cemt <br> ad Valorex.-Continued. <br> Cars $\qquad$ <br> Locomotive Engines and Railroad | Great Britain.............United States.......... | Number. ${ }^{1}$ | ..................... | ..................... | Number. <br> 1 <br> 43 | $\begin{aligned} & \$ \\ & 2,519 \\ & 23,274 \\ & \hline \end{aligned}$ | Number. $\begin{array}{r}1 \\ \hline \\ \hline\end{array}$ | $\begin{aligned} & \$ \\ & 2,519 \\ & 23,274 \\ & \hline \end{aligned}$ | $\begin{array}{rr} \$ & \text { cts. } \\ 377 & 78 \\ 3,491 & 09 \end{array}$ |
|  |  | 44 | .. | ............... | 44 | 25,593 | 44 | 25,793 | 3,868 87 |
| Maps, Charts and Atlases-not elsewhere specified. | United States........... | ................ | $\mathrm{Pkgg}_{10}$ | ................ | $\mathrm{Prgs}^{10}$ | 474 | $\text { Pkgs. }{ }_{10}$ | 474 | 7110 |
| Manufactures of Marble or Imitation of Marble, or other than rough elabs or blocks............. | Great Eritain............United States ......... | Plgs $\begin{gathered} 24 \\ 508 \end{gathered}$ | Pkgs ....... 85 | .................... | Pkgs. | $\begin{array}{r}\text { 2,787 } \\ \hline 441\end{array}$ | Pbgs. | $\begin{array}{r} 441 \\ 2,708 \end{array}$ | 6615 40841 |
|  |  | 530 | 95 | ............... | 625 | 3,228 | 618 | 3,149 | 472 5b |
| Manufactures of Caoutchoue or India Rubber.. | United States <br> Great Britain............ | Prge. | Prgs |  | Prgag. |  | Pkgs. |  |  |
|  |  | $\begin{aligned} & 198 \end{aligned}$ | 50 |  | $\begin{aligned} & 198 \\ & 343 \end{aligned}$ | $\begin{gathered} 10,473 \\ 3,586 \end{gathered}$ | $\begin{aligned} & 198 \\ & 343 \end{aligned}$ | $\begin{array}{r} 10,490 \\ 3,723 \end{array}$ | $\begin{array}{r}1,573 \\ 5598 \\ \hline 88\end{array}$ |
|  |  | 491 | 50 | .............. | 541 | 14,059 | 541 | 14,213 | 2,182 72 |
| Manafactares of For ...... ... .... | United States........ ... <br> Great Britain............. | Ptgs. | Plegs. |  | Prgs. |  | Pkgs. |  |  |
|  |  | $\begin{aligned} & 29 \\ & 37 \end{aligned}$ | 6 | ..... | $\begin{aligned} & 29 \\ & 43 \end{aligned}$ | $\begin{aligned} & 7,020 \\ & 2,204 \end{aligned}$ | $\begin{aligned} & 29 \\ & 43 \end{aligned}$ | $\begin{aligned} & 7,020 \\ & \mathbf{2}, 204 \end{aligned}$ | $\begin{array}{r} 1,053 \\ 330 \end{array} 00$ |
|  |  | 66 | 6 | ............... | 72 | 9,224 | 72 | 9,224 | 1,383 60 |


| Manufactures of Hair or Mohair. | $\square$ | $\left(\begin{array}{rl}  & \\ & P_{k g s .} \\ & 2 \\ & 3 \\ \hline \end{array}\right.$ |  |  | ( $\begin{array}{r}\text { Pkgs. } \\ \\ \\ \hline\end{array}$ |  <br> $\begin{array}{r}78 \\ 15 \\ \hline\end{array}$ | ${ }^{\text {Pkge. }} \begin{array}{r} \\ \\ \\ \\ \hline\end{array}$ | 78 <br> 15 | 11 218 218 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 5 | ......... ....... | -.... ....... | 5 | 93 | 5 | 93 | 1389 |
| Manufactures of Grass, Osier, Palm Leaf, Straw, Whalebone, or Willow-not elsewhere specified. | United States | $\mathrm{Prgg}_{2}$ | ............... | . | $\mathrm{Prgs.}_{2}$ | 12 | Pkgs. ${ }_{2}$ | 12 | 180 |
| Manufactures of Gold, Silver or Electro Plate, and Plated and Gilded Ware of all kinds........ | Great Britain ........... United States......... | $\begin{aligned} & \mathrm{Plgs}^{54} \\ & \\ & 28 \end{aligned}$ | $\begin{aligned} & \text { Pkgg. } \\ & \cdots . . . . . . . . \\ & 6 \end{aligned}$ | ................... | $\begin{array}{r}\text { Pkg8. } \\ \hline \\ \hline\end{array}$ | $\begin{array}{r}10,111 \\ 4,874 \\ \hline\end{array}$ | $\begin{array}{r}\text { Pkgs. } \\ \\ 34 \\ 34 \\ \hline\end{array}$ | 10,111 4,874 | $\begin{array}{r}1,516 \\ \hline 730 \\ \hline 89 \\ \hline 29\end{array}$ |
|  |  | 82 | 6 | ................ | 88 | 14,985 | 88 | 14,985 | 2,247 51 |
| Manufactures of Erass or Copper.. | Great Pritain............ <br> United Stateg... ........ | Pkgs. $\begin{array}{r} 9 \\ 19 \end{array}$ | ................... | ................ | $\begin{array}{r} \text { Pkgs. } \\ { }_{19}^{9} \end{array}$ | $318$ | $\begin{aligned} & \text { Pkge. } \\ & 19 \end{aligned}$ | $\begin{array}{r} 318 \\ 649 \end{array}$ | $\begin{aligned} & 4770 \\ & 9740 \end{aligned}$ |
|  |  | 28 | .. ............ | ................ | 28 | 967 | 28 | 967 | 14510 |
| Manufuctures of Leather or Imitation of Leather | Unlted States... ....... <br> Great Britain............ | $\begin{array}{r} \mathrm{Fkgg.} \\ 5 \\ 35 \end{array}$ | ….................. | ..................... | $\begin{array}{r} \text { Pkgs. } \\ 38 \\ 38 \end{array}$ | 396 <br> 977 | $\begin{aligned} & \text { Pkgg. } 5 \\ & 38 \end{aligned}$ | 396 977 | $\begin{array}{r}59 \\ 1329 \\ \hline 19\end{array}$ |
|  |  | 43 | $\ldots$ | ............... | 43 | 1,373 | 43 | 1,373 | 19178 |
| an 1 Shoes <br> Manufactures of Leather-Boots | Great Britain............. United States........... <br> British West Indies...... | $\begin{array}{r} \mathrm{Pkgs.}_{259} \\ 579 \end{array}$ | Pkgs <br> $\ldots . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . ~$ | +.............. |  | 40,764 20,839 | $\begin{gathered} \text { Pkgg. } \\ \begin{array}{c} 253 \\ 693 \\ \\ 39 \end{array} \\ \hline \end{gathered}$ | $\begin{array}{r} 40,299 \\ 21,121 \\ \quad 374 \end{array}$ | $\begin{array}{r}6,044 \\ 3,167 \\ \mathbf{5 6 7} 97 \\ \hline 68\end{array}$ |
|  |  | 338 | 103 | …........... | 941 | 61,603 | 985 | 61,794 | 8,268 95 |
| Manufactures of Ieather-Harness and Saddlery ........................ | Great Britain <br> United States <br> P. E. Island.. $\qquad$ <br>  . | $\begin{aligned} P l g s \\ 4 \\ 10 \\ 1 \end{aligned}$ |  |  | Pigg. | $\begin{array}{r}267 \\ 213 \\ 10 \\ \hline\end{array}$ | $\begin{aligned} \text { Pkgs. } \\ 4 \\ 15 \\ 15 \end{aligned}$ | 267 213 10 | 40 305 3211 146 |
|  |  | 15 | 5 | ................ | 20 | 490 | 20 | 490 | 7362 |

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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTEREY FOR CONSUMPITON. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In Eritish Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Daty. |
| Goods paying 15 Per Cent ad Valorem.-Continued. <br> Manufactures of Wood-not elsewhere specified. | Great Britain <br> United States <br> Portugal <br> Newfoundlan 3 $\qquad$ $\qquad$ $\qquad$ | Pkgs | Fkgs. |  | Pkes. | \$ | Pkge. | \$ | \$ cts. |
|  |  | 26 |  |  | 26 | 1,857 | ${ }_{0}^{26}$ |  | 27849 349 |
|  |  | 5,785 | 726 126 | .............. | 6,511 | 12,984 45 | 6,511 126 | 12,994 45 | 3,44968 675 |
|  |  | \%2 | ........... | .... ........... | 72 | 403 | 12 | 263 | 3945 |
|  |  | 5,883 | 852 | .... ..........., | 6,735 | 25,299 | 6,675 | 25,159 | 3,774 35 |
| Mowing, Reaping and Threshing <br> Machines $\qquad$ | United States <br> P. E. Island $\qquad$ $\qquad$ | $\begin{aligned} \text { Pkgs. } \\ 163 \\ 10 \end{aligned}$ | ${ }^{\text {Pkgg. }} 22$ | ..... ........... | Plgg. ${ }_{\text {P }}$ | 9,286 611 | Pkgs. ${ }_{134}$ | 7,235 319 | 1,08539 4779 |
|  |  | 173 | 22 | ................. | 195 | 9,897 | 140 | 7,554 | 1,133 18 |
| Masical Instruments (including Musical Boxes aud Clocks) ..... | Great Dritain <br> United States $\qquad$ $\qquad$ | Ptgs. ${ }_{53}$ |  |  | Pkgs. ${ }_{53}$ | 8,149 | Pkgs. ${ }_{52}$ | 7,959 | 1,193 77 |
|  |  | 76 | 46 |  | 122 | 8,286 | 122 | 8,286 | 1,242 73 |
|  |  | 129 | 46 | ......... . | 175 | 19,435 | 174 | 16,245 | 2,436 50 |
| Mustart.......................... ...... | Great Britain............United States......... | Lbs. | Lbs. |  | Lbs. |  | Lbs. |  |  |
|  |  | 1,215 | 43 | ... .......... | 1,258 | 1,308 | 1,258 | 308 | 4620 |
|  |  | 10,024 | 43 | ........ ......... | 10,067 | 2,133 | 10,979 | 2,197 | 32957 |
| Machinery-not elsewherespecified | Great Britain Inited States. <br> P. E. Island $\qquad$ $\qquad$ $\qquad$ |  |  |  | .... | 19,518 | ............. | 19,418 | 2,912 77 |
|  |  | ....... |  |  | ... | 7,527 | ............... | 7,564 | 1,134 31 |
|  |  |  |  |  |  |  |  |  |  |
|  |  | . | - | ................. | ........... | 27,051 | . | 26,988 | 4,047 96 |


No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Nova Scotia.-Continured.

| ARTICLES. | cotintries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British <br> Vessels. | In Foreign Vessols. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods papina 15 Per Cent Aj Valorem.-Continued. | Great Britain............United States..........P. E. Island ........ | Pigs. | Pıgs. |  | Pkgg. | \$ | Pkg. | \$ | \$ cts. |
| Paints and Colors...................: |  | $\begin{array}{r} 2,780 \\ 238 \\ 5 \\ 5 \end{array}$ | 98 | …................. | 2,780 336 5 | 39,781 5,102 16 | 2,812 481 5 | 40,972 5,333 16 | 6,145 800 80 288 243 |
|  |  | 3,023 | 98 | ................ | 3,121 | 44,899 | 3,398 | 46,326 | 6,94850 |
| Paper of all kinds..... ............. | Great Britain .... ...... <br> United State3, <br> British West Indies .. | $\begin{array}{r} \text { Pkgg. } \\ 29 \\ 2,799 \\ 2 \end{array}$ | $\begin{array}{\|c\|} \hline \text { Pkgg. } \\ \ldots \ldots . . . . . . . . . . . . . . ~ \end{array}$ | \|.................. | Pkgg. 3,802 2 | 5,756 12,488 48 | $\begin{array}{r} \text { Pkgs. } \\ 113 \\ 3,792 \\ 4 \end{array}$ | 7,038 12,488 154 | $\begin{array}{r} 1,058 \\ 1,872 \\ 1,87 \\ 2310 \end{array}$ |
|  |  | 2,859 | 1,004 | ................ | 3,893 | 18,272 | 3,909 | 19,700 | 2,954 50 |
| Paper Hansirgs ...................... | Great Britain .............United Statez.......... | $\underset{449}{\text { Prgs. }_{134}}$ |  | .................. 1 | $\begin{array}{r} \text { Pkgs. } \\ \begin{array}{l} 459 \\ 150 \end{array} \end{array}$ | $\begin{array}{r} 12,505 \\ 1,790 \end{array}$ | $\begin{gathered} \text { Pkgs. } \\ 501 \\ 150 \end{gathered}$ | 12,507 | $\begin{array}{r} 1,87592 \\ 26966 \end{array}$ |
|  |  | 583 | 15 | . 1 | 599 | 14,601 | 651 | 14,303 | 2,145 58 |
| Parasols and Umbrallas...... ........ | Great Dritain..... ......United States.. .. .... | $- \text { Pkgs. } \begin{gathered} 5 \\ 1 \end{gathered}$ | .................. | .................... | $\mathrm{Pkgs.}^{5}$ | 151 2 | Pbg. ${ }^{5}$ | 151 2 | 22 $\begin{array}{r}22 \\ 062\end{array}$ 0 |
|  |  | 6 | ................ | ....... ........ | 6 | 153 | 6 | 153 | 2298 |
| Plaster of Paris and IIydraulic Cement-ground or calcined...... | Great Dritain............ United States............ | $\begin{gathered} \text { Pkgs. } \\ 1,808 \\ 2,481 \end{gathered}$ |  | .................. | $\begin{array}{r} P_{k g}^{\mathrm{k}} \mathrm{~g} ., \\ 1,508 \\ 3,107 \end{array}$ | $\begin{aligned} & 4,217 \\ & 2,509 \end{aligned}$ | $\begin{gathered} \text { Phgs. } \\ \substack{1,558 \\ 3,290} \end{gathered}$ | $\begin{aligned} & 3,854 \\ & 3,007 \end{aligned}$ | $\begin{aligned} & 548 \\ & 451 \\ & 451 \end{aligned}$ |
|  |  | 4,289 | 626 | ...... .......... | 4,915 | 6,726 | 4,848 | 6,661 | 99922 |


|  | 7 | 858 | 的 | 9\％ |  | a <br> $\stackrel{5}{5}$ <br> a | 9 9 | －iol | － | －88 | $\left[\begin{array}{l} 8 \\ 0 \\ 0 \end{array}\right.$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{\infty}{\approx}$ | $\stackrel{8}{*}$ | 90\％${ }^{18}$ | － | ¢ig |  | $\begin{array}{\|c\|} \hline 0 \\ 8 \\ 8 \end{array}$ | $\stackrel{8}{8}$ | － | 粱 |  | 吕 |
|  | ： |  | － |  |  |  | 安宽 |  | \％ |  | \％ |
|  | $\left\lvert\, \begin{gathered} 0 . \\ 90 \\ 9 \end{gathered}\right.$ | F－8\％ | \％ | \％ig | － | $\begin{aligned} & 9 \\ & 0 \\ & 0 \\ & \hline 0 \end{aligned}$ | 茄 |  | － | 908 | － |
|  |  |  | $\stackrel{\rightharpoonup}{0}$ |  |  |  |  |  | 81 | ＊＊ |  |
| （\％） |  | ！ |  | i |  |  |  | \％ |  | （1） | \％ |
| Comen | ${ }^{*}$ |  |  |  | $\left[\begin{array}{\|c} 1 \\ 1 \\ 1 \\ 1 \end{array}\right.$ |  |  |  |  | \％ |  |
|  | \％ |  | 1 |  |  |  |  |  |  | － | $\stackrel{9}{9}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | 篇 |  |  |  |  |

No. 1.-General statement of imports-Province of Nota Scotia.-Continued.


No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of Nova Scotia.-Continued.


No. 1.-GENERAL STATEMENT OF MPORTS -Province or Nova Scotia.-Continued.


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


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




No. 1.-GENERAL SLATEMENT OF IMPORTS-PROVINCE OF NOFA Scota.--Continued.


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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\stackrel{\sim}{\infty} \mid$ |  | 1 －${ }^{-1}$ | 合 | 品式 | 号 |
|  | $\begin{array}{\|c\|c\|c} \infty \\ \vdots & \text { 内 } \\ \hline & \\ \hline \end{array}$ |  |  |  | $\cdots$ | － | 앙 |
|  | （r｜r｜r | 敢 | ¢ ¢ ¢ | －1 \％\％－ | 合 | ＊＊＊ | \％ |
|  |  | （10y | crices |  | is |  | 앙 |
| $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  |  |  |  | $\|$$\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  | （ |
| （ | $\left.\left\lvert\, \begin{array}{c\|c\|c\|c} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{array}\right.\right)$ |  | $\vdots$ $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$  <br> $\vdots$ $\vdots$  <br> $\vdots$ $\vdots$  <br> $\vdots$ $\vdots$  <br> $\vdots$ $\vdots$ $\vdots$ <br> $\vdots$   | $\begin{array}{lll}  & & \vdots \\ \text { 著 } & \vdots \\ & & \vdots \\ \hline \end{array}$ |  |  | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |
| $\begin{array}{r}\vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \hline\end{array}$ |  |  | ¢renter |  |  |  | 안 |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

ARTICLES.
FREE GOODE.-Continued.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{ARTICLES.} \& \multirow[t]{2}{*}{COUNTRIES.} \& \multicolumn{5}{|l|}{QUANTITIES IMPORTED.} \& \multicolumn{3}{|l|}{ENTERED FOR CONSUMPTION.} \\
\hline \& \& In British Vessels. \& In Foreign Vessels. \& \begin{tabular}{l}
By Land \\
Carriage.
\end{tabular} \& Total Quantities. \& \begin{tabular}{l}
Total \\
Valus.
\end{tabular} \& Quantity. \& Value. \& Duty. \\
\hline \multirow[t]{2}{*}{\begin{tabular}{l}
FREE GOODS.-Continued. \\
Fish Bait
\(\qquad\)
\end{tabular}} \& \multirow[t]{2}{*}{Unitel States...........} \& Plgs.

578 \& Prgs.

566 \& ........... ..... \& | Pkgs. |
| :--- |
| 1,144 | \& $\$$

6,925 \& | $\mathrm{Ph} \mathrm{c}_{\mathrm{c}} \mathrm{s}$. |
| :--- |
| 1,144 | \& $\$$

6,825 \& \$ <br>
\hline \& \& Pkge. \& Pbgs. \& \& Pkgs. \& \& Pkgs. \& \& <br>

\hline \multirow[t]{2}{*}{Fioh-Fresh ...........................} \& \multirow[t]{2}{*}{| United States..... ..... |
| :--- |
| B. N. A. Provinces... |
| St. Pierrs Miquelon... |} \& \[

$$
\begin{array}{r}
399 \\
308 \\
2
\end{array}
$$
\] \& 33 \& ......... ........ \& 432

308
3 \& 1,707
1,209
13 \& 432
308
3 \& 1,707
1,209
13 \& |..................... <br>
\hline \& \& 709 \& 34 \& ................. \& 743 \& 2,929 \& 743 \& 2,929 \& ...... .... ..... <br>

\hline \multirow[t]{3}{*}{Flour-of Wheat and Rse.. ........} \& \multirow[t]{3}{*}{| United 8 tates............ |
| :--- |
| B. N. A. Provinces..... |
| 8t. Pierre Miquelon... |} \& Bris.

133,315 \& Brls. ${ }_{\text {25,935 }}$ \& .. \& | Brls. |
| :--- |
| 159,250 | \& 1,033,892 \& Brls.

159,250 \& 1,033,892 \& <br>
\hline \& \& 214
597 \& \& ................. \& 297 \& \& 597 \& $\underset{8,704}{1,304}$ \& - <br>
\hline \& \& 134,126 \& 25,935 \& ................. \& 160,061 \& 1,041,900 \& 160,061 \& 1,041,900 \& ................. <br>
\hline \multirow[t]{3}{*}{Flax, Hemp and Tow-Undressed.} \& \multirow[t]{3}{*}{Great Britain United States} \& Pkgs. \& \& \& Pkga. \& \& Plgge. \& \& <br>

\hline \& \& $$
\begin{array}{r}
202 \\
2,121
\end{array}
$$ \& 790 \& $\cdot$ \& 202

2,911 \& $$
\begin{array}{r}
8,992 \\
72,800
\end{array}
$$ \& 2,911 \& \[

$$
\begin{array}{r}
8,992 \\
72,800
\end{array}
$$
\] \& .. ........... <br>

\hline \& \& 2,323 \& 790 \& ... \& 3,113 \& 81,792 \& 3,113 \& 81,792 \& ................. <br>
\hline \multirow[t]{4}{*}{Furs, Skins and Tails-Undressed.} \& \multirow[t]{4}{*}{Great Britain B. N. A. Provinces ... St, Pierre Miquelon...} \& Pkgs. \& \& \& Pkgs. \& \& Prgs. \& \& <br>
\hline \& \& 11,013 ${ }^{2}$ \& 3 \& ................... \& 11,016 \& 693
15,961 \& 11,016 \& 693
15,961 \& ... <br>
\hline \& \& 2 \& \& , \& 2 \& 150 \& 2 \& 150 \& <br>
\hline \& \& 11,017 \& 3 \& ... \& 11,020 \& 18,804 \& 11,020 \& 16,80t \& ................. <br>
\hline
\end{tabular}

United States..... .....
B. N. A. Provinces...
St. Pierrs Miquelon...

| $\underbrace{\text {（ }}$ | 臭 | （1） | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ | $\vdots$ | （e： | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  | （ea |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \stackrel{0}{0} \\ & \mathbf{0} \\ & \underset{\sim}{m} \end{aligned}$ | ＝ | 骨 | $\bullet$ | 8 | 容 | 冎 |  | ＋ | Siso | 응 |
|  |  <br>  <br> Nit |  | 尔 |  | （em | （\％） | － | （1） | $\vdots$ | － | ＋ － － |
| Res | $$ | －\％ | 骨 | $\cdots$ | 8 | 感＂ | $\mid \stackrel{\text { a }}{\substack{\text { ¢ }}}$ |  | 会 | ¢00 | ？ |
|  | N |  | 込 |  | ¢ | － | $\cdots$ | （ | （ | － | ＋ |
|  |  |  |  | $\vdots$ | : |  | $\text { \| } \begin{gathered} \text { o } \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{gathered}$ | （\％ay |  |  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |
|  |  |  | $\underset{\sim}{N}$ |  |  |  | $\left[\begin{array}{c} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{array}\right]$ | （1） |  | （1） | 京 |
|  | $$ |  | 荿 |  | cosme |  | $1$ | 京 $\vdots \vdots \vdots \vdots \vdots$ |  | － | N |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | $\vdots$ $\vdots$ on E 世 m ？ g |  | $\begin{gathered} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ 0 \\ 0 \\ 0 \\ 0 \end{gathered}$ |  |  |  |  |  |  |  |
| 品曷 |  | $\begin{aligned} & \text { 甲. } \\ & \text { \#. } \\ & \text { 4 } \end{aligned}$ |  | 1 最 | $\begin{aligned} & \text { 最 } \\ & \text { 呙莒 } \\ & \text { 荌 } \end{aligned}$ | $\begin{gathered} \vdots \\ \vdots \\ \text { 点 } \\ \text { 品 } \end{gathered}$ |  | $\stackrel{\text { wix }}{\stackrel{\text { win }}{\leftrightarrows}}$ |  | $\begin{gathered} \vdots \\ \text { ! } \\ \text { ew } \\ \text { Bu } \end{gathered}$ |  |

'No. 1.-GENERAL STATEMENT OF IMPORTS-Province of Nofa Scotia.-Continued.


ARTICLES.
FREE GOODS.-Continued.
Tar and Pitch .... .................... Great Britain............
No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of Nova Scotia.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS.-Continued. |  | Brls. | Brls. |  | Brls. | \$ | Brls. | \$ | \$ cts. |
| Tar and Pitch .... ................... | Great Britain............ | 571 2,668 | 184 | ................... | 571 2,852 | 1,332 8,923 | 571 2,852 | 1,332 8,923 | . .............. |
|  | [B. M. A. Provinces... | 512 | ......... ........ | .... ... .. | 512 | 1,532 | 2,512 | 1,532 | .................... |
|  |  | 3,751 | 184 | ................ | 3,935 | 11,787 | 3,935 | 11,787 | ................ |
| Teasels .................................. | United Stater..... ..... | 1 | ............ | ......... ........ | 1 | $2{ }^{-}$ | 1 | 2 |  |
| Tubacso-Unmanufactured ......... | United States..... ..... | $\begin{aligned} & \text { Lbs. } \\ & 675,486 \end{aligned}$ | Lbs. $72,010$ | ................. | Lbs. 747,496 | 62,717 | Lus. <br> 747,496 | 62,717 | ........... |
| Trees, Plants and Shrubs, Bulbs and Roots$\qquad$ | Great Britain............Tnited States........... | Pkgs. | Pkgrs. | ...... .............. | Pkgs. $\begin{aligned} & 59 \\ & 35 \end{aligned}$ | 1,408 1,239 | $\begin{array}{r} \text { Pkgs. } \\ \begin{array}{r} 59 \\ 35 \end{array} \end{array}$ | 1,408 1,239 | , |
|  |  | 91 | 3 | ................ | 94 | 2,647 | 24 | 2,647 | ....... |
| Turpentine-other than Spirits of.. | Great Britain........... | ......... | .. .............. | ... |  | 6 |  | 6 |  |
| Vegetables ..... .......... ............ | United States..... ...... <br> British West Indies <br> B. N. A. Provinces. <br> Portugal | Pkgs. | $\begin{aligned} & \text { Pkgs. } \\ & \quad 1,101 \end{aligned}$ | ...... | $\begin{aligned} & \text { Pkgs. } \\ & 4,564 \end{aligned}$ | 21,022 | Pkgs. | 21,022 |  |
|  |  | 2,927 160,458 |  | ................. | 2,927 | 2,886 | 2,927 | 2,886 | ...................... |
|  |  |  | 1 |  | 174 1 | - 28 | 174,068 $-\quad 1$ | 88,536 28 | ................ |
|  |  | 166,848 | 15,312 | ................ | 152,160 | 112,472 | 182,160 | 112,472 | ..... ......... |




| ARTIOLES. | COUNTRIES. | QUAMTITIES IMPORTED. |  |  |  |  | metmat ion consumption. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quanties. | Total <br> Value. | Quantity. | Value. | Du'ty. |
| FREE GOODS.-Concluded. Growth and Product or any of thi B. N. A. Provihons. <br> Animals-of all kinds $\qquad$ | B. N. A. Provinces ... | Number. |  |  | Number. | \$ | Number. | \$ | \& ote. |
|  |  | 42 | ? | ............. | 42 | 217 | 42 | 217 | ................ |
|  |  | Lbs. 6,336 | Lbs. 29 | ................ | $\underset{6,365}{\text { Lbs. }}$ | 1,583 | $\underset{6,365}{\text { Lbs. }}$ | $\stackrel{\prime}{1,583}$ | ................ |
| Butter <br> Fresh, Bmoked and Sulted Meats and Poultry | B. N. A. Provinces...... | ................ | ................. | ................. | ................ | 90,707 | ............... | 90,707 | ................ |
|  | B. N. A. Provinces ... | $\quad \underset{120}{\text { Pkg. }}$ | . ........... | ................ | $\mathrm{Pkgg}_{120}$ | 412 | $\text { Prgg. }_{120}$ | 412 | ...... ......... |
| Green and Dried Frults ............ <br> Gypsum $\qquad$ | B. N. A. Provicces ... | ................ | ..... | .......... | ....... | 11 | ................. | 11 | .............. |
| Fish and Products of Fibh, and Fish Oill$\qquad$ | B. N. A. Provinces ... |  |  |  | ............. | 154,134 | $\cdots$ | 154,134 |  |
|  |  | Lbs. <br> 14,484 | ...... ........... | ......... ....... | Lbs. 14,484 | 3,995 | $\begin{gathered} \text { Lbs. } \\ 14,484 \end{gathered}$ | 3,985 | ................ |
| Lard and Tallow Timber and Lumber $\qquad$ $\qquad$ | B. N. A. Provinces .. |  | ............... |  | ................ | -293 | .... | 293 |  |
| rights <br> Foreign Reprints of British Copy- rights $\ldots \ldots . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . ~$ | .......................... |  |  |  |  | 183 | ... | 163 |  |
|  |  |  |  |  |  |  |  |  |  |


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

| ARTICLES. | counities. | QUANTITIES IMPORTED. |  |  |  |  | EATERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vossels. | In Foreign Vesse! 3. | By Land Carriage. | Total Quantitiss. | Total <br> Value. | Quantity. | Value. | Duts. |
| Goods rayiva Specific Dety. |  |  | Number. | Number. | Numb | \$ | Number. | \$ | 8 cts. |
| Animals-IIorses .................... | United States........... |  | 7 | 7 | 14 | 1,557 | 14 | 1,557 | 21000 |
| Acids-Sulphuric .................... | United States........... | $\begin{gathered} \text { Lbs. } \\ 21,233 \end{gathered}$ | Lbs. 23,894 | ........... ...... | $\mathrm{Lbse}_{45,127}$ | 1,021 | Lbs. <br> 45,127 | 1,021 | 22564 |
| Cordials c.t. .......................... | Great Britain ........... | Galls. ${ }_{250}$ | ................ | ................ | Galls. ${ }_{250}$ | 325 | Galls. <br> 582 | 581 | 69840 |
| Perfumad Spirits used as Perfumery only.... | Great Britain........... | $\mathrm{al}_{4}{ }_{47}$ | .. .............. | ............... | Galls. ${ }_{47}$ | 345 | Galls. 16 | 120 | 1920 |
| Tinctures................ .............. | Great Dritain .............United States........... | Galls. ${ }_{3}$ | Galls. ${ }_{2}$ |  | Galls. ${ }_{5}$ | 20 | Gals. |  |  |
|  |  | 6 | 2 | ................. | 8 | 24 | 8 | 24 | 472 |
| Brandy ................... ............. | Great Britain ...........United States.......... | Galls. 22,382 |  | .... | Galls. | 29,991 | Galls. 15.852 | 21,595 | 12,681 68 |
|  |  | -14,995. | 2,255 | ............... | 2,255 54,995 | -2,932 | ${ }^{9537}$ | 1,059 | ${ }^{7} 74960$ |
|  | Holland |  |  | ................ |  |  | ${ }^{279}$ | ${ }^{327}$ | $\begin{array}{r}20,21020 \\ 223 \\ \hline\end{array}$ |
|  |  | 9 | ................ | ............... | 9 | 21 | 9 | 21 | 760 |
|  |  | 77,386 | $\underline{2,255}$ | ............... | \%0,641 | 104,099 | 42,340 | 57,816 | 33,87228 |


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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessols. | By Land Carriage. | Total <br> Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods paying Specific Duty.Continued. <br> Products of Petroleum ............... | United States........... | Galls. 157 | Galls.$213$ | Galls. ${ }^{\text {G }}$ ( 80 | Galls.$450$ | \$ 141 | Galls.$450$ | \$ 141 | \$ cts. 4500 |
|  |  |  |  |  |  |  |  |  |  |
| Crude Petroleum ........... .......... | United States........... | Galls. <br> 669 | GaHls. $13,878$ | .................. | Galls. 14,547 | 4,923 | Galls. 14,547 | 4,823 | 87280 |
| Coffee-Green ..... ................... | Great Britain <br> United States $\qquad$ $\qquad$ British West Indies .. | Lbs.$\begin{array}{r} 111,210 \\ \mathbf{4 , 2 9 8} \\ 2,987 \end{array}$ | Lbs.$\ldots . . . . . . . . . . . . . . . . . . . . . . . ~$5,031 |  | Lbs. 111,210 9,329 2,987 | $\begin{array}{r} 13,576 \\ 1,170 \\ 372 \end{array}$ | Lbs. 104,955 9,329 615 | $\begin{array}{r} 13,510 \\ 1,170 \\ 99 \end{array}$ | $\begin{array}{r} 3,14865 \\ 27987 \\ 1845 \end{array}$ |
|  |  |  |  | ................ |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  | 118,495 | 5,031 | ....... | 123,526 | 15,118 | 114,899 | 14,759 | 3,446 97 |
| Cofee-Prasted or Ground ........ | Great Britain ...........United States........... | ${ }^{\bullet}$ Lbs.$\begin{array}{r} 40 \\ 330 \end{array}$ | $\xrightarrow{\text { Lbs. }}$ 3,7..... |  | Lbs.$\begin{array}{r} 40 \\ 4,120 \end{array}$ | $\begin{array}{r} 13 \\ 35 \cdot 4 \end{array}$ | Lbs.$\begin{array}{r} 40 \\ 5,715 \end{array}$ | $\begin{array}{r} 13 \\ 444 \end{array}$ | $\begin{array}{r} 160 \\ 22860 \end{array}$ |
|  |  |  |  |  |  |  |  |  |  |
|  |  | 370 | 3,790 | ...... | 4,160 | 397 | 5,755 | 457 | 23020 |
| Chicory-Roazted or Ground ...... | United States............ |  | Lbs.$2,996$ | ................. | Lbs.$2,998$ | 101 | Lbs. 2,996 | 101 | 11984 |
|  |  | , |  |  |  |  |  |  |  |
| Common Soap............. .......... | Great Britain...........United States.........Jersey ............. | Lbs.$\begin{array}{r} 28,683 \\ 2,238 \\ 2,240 \\ \hline \end{array}$ |  | Lbs.$\ldots \ldots . . . . . . . . . . . . . . . . . . . . . . . . . . ~$2,265$\ldots$ | Lbs. 28,6837,9552,240 | $\begin{array}{r} 1,619 \\ 447 \\ 114 \end{array}$ | Libs.$\begin{array}{r} 31,319 \\ 7,955 \\ 448 \end{array}$ | $\begin{array}{r} 1,746 \\ 447 \\ 22 \end{array}$ | 318197955448 |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  | 33,161 | 3,452 | 2,265 | 38,878 | 2,180 | 39,722 | 2,212 | 39722 |


| $\begin{aligned} & 8998 \\ & 809 \\ & 800 \end{aligned}$ | － |  | $\left\|\begin{array}{l} R \\ \dot{N} \\ \dot{N} \end{array}\right\|$ | $$ | 8 <br>  <br> 8 <br> 8 | $\begin{aligned} & 8 \\ & 8 \\ & 0.8 \end{aligned}$ | 8 7 7 | 5\％8 | 아 7 7 | $\circ$ 8 80 | F\％ | － |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 淢 | Ro | $\left\lvert\, \begin{aligned} & 9 \\ & \hline \end{aligned}\right.$ | 太丸犬゙ | $\left[\begin{array}{l} \infty \\ 0 \\ 0 \\ \dot{n} \end{array}\right.$ | $\sum_{\substack{\mathrm{y} \\ 40}}$ | 옹 |  | － | $\stackrel{\sim}{\infty}$ | N（NN국 | \％ |
|  | \| | $\dot{0}^{\circ}$ | $\stackrel{*}{2}$ |  | 硈 | 葛 ${ }_{\text {－}}$ | $\stackrel{\Delta}{3}_{\stackrel{\infty}{\dot{\theta}}}$ |  | $\left\|\begin{array}{c} \overrightarrow{0} \\ 0 \\ \dot{8} \end{array}\right\|$ | （\％ | －${ }^{\text {Ejog }}$ | 告 |
|  |  | ¢icien | 腎 |  | 䂞 | $$ | $\begin{aligned} & \text { Hi } \\ & \text { - } \end{aligned}$ | \％ | $\pm$ | $\underset{\infty}{\underset{\sim}{9}}$ | N尺NNㄷ | － |
|  |  |  | 윤 | $\text { and }_{\substack{\infty \\ \sim}}^{\infty}$ | 感 | 而 | 鬲 | min | $\left\|\begin{array}{c} \text { H} \\ \mathbf{\infty} \end{array}\right\|$ | 骨 |  | \％ |
|  | － | \％ | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | － | ¢ | －980 |  | （高筬 | 㗊 |  | \％ | 8 |
|  |  |  | $\stackrel{5}{7}$ |  | ت |  | $\dot{\tilde{y y}} \underset{\dot{y}}{\infty}$ |  | \％ |  |  | －8． |
|  | ｜cos |  | 18 |  | $\because$ | $\dot{0}^{\circ}$ | ～ |  | 倉 | 苍 |  | $\stackrel{\circ}{8}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | 窓芯 |  |  |  | $\square$ |  |  |  |  |

No. 1.-GENERAL Statement 0F IMports-Provinge of New Brunswick.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods payiva Spectific Duty.- <br> Malt Continued. $\qquad$ | Great Britain ............ | Bush. | .......... | ................ | Bush. | \$ 234 | Bush. | \$ 234 | \$ cts. 5760 |
| Meats-Fresh, Salted or Smoked.Goods Paying Spectric axdAd Valorem Duties. |  | $\begin{aligned} & \text { Lbs, } \\ & 539,841 \end{aligned}$ | Lbs. $500,134$ | Libs. 94,297 | $\xrightarrow[1,134,272]{\text { Lbs. }}$ | 104,353 | Lbs. $829,552$ | 92,418 | 8,295 57 |
|  | United States..... ...... | Galls. | Galls. |  | Golls. |  | Galls. |  |  |
| Ale, Deer and Porter, in Caskz... | Great Britain United States <br> P. E. Island $\qquad$ $\qquad$ | 31,031 .......... 130 | 205 | \|.................. | $\begin{array}{r} 31,031 \\ 205 \\ 130 \end{array}$ | $\begin{array}{r} 11,385 \\ 74 \\ 36 \end{array}$ | 30,523 85 180 | 11,446 29 36 | $\begin{array}{rrr}2,670 & 67 \\ 7 & 15 \\ 10 & 10\end{array}$ |
|  |  | 31,161 | 205 | $\cdot$ | 31,366 | 11,495 | 30,738 | 11,511 | 2,687 92 |
| Ale, Beer and Porter, in Cottles.. | Great Britain..... ..... | Galls. $22,836$ | ................ | . | $\begin{gathered} \text { Galls. } \\ 22,836 \end{gathered}$ | 14,547 | Galls. 25,725 | 17,563 | 3,556 48 |
| Tea-Green and Japan ............. | Great Britain <br> United States $\qquad$ $\qquad$ | Lbs. 2,506 40 | ...................... | ............... | Lbs. 2,596 40 | 1,309 31 | Lbs. 2,277 40 | 1,219 31 | $\begin{array}{r} 34233 \\ 745 \end{array}$ |
|  |  | 2,636 | .............. .. | ................. | 2,636 | 1,340 | 2,317 | 1,250 | 34978 |
| Tea-Black............... ............ | Great Britain United States <br> P. E. Island. <br> Jersey $\qquad$ $\qquad$ $\qquad$ $\qquad$ | Lbs. $642,920$ | Lbs. 8,867 | Lbs. | Lbs. <br> 651,787 | 183,466 | Lbs. <br> 591,135 |  |  |
|  |  | 33,293 | 132,380 | 56,742 | 222,415 | 188,463 59,373 | 246,591 | 165,787 | 18,498 95 |
|  |  | 1,271 |  |  | 1,271 | 423 | 471 | 156 | 3988 |
|  |  | 2,886 | ................. |  | 2,886 | 732 | 762 | 179 | 5352 |
|  |  | 680,370 | 141,247 | 58,742 | 878,359 | 244,044 | 838,959 | 232,862 | 64,293 38 |


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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity | Value. | Duty. |
| Goods pativg 25 Per Cent ad Valorem. <br> Mace and Nutmegs | Great Britain. .... ..... United States............ | Lbs. Pkgs. | Pigg. | Lbs. | Pkgs. Lbs. | $\uparrow$ | Lbs. Pkgs. | \$ | \$ cts. |
|  |  | $\begin{array}{\|cc} 2,891-76 \\ 966-\ldots . . \end{array}$ | 20 | 517 | $\begin{aligned} & 2,891-98 \\ & 1,483-. . . . \end{aligned}$ | 6,941 540 | $\begin{array}{\|c} 2,873- \\ 966-\ldots . . . \end{array}$ | $\begin{array}{r}\mathbf{3 , 5 9 6} \\ \mathbf{3 5 4} \\ \hline\end{array}$ | $\begin{array}{r} 89895 \\ 8855 \end{array}$ |
|  |  | 3,857-76 | 20 | 517 | 4,374-96 | 7,481 | 3,839-38 | 3,950 | 98750 |
| Spices-viz : Cassia, Cinnamon, Ginger Pimento and PepperGround$\qquad$ | Great Britain ..........United States........Jersey .... .......... | Pkgg. ${ }_{651}$ | ............... |  | Pkgs. ${ }_{651}$ | 3,734 | Pkgs. ${ }_{633}$ | 3,501 | 87462 |
|  |  | 168 | ................ | ........) | 168 | 105 | 168 | 105 | 2643 |
|  |  | 821 | ....... | ................ | 821 | 3,865 | 803 | 3,632 | 90755 |
| Patent Medicines and Medicinal preparations$\qquad$ | Great Britain............ <br> United States <br> ......... | Pkgg. ${ }_{76}^{76}$ | $\begin{gathered} \mathrm{Pkgs}^{2} \\ \ldots \ldots . . . . . . \\ 181 \end{gathered}$ | Plgs. $\ldots . . . . . . . . . . . . . . . . ~$ 8 | $\begin{array}{r} \mathrm{Pkgs}^{76} \\ 206 \end{array}$ | $\begin{aligned} & 2,936 \\ & 5,948 \end{aligned}$ | Pkgs. $206$ | $\begin{aligned} & 2,933 \\ & 5,948 \end{aligned}$ | $\begin{array}{r} 73346 \\ 1,48738 \end{array}$ |
|  |  | 93 | 181 | 8 | 232 | 8,884 | 283 | 8,881 | 2,220 84 |
| Playing Cards ....... ...... ........ | Great Britain........... | Pkgs. <br> 8 | ................. | ......... ........ | Pkgs. 8 | 193 | Pkgs. 8 | 193 | 4825 |
| Perfumery--not elsewhere specified |  | Pkgs. ${ }_{78}$ | Pkgs. | Pkgs. | Plags. ${ }_{78}$ |  | $\mathrm{Plggs.}_{77}$ |  | 71111 |
|  | Great Britain <br> United States........... <br> Jersey ...................... | $\begin{array}{r} 1 \\ 1 \end{array}$ | 40 | 1 | $\begin{array}{r} 42 \\ 1 \end{array}$ | $\begin{array}{r}554 \\ 15 \\ \hline\end{array}$ | 42 1 | 554 15 | 13862 365 |
|  |  | 80 | 40 | 1 | 121 | 3,488 | 120 | 3,414 | 85338 |
|  |  |  |  |  |  |  |  |  |  |


No. 1.-General statement of imports-Province of New Brunswick.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR COASUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign <br> Vessels. | By Land Carriage. | Total Quantities. | Tctal <br> Value. | Quantity. | Value. | Duty. |
| ad Valorem.-Conlinued. Candles and Tapers of Tallow Wax or any other Material .... | Great Eritain........... United States............ | Lbs. |  | Lbs. | Les. | \$ | Lbs. | \$ | 5 cts. |
|  |  | $\begin{array}{r} 200 \\ 1,070 \end{array}$ | . | 720 | $\begin{array}{r} 200 \\ \mathbf{1}, 790 \end{array}$ | $\begin{aligned} & 108 \\ & 191 \end{aligned}$ | $\begin{array}{r} 193 \\ 1,790 \end{array}$ | 34 191 19 | $\begin{array}{r} 504 \\ 2856 \end{array}$ |
|  |  | 1,270 | ... | 720 | 1,990 | 299 | 1,983 | 225 | 3360 |
| Carpets and Hearth Rugs.......... | Great Britain .... . .... <br> United States......... | ${ }^{\text {Pkgs }}{ }_{48}$ | .................... | ................... | ${ }_{48}^{\text {Pkgs. }_{28}}$ | 5,241 40 | $\begin{array}{r} \text { Pkgs. } \\ { }_{27} \end{array}$ | 5,782 40 | 867 598 597 |
|  |  | 50 | ................ | ............... | 50 | 5,281 | 49 | 5,822 | 87333 |
| Carriages ................................ | Great Britain............ United States..... ...... | Number. 36 | Number. ................$~$ | Number. <br> ...............$~$ | Number. 5 118 | $\begin{array}{r} 463 \\ 4,117 \end{array}$ | $\begin{array}{r} \text { Number. } \\ 5 \\ 119 \end{array}$ | $\begin{array}{r} 463 \\ 4,225 \end{array}$ | $\begin{array}{r} 6945 \\ 63369 \end{array}$ |
|  |  | 41 | 61 | 21 | 123 | 4,580 | 124 | 4,688 | 70314 |
| Coach and Harness Furniture..... | Great Britain............ | $\mathrm{Plgg} ._{25}$ | ..... ........... | ....... ........ | ${ }^{\text {Pkgg. }}{ }_{25}$ | 575 | $\text { Pkgs. }{ }_{26}$ | 577 | 8657 |
| Chandeliers, Girondoles and Gas Fittings $\qquad$ | Great Britain. .......... | $\mathrm{Prgs.}_{30}$ |  |  | $\text { Pkgs. }_{30}$ | 610 | $\text { Pkgs. }{ }_{30}$ | 610 | 9147 |
| China Ware, Crockery and Earthenware ........ ................. | Great Britain.............United States...........Jersey ..... |  | Prgg. |  | $\underset{1,083}{ }$ |  |  |  |  |
|  |  |  | 28 | .................. | ${ }^{51}$ | $\begin{aligned} & 850 \\ & 158 \end{aligned}$ | 51 7 | $\begin{aligned} & 850 \\ & 158 \end{aligned}$ | 127 23 23 70 |
|  |  | 1,113 | 28 | ... | 1,141 | 25,079 | 1,013 | 26,015 | 3,902 46 |


| $\begin{aligned} & \underset{\sim}{9} \\ & \underset{y}{c} \end{aligned}$ | 8 0 0 ¢ |  |  | 人心⿹\zh26灬y | -1 <br>  | $\infty$ $\infty$ co ¢ | H H 世 A |  | $\begin{aligned} & 8 \\ & 8 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  | 込 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \％ | $\begin{aligned} & \stackrel{\circ}{6} \\ & \stackrel{-1}{2} \end{aligned}$ |  | $\left\lvert\, \begin{aligned} & \infty \\ & \infty \\ & 0 \\ & 0 \\ & \hline 0 \end{aligned}\right.$ | $\underset{N}{\text { No }}$ | $\left\|\begin{array}{c} 10 \\ 1 \\ 5 \\ 20 \end{array}\right\|$ | $\underset{\sim}{9}$ | 哭 | 边 | $$ |  |  |
| － | （in |  | สั |  | ｜ |  | $\infty$ | 或式ご込 | 軨 |  | N－ |
| 芯 | ¢ | $8$ $\sin ^{1-7}$ | － |  －Mr N⿵ | $\left\lvert\, \begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \\ & 0\end{aligned}\right.$ | \％8 | ＋ |  | － |  | ¢80 |
| 边 | $\xrightarrow{\substack{\text { a }}}$ | （80） | 内 |  |  | （ N\％ | $\because$ |  | － |  | 易 |
|  | $\begin{array}{r}\vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \hline\end{array}$ |  | $\rightarrow$ | 高高 | ［ | （ein |  | － | $\bigcirc$ | 交 | 1 |
|  | cosis |  | 7 |  | － |  | $=$ |  | \％ $\sim$ $\sim$ |  | ｜ 8 |
| 号 | （ ${ }_{\text {\％}}^{8}$ |  | $\stackrel{\sim}{\sim}$ |  |  |  | $\stackrel{\sim}{\circ}$ |  | － |  | 只 |
|  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \vdots \\ \vdots \\ \vdots \\ 0.0 \\ \hline 0.0 \end{gathered}$ | $\begin{aligned} & \text { on } \\ & \text { 弇 } \\ & \stackrel{0}{6} \end{aligned}$ |  |  | $$ |  |  |  |  |  |  |  |

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

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British <br> Vessels. | In Fore:gn Vessels. | By Land <br> Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Falue. | Duty. |
| Goods payma 15 Per Cent Ad Valorem.-Continued. <br> Drugs, not otherwise specified...... | Great Britain. <br> United States <br> British West <br> Jersey | Pkge. | Pkgs. | Ptgs. | Ptgs. | \$ | Pkgs | \$ | \$ cts. |
|  |  | 1,067 216 | .. $\cdot .$. | ............ 1 | 1,067 745 | 31,503 $\mathbf{1 3 , 3 6 6}$ | 1,132 745 | 33,724 13,368 | 5,058 <br> 2,0046 <br> 60 |
|  |  | 23 2 | ......... | ... | 23 2 | 100 29 | 23 2 | 100 29 | 1500 435 |
|  |  | 1,308 | 528 | 1 | 1,837 | 44,998 | 1,802 | 47,219 | 7,08271 |
| Engravings and Prints ...... ...... | Great Britain............ United States. | Pkgs ${ }_{10}$ | Prgs. |  | Plags. ${ }_{10}$ | 504 | ${ }^{\text {Figgs }}{ }_{10}$ | 504 | 7560 |
|  |  | . $\cdot$ | 22 | ............. | 22 | 294 | 22 | 294 | 4422 |
|  |  | 10 | 22 | .............. | 32 | 798 | 32 | 798 | 11982 |
| Fancy Goods......................... |  | Pkgs ${ }_{361}$ | Pkgs. | $\cdots$ | Pkgs. | 55,947 | P ${ }^{\text {gss. }}$ | 55,898 | 8,384 99 |
|  |  |  | 45 | $\cdots$ | 50 7 | 4,359 1,792 | 51 7 | 5,444 1,607 | 815 <br> 241 <br> 15 |
|  |  | 373 | 45 | ............ ... | 418 | 63,098 | 419 | 62,949 | 0,442 79 |
| Foreign Newspapers................. | Great Britain,.............United States........ | $\begin{array}{r} \mathrm{Pbg}^{3} 8 \\ 15 \end{array}$ | Plgg. <br> $\ldots . . . . . . . . . . . . . . . . . ~$ <br> 218 | …..................... | $\begin{array}{r} \text { Pkgs. }{ }_{233}^{8} \\ \hline \end{array}$ | $\begin{array}{r} 101 \\ 3,541 \end{array}$ | $\begin{array}{r} \text { Pkgs. } \\ 8 \\ 233 \end{array}$ | $\begin{array}{r} 101 \\ 3,541 \end{array}$ | 1512 53112 |
|  |  | 23 | 218 |  | 241 | 3,642 | 241 | 3,642 | 54624 |
| at Wirs for Crimolines-Covered. United Statey .......... |  | Prgs. 1 | …............ | $\mathrm{Pk}_{\mathrm{g} 8 .}$ |  | 21 | Pkgs. ${ }_{1}$ | 21 | 315 |


No. 1.-GEneral statement of Imports-Province of Nrw Brunswiok.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES TMPORTED . |  |  |  |  | ENTERED F,OR CONSOMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Tessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods patima 15 Per Cent ad Valorey.-Continxed. | Great Britain............ United States | Pkgs. | $\qquad$ |  | Pkge. | \$ <br> 74 <br> 43 <br> 18 | Pkgg. | 1 <br>  <br>  <br> 74 <br> 43 | \$ ets. |
| Inks-of all kinds, except Printing <br> Ink |  |  |  |  |  |  | ${ }_{3}^{6}$ |  | $\begin{array}{r} 11 \\ \hline 6 \\ \hline 67 \end{array}$ |
|  |  | 9 | ............ | ..... ...... | 9 | 117 | 9 | 117 | 1773 |
| Iroc and Hardware, viz :Cutlery of all kinds................ | Great Britain United States.. Jersey | $\begin{array}{r} \text { Pkga. } \\ 90 \\ 17 \\ 15 \\ \hline \end{array}$ |  |  Pkgs. <br> $\ldots . . . . . . . . . . . . . . . . . . . . . . . . ~$ 90 <br> $\ldots . . . . . . . . . . . . ~$ 18 |  | $\begin{array}{r} 8,150 \\ 1,687 \\ \hline 586 \\ \hline \end{array}$ | Pkgs 89 22 17 | $\begin{array}{r} 7,784 \\ 1,804 \\ 596 \\ \hline \end{array}$ | $\begin{array}{r} 1,16754 \\ 27051 \\ 8940 \\ \hline \end{array}$ |
|  |  |  | 1 | .... | 123 | 10,423 | 128 | 10,184 | 1,527 45 |
| Iren-Japanned and Planished Tin, and Britannia Metal Ware..' | United States <br> Great Britain. <br> United States. |  |  | ${ }^{\text {Prgs. }} 84$ | ${ }^{\text {Pkgg. }} 8$ | 559 | $\mathrm{Pkgs}_{84}$ | 359 | 8388 |
| Iron-Spades, Shovels, Axes, Hoes, <br> Rakes, Forks and Edge Toois, <br> Scythes and Snaths ............... |  | $\begin{gathered} \mathrm{Pkgs.}_{.}{ }_{28} \\ 217 \end{gathered}$ | Prgs. | Pkgs. <br> ...............$~$ | $\begin{array}{r} \text { Pkgs. } \\ 98 \\ 319 \end{array}$ | $\begin{array}{r} 866 \\ 1,469 \end{array}$ | $\begin{gathered} \text { Pkgs. } \\ \begin{array}{l} 101 \\ 319 \end{array} \end{gathered}$ | $\begin{array}{r} 831 \\ 1,469 \end{array}$ | $\begin{aligned} & 124 \\ & 219 \\ & 94 \end{aligned}$ |
|  |  | 315 | 8 | 94 | 417 | 2,335 | 420 | 2,300 | 34422 |
| Iron-Spikes, Nails, Tacks, Brads and Sprigs $\qquad$ | Great Britain............ United States.......... Jersey .............. | $\begin{gathered} \text { Pkg. } \\ 5,965 \\ 68 \\ \hline \end{gathered}$ |  |  |  | $\begin{array}{r} 20,661 \\ 331 \\ 180 \\ \hline \end{array}$ | $\begin{array}{r} \text { Phgs. } \\ 6,128 \\ 68 \\ 18 \\ \hline \end{array}$ | $\begin{array}{r} 23,414 \\ 331 \\ \hline \quad 77 \\ \hline \end{array}$ | $\begin{array}{r} 3,51237 \\ 4958 \\ 1155 \end{array}$ |
|  |  | B,075 | ............... | . | 6,075 | 21,172 | 6,214 | 23,522 | 3,573 50 |


No. 1.-General statement of Imports-Provinoe of New Brensitiok.-Continued.


| -1 $\cdots$ | ¢ | ¢ | ¢通 | $\infty$ | ＋30 | $\stackrel{\text { ¢ }}{\text { ¢ }}$ | 号す |  |  | $\infty$ $\infty$ $\infty$ 0 0 $\infty$ | 808 $m 8$ | ： \％ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2－ | $\stackrel{\text { ¢9\％}}{\substack{\text { co }}}$ | － |  | $\begin{aligned} & 1 \\ & \hline \mathbf{o} \\ & \text { on } \end{aligned}$ | 永응 | $\stackrel{\text { a }}{\substack{0 \\ \hline}}$ |  | $\underset{\sim}{\underset{\sim}{A}}$ |  | \％ | ボN | 솟 |
|  | （\％ay | ๙ | 为我 | $\therefore$ |  | $\cdots$ |  | 국 |  | \％ | －${ }_{\text {\％}}^{0}$ | $\cdots$ |
| 只 | $\stackrel{\text { ® }}{\text { 何 }}$ | － | E． | 僉 | $\stackrel{1}{4}$ | 盛 | $\begin{aligned} & \text { 응 } \\ & \text { Ni } \end{aligned}$ | 茎 |  | － | ※゙が | 송 |
| $\begin{aligned} & \infty_{0} \\ & \dot{\theta} \\ & \text { 星 } \\ & \text { an } \end{aligned}$ | （isc | $\cdots$ | ¢ | 8 |  |  | 戌 | ¢ |  | H | － | $\cdots$ |
|  |  |  | （1） | $17$ | （ | ¿ |  | 4 |  | $\stackrel{m}{\square}$ | （\％ |  |
|  | （1） | 京 | 動 | \％ |  |  | （1） |  |  | － |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | Manufactures of Brase or Ccpper. |  |  |  |  |  |  |  |

No. 1.-General statement of imports-Province of New Brunswick.-Continued.

| Articles. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods pating 15 Per Cent ad Valorek.-Continued. |  | Pkga, | Pkgs. | Pkgs. | Pkgs. | \$ | Prges. | \$ | \$ cts. |
| Manufactures of Wood-not elsewhere specified...................... | Great Britain............. United State3......... | $\begin{aligned} & 190 \\ & 794 \end{aligned}$ | 906 | 24 | 190 1,724 | $\begin{aligned} & 12,896 \\ & 10,198 \end{aligned}$ | 608 1,710 101 | 6,516 10,063 516 | $\begin{aligned} & 1,02252 \\ & 1,509 \\ & \hline 90 \end{aligned}$ |
|  | France Holland ..................... |  | .................. | ................. | 3 | 30 | 10 | 316 84 | 77 124 12 080 |
|  | P. E. Island............. | 1 | .......... | ................ | 1 | 2 |  |  |  |
|  |  | 988 | 906 | 24 | 1,918 | 23,126 | 2,426 | 17,491 | 2,622 72 |
| Mowing, Reaping and Threshing Machines. | United States............ | Number. 53 | Number. | Nuaber. 15 | Number. <br> 74 | 6,043 | Number. $59$ | 5,017 | 75272 |
| Musical Instruments (including Musical Boxes and Clocks) ..... | Great Britain.............United States...........P. E. Island.......... | $\begin{array}{r} \text { Pkgs. } \\ \begin{array}{r} 12 \\ 28 \\ 1 \end{array} \end{array}$ | $\left\|\begin{array}{c\|} \text { Plgg. } \\ \hline \ldots . . . . . . . . . . . ~ \\ 193 \end{array}\right\|$ | $\begin{array}{\|c\|} \hline \text { Pkgs. } \\ \hline . . . . . . . . . . . . . ~ \\ 6 \end{array}$ | $\begin{array}{r} \text { Plgs. } \\ 22 \pi \\ 22 \pi \end{array}$ | $\begin{array}{r}1,064 \\ 23,150 \\ \hline 13\end{array}$ | Pkgs. $\begin{array}{r} 9 \\ 217 \\ \quad 1 \end{array}$ | $\begin{array}{r}987 \\ 22,900 \\ 43 \\ \hline\end{array}$ | $\begin{array}{r}14499 \\ 3,4394 \\ \hline 645 \\ \hline\end{array}$ |
| Mustard............................... |  | 41 | 193 | 6 | 240 | 24,257 | 227 | 23,910 | 3,586 38 |
|  | $\begin{aligned} & \text { Great Britain............. } \\ & \text { United States........... } \\ & \text { Jcrsey................. } \end{aligned}$ | $\begin{gathered} \text { Lbs. } \\ 1,542 \\ \ldots \ldots+2 . \end{gathered}$ |  | Lbs. ................ 10 | Lbs. 1,542 10 10 28 | 279 2 5 | $\underset{1,547}{\text { Lbs. }_{10}}$ | 360 2 | $\begin{array}{r}5387 \\ 0830 \\ \ldots . . . . . . . \\ \hline\end{array}$ |
|  |  | 1,570 | ............... | 10 | 1,580 | 286 | 1,557 | 362 | 5417 |
| Machinery-not elsewhere specifed | Great Britain <br> United States............ <br> P. E. Island | ${ }^{\text {Pkgs. }}{ }_{7}$ | Pkgs. | Pkgs. | ${ }^{\text {Pbgs. }}{ }^{7}$ |  |  | $\begin{array}{r}720 \\ \hline\end{array}$ |  |
|  |  |  | 268 | 26 |  | 28,092 23 | $\begin{array}{r}324 \\ \hline\end{array}$ | $2 S, 092$ 23 | $\begin{array}{r}4,21389 \\ 385 \\ \hline\end{array}$ |
|  |  | 43 | 268 | 26 | 337 | 30,557 | 329 | 28,835 | 4,325 40 |


No. 1.-General statement of ImPORTS-Province of New Brunswick.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total Value. | Quantity. | Value. | Dutg. |
| Goods faying 15 Per Cent As Valorem.-Continued. | Great Britain <br> United States | Prge. | Pkgs. | Pkg. | Plyg. | \$ | Pkg. | \$ | \$ cts. |
| Paper Hangings...................... |  | 96 6 | 11 | ............. | 96 20 | 1,483 591 | 96 20 | 1,483 591 | 22287 8877 |
| Plaster of Paris and Hydranlic Cement-ground or calcined...... |  | 102 | 11 | 3 | 116 | 2,074 | 116 | 2,074 | 31164 |
|  | $\left\|\begin{array}{l} \text { Great Britain .... ...... } \\ \text { United States .......... } \end{array}\right\|$ | Pkgs. $\begin{array}{r} 50 \\ 927 \end{array}$ | Prgs. | ................... | $\begin{array}{r} \text { Pkga. } \\ 50 \\ 928 \end{array}$ | $\begin{array}{r} 113 \\ 1,214 \end{array}$ | $\begin{array}{r} \text { Pkgs. } \\ 50 \\ 928 \end{array}$ | $\begin{array}{r} 113 \\ 1,214 \end{array}$ | 1695 18207 |
|  |  | 977 | 1 | ................ | 978 | 1,327 | 978 | 1,327 | 19902 |
| Pickles and Sauces,.............. ... | Great Britain............United States.... ..... | $\begin{array}{r} \text { Pkgs. } \\ 95 \\ 1 \end{array}$ | Pkgs. $\ldots . . . . . . . . . . . . . . . . ~$ 1 | Pkga. ................... 1 | Pkgs. ${ }_{95}$ | 560 50 | Pkgs. ${ }_{96}$ | 548 50 | 8217 750 |
|  |  | 96 | 1 | 1 | 98 | 610 | 99 | 598 | 8967 |
| Portabie IIand Printing Presses.. | United States .... ...... | Pkgs. ${ }_{1}$ | ........ ......... |  | Pkg. ${ }_{1}$ | 29 | Pkgs. ${ }_{1}$ | 29 | 441 |
| Preserved Meats, Poultry, Fish and Vegetables$\qquad$ | Great Britain$\qquad$ United States............ | Pkgs. <br> 9 |  | Pkge. | Pkgs. $17$ | 112 | Pkg. $\begin{array}{r} 1 \\ 17 \end{array}$ | 9 112 | 135 1677 |
|  |  | 9 | 3 | 5 | 17 | 112 | 18 | 121 | 1812 |
| Printed, Lithographed or Copper Plate Bills and Advertising Pamphletz. $\qquad$ | United Staies | Pkgs. 1 |  |  | Pkge. ${ }^{1}$ | 5 | $\mathrm{Pkgg.}_{1}$ | 5 | 072 |


No. 1.-GENERAL STATEMENT OF IMPORTS-Pbovince of New Brunswick.-Continued.


|  <br>  $\underset{-\infty}{\infty}$ | ホ |  |  | － | ざ发 | 㤩 |  | 云 | 8 8 $\sim$ | 9 0 0 0 $\sim$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  <br>  ベが | ¢ |  |  | $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & n_{n} \end{aligned}$ | $\begin{aligned} & \text { Na } \\ & \text { No } \\ & \text { EN } \end{aligned}$ | － |  | $\left\lvert\, \begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \text { ঞ্సे } \end{aligned}\right.$ | cin | \％ |
|  | 号 | \％ |  | $\left\lvert\, \begin{gathered}\infty \\ \infty \\ 1 \\ 1 \\ 0 \\ 0 \\ -1\end{gathered}\right.$ |  | － | ： | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | （\％ | （ |
|  |  |  |  | ｜ | 边浐 | ＋ |  | N－ | 皆 |  |
|  |  |  |  | $\left\{\right.$ | （\％ | $\stackrel{\text { a }}{\text { ¢ }}$ |  |  | （in |  |
|  | － | － |  |  | （1） | ＊ |  | Oit |  |  |
|  | － | 告 |  | $\underset{\sim}{\sim}$ | ＊ | ผิ | ＊ | 雷 |  |  |
|  | $\begin{aligned} & \underset{\sim}{9} \\ & \underset{\sim}{\infty} \\ & \infty \end{aligned}$ | （\％ | $\begin{aligned} & 8 \infty \infty \\ & 101 \\ & =0.0 \end{aligned}$ | $\left\{\begin{array}{l} \text { y } \\ 1 \\ 1 \\ 0 \\ 0 \end{array}\right.$ |  | － |  | $\begin{aligned} & \begin{array}{c} 0 \\ 0 \\ \infty \\ \infty \\ \underset{\sim}{\circ} \end{array} \end{aligned}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & \vdots \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  |  | Sole and Upper Leather.............. |  |  |  |  |  | ${ }_{*}$ |  |

No. 1.-GENERAL Statement of imports-Provinge of New Brunswick.-Continued.


No. 1.-GENERAL STATEMENT OF IMPORTS--Provirce of New Brunswick.-Continued.
ARITICIIES.

No. 1.-GENERAL STATEMENT OF IMPORTS-Province of New Brunswick.-Continusd.


|  | （en | （10 | $\vdots$  <br> $\vdots$ $\vdots$ <br> $\vdots$  <br> $\vdots$  <br> $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$  | 号 | O $\vdots$ $\vdots$ $\vdots$ $\vdots$ | ¢ | （1） |  |  | ！ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { No } \\ \underset{F}{=} \end{gathered}$ | \％ | $\left\lvert\, \begin{gathered}\infty \\ \infty \\ \infty \\ ⿻ ⿰ 丨 丨 ⿱ 一 土 寸\end{gathered}\right.$ | （18｜c｜c｜ | $\stackrel{\square}{6}$ | $\cdots$ | $\stackrel{\sim}{\infty}$ | － | 돛 | 遃建 | $\stackrel{\sim}{\infty}$ |
|  |  | 81 |  | （10） | ¢ | － | $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  |  | $\stackrel{0}{0}$ |
|  | が운 | $\left\lvert\, \begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \infty \\ & \sim\end{aligned}\right.$ |  | $\stackrel{\square}{\circ}$ | $\pm$ | \％ | － | 产 |  | ＋ |
| （iom | （iom | 8 |  | （20 | ¢ | － | ל | ｜ |  | － |
|  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | $\left\lvert\, \begin{gathered}\vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots\end{gathered}\right.$ | $\vdots \vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$ $\vdots$ <br> $\vdots$  | O <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  | $\vdots$ $\vdots$ $\vdots$ $\vdots$ | $1 \begin{aligned} & 1 \\ & \\ & \\ & \vdots \\ & \vdots \\ & \vdots \\ & \\ & \vdots \\ & \vdots\end{aligned}$ | 1 | 第高 | （1） |
|  | （\％ | $\xrightarrow{\infty}$ | （1） |  | （\％ | $\div$ | 1 ｜ | $\|$$\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  | ¢ |
|  |  | $19$ |  | （1） |  | － | $\cdots$ जn | 云 |  | \％ |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  | Binnaclo Lamps，Signal Lamps， Dead Eyes and Dead Lights．．．．．． |  |

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


|  | 交 | （1） | 交 | （e： | （ | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ | （e： | $1 \begin{gathered}\vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots\end{gathered}$ | （en | $\vdots$ $\vdots$ $\vdots$ $\vdots$ | ¢ | ！ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\underset{\infty}{\infty}$ | ¢ | $\underset{0}{-5}$ | 莒 | ＋ico | － | － | $\underset{\sim}{\infty} \underset{\sim}{\boldsymbol{\sim}}$ | 号 |  | 为 | 움역 | 閝 |
| － | － | （ei | （ | （ | ¢ |  | （ei | （ | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | －000 | I |
| 冎 | ＊ | － | $\stackrel{\infty}{\infty}$ |  | － | N－ | ¢ ${ }_{\sim}^{\text {\％}}$ | $\stackrel{\text { B }}{\text { ¢ }}$ | － | ｜ | ํ．9 | $\stackrel{\square}{\%}$ |
| （10） | 交 | ¢ | 1高 | cick | N c c | －${ }_{\text {M }}^{\text {m }}$ | ¢ | 交1 | （1） | 狊 | cos | － |
|  | 足 | ¢ | $\left\lvert\, \begin{gathered} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{gathered}\right.$ |  |  |  | 号 $\vdots$ | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | （ei |  |  | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |
| （80 |  | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ | （ | （\％ | \％ | $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  | 1高 |  | ｜r｜s |  | $\infty$ |
|  | \％ | －55 | $\underset{\sim}{\infty}$ |  | ¢ | － | ${ }_{\substack{\infty \\ \sim}}^{\text {\％}}$ | $\stackrel{\square}{\square}$ | － | 总 | （\％090 | $\infty$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 憲 |  |  |  |  |  |  |  |

No. 1.-GENERAL STATEMENT OF IMPORTS-Province of New Bronswick.-Continued.

| Articles. | countries. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Daty. |
| FREE GOODS.-Continued. <br> Steel-Wrought or Cast, in Bars \& Rods,-and Plates cut to any form, but not moulded. | Great Britain.............United States.......... | Prgs. | Fkgs. |  | Pkgs. | \$ | Pkzs. | \$ | \$ cts. |
|  |  | 1,992 | .... ......... 122 | \|.................... | $\begin{aligned} & 1,992 \\ & 122 \end{aligned}$ | $\begin{gathered} 28,473 \\ 1,251 \end{gathered}$ | 1,992 | $\begin{gathered} 28,473 \\ 1,251 \end{gathered}$ | ................ |
|  |  | 1,992 | 122 | ................ | 2,114 | 29,724 | 2,114 | 29,724 | ... |
| Tin-id Bar, Blockg, Pig or Granulated. | Great Britain.......... | $\underset{2,570}{\$}$ | ................. | ............... | ............. | 2,570 | ............. | 2,570 | ................ |
| Tubes and Piping of Brass, Copper or Iron-Drawn..................... | Great Britain............. United States......... | ${ }^{\text {Pkgg. }}{ }_{27}$ | $\begin{array}{\|r\|} \hline \text { Pkgg. } \\ \hline \ldots . . . . . . . . . . \\ \hline \end{array}$ | 4.4.0. ********* | $\begin{array}{r} \text { Pkgs. } \\ 345 \\ 345 \end{array}$ | $\begin{array}{r} 321 \\ \mathbf{1 , 1 8 2} \\ \hline \end{array}$ | $\begin{array}{r} { }^{\text {Pkgg. }}{ }_{345} \end{array}$ | $\begin{array}{r} 321 \\ 1,182 \end{array}$ | ................... |
|  | United States.. <br> Great Britain............ | 27 | 345 | , ............. | 372 | 1,503 | 372 | 1,503, | ........... .... |
| Wire of Brass or Copper-Round or Flat$\qquad$ |  | Prgs. | Prgs. <br> ...............$~$ | .................... | $\begin{array}{l\|} \mathrm{Pkgs.}^{4} \\ 4 \\ 4 \end{array}$ | $\begin{array}{r} 60 \\ 118 \end{array}$ | $\begin{aligned} & \text { Pkg. } \\ & 4 \\ & 4 \end{aligned}$ | 60 118 | ................. |
|  |  | 5 | 3 | . | 8 | 178 | 8 | 178 | ............... |
| Yellow Metal-in Bolts, Bars and for Sheathing .... .................. | Great Britain.. United States.... $\qquad$ | $\underset{\substack{2,250}}{\mathrm{Pk}_{\mathrm{g} .}}$ |  |  | Pkgs. 2,256 500 | $\begin{aligned} & 48,655 \\ & 18,067 \end{aligned}$ | $\underset{\substack{\text { Pkgs } \\ 2,256 \\ 500}}{ }$ | $\begin{aligned} & 48,655 \\ & 18,067 \end{aligned}$ | ...................... |
|  |  | 2,256 | 500 | ................ | 2,756 | 68,722 | 2,756 | 88,722 | ................ |


| ¢ | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ | 高高 | $\left\lvert\, \begin{gathered}\vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots\end{gathered}\right.$ | ¢ | （1） | 京交 | 交 | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ | （en | 京 | （1） |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\omega$ | $\begin{aligned} & \text { B } \\ & \text { N-0 } \end{aligned}$ | － | ｜c｜ | 80 | 8 | －\％ | \％ | ¢ | 尔か | $\stackrel{\infty}{8}$ | $\cdots$ |
| $\begin{aligned} & \text { Hi } \\ & \text { 密 } \\ & \text { 出 } \end{aligned}$ |  |  | （ |  | $\stackrel{9}{-1}$ |  | $\stackrel{8}{2}$ |  |  | 용 |  |
|  | 悥 |  | $\mid$ | 80 | \％ | $\bigcirc$ | \％ | ¢ | 소웅 | $\stackrel{\infty}{\sim}$ | $1-$ |
|  |  |  | $\left\lvert\, \begin{aligned} & \text { n } \\ & \infty \\ & 0 \\ & \hline \end{aligned}\right.$ | － | $\underset{\sim}{\infty}$ | （ex | $\stackrel{8}{0}$ |  | （ 우영 | 吹 | － |
|  |  |  | $\left[\begin{array}{c} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \end{array}\right.$ |  |  |  |  |  |  |  | 京 |
| $\xrightarrow{\substack{1 \\ \hline}}$ |  |  | ｜l｜ |  |  | $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  | $\vdots$ | （n） | $\stackrel{\sim}{3}$ |  |
|  | _ |  |  | com | $9$ |  |  |  | （\％） | $\stackrel{-}{\sim}$ | $\underset{\sim}{\stackrel{10}{60}}$ |
|  |  |  |  |  |  |  |  |  |  |  | 䔍 |
|  |  |  |  |  |  |  |  | $\begin{gathered} \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ \vdots \\ 0 \\ 0 \\ 000 \\ M \end{gathered}$ |  |  | ¢ |

No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of New Brunswick.-Continued.

| ARTICLES. | COUNTRIES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In British Vessels. | In Fore:gn Vessels. | By Land <br> Carrisge. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS.-Continued. |  | Brls. | Brls. |  | Lris. | \$ | Bris. | \$ | \$ cts. |
| Flour-of Wheat and Rye.. ........ | Great Britain........... United States ........ P. E. Island .... ... | $\begin{array}{r} 9 \\ 61,093 \\ 305 \end{array}$ | 147 | ……........... | $\begin{array}{r} 9 \\ 61,240 \\ 305 \end{array}$ | $\begin{array}{r} 104 \\ 400,790 \\ 1,878 \end{array}$ | 9 61,240 305 | $\begin{array}{r} 104 \\ 400,790 \\ 1,878 \end{array}$ | ........... |
|  |  | 61,407 | 147 |  | 61,554 | 402,772 | 61,554 | 402,772 |  |
| Flax, Hempand Tow-Undressed. | $\begin{aligned} & \text { Great Britain............. } \\ & \text { United States........... } \end{aligned}$ | Pkgs. ${ }_{97}$ | Pkgs. | .................... | $\begin{array}{r} \text { Pkgs. } \\ 97 \\ 986 \end{array}$ | 4,960 32,811 | $\begin{array}{r} \text { Pkgs. } \\ 97 \\ 988 \end{array}$ | 4,960 32,811 | ................... |
|  |  | 97 | 986 |  | 1,083 | 37,771 | 1,083 | 37,771 | .... ..... |
| Furs, Skins and Tails-Undressed. | United States............ | Pkgs. ${ }_{15}$ | ................. | ................ | $\mathrm{Pkgg}_{15}$ | 365 | $\mathrm{Pkgg.}_{15}$ | 365 | ................ |
| Grain of all kinds, except Indian Corn$\qquad$ | United States <br> P. E. Island $\qquad$ $\qquad$ | Bush. <br> 115,192 | . |  | Bush. $\begin{array}{r} 69 \\ 115,192 \end{array}$ | $\begin{array}{r} 207 \\ 64,597 \end{array}$ | Bush. <br> 115,192 | $\begin{array}{r} 207 \\ 64,597 \end{array}$ |  |
|  |  | 115,281 | ............. | ... | 115,261 | 64,804 | 115,261 | 64,804 | .............. |
| Grease and Scraps.................... | United States | $\underset{283}{ }$ |  |  | $\underset{283}{ }$ | 12,001 | $\text { Pkgs. }_{283}$ | 12,001 |  |
| Hair ............ ....................... |  | ..... ........ | $\underset{228}{\text { Pkgg. }_{\text {. }}}$ |  | Pkgg. <br> 228 | 4,325 | $\text { Pkgg. }{ }_{228}$ | 4,325 |  |


No. 1.-GENERAL STATEMENT OF IMPORTS-Provinge of New Brunswick.-Continued.


1.-GENERAL STATEMENT OF IMPORTS-Province of New Brunswick.-Concluded.
ARTICLIES.

SUMMARY STATEMENT (by Provinces) of the Principal Articles of British and Foreign Merchandise Imported into官 영
 on th

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

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline \multicolumn{5}{|l|}{QUANTITIES IMPORTED.} \& \multicolumn{3}{|l|}{ENTERED FOR CONSLMPTION.} \\
\hline \begin{tabular}{l}
In British \\
Vestels.
\end{tabular} \& In Foreign Vessels. \& \begin{tabular}{l}
By Land \\
Carriage.
\end{tabular} \& Total Quantities. \& \begin{tabular}{l}
Total \\
Value.
\end{tabular} \& Quantity. \& Value. \& Duty. \\
\hline \multirow[t]{4}{*}{99
82
85} \& \& \multirow[t]{4}{*}{150
46
452} \& \multirow[t]{4}{*}{249
128
517} \& \$ \& \multirow[t]{2}{*}{} \& \$ \& \$ cts. \\
\hline \& ............... \& \& \& 3,225 \& \& \multirow[t]{2}{*}{\({ }_{8,815}^{2,835}\)} \& \multirow[t]{2}{*}{\[
\begin{array}{r}
42527 \\
1,322 \\
44
\end{array}
\]} \\
\hline \& . \& \& \& 9,997 \& 114 \& \& \\
\hline \& ................ \& \& \& 10,432 \& 517 \& 8,885
10,432 \& 1,564 77 \\
\hline 67,548 \& ......... ....... \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{|r|r}
18,772 \& 88,318 \\
85 \& 895
\end{tabular}}} \& 16,235 \& 105,015 \& 19,535 \& 2,930 40 \\
\hline 810 \& \& \& \& 186,427 \& \& \(\begin{array}{r}165,859 \\ 18,351 \\ \hline\end{array}\) \& \[
\begin{array}{r}
24,878 \\
\begin{array}{r}
91 \\
2.753
\end{array} 01
\end{array}
\] \\
\hline 24
9 \& ............... \& 274 \& 298 \& 18,351
4,594 \& \[
\begin{aligned}
\& 298 \\
\& 174
\end{aligned}
\] \& 18,351 \& 2,689 26 \\
\hline 228 \& \& 43 \& \({ }_{271}^{174}\) \& 7,694 \& 271 \& \% 7 7,694 \& \multirow[t]{2}{*}{1,154 10} \\
\hline 26,228 \& \({ }^{6}\) \& 123 \& 26,357 \& \multirow[t]{2}{*}{\[
\begin{array}{r}
213,481 \\
882
\end{array}
\]} \& \multirow[t]{2}{*}{28,110
4,785} \& \multirow[t]{2}{*}{\[
\begin{array}{r}
207,731 \\
882
\end{array}
\]} \& \\
\hline 1,272 \& 77 \& 3,436 \& \multirow[t]{2}{*}{88,590} \& \& \& \& \(\begin{array}{r}31,159 \\ 13213 \\ \hline 132\end{array}\) \\
\hline 220 \& , \& 8,366 \& \& 23,094 \& 8,590 \& 23,094 \& 3,464 17 \\
\hline 201 \& \& 23 \& 224 \& 21,867 \& 223 \& 21,589 \& 3,238 33 \\
\hline 12,949 \& ................ \& \multirow[t]{2}{*}{150
7,475} \& \multirow[t]{2}{*}{13,099
79,704} \& \multirow[t]{2}{*}{\[
\begin{array}{r}
3,175 \\
12,676
\end{array}
\]} \& \multirow[t]{2}{*}{\[
\begin{aligned}
\& 12,355 \\
\& 81,345
\end{aligned}
\]} \& \multirow[t]{2}{*}{\[
\begin{array}{r}
3,038 \\
\mathbf{1 3 , 0 5 2}
\end{array}
\]} \& \multirow[t]{3}{*}{} \\
\hline 72,229 \& 19. \& \& \& \& \& \& \\
\hline 1,035 \& 193 \& 223 \& 1,451 \& 16,837 \& 1,870 \& 18,712 \& \\
\hline 14,374 \& , \& 4,654 \& \multirow[t]{2}{*}{19,034
\(8,727,078\)} \& \multirow[t]{2}{*}{3, 5 321,291} \& \multirow[t]{2}{*}{18,862
7,988786} \& \multirow[t]{2}{*}{3,491,254} \& 2,806 86 \\
\hline 7,153,480 \& 658,351 \& 915,247 \& \& \& \& \& \(\begin{array}{r}523,688 \\ 50,680 \\ \hline 95\end{array}\) \\
\hline \& 130
2 \& 475
167 \& \[
\begin{array}{r}
12,737 \\
\mathbf{2 5 5}
\end{array}
\] \& 145,161 \& \({ }^{7,988,786} 11.637\) \& \[
\begin{array}{r}
140,333 \\
11,468
\end{array}
\] \& \[
\begin{array}{r}
21,04944 \\
1,72025
\end{array}
\] \\
\hline 2,715 \& 472 \& 478 \& \multirow[t]{2}{*}{3,665
44} \& \multirow[t]{2}{*}{11,463
329,799

205} \& \multirow[t]{2}{*}{3,672} \& 331,345 \& \multirow[t]{2}{*}{$$
\begin{array}{r}
49,70192 \\
3070 \\
060
\end{array}
$$} <br>

\hline \& \& 44 \& \& \& \& 205 \& <br>
\hline \& ....... \& \multirow[t]{2}{*}{170
92} \& \multirow[t]{2}{*}{170
92} \& \multirow[t]{2}{*}{$\underset{5,838}{1,736}$} \& \multirow[t]{2}{*}{170
92} \& \multirow[t]{2}{*}{1,736} \& 26040 <br>
\hline \& ............... \& \& \& \& \& \& 87574 <br>
\hline \& ................ \& \multirow[t]{2}{*}{1,340
19} \& 21,097 \& 2,928
4

4 \& 23,961 \& \multirow[t]{2}{*}{$$
\begin{aligned}
& 4,164 \\
& 4,178
\end{aligned}
$$} \& ${ }_{624}^{62} 61$ <br>

\hline $$
\begin{array}{r}
35 \\
399
\end{array}
$$ \& ................ \& \& $\begin{array}{r}54 \\ 426 \\ \hline\end{array}$ \& 30,502 \& 54

411 \& \& 4,30681 <br>
\hline 55,331 \& 11,557 \& 39 \& 66,927 \& 96,751 \& 66,546 \& 96,315 \& 14,447 26 <br>

\hline 17,364 \& 31,278 \& \multirow[t]{2}{*}{$$
\begin{array}{r}
5,462 \\
4,177 \\
\hline 2
\end{array}
$$} \& \multirow[t]{2}{*}{\[

$$
\begin{array}{r}
57,104 \\
5,250 \\
2
\end{array}
$$

\]} \& \multirow[t]{2}{*}{\[

$$
\begin{array}{r}
151,432 \\
304,912 \\
101
\end{array}
$$

\]} \& \multirow[t]{2}{*}{\[

$$
\begin{array}{r}
58,771 \\
5,246 \\
\mathbf{2}
\end{array}
$$

\]} \& \multirow[t]{2}{*}{\[

$$
\begin{aligned}
& 155,837 \\
& 305,487 \\
& 101 \\
& 102
\end{aligned}
$$

\]} \& \multirow[t]{2}{*}{\[

$$
\begin{array}{r}
23,379 \\
45,522 \\
45 \\
15 \\
17
\end{array}
$$
\]} <br>

\hline 1,073 \& \& \& \& \& \& \& <br>
\hline
\end{tabular}

ARticles.
Gojds paying 15 per Cent Ad Valorex.-Continued.
Blacking ....a......................... ..................................................................................
 $\left.\begin{array}{c}\text { Candes and Tapers of Tallow, Wax or any other } \\ \text { Material } \\ \text {.......................................... }\end{array}\right\}$ Lbs. Carpets and Hearth Rugg.......................................................
 China Ware, Crockery and Earthenware .. ......... "



 Corks ....................................................................... 6
 Drugs not otherwise specified............................. Pkgs.

 Fire Works ................................. .................................................... Gunpowder............................................................. Guns, Rifles and Fire Arms of all kinds............
Gl. ss-Plate and Silvered................................. Window, Stained, Painted, Colored or $\}$



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


No. 2.-SUMMARY STATEMENT OF IMPORTS-Provinge of Quebec.-Continuid.

| ARTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quanties. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOODS.-Continued. |  |  |  |  | \$ |  | \$ | \$ - cts. |
|  | 14,099 | $\cdot$ | 39,066 | 53,165 | 34,958 | 53,165 | 34,858 |  |
|  | 552 |  | 4 | 556 | 8,914 | 556 | 8,914 | ...0 |
| Roots-Medicinal-in their natural state.................... |  | $\bullet$ | ............. |  | 5,824 | .......' | 5,824 |  |
| Vitriol-Blue ..................................................P. Pkgs. | 13 | . | ........ ......... | 13 | 205 | 13 | 205 | . $\cdot$ |
| Whiting or Whitening ........................................... | 8,835 |  |  | 8,835 | 4,057 | 8,835 | 4,057 | 0.7...76. • .0.0.* |
| Zinc-White-dry ........................................... ${ }^{\text {Cwt. }}$ | 520 | 158 | 238 | 916 | 4,849 | y16 | 4,649 | .................. |
| Manufactures and Prodicts op Mantyactureg. |  |  |  |  |  |  |  |  |
|  | 15 | . | 74 | $\varepsilon 9$ | 2,821 | 89 | 2,521 | .1.0.0.... |
| Biscuit and Bread from Great Britain and B. N.A.) |  |  |  |  | 189 |  | 189 | . $\cdot .$. |
| Provinces <br> ................................................................ Bolting Cloth........................................................................ | 9 |  | 18 | 27 | 6,430 | 27 | 6,430 | . 3. |
| Bookbinder's Tools and Implements ................... ${ }^{\text {a }}$ | 11 | ................ | 38 | 49 | 2,919 | 49 | 2,919 |  |
| Burrstones ................................ ................... | 1,370 | - | ...... .......... | 1,370 | 3,455 | 1,370 | 3,455 | .................. |
| Cotton Wool .................................... ..... ...... ${ }^{\text {c. }}$ | 1 |  | 2,648 | 2,649 | 60,041 | 2,649 | 60,041 |  |
| Do . Candle Wick..... .......................................... |  |  |  |  | 4,508 | . . | 4,508 |  |
| Do and Flax W aste.................... ...............Pkgg. | 182 |  | 1,638 | 1,820 | 19,401 | 1,820 | 19,401 |  |
| Cement-Marine or Hydraulic-Unground ......... if |  | ... .... ......... | 1 | 1 | 3 | 1 |  |  |
| Church Bells and Communion Plate .................. " | 17 | ... | 10 | 27 | 3,443 | 27 | 3,443 | ... ... |
| Provinces. <br> Cocea Paste from Great Britain and the B. N. A. $\}$ Lbs. | 1,965 |  |  | 1,665 | 100 | 1,665 | 100 | ................... |
| Cotton and Woollen Netting, for India Rubber Shoes ........................................................................ | 28 | $\cdots$ | 13 | 41 | 12,578 | 41 | 12,578 | . |
| Drain Tiles .................................................................. |  | ... | ......... |  | 95 | ............ | 95 | .................. |
| Duck-for Belting and Hose....... ...................... Pkgs. | 1 | . | 125 | 126 | 7,561 | 126 | 7,561 | .................. |
| Emery, Glass and Sand Paper and Cloth.............. 6 | 754 |  | 700 | 1,454 | 7,882 | 1,454 | 7,882 | .......... . ...... |
| Farming Inplements and Utensils, imported by ${ }^{\text {G }}$ Agricultural Societies |  |  | 44 | 44 | 1,780 | 44 | 1,780 |  |
| Fire Brick.............................. .................................... |  | ................ | .................. | ...... ............ | 5,702 |  | 5,702 |  |
| Fisbing-hocks, Nets und Scines, Lines and Twines......... | ., | .............. | .................. | ....... . . . . . . . . | 32,244 | ..... ............ | 32,244 | ................. |


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


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


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

| A htigles . | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vésels. | By Land Carriage. | Total <br> Quantities. | Total <br> Value. | Qnantity. | Valuc. | Duty. |
| Goods paying Spectic Dety. |  |  |  |  | \$ |  | \$ | - ct |
| Animals-Horses.........................................No. | 12 | 38 | ${ }_{10}^{24}$ | 74 | 14,349 1,600 | 74 11 | 14,349 1,800 | $\begin{array}{r}1,110 \\ 11000 \\ \hline 00\end{array}$ |
| Horned Cattle.................... ............. " | 1 | 18 | 15,700 | 15,718 | 197,273 | 24 | 152 | 4800 |
| Swine ......................................................... | 70 | 8 | ${ }^{33}$ | 111 | 533 | 111 | 533 <br> 824 | 11100 213 |
| Acid-Salphuric .......... .................................................. ${ }^{\text {Sbs }}$. | 29,761 | 6,003 | 6,536 | 42,805 | 824 454 | 42,605 ${ }_{96}$ | 824 <br> 237 | 213 115 115 |
| Cordials............................................ .......Galls. | 211 |  | 3 | 214 | ${ }_{332}$ | 13 | 147 |  |
| Perfumed Spirits used as Perfumery only.......... " | ${ }_{1}{ }^{8}$ | ................... | 1 | 2 | 15 | 2 | 15 | 126 |
| Tinetures .................................................................... | 48,192 | 7,903 | 1,725 | 57,820 | 70,620 | 25,970 | 29,432 | 20,775 80 |
| Brandy .................................................................................... | 21,711 | 5,480 | 571 | 27,742 | 13,751 | ${ }_{1}^{14,388}$ | 7,790 | 11,511 ${ }^{\text {70 }}$ |
| Ram....................................................................... | 19,425 | 412 | 300 164 | 20,137 19,124 | 10,086 15,10 | 13,748 13,270 | 10,212 | 10,615 60 |
| Whisky | 18,931 | 29 | 164 |  |  |  |  |  |
| Spirits and Strong Waters, including Spirits of Wine and Alcohol, \&c., and not being Whisky | 940 | 43 | 3 | 98 | 605 | 1,026 | 632 | 82090 |
| Oil-Coal and Kerosece-distilled, parified and \} | 17.4 | 199 | 1,122 | 1,495 | 432 | 1,495 | 432 | 20 |
|  |  |  |  |  | 530 | 2,239 | 530 | 33607 |
| Oil-Benzoie, Naphtha and Reined Petroleum....... " |  | ${ }_{923}^{223}$ | 13,330 | 14,258 | 3,525 | 14,258 | 3,525 | 1,424 52 |
|  | 1,315 |  | 664 | 1,979 | ${ }^{413}$ | 611,979 | 413 70,409 |  |
| Coffee-Green ............................................................................ | 344,839 | 9,235 | 279,852 1,450 |  |  |  |  | 21027 |
| Ground or Roasted............................... " | 1,228 | 556 | 1,450 | 3,234 1,120 | ${ }_{53}^{378}$ | 1,120 | 53 | 3360 |
| Chicory-Raw or Green..... .... ...................... " | - 1,120 |  |  | 96,254 | 4,494 | 85,765 | 4,041 | 3,430 20 |
| Roasted or Ground ..... .................... " | 57,294 |  |  | 19,511 | 1,379 | 19,512 | 1,379 | 19511 |
| Semmon Soap........................................... " | \%,552 |  | 10,423 |  | 1,301 | 21,265 | 1,407 | 42538 |
| Stareh ................................................ | $\begin{array}{r}3,552 \\ 1 \\ \hline 1429\end{array}$ | 5,389 | 10,161 | 1,796 | 7,956 | 1,898 | 8,446 | 5,692 51 |
| Cigars-Value not over $\$ 10$ por Mille..........i.ii- Milc. |  | 10 | 144 | 218 | 3,382 | 158 | 2,463 |  |
| Value over \$10 and not over \$20 per Mille. " | 18 | 29 | 129 | 178 | 5,873 | 175 | \% ${ }^{\mathbf{j}, 853}$ | 875 3 300 |
| Value orer $\$ 40$ per Mille................... " | 10 | 21 | 27 | 58 | 3,353 | 58 | 3,282 | 33060 |


|  | $\left\|\right\|$ |  |  | $\begin{aligned} & \underset{\sim}{\infty} \\ & \stackrel{\rightharpoonup}{8} \\ & \stackrel{\rightharpoonup}{n} \end{aligned}$ | 둔ํ용구웅 <br>  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  －が | $\left\|\begin{array}{l} 8 \\ 0 \\ \text { 落 } \end{array}\right\|$ |  |  | $\left\lvert\, \begin{aligned} & \vec{N} \\ & 0 \\ & 0 \\ & \hline \end{aligned}\right.$ |  |
|  |  |  <br>  | 尔 | － | 或第 |
|  | $\left\|\begin{array}{l} 0 \\ N \\ \infty \\ \end{array}\right\|$ |  |  | $\stackrel{\stackrel{\rightharpoonup}{\oplus}}{\stackrel{\rightharpoonup}{\infty}}$ |  |
|  |  |  <br>  |  | ！ |  |
|  |  |  <br>  | \％ |  |  |
|  |  |  |  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |  |
|  |  |  |  |  <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ | 骨 |
|  |  |  |  |  |  |

No. 2.-SUMMARY STATEMENT OF IMPORTS-Province of ONrario.-Continued.

| ARTICLES. | Quantities imported. |  |  |  |  | TiNTERED FOR CONS:MPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantitios. | Total <br> Value. | Quantity. | Value. | Duty. |
| Gouds paying 15 per Cent ad Valorfm-Continued. |  |  |  |  | \$ |  | \$ | \$ cts. |
| Carriages ...............................................No. | 48 | 50 | 131 | 227 | 18,741 | 227 | 18,741 | 2,511 37 |
| Coach and Harness Furniture .... ..................Pkgs. Chande' iere, Girondoles and Gas Fittings...... | 584 28 | 173 | 908 70 70 | 1,665 | 58.463 <br> 3,835 | 1,665 100 | 58,463 <br> 3,635 | $\begin{array}{r}\text { 8,769 } \\ \hline 645 \\ 543 \\ \hline 18\end{array}$ |
| China Ware, Crockery and Earthenware .. .......... " | 3,752 | 645 | 311 | 4,708 | 97,188 | 4,983 | 98,884 | 14,832 89 |
|  | [1,199 | 1,950 53 | 293 10,376 | 3,442 13,294 | ${ }_{26,511}^{487}$ | 3,442 12,789 | ${ }_{26,083}^{487}$ | $\begin{array}{r}73 \\ \hline 3,912 \\ \hline 60\end{array}$ |
| Clothing or Wearing Apparel-mai............................... by had or Sewing Machine | , | 87 | 386 | 756 | 25,741 | 756 | 25,74 | 3,859 95 |
| Cocor and Chocolate .............................................. ${ }^{\text {b }}$, | 4,334 | 3 | 4,622 | 8,959 | 2,035 | 10,919 | 2.460 | 36921 |
| Cordage .......... ........................................ " | 22,618 | 1,898 | 10,149 | 34,663 | 8,481 | 34,725 | 8,626 | 1,293 71 |
| Corks ................. ....... ........ ....................... Pkgs. | ${ }^{376}$ | 11 | 185 | 572 | 14,796 | 422 | 10,708 | 1,606 23 |
| Cottons ............................... ... ..... ./ ..... "* | 8,355 | 391 | 10,900 | 11,646 | 2,082,764 | 12,062 | 2,062,279 | 309,341 63 |
| Dried Fruits and Nats of all kinds........... .....Lbs. | 2,725,750 | 121,270 | 1,0¢4,472 | 3,921,492 | 163,723 | 4,142,387 | 167,586 | 25,133 66 |
| Druge-not otherwise specified.................. .. ..I'rgg. | 6,179 | 154 | 1,531 | 7,864 | 114,829 | 5,955 | 97,615 | 14,642 17 |
|  | 81 | 17 | 329 | 427 | 8,957 | 427 | 8,957 | 1,343 39 |
| Fancy Goods ................ .. . ........... .... ..... " | 2,240 | 505 | 799 | 3,544 | 593,307 | 3,587 | 813,494 | 92,023 29 |
| Foreign Sewspapers .............................. ...... " Fire Works | 34 | 107 | 632 | 773 | 5,966 | 773 | 5,966 | 89496 |
| Fire Works ........................................... " | 15 | 11 | 231 | 257 | 3,870 | 257 | 3,870 | 57930 |
|  |  |  | 163 | 171 | 10,543 | 171 | 10,543 | 1,581 39 |
|  | 32,910 30 | 1,500 24 | 3,120 33 | 37,530 87 | 3,617 4,031 | 11,842 87 | 1,881 | 27942 60478 |
| Glass-Pite and Silvered......... ..................... ". | 45 | 9 | 16 | 70 | 2,714 | 70 | 2,714 | 40720 |
| Window, Stained, Painted, Colored or Plain. | 9.818 | 316 | 34 | 10,168 | 15,028 | 10,168 | 15,026 | 2,254 21 |
| Ware ............................................ | 6,895 | 918 | 17,513 | 25,327 | 164,700 | 25,293 | 164,734 | 24,712 05 |
| IIats, Cars and Boanets ............................... | 408 | 183 | 2,479 | 3,050 | 138,948 | 3,048 | 138,899 | 20,834 31 |
| Hosiery ..... $7 .$. | 155 | 88 | 25 | 268 | 56,107 | 266 | 65,799 | 8,370 00 |
| Inks-of all kinds, excepf Printing Ink........... " | 89 | 3 | 218 | 310 | 2,094 | 310 | 2,094 | 31404 |
| Ir.e and Uardware-Cutlery of all kinds........." | 122 | 995 | 57 | 1,174 | 29,631 | 1,174 | 39,631 | 5,948 59 |
| $\left.\begin{array}{c} \text { Japanned and Flanished } \\ \text { Tin, and Britannia } \\ \text { Metal Ware............ } \end{array}\right\}$ | 16 | 15 | 87 | 118 | 3,183 | 118 | 3,183 | 47726 |
|  | 851 | 402 | 4,936 | 6,189 | 31,813 | 6,189 | 31,613 | 4,741 82 |


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




No.


No. 2.-SUMMARY STATEMENT OF IMPORTS-Provinge of Ontario.-Concluded.

No. 2.-SUMMARY STATEMENT OF IMPORTS-Continueu.

| ARtiches. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Total <br> Quantities. | Total <br> Value, | Quantity. | Value. | Duty. |
| Goods paying Spelific Duty. |  |  |  |  | \$ |  | \$ | \$ ots. |
| Animals-Horned Cattle.................. ..............No. |  | ........... | . | 2 2 | 71 9 | 2 2 | 71 9 | 2000 400 |
| Swine .............................. ........... ${ }^{\text {a }}$ " | 2 |  |  | ${ }_{7}$ | 75 | 7 | 75 | 700 |
|  | 28,776 | 1,253 | ..... | 30,029 | 739 | 30,029 | 739 | 15017 |
|  | 185 | ............ |  | 185 | 669 13 | 194 61 | 586 71 | 23352 7250 |
| Perfumed Spirits......................................... " | \% ${ }_{5}^{8}$ | ............... | ................ | ${ }_{58}^{28}$ | ${ }_{57}^{13}$ | 58 | 57 | 3654 |
| Tinctures ...................................... .......... " |  |  |  | 50,2i3 | 69,135 | 41,898 | 54,441 | 33,488 17 |
| Brandy ........................ ................................................. | ${ }_{52,393}^{50,58}$ | 10,257 |  | 71,650 | 39,462 | 60,432 | 36,045 86,258 | 48,350 <br> 1488 <br> 18.053 <br> 24 |
| Gin .................................................................................... | 198,390 | 2,563 |  | 200,953 | 88,923 31,139 | 184,585 29,413 | 888,224 | 148,053 24 |
| Whisky ........................ ..... .......................... " | 32,530 | ${ }_{4}^{129}$ |  | $\stackrel{32,659}{ }$ | ${ }^{31,46}$ | 28, 38 | 28,96 | 2, 3072 |
| Spirits and Strong Wators.............................. " | 83,231 | 1,582 | ................... | 84,813 | 25,994 | 87,482 | 25,592 | $\begin{array}{r}13,085 \\ \hline 3826 \\ \hline 28\end{array}$ |
| Oil-Coal and Kerosene .............i Mencoli......... " | ${ }_{221}$ |  |  | -221 | ${ }^{41}$ | 221 1.084 | $\begin{array}{r}41 \\ 301 \\ \hline\end{array}$ | $\begin{array}{r}3322 \\ 10845 \\ \hline\end{array}$ |
| Products of Petroleum.................................... " | 644 | ................ | .... ......... | ${ }_{289}^{644}$ | 202 75 | ${ }^{1} 1089$ | 75 | 1737 |
| Crude Petroleum................. ...................... L" | 99,362 |  |  | 99,514 | 8,912 | 113,793 | 12,316 | 3,413 79 |
|  |  | 488 |  | 83,720 | 8,348 | 21,606 | 2,832 | 86498 |
| Chicory-Raw .......................................................... ${ }^{\text {R }}$. | 83,234 7,845 |  |  | 7,645 | 401 | 4,244 | 382 | 12732 |
| Chicory-Raw Roasted....................................................... ${ }^{\text {a }}$ | 18,608 |  |  | 18,608 | 988 | 17,281 | 1,063 | 69224 |
| Common Soap................................... ............ " | 224,212 | 3,028 |  | 227.240 | 13,507 | 145,216 | 7,939 | 1,452 28 |
| Stareh ................................................. "" | 20,160 |  |  | 20, ${ }_{554}$ | ${ }_{3}^{1,258}$ | 388 | 2,112 | 1,152 60 |
| Cigars-Value not over $\$ 10$ per Mille................Mille. | 180 | 374 19 |  | 114 | 1,923 | 115 | 2,012 | 46160 |
| Value over \$10 and not cver \$20 per Millo..." | 95 |  |  | ${ }_{88}$ | 2,491 | 95 | 2,875 | 47525 |
| Value over $\$ 20$ and not over $\$ 40$ per Mille... " | 8 |  |  | 9 | ${ }^{2} 487$ | 11 | 537 | 6690 |
| Butter Value over $\$ 40$ per Mille........................................ | 160 |  |  | 160 | ${ }_{64}$ | 160 | 64 | 640 |
| Butter ....... . ................................................................... ${ }_{\text {Con }}$ | 7,571 |  | .... | 9,261 | 1,393 | 6,737 | 945 | 20214 |
| Lard and Tallow............................................................ ${ }^{\text {c. }}$ | 163,593 | 39,712 | ............ ... | 208,305 | 22,603 | 265,280 | 28,069 |  |

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

| ARTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Qunatities. | Total <br> Value. | Quantity. | Value. | Daty. |
| Foods paying Spgotfic Duty.-Continsed. <br> Fish-Salted or Smoked. <br> Malt $\qquad$ $\qquad$ Libe. Bush. <br> Meats-Fresh, Salted or Smoked............................ Lbs. |  |  |  |  | * |  | \$ | \$ |
|  | 19,655 | 347,200 |  | 386,855 4,726 | $\begin{array}{r}16,052 \\ 7,506 \\ \hline 8,1\end{array}$ | 5,967 ${ }^{\text {4,555 }}$ | 109 7,223 | 59 1,822 00 |
|  | ( $\begin{array}{r}\text { 4,728 } \\ 378,306\end{array}$ | 97,641 |  | 477,5947 | 38,122 | 267,847 | 24,134 | 2,678 92 |
|  |  |  |  |  | 385,046 | ... | 327,286 | 283,718 23 |
| Goong paying Sptcific and ad Valorem Dities. |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| Ale, Beor and Portor, in Casks ..........................Galls. | 38,421 27,585 |  |  | ${ }_{27,585}^{38,41}$ | 13,931 | 33,584 | 19,870 | 4,335 38 |
| Ale, Beor and Portor, in Bottles,.......... ................ Lbs. |  |  |  | ${ }^{29}$, | 342 | 194 | 123 | ${ }^{32}{ }^{\text {n }}$ |
| Tea-Green and Japan ............................................. ${ }_{\text {a }}$. | 1,297,004 | 31,711 |  | 1,328,715 | 360,448 | 1,154,884 | 313,204 | 87,41650 9,353 50 |
| "\% Black............................. ................ ${ }^{\text {a }}$ | 44,988 | 14,056 |  | 59,044 | 19,299 | cres 68.392 | 15,190 | -9,353 58 |
| Wines of all kinds....... ..................................Galls. | 41, 772 |  | - | 41,749 $13,900,560$ | - $\begin{array}{r}\text { 57,575 } \\ 699,470\end{array}$ | remer $.5,694,278$ | 286,419 | 123,04449 |
| Sugar-equal to and above No., 9, Dutch Standard...Lbs. | 13,888,475 | 14,085 | ...... | 13,900,500 | 34, 318 | ${ }^{-533,551}$ | 21, 1245 | 8,711 79 |
| " below No. 9, Dutoh Standard................... * |  |  |  | 2,275 | 130 |  |  | $\begin{array}{r}4678 \\ 1,23381 \\ \hline\end{array}$ |
| Confectionery$\qquad$ Total, Specific and Ad Valorem " $\qquad$ | $\begin{aligned} & 2,770 \\ & 31,185 \end{aligned}$ | 60 |  | 31,235 | 4,144 | 27,586 | 3,830 | 1,233 81 |
|  |  |  |  |  | 1,204,310 |  | 715,040 | 253,984 04 |
| Total, Specific and Ad Valorem..... ............ |  |  |  |  |  |  |  |  |
| Goods payixa 25 per Cent ad Valoney. <br> Made and Nutmegs............................... ..... .... Lbs. |  |  |  |  |  |  |  |  |
|  | 12,591 | 18,870 |  | 31,461 | 13,113 | 18,383 | 5,842 | 1,460 67 |
| Maoe and Nutmegs..................................... <br> and Pepper-Ground. <br>  <br> Playing Cards.. <br> Perfumery-not elsewhere specified............................... <br> Perfumed and Fancy Soaps....................................... Lbs. <br> Molasses-other than for Refining purposes.. | 1,538 |  |  | 1,538 | 210 | 1,439 | 228 | 5723 |
|  |  |  |  | 214 | 4,298 | 214 | 4,310 | 1,077 51 |
|  |  |  |  | 214 | 453 | ${ }^{6}$ | 453 | 11325 |
|  | 49 | …................. |  | 49 | 1,788 | 52 | 1,603 |  |
|  | 17,894 | - 3 |  | ${ }^{17} 88978$ | 2,050 404,880 | 18,055 $8,881,670$ | 2,058 168,645 | 51458 42,16158 |
|  | 20,050,971 |  |  | 20,050,971 |  | 8,881,670 | 168,645 |  |
| Molasses-other than for Reining purposes...........Total, 25 per Cent Ad Valorema................. |  |  |  |  | 426,772 |  | 183,139 | 45,785 48 |
|  |  |  |  |  |  |  |  |  |


No. 2.-SUMMARY Statement of imports-Province of Nova Scotia.-Continued.

| ARTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Daty. |
| d paying 15 per Cent ad Valorey.-Continued. | 46 | 17 |  | 63 | 17,517 | 65 | 18,392 | $\begin{array}{r} \$ \text { ets. } \\ 2,75873 \end{array}$ |
|  |  |  |  |  |  |  |  |  |
| Lunber-Sawn and Plank, not being Mahogany |  |  |  | 205 | s0 | 2 | 80 | 1193 |
| Rosewood, iW alnut, Chestnut or ${ }^{\text {Cherry or or }}$ or imported from |  |  |  |  |  |  |  |  |
| B. N. A. Provinces .................. $\int^{\text {Pkgg. }}$ | $\begin{array}{r} 121 \\ 49 \\ 44 \end{array}$ | $\begin{array}{r} 84 \\ 3 \\ \hline \end{array}$ |  |  |  | 205 | 3,620 | 54031 |
| Leather ........................ ..............................Pkgg. |  |  | ................... | 52 | 9,839 | 54 | 10,277 | 1,541 58 |
| Locomotive Engines and Railroad Cars................No. |  |  | ............ | 44 | 25,793 | 44 10 | 25,793 474 | 3,86887 7110 |
| Locomotive Engines and rails and Allases-not elsewhere mentioned. Pkgs. | 530 |  |  | 10625 | 3,228 | 18618 | 3,149 | 47256 |
| Manufactures of Marble or Imitation of Marble, \} " |  | 95 |  |  |  |  |  |  |
| or other than rough slabs or blocks ......... Manufatures of Caoutchouc or India Rubber, or of | 491 | 50 |  | 541 | 14,059 | 541 |  | 2,132 72 |
| Manuatures Gutta Percha..................... $\}$ |  |  |  |  |  | 72 | 14,213 |  |
| Do of Fur, or of which Fur is principal | 66 | 6 |  | 72 | 9,224 |  | 9,224 | 1,383 60 |
| Do of part ...................... ............ | 5 |  |  | 5 | 93 | 5 | 93 | 1389 |
| Do of Grass, Osier, Palm Leaf, Straw, | 2 |  |  | 2 | 12 | 2 | 12 | 180 |
| Whalebone or Willow - not elsewhere specifiod |  |  |  |  |  |  |  |  |
| Do of Gold, Silver or Electro Plate Argentine, Albata and German | 82 | 6 |  | 88 | - 14,985 | 88 | 14,985 | 2,247 51 |
| Argentine, Alber, and Plated and Gilded |  |  |  |  |  |  |  |  |
| Wo Dare of all kinds.................) ${ }^{\text {d }}$ |  |  |  | ${ }_{43}^{28}$ |  | 2843 | $\begin{array}{r} 987 \\ 1,373 \end{array}$ | 1451019178 |
| Do of Drass or Copper, .................. " | 23 |  |  |  | 987 <br> 1,373 |  |  |  |
| Do or do do Boots and Shoes ....." " | S38 | 103 | ................... | 941 | $\begin{array}{r} 81,603 \\ \hline 990 \end{array}$ | $\begin{gathered} 985 \\ 20 \\ 20 \end{gathered}$ | 61,794 490 | 9,282895 7362 |
| Do do Harness and Saddlory ", | 15 |  | ............... | $\begin{array}{r} 6,735 \\ 195 \end{array}$ | 25,2999,897 | 6,675 |  | $\begin{aligned} & 3,77435 \\ & 1,13318 \end{aligned}$ |
| Do of Wood-not elsewhere specified... " | $\begin{array}{r} 5,883 \\ 173 \end{array}$ | $\begin{array}{r} 852 \\ 22 \end{array}$ |  |  |  |  | 25,554 |  |
| Mowing, Reaping and Threshing Machines......... " Musical Tnatruments (inoluding Musical Boxes ${ }^{\text {a }}$. |  | 40 |  | 175 | 15,435 | 174 | 16,245 | $\begin{array}{r} 2,43650 \\ 32957 \end{array}$ |
| and Clocks) ..... ......... ....... ............... \} " |  |  |  |  |  | 10,979 | 2,197 |  |
| Mustard ..................................................Lbs. |  |  |  | 10,087 | 2,133 |  |  |  |
|  |  |  |  |  |  |  |  |  |


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| 気＂゙す <br>  |  |  |  |
|  | $\stackrel{\circ}{0}$ | （\％） | － |
|  | $\begin{array}{\|l\|l\|l\|l\|l\|} \hline 1 \\ \vdots \end{array}$ | B |  |
|  | 年 | \％ |  |
|  | \％ | 彥： |  |
|  |  |  |  |

No. 2.-SUMMARY STATEMENT OF IMPORTS-Province or Nova Scotia.-Continued.

| ARTICLES. | QUANTITIESIMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British Vessels. | In Foreign <br> Vessels. | By Land Carriago. | Total Quantitics. | Total <br> Value. | Quantity. | Value. | Daty. |
| FREE GOODS. Arts and Sclences. | 11 | 6 | ................. | 112 | $\$$ <br> 467 <br> 458 <br> 85 | 1112 | $\$$467458312 | \$ ets. |
| Busts, Casts and Statues......................................Pkgs. |  |  |  |  |  |  |  |  |
| $\left.\begin{array}{c}\text { Specimens of Botany, Mineralogy, Natural } \\ \text { History, Sculpture and Models............... }\end{array}\right\}$ " |  |  |  |  |  |  |  |  |
| Drugs, Dye Stcfpa, Oils and Colors, not elsewhere spacified. |  |  |  |  |  |  |  |  |
| Acids, Alum, Antimony and Argol...................Pkgg. | 310 | 63 | ...... | 373 | 2,735 | 373 | 2,735 | ................ |
| $\left.\begin{array}{c}\text { Bark, Berries, Drugs, Nats, Vegetables and } \\ \text { Woods-used ehiefty in dyoing .............. }\end{array}\right\}$ " | 1,464 | 10 |  | 1,474 | 8,856 | 1,474 | ¢,556 | .......... ...... |
| Bleaching Powders and Borax... ..................... " |  | -.... .... |  | 81 | 328 | 81 | 326 | ..... |
| Gream of Tartar, in Crystals.......................... " |  | ................ |  |  | 1,359 |  | 1,359 |  |
| Indigo ............ ..... . ................................Lbs. | 1,593 | ................ |  | 1,593 | 4,770 | 1,593 | 4,770 |  |
| Kryolite .................................................Pkgs. | 301 | ............... | .............. | 301 | ${ }^{631}$ | 301 | ${ }^{631}$ | ............ ... |
| Lead-Red and White-dry ..........................Cwt. | 129 |  |  | 129 | 895 | 129 | 895 |  |
| $\left.\begin{array}{l}\text { Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda } \\ \text { Asb, Soda Caustic, Nitrate and Silicate of }\end{array}\right\}$ " | 2,603 |  |  | 2,617 | 10,410 | 2,617 | 10,410 |  |
| Soda .............................................. |  |  |  |  |  |  |  |  |
| $\left.\begin{array}{c}\text { Ochres and Metallic Oxides-dry, ground or } \\ \text { unground, washed or unwashed-not calcined }\end{array}\right\}$ Pkge. | 57 |  |  | 57 | 197 | 57 | 197 |  |
| Oils- Uocoanut, Pine and Palm-in their natural $\}$ Galls, | 6,702 |  |  | 6,702 | 2,236 | 6,702 | 2,236 | ........ |
|  |  |  |  |  |  |  |  | ....... |
| $\left.\begin{array}{c}\text { Phosphorus, Brimstone and Sulphur-in roll or } \\ \text { flour ..................................................... }\end{array}\right\}$ Pkgs. | 198 |  |  | 196 | 1,143 | 196 | 1,193 |  |
| Roots-Me-Micinal-in in their natural state.............. "، | 230 |  |  | 230 | 1,464 | 230 | 1,464 |  |
| Vitriol-Blue ........................................ " | 188 | 9 | ........... .... | 197 | 419 | 197 | 419 | ................. |
|  | 166 22 |  | .................. | 166 22 | 858 880 | 168 22 | 840 | $\cdots$ |
| Maxufactures and Prodicts of Manupaturieg. |  |  |  |  |  |  |  |  |
| Ashes-Pot, Pearl and Soda...........................Brls. | 90 | 38 | ... ..... .... | 128 | 2,114 | 128 | 2,114 |  |



| ARticles. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British <br> Vessels. | In Foreign Vessols. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| FREE GOOLS.-Continued. |  |  |  |  | \$ |  | \$ | 8 cts. |
| Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling YFkgs. Trucks.. | 653 | 52 |  | 705 | 4,375 | 705 | 4,375 |  |
| Punting and Wire Rigging............................... " | 304 |  |  | 304 | 17,739 | 304 | 17,739 | ................ |
| Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails |  |  |  |  | 19,484 |  | 19,484 | ............... |
| Cables-Hemp \& Grass-Cordage and Sail-clothwhen used for Ships or Vessels only ... |  |  |  |  | 209,706 |  | 209,706 | ......... |
|  | 104 | 4 |  | 108 | 428 | 108 | 425 |  |
| metals. |  |  |  |  |  |  |  |  |
| Brass-Bar, Rod, Sheet and Scrap........ ... ..... |  |  |  |  | 1,294 |  | 1,294 | ......... ..... |
| $\left.\begin{array}{l}\text { Copper-Yig, Bar, Rod, Bolt and Shoet, and } \\ \text { Sheathing ............................................. }\end{array}\right\}$ Pkgs. | 2,101 | 30 |  | 2,131 | 8,088 | 2,131 | 6,083 | .......... |
| Iron--Scrap, Galvanized or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes (Gal- Cwt. vanized) $\qquad$ | 9,199 |  |  | 9,109 | 27,480 | 9,199 | 27,430 |  |
| Locomotive Engine Framee, Axles, Cranks, Hoop, Iron or Steel for Tires, bent and welded, |  |  |  |  |  |  |  |  |
| Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins and Connecting Rods |  |  |  |  | 74,767 | ......... | [4,707 |  |
| Bar3, Crank Pins and Connecting Rods........ ) <br> Lead-in Sheet or Pig and Litharge ...................Cwt. | 1,488 |  |  | 1,186 | 8,340 | 1,486 | 8,340 |  |
| Railroad Bars and Frogs, Wrought Iron or Steel $\}$ Pkgs. | 6,257 |  |  | 6,257 | 123,272 | 6,257 | 123,272 |  |
|  | 185 |  |  | 185 | 5,185 | 185 | 5,185 |  |
| Steel-Wrought or Cast, in Bars and Rods, - - $\}$ | 2,156 | 3 |  | 2,159 | 24,010 | 2,173 | 24,085 |  |
| and. Plates cut to any form, but not mouldod. $\}$ |  |  | ................ |  |  |  |  |  |
| Tin-in Bar, Blocks, Pig or Granulated.............Pkgg. |  | 110 | ............... | $\begin{array}{r} 236 \\ 1,538 \end{array}$ | $\begin{aligned} & 1,944 \\ & 5,093 \end{aligned}$ | 1,536 1,538 | 1,944 5,093 | ............... |
| Wires of Brass or Copper-Round or Fiat.......... "" | 1,428 100 | 110 | ....... | ${ }_{160}^{1,338}$ | 5,093 | 1,180 | ${ }^{\text {5, }}$ 275 | ................. |
| Yellow Metal-in Boits, Bars and for Sheathing...... " | 3,085 | ................. |  | 3,085 | 31,976 | 3,085 | 31,976 | .................. |
|  |  |  |  |  |  |  |  |  |


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

recapitulation.

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

| AnTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British Vessels. | In Fureign <br> Vesscls. | By Land Carriage. | Total Quantice. | Total <br> Value. | Quantity. | Vajue. | Duty. |
| Goods rating Specific Duty. |  |  |  |  | \$ |  | \$ | \$ cts. |
| Animals-Horses ........................................... No. |  | 7 | 7 | 14 | 1,557 | 14 | 1,557 | 21000 |
| Acid-Sulphuric ............................................ Lbs. | 21,233 | 23,594 | ....... | 45,127 | 1,021 | 45,127 | 1,021 | 22564 |
| Cordials........................................................ Galls. | 250 | ................. | . $\cdot$........ | 250 | 325 | 582 | 581 | 69840 |
| Perfumed Spirits used as Perfumery only........... " | 47 |  | ..... ......... | 47 | 345 | 16 | 120 | 1920 |
| Tinctures ................ ..................................... " | 6 | 2 | .............. | 8 | 24 | 8 | 24 | 472 |
| Brandy .......................................................... " | 77,386 | 2,255 | ................. | 79,641 | 104,099 | 42,340 | 57,816 | 33,872 28 |
| Gin ........ ...... ................................................ * | 162,752 | 639 | .............. | 163,391 | 77,241 | 99,527 | 50,465 | 79,621 23 |
| Rum............ ..... .............................................. " | 30,853 | - .......* | .... | 30,853 | 15,642 | 31,415 | 12,409 | 25,132 80 |
| Whisky ... .. ... . ............ .................................. * | 61,877 | 6,217 | ... | 68,094 | 50,508 | 38,359 | 29,586 | 30,887 20 |
| Spirits and Strong Waters, including Spirits of $\}$ Wine and Alcohol, and not being Whisky.. | ... | 203 | $\cdot 1$ | 203 | 60 | 1,922 | 806 | 1,537 60 |
| Oil-Coal and Kerosene-distilled, purified and refined | 12,423 | 90,713 | 43 | 103,184 | 26,202 | 98,364 | 24,977 | 14,754 50 |
| Oil-Benzole, Naphtha and Refined Petroleum ................................. | 345 |  | . 7,086 | 7,431 | 1,864 | 7,730 | 1,939 | 1,159 57 |
| Products of Petroleum .................................... " | 157 | 213 | - 80 | 450 | 141 | 450 | 141 | 4500 |
| Crude Petroleum ........... ................................. ${ }^{\text {c. }}$ | 069 | 13,878 | .................. | 14,547 | 4,923 | 14,547 | 4,923 | 87280 |
| Coffee-Green ................................... .............Lbs. | 118,495 | 5,031 | ........ ....... | 123,526 | 15,118 | 114,899 | 14,779 | 3,446 97 |
| Roasted or Ground................................. ${ }^{\text {a }}$ | - 370 | 3,790 | ......... ......... | 4,160 | 397 | 5,755 | 457 | 23020 |
| Chicory-Roasted or Ground ............................... | .......... | 2,996 | .................. | 2,996 | 101 | 2,996 | 101 | 11984 |
| Common Soap .............. ................................. ${ }^{\text {c. }}$ | 33,161 | 3,452 | 2,285 | 38,878 | 2,180 | 39,722 | 2,215 | 39722 |
|  | 38,84S | ......... | ................ | 38,948 | 4,543 | 35,041 | 2,365 | 70081 |
| Cigars-value not over $\$ 10$ per Mille................ Mille. | 329 | 417 | ......... | 746 | 3,261 | 714 | 3,440 | 2,144 70 |
| Value over \$10 and not over \$ 20 per Mille. 6 | 56 | 241 | ........ | 297 | 5,224 | 139 | 2,558 | 55400 |
| value over \$20 and not over \$40 per Mille. " | 46 | 194 | 26 | 266 | 7,957 | 181 | 5,403 | 90300 |
| Value over $\$ 40$ per Mille.......................... ${ }^{\text {c }}$ | 1 | 18 | ............ | 19 | 1,004 | 18 | 972 | 11100 |
| Cheese .................. .................................................................. | 4,407 | 64 | 333 | 4,804 | 841 | 4,804 | 841 | 14412 |
| Lard and Tallow ..... ..................... .........., ...... 6 | 7,724 | 49,531 | 8,293 | 65,548 | 8,129 | 65,599 | 8,131 | 65599 |
| Fish-Salted or Smoked........................ .. ......... ${ }^{\text {a }}$ | 21,186 | 10,990 | 400 | 32,585 | 1,051 | 8,072 | 320 | 8072 |


ARTICLES.

| ARTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSLMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British Vessels. | In Foreign <br> Vessels. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| Goods pating 15 per Cent Ad Valozen.-Continued. |  |  |  |  | \$ |  | \$ | \$ ots, |
| Cordage ......... ... .......................................Libs. | $\begin{array}{r} \text { Lbs. PKgg. } \\ 36,549-295 \end{array}$ |  |  | 36,549-296 | 6,348 | 32,582-267 | 5,775 | 88614 |
| Corks ................ ................................................................... ${ }^{\text {Pr }}$. | 52 | 11 |  | 63 | 1,826 | 58 | 1,629 | 24427 |
| Cottons ........................ .................................. . ..... . . . . ${ }^{\text {a }}$ | 3,944 | 1,148 |  | 5,095 | 1,060,287 | 4,977 | 1,019,123 | 152,869 30 |
|  | Lbs. Pkgs. | Pkgs. | Lbs. Plgs. | Lbs. Pkgg. |  | Lbs. Pkgs. |  |  |
| Dried Fruits and Nuts of all kinds........... ...... Lbs. | 21,969-12,770 | 5,500 | 51,344 | 73,313-18,270 | 44,929 44,998 | 67,608-19,992 | 43,651 47,219 | $\begin{aligned} & 6,54720 \\ & 7,032 \quad 71 \end{aligned}$ |
| Drugs-not otherwise specified..................... ...Pkge. | 1,308 | 528 | 1 | 1,837 32 | 44,998 798 | 1,902 32 | $\begin{array}{r}\text { 47,219 } \\ \hline 798\end{array}$ | $\begin{array}{r} 7,03271 \\ 11982 \end{array}$ |
| Engravings and Prints................................... " | 10 | 22 | ................. ... | 32 418 | 63,098 | 419 | 62,949 | 9,442 79 |
| Fancy Goods ................... . ........... ........... " | $\begin{array}{r}10 \\ 23 \\ \hline\end{array}$ | 218 | $\cdot$ | 241 | 6,642 | 241 | 3,642 | 54624 |
| Foreign Newspapers....................................... " | 1 | 218 | ..... | 1 | , 21 | 1 | 21 | 315 |
| Fhat Wire for Crinolines-Covered. ............. ... ". | 2,408 | .... | $\ldots$ |  | 7,361 | 2,409 | 7,361 | 1,104 06 |
| Gunpowder............ ................................. ${ }^{\text {anne, }}$ Rifes and Fire Arms of | 2,408.... |  |  | 2,409 | 52 |  | 52 | 777 |
| Quns, Rifles and Fire Arms of all kinds.................... | 10 | ....... |  | 10 | 208 | 10 | 208 | 3120 |
|  | 342 |  |  | 342 | 776 | 455 | 1,208 | 18138 |
| Ware ........................................... " | 9,247 | 1,177 | 236 | 10,860 | 63,402 | 11,219 | 61,707 | 9,255 73 |
| Hats, Caps and Bonnets ................................ " | 161 | 482 | 19 | 662 | 40,377 | 666 | 40,901 | 6,135 26 |
| Hosiery ..... .. .. .................................................. ${ }^{\text {a }}$ | 8 | - |  | 15 | 1,708 | 12 | 1,405 | 21078 |
| Inks-of all kinds, except Printing Ink........... " | 9 |  | .......... ..... | 9 | 117 | 9 | 117 | 1773 |
| Iron and Hardware-Cutlery of all kinds.......... " | 122 | 1 |  | 123 | 10,423 | 128 | 10,184 | 1,527 45 |
| $\left.\begin{array}{c}\text { Japanned and Planished } \\ \text { Tin, and Britannia }\end{array}\right\}$ " |  |  | 84 | 84 | 559 | 84 | 559 | 8388 |
| Metal Ware.............. |  |  |  |  |  |  |  |  |
| Spades, Hoes, Ravels, Axes, Forks $\& ~$ |  |  |  |  |  |  |  |  |
| Edge Tools, Scythen | 315 | 8 | 94 | 417 | 2,335 | 420 | 2,300 | 34422 |
| and Snaths <br> Spikes, Nails, Tacks, Brads |  |  |  |  |  |  |  | 3,573 50 |
| and Sprigs | 6,075 |  |  | 6,075 | 21,172 | 6,214 | 23,322 | 3,573 50 |
| Stoves and all other Iron | 1,206 | 479 | 91 | 1,776 | 10,059 | 1,810 | 11,641 | 1,745 88 |
|  | 3,018 | 4,123 | 31 | 7,177 | 194,871 | 7,009 | 192,540 | 2¢,881 15 |
| Jewellery and Watches......................................... ${ }^{\text {a }}$ | 55 | 23 | 1 | 79 | 18,079 | 77 | 14,958 | 2,243 61 |
| Lumber-Sawn and Plank...............................................et. | 27 |  | ........... .... | 27 | 333 | 27 | 833 | 4985 |
| Leather ...................... ...................................... Pkge. | 92 | 115 |  | 207 | 27,823 | 213 | 29,764 | 4,464 88 |




No. 2.-SUMMARY STatement of imports-Province of New Brunswick.-Continued.

| ARTICLES. | QUANTITIES IMPORTED. |  |  |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In British Vessels. | In Foreign Vessele. | By Land Carriage. | Total Quantities. | Total <br> Value. | Quantity. | Value. | Duty. |
| EREE GOODS.-Continued. |  |  |  |  |  |  |  |  |
| - Fishing-hoors, Nets and Seines, Lines and Twinos.. \$ | 22,111 | 3,836 |  |  | 28,007 |  | 26,007 | .............. |
| $\left.\begin{array}{c}\text { Goid Senter's Brim Moulds and Skins, Gold, Silver } \\ \text { and Plater's Leaf ..................................... }\end{array}\right\}$ Pkgs. | 3 | 1 |  | 4 | 288 | 4 | 288 | .. ........... |
| Junk \&nd Oakum....................................... " | 4,466 | 709 |  | 5,175 | 14,177 | 5,175 | 14,177 |  |
| $\left.\begin{array}{l}\text { Lumber-Plank and Sawed-of Mahogany, Rose- } \\ \text { wod, Walnut, Cherry, Chestrut and Pitch }\end{array}\right\}$ Pioces | 4,005 | 3,076 |  | \%,981 | 32,814 | 7,981 | 39,814 |  |
|  |  |  |  |  |  |  |  |  |
| $\left\{\begin{array}{c} \text { Materials for Hats, Boots and Shoes, vix: }:- \text { Felt, } \\ \text { Prunella, Plush, Twist Silk and Weaving, } \\ \text { or Tram Silk or Cotton for Elastic Webbing. } \end{array}\right\} \text { Pkgs. }$ | 48 |  |  | 48 | 11,293 | 48 | 11,293 |  |
|  | 45 | 18 |  | 63 | 4,898 | 63 | 4,858 |  |
| Machinery-when used in the original construction of Mills or Factories. | 26 | 586 |  | 612 | 40,707 | 612 | 40,797 |  |
| Nails, Composition or Sheathing and Composition Spikes $\qquad$ | 15 |  |  | 15 | 67 | 15 | 67 |  |
| Printers' Implements, viz:-Presses, Electrotype and Stereotype Blocks and Ink |  | 92 |  | 92 | 881 | 02 | 881 | - |
| Philosopbical Instruments and Apparatus, for <br> Colleges and Schools $\qquad$ $\qquad$ | 1 |  |  | 1 | 22 | 1 | 82 |  |
| - Seips Materiats. |  |  |  |  |  |  |  |  |
| Anchors, Chain Cables, Shackies, Riders and Sheares $\qquad$ | 21,721 |  |  |  | 21,72 1 |  | 21,721 |  |
| $\left.\begin{array}{r}\text { Binnacie and Signul Lamps, Dead Eyes and Dead } \\ \text { Lights .......................................................................................... }\end{array}\right\}$ Pkgs. | 903 | 303 | ................. | 1,206 | 14,887 | 1,206 | 14,887 | .... .... |
| Blocks and Lushes, Compasses, Steering Apparstus, Pumps and Pump Gear, and Travelling Trucks | 2,653 | 900 |  | 3,553 | 41,571 | 3,553 | 41,571 |  |
| 8 Bunting and Wire Rigging......................................................... | 2,243 | 850 |  | 3,093 | 82,797 | 3,093 | 82,797 |  |
| Deck Pluns, Wedges, Kncos and Masts of Iron, $\}$ and Treenails | 2,080 |  |  | 2,080 | 54,781 | 2,080 | 54,781 | $\cdot$ |
| Cables-Hempand Grass-Cordage and Sail-cloth, when used for Ships only $\qquad$ | 10,585 | 356 | . | 10,951 | 117,056 | 10,951 | 117,056 | ..... .. |
| (. $\begin{gathered}\text { Varnish-Bright and Black-when used for Ships } \\ \text { enly ....... ............................ ....... }\end{gathered}$ | 1 |  |  | 1 | 37 | 1 | 37 |  |


No. 2.-SUMMARY STATEMENT OF IMPORTS-Province of Neiv Bronswick.-Concluded.

RECAPITULATION.

R. S. M. BOUCHETTE,

No. 3.-SUMMARY STATEMENT of the Principal Articles of British and Imported in British or Foreign Vessels, or by Land Carriage ; also, the Fiscal Year ending on the 30th day of June, 1869.

| ARTICLES. | QUANTITIES |  |
| :---: | :---: | :---: |
|  | In British Yessels. | In Foreign <br> Vesseld. |
| Goods paring Specific Dupy. |  |  |
| Animals-Horses... .................................... ........... No. | 27 | 45 |
| Horned Cattle........... .............................. " | 28 |  |
| Swine ........................................... ........ " | 9 | 17 |
| Sheep ......... .................. ......................... " | 77 | 8 |
| Acid-Sulphuric ...................................................Libs. | 116,371 | 31,155 |
| Cordials........................................... ..................Galls. | 1,042 | 64 |
| Perfumed Spirits used as perfumery only...................... " | 466 | 38 |
| Tinctures............................................................... " | 65 | 2 |
| Brandy .............................. ................................ | 312,814 | 28,031 |
| Gin......... ........ ................... ........ ................ ........ | 417,285 | 153,372 |
| Rum | 287,864 | 4,250 |
| Whisky ................. .......................................... | 155,294 | 6,975 |
| Spirits and Stron: Waters including Spirits of Wine and $\}$ " <br> Alcohol, \&c.. and not being Whisky | 1,391 | 279 |
| Oii-Coal and Kerosene-distilled, purified and refined... " | 27,996 | 92,494 |
| Oil-Benzoie, Naphtha and Refined Petroleum.............. " | 900 | 222 |
| Products of Petroleum............................. .. ............ " | 816 | 4,770 |
| Crude Petroleum.. .......................... ......................... " | 2,273 | 13,878 |
| Molasses for refiniag purposes...................................Lbs. | 403,416 | 1,402,098 |
| Coffee—Green.. ........ ......... ................ ..................... " | 801,218 | 106,128 |
| Do Roasted or ground..... .. .............................. " | 87,339 | 4,982 |
| Chicory-Raw......................................................... " | 17,890 | 1,670 |
| Do Roasted or ground ..... ..... ......... ................ | 198,553 | 52,783 |
| Cemmon Soap...... ................................................. | 427,329 | 10,201 |
| Starch ......................................... ..................... ${ }^{\text {a }}$ | 106,342 | 5,389 |
| Cigars-Value not over \$10 per Mille................................ Mille. | 8,487 | 3,183 |
| Do Value over \$10 and not over \$20 per Mille............ " | 715 | 432 |
| Do Value over \$20 and not over \$40 per Mille............ " | 225 | 278 |
| Do Value over \$40 per Mille................. ............. " | 107 | 63 |
| Eutter ........................ ....... ................. ................Lbs, | 432 | 1,396 |
| Cheese ...................................................... ...................... ${ }^{\text {a }}$ | 32,066 | 3,288 |
| Lard and Tallow ........................................... .... " | 253,322 | 103,119 |
| Indian Corn, under regulations of 24th January, 1868...... Bush. |  | 1,340 |
| Fish-Salted or Smoked ........... .............................. Lbs. | 76,963 | 363,8¢9 |
| Malt. ......... ........................ . .......................... Bush. | 40,938 | 65 |
| Meats-fresh, salted or mmoked...... ...... .....................Lbs. | 2,276,090 | 873,134 |
| Total, Specific........... ............. | - $\cdot$.......... | ..... -................ |
| Good payiga Specific and Ad Valorem Duties. |  |  |
| Ale, Beer and Porter, in Casks ............................. ......Galls. | 80,132 | 2,473 |
| Do do do in Bottles................................. "\% | 164,789 |  |
| Tea-Green and Japan .............................................Lbs. | 5,003,655 | 435,735 |
| Tea-Black................... ........................................... ${ }^{\text {. }}$ | 3,275,219 | 270,711 |
| Tobacco-Manufactured and Snuff................................. ${ }^{\text {a }}$. | 125,548 | 106,187 |
| Wines of all kinds ...................................................... ${ }^{\text {a }}$ Galls. | 441,865 | 110,911 |
| Sugar-equal to and above No. 9 Dutch Standard...............L.Lbs. | 45,799,244 | 11,474,473 |
| Do below No. 9 Dutch Standard................ ............ "، | 7,602,778 | 5,422,410 |
| Cano Juice, Melado, \&c .............................................. " | 7,468,695 | 2,804,369 |
| Sugar Candy and Confectionery........... ......................... " | 165,690 | 8,489 |
| Total. Specifis and Ad Valorem............ | .................. | - |

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


## No. 3.-SUMMARY STATEMENT of the Prineipal Articles of British and



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

| IMPORTED. |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| By Land Carriage. | Total <br> Quantitien. | Total <br> Valuo. | Quantity. | Value. | Duty. |
| $\begin{array}{cc} \text { Libs. Pkge. } \\ 849-\quad . . . . . . . \end{array}$ | $\begin{array}{cc} \text { Lbs. } & \text { Pkgs. } \\ \text { 111,695_ } & 96 . \end{array}$ | \& | Lbs. Prgs. | $\$$ | 3 cts. |
| 556- ........ | 4,088-821 | 4,385 | 4,193-803 | 4,225 | 1,056 17 |
| .........- 3,996 | .........- 6,220 | 70,452 | .........-5,162 | 70,271 | 17,567 60 |
| $\ldots$ | …....- 163 | 9,119 34,171 | ........- 168 | 9,003 | 2,250 70 |
| .........- 1,070 | -......- ${ }_{\text {Lbs. }}^{\text {1,649 }}$ | 34,171 | .......- | 33,717 | 8,423 81 |
| 4,303,465-......... | 17,897-70,692 | 12,116 | 18,055-75,552 | 12,274 | 3,063 35 |
| 4,303,465-........ | 50,081,416 ........ | 1,015,023 | 32,741,070 | 635,174 | 158,798 26 |
| ................ | ...................... | 1,187,878 |  | 800,108 | 200,031 11 |
| 663 | 188,753 | 28,891 | 174,917 | 35,495 | 5,323 93 |
| 238 | 252 | 18,547 | 252 | 18,547 | 2,782 16 |
| 199 | 419 | 5,138 | 374 | 4,741 | 71127 |
| 92 | 441 | 16,775 | 427 | 15,593 | 2,340 05 |
| 820 | 10,643 | 63,690 | 10,634 | 63,667 | 9,551 24 |
| 24,437 | 117,009 | 21,878 | 132,344 | 24,622 | 3,693 28 |
| 107 | 1,937 | 330,891 | 1,938 | 331,401 | 49,710 52 |
| 426 | 707 | 42,187 | 708 | 42.275 | 6,341 85 |
| 1,073 | 1,865 | 63,680 | 1,866 | 63,682 | 9,552 88 |
| 113 | 401 | 11,939 | 401 | 11,939 | 1,791 10 |
| 434 | 36,247 | 401,157 | 36,276 | 390,043 | 58,506 92 |
| 3,729 | 20,724 | 3,299 | 16,096 | 2,693 | 40373 |
| 18,742 | 22,287 | 54,485 | 21,782 | 54,007 | 8,101 24 |
| 410 | 1,510 | 135,583 | 1,513 | 133,325 | 20,747 59 |
| 4,772 | 22,108 | 5,216 | 23,324 | 5,504 | 82586 |
|  | Lbs, Plge. |  | Lbs. Pkgs. |  |  |
| 17,624 | 229,396-296 | 35,629 | 225,524-267 | 35,413 | 5,312 19 |
| 408 | 2,346 | 36,472 | 2,248 | 32,556 | 4,887 87 |
| Lbes. 7,559 | Lbe ${ }_{\text {4,846 }}^{\text {Pkge }}$ | 7,469,621 |  | 7,371,935 | 1,107,003 66 |
| 2,041,063- | ${ }_{\text {12,972,598-18,270 }}^{\text {Lesge }}$ | 628,300 | $\underset{\text { L2,440,015-19,982 }}{\text { Lbs. }}$ | 593,357 | 80,003 88 |
| 2,007 | 26,358 | 385,194 | 23,573 | 345,058 | 51,758 74 |
| 496 | 732 | 22,350 | 732 | 22,204 | 3,330 61 |
| 1,277 | 8,479 | 1,049,362 | 8,544 | 1,073,757 | 161,369 37 |
| 676 | 1,058 | 9,813 | 1,058 | 0,813 | 1,471 90 |
| 401 | 479 | 7,090 | 479 | 7.090 | 1,062 30 |
| 255 | 269 | 16,570 | 269 | 16,570 | 2,483 48 |
| 4,480 | 92,098 | 25,885 | 69,274 | 25,345 | 3,80505 |
| 52 | 149 | 9,015 | 145 | \$,296 | 1,244 55 |
| 38 | 528 | 33.560 | 511 | 31,770 | 4,765 62 |
| 73 | 83,798 | 128,159 | 83,539 | 129,155 | 19,223 56 |
| 23,211 | 97,269 | 420,231 | 93,433 | 422,041 | 63,31141 |
| 6,675 | 10,052 | 551,677 | 10,096 | 552,868 | 82,939 68 |
| 2 | 2 | 101 | 2 | 101 | 1515 |
| 81 | 848 | 203,475 | 842 | 207,200 | 31,030 39 |
| 400 | 727 | 6,342 | 732 | 6,391 | 95888 |
| 147 | 3,965 | 117,463 | 3,973 | 119,543 | 17,935 05 |
| 204 | 294 | 6,729 | 294 | 6,720 | 99760 |
| 7,499 | 11,169 | 79,597 | 11,179 | 78,830 | 11,823 36 |
| 1,324 | 19,433 | 97,372 | 19,953 | 97,719 | 14,592 18 |
| 3,551 | 20,460 | 111,489 | 29,452 | 114,174 | 17,125 61 |
| 30,887 | 100,559 | 1,712,738 | 110,205 | 1,715,06 | 257,251 19 |
| 511 | 1,099 | 387,974 | 1,087 | 370,515 | 55,577 23 |

No. 3.-SUMMARY STATEMEN'I of the Principal Articles of British and

| A Rtictes. | QuANTITIES |  |
| :---: | :---: | :---: |
|  | In British Vessele. | In Foreign <br> Vessels. |
| Goods paying 15 per Cext Ad Valoren.-Continued. |  |  |
| Lumber-Sawn and Plank, not being Mahogany Rose- <br> wood, Walnut, Chestnut or Chorry, or not imported <br> from B. N. A. Proyinces. $\qquad$ |  |  |
| Leather ......................................................Pkgs. | 701 60 |  |
| Linen ..... .............. .......................................... " | 3,432 | 266 |
|  | 67,608 |  |
| Maps, Charts and Atiases-not elsewhere specitied ...............Pkgs. | 45 |  |
| Manufactures of Marble or Imitation of Marble, or other \} " than rough slabs or blocks | 1,633 | 321 |
| $\left.\begin{array}{c}\text { Manutactures of Caoutchouc or India Rubber, or of Gutta } \\ \text { Percba ....................................... }\} \text {. }\end{array}\right\}$ | 19 | 4 |
| Do of Fur, or of which Fur is principal part...... " | 839 | 7 |
| Do of Hair or Mohair ......................................... ${ }^{\text {a }}$ | 135 |  |
| Du of Grass, Osier, Palm Leaf, Straw, Whale- | 280 | 58 |
| Do of Bone, Shell, Horn, Pearl and Irory... " | 72 | 18 |
| Do of Goll, Silver or Electro Plate Argentine, $\left.\begin{array}{c}\text { Albata and German Silver, and Plated }\end{array}\right\}$ " | 444 | 75 |
| Do of Brase ir Cepper ............................ | 180 | 83 |
| Do of Leather or lin tation of Leather........... "] | 430 | 106 |
|  | 1,140 | 401 129 |
| Wo of Wood-not elsewhere specified ............ " | 12,766 | 3,540 |
|  | ${ }_{617}^{238}$ | 41 310 |
| Musical Instruments, including Musical Boxes and Clocke....................................... | 199,732 | 93 |
|  |  |  |
| Ochres-ground or calcined................................................Pkgy. <br> Oii Cloths $\qquad$ | $1.04{ }^{2}$ | 138 |
| Oils-in any way rectified or prepared, not otherwise | Galls. Pkes. <br> 391,150-535 | $\begin{aligned} & \text { Gailk. Pkgs. } \\ & 9.239 — \\ & 290 \end{aligned}$ |
| Do Crude-except Whale Oil and others eisewhere spoced ${ }^{\text {spec }}$ | 1,179 | 2,418 |
| Opium ...........................................................Pkgg. |  |  |
| Packages .................. ......................... ..... .... Mr. | 99,509 |  |
| Paints and Color3..............................................Pkgs. | $2,2,379$ 6650 8.350 | - 2,660 |
| Praper of all kirds..... ................................................................ | 6,350 <br> 3,170 | 2,660 158 |
| Paper Hangings ........................................ | 3,141 |  |
| Plaster of Paris and Hydraulic Cement-ground or calcined " | 11,502 | 1,093 |
| Pickles and Sauces............... ... ........ .... ............. " | 8,993 |  |
| Portable 1 hand Printing Presses ........................ ..... Preserved Meats, Poultry, Fish and Vegetables, de..... |  | 239 |
| Printed, Lithographed or Copper Plate Bills and Advert-i |  | 79 |
| ising Pamphlets........................ .... | 179 |  |
| Sails-roady made .............................................. " | 0 |  |
| Shawle................ ................ ....................... " | ${ }^{6}$ |  |
| Silks, Satins and Velvets................................................. | ${ }_{1}^{1,0+9}$ | 57 |
|  | Lbe. Pkger |  |
| ground. .......................... ............ ............. | 283,675-567 | 35,415- |
| Spirits of Turpentine........................................... ${ }^{\text {Galls. }}$ | 24.513 |  |
| Stationary ......................................................Pkgs. | 5,52s |  |
| Steam Enyines-other than Locumotives........................No. <br> Small Wares ............ ...........................................Pkgs. | 10 $\mathrm{R}, 686$ | 340 |
| Tobacoo Pipes........................................................... ${ }^{\text {a }}$ | 1,230 |  |
| Toys .......................................................................................................... | $\xrightarrow{1,212}$ | ${ }_{45} 8$ |
| Varnish .......................................................... | 1,204 |  |

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


No. 3.-SUMMARY STATEMENT of the Principal Articles of British :: $?$


Foreign Merchandise Imported into the Dominion of Canada, \&e.-Continued.


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


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

| IMPORTED. |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| By Land Carriage. | Total <br> Quantities. | Total <br> Valae. | Quantity. | Vulue. | Duty. |
|  |  | \$ |  | 8 | \$ cts. |
|  |  | 3808 |  | 3,808 |  |
| 76 | 102 | 14,731 | 102 | 14.731 | ....................... |
| $\begin{array}{r} 55 \\ 1,211 \end{array}$ | $\begin{array}{r} 89 \\ 5,897 \end{array}$ | 7,575 | $\begin{array}{r} 89 \\ 3 \end{array}$ | ${ }_{8}^{7,575}$ | ............... .... |
| Lbe. $\begin{array}{r}1,211 \\ \hline \mathrm{Pkgg} \text {. }\end{array}$ | Lbı. $\quad \begin{gathered}\mathbf{8 , 3 9 7} \\ \mathbf{P k g s .}\end{gathered}$ | 8,292 | Lbs. $\begin{array}{r}\mathbf{3 , 5 9 7} \\ \text { Pikga. }\end{array}$ | 8,292 | ..... ................ |
| 1,175,251-2,648. | 1,181,470-3,22T | 345,482 | 1,181,470-3,227 | 345,482 |  |
| ….................. | Lbs. Pkgg. | 10,562 | .1................... | 10,862 | , |
| 27,696-1,638 | 63,738-1,849 | 30,907 | 63,738-1,849 | 30,907 | ....... ........ .... |
| ${ }^{73}$ | 122,502 | 5,022 | 122,502 | 5,022 | ................ |
| ….................. | .... ......... ...... | 11,082 | .... ... ........... | 11,082 | ......... ............. |
|  | . 8,490 | 243 | 3,490 | 243 | ............................ |
| 13 | 41 | 12,578 | 41 | 12,578 | ...... ............... |
| …............ ........ | .................... | 439 |  | 439 | ................... |
| 1,103 | 2,068 | 12,732 | 2,068 | 12,732 | ....................... |
| ................................ |  | 2,198 | ........ .. | 2,193 | ............ |
|  | . | 14,279 | $\ldots$ | 14,279 | ..................... |
| ........................ | 7 | 3,246 | 7 | 3,246 | ............. ........ |
|  |  | 134,734 | ..... | 134,739 | ..................... |
| 438 | 2,204 | 14,959 | 2,204 | 14,959 |  |
| ${ }^{323}$ | 447 | 60,419 | 447 | 66,419 | .............. ....... |
| $13$ | 30 | $\begin{array}{r} 50,872 \\ 2,15 B \end{array}$ | -.................... | $\begin{array}{r}50,872 \\ 2,158 \\ \hline\end{array}$ | ............................ |
|  | .................... | 57,856 | ..... ................ | 57,850 | ....... ............. |
| 75 | 454 | 119,763 | 454 | 119,763 |  |
| $\begin{array}{r} 25 \\ 2,966 \end{array}$ | 1,117 | 82,950 | 1,117 | 82,950 |  |
|  | 4,860 | 288,254 | 3,060 | 306,197 | ..................... |
|  | ..................... | B,524 |  | 6,524 | ...... |
| Pkga. 804 | Cut. Pkgg. |  | Cwt. Pkgs. |  |  |
|  | 74- 1,408 | 70,433 | 74- 1,403 | 70,433 | ................. |
| 804 8 | 65 | 5,464 | 65 | 5,464 | ..................... |
| ….................... |  | 30,600 | 107 | 80,600 | ..................... |
|  | 107 | 5,603 |  | 17,26 5,603 | ........... |
| … ................. | 207 | 6,392 | 207 | 6,392 | ............... |
|  | ................ ..... 1 | 101,281 |  | 101,281 | ... |
|  | , | 18,176 | ..................... | 18,176 |  |
| -.................... | . | 52,865 |  | 52,865 |  |
| 163 | 8,782 | 139,970 | 3,782 | 139,970 | ..................... |
|  |  | 133,826 |  | 123,826 | ................... |
| ..................... |  | 880,889 |  | 280,880 |  |
| 20 | 130 | 538 | 130 | 639 |  |
| 30 |  | 283 |  |  |  |
|  |  |  |  |

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

| ARTICLES. | QUANTITIES |  |
| :---: | :---: | :---: |
|  | In British Vessels. | In Foreign Veasels. |
| FREE GOODS.-Conitinued. <br> Metals. <br> Brass-Bar, Rod, Sheet and Scrap. |  |  |
|  |  |  |
| Cranks and Shafts for Steambeats and Mills-rough................. Copper in Pig, Bar, Rod, Bolt and Sheet, and Sheathing......... |  |  |
| Iron-Scrap, Galvanized or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes (Galvanized). $\square$ |  |  |
| Locomotive Engine Frames, Axles, Cranks, Hoop, Irm or Steel for Tires, bent and welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins and $\qquad$ Connecting Rods $\qquad$ <br> Lead in Sheet or Pig and Litharge $\qquad$ |  |  |
|  |  |  |
| Railroad Bars and Frogs, Wrought Iron or Steel Chairs and Fish Plates, and Car Axles $\qquad$$\square$ Spelter and Zinc-in Blocks, Sheets or Pigs... $\qquad$ |  |  |
|  | $\begin{array}{cc} \text { CWt. } & \text { Psgs. } \\ 6,257-- & 193 \end{array}$ | $\underset{288}{\mathrm{Cwt}} \quad \mathrm{Plgg}_{3}$ |
|  |  |  |
| Tin-in Bar, Blocks, Pig or Granulated........ ................... | $\underset{1,045}{\text { Cwt. }} \underset{\sim}{\text { Pkgs. }}$ | $\ldots$ Pıger ${ }_{2}$ |
| Tubes and Piping of Brass, Copper or Iron-Drawn...........Pkgs.Wire of Brass or Copper-Round or Flat................... |  |  |
|  |  |  |
| Natural Products. |  |  |
| Bristles ...... ........ . . . . . . . . . . . . . . . . . . . . . . . . . . ..............Pkga. | 15,977 |  |
| Broom Corn ...................................................... " |  | 373 |
| Caoutchonc or India Rubber and Gutta Percha-Unma- $\}$ " nufactured $\qquad$ <br> Coal and Coke $\qquad$ |  |  |
|  | 287,414 | 67,813 |
| Cocoa-Bean and Shell ...... .... .................................................. |  |  |
| Corkwood and Bark........................ ................................... Pkga. | 117 |  |
| Diamonds and Precious Stones $\qquad$ <br> Earths, Clays and Saud | 15 |  |
|  |  |  |
| Eggs ...... .................................................................................. ${ }^{\text {. }}$. | 223,883 |  |
| Emery.................................................................................................. | 35 |  |
| Fibrilla, Mexican Fibre or Tampico, White and Black, and other Vegetable Fibres, for Manufacturing pur- $\qquad$ poses. |  |  |
| Fire clay.................... .................................................................... |  |  |
| Fire Wood............................ ......................... ......Cords. | 5,066 | 7,859 |
| Fish Bait., ............................................... ............Pkgs. | 578 | 566 |
| Fish-Fresh., .................................................................... |  |  |
| Flour-of Wheat and Ryo................................................................................ | 239,119 | 38,430 |
|  | Lbs. Pkgs. | Lb3. Pkgs. |
|  | 71,136- $\mathbf{3 , 1 0 5}$ 13,457 | 52- 13,208 |
| Furs, Skins and Tails-Undressed.................................Pkgs. Grain of all kinds, except Indian Corn......... ..................Bush. Gravels | 1,995,714 | 1,495,213 |
|  |  |  |
| Gravels ..................................... .........................Tons. | Pkgs. | Pkgs. |
| Gum-Copal.. ......... .................. ......................... ...Pkgs. | 1,308 |  |
| Gypaum and Plaster of Paris-not Ground nor Calcined.. Brls. | 3,901 |  |
| Hair ........ .......... ..............................................Pkgs. | 72 | 230 |
| Hay........................................ .... .....................Tons. | 410 | 305 |
| Hides, Horns and Pelts ....................................................... |  |  |
| Hops ..... ..................................................................... |  |  |
|  | 1,060,597 | 1,122,270 |
|  | 82,618 | 20,512 |
| Manilla Grass and Sea Grass.......................... ............Pkgs. <br> Manúres..... | 677 |  |
|  |  | 1,435 |
| Marble-unwrought .........................................................Pkgs. Moss-for upholstery purposes...................................... | $\begin{array}{r}4,458 \\ \hline\end{array}$ | 7 |
|  |  |  |

## Foreign Merchandise Imported into the Dominion of Canada, \&c.-Continued.

| IMPORTED. |  |  | ENTERED FOR CONSUMPTION. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| By Land Carriage. | Total Quantities. | Tetal <br> Value. | Quantity. | Value. | Duty. |
|  |  | \$ |  | \$ | \$ cts. |
| ....................... | ... ............ | 8,692 | .... ............. | 8,692 | ...................... |
| $\cdots$ | ................... | 7,186 | ....... ......... ...... | 7,186 | ...................... |
| ........... ........... | .... | 44,206 | .............. .- | 44,206 | ................. .... |
| . $\cdot . .0$................. | $\cdots$ | 785,275 | .......... | 785,275 | ... |
| ....................... |  | 310,634 | ........... | 310,634 | ................. ..... |
| -..................... | $\cdot \cdot$ | 47,602 |  | 47,602 |  |
| *.... ... . ...... .... | .... | 743,516 | ...... | 743,516 | $\cdots$ |
| CWt. <br> 279- $\qquad$ | $\begin{array}{rr} \text { Owt. } & \text { Ykgs. } \\ 6,824- & 196 \end{array}$ | 51,438 | $\begin{array}{cc} \text { Cwt. } & \text { Pkgs. } \\ 6,824- & 196 \end{array}$ | 51,438 | ....................... |
|  |  | 384,464 | ............ .......... | 384,539 |  |
| $\begin{aligned} & \text { CWt. } \\ & 5 \ldots . . . . . . . \end{aligned}$ | $\begin{array}{cc} \text { Cwt. } & \text { Pkgs. } \\ 1,050 & 236 \end{array}$ | 24,142 | $\underset{1,050}{\text { CWt. }} \quad \text { Pkge. } 236$ | 24,142 |  |
| - 764 | 1,050-16,141 | 84,030 | 1, 16,141 | 84,030 | ...................... |
| …..................... |  | 5,162 138,554 | … .................. | 5,162 138,554 | ,.................. |
| *-..................... | ............... ....... | 138,554 | ......... ............. | 138,554 | .......... ...... .... |
| 5.530 | 21,507 | 23,815 | 21,507 | 23,815 | ........... |
| 2,443 | 3,099 | 76,359 | 3,099 | 76,359 | ...................... |
| 2,982 | 2,985 | 90,536 | 2,985 | 90,536 | ......... ...... .... |
| 34,258 | 389,485 | 1,398,908 | 389,485 | 1,388,908 |  |
| 162 | ................ | 5,285 | ...................... | 5,285 | ...................... |
| 162 | 279 | 1,195 | 279 | 1,195 | ..... ..... .......... |
| 4 | 19 | $\mathbf{3 , 2 6 5}$ $\mathbf{1 4 , 7 3 9}$ | . ........ 19 .......... | 3,265 | ...................... |
|  | 226,470 | 14,739 $\mathbf{2 9 , 6 5 8}$ | ... $21.1 . . . .$. | 14,739 29,658 | .......................... |
| 9 | - 44 | ${ }^{271}$ | 220,44 | ${ }_{371}$ | ..................... |
|  |  | 31,189 | ........ | 31,189 | ..... |
| '..................... |  | 5,217 |  | 5,217 | ................. .... |
| 596 | 13,621 | 30,478 | 13,621 | 30,478 | ...................... |
| ................ | 1,144 | 6,925 50 | 1,144 | 6,925 | ...................... |
| - ............. | ............ | 50,763 $2,079,315$ | ........... | 50,763 | .. .................... |
| ${ }^{\text {L Lbs. }}$ 71,699 ${ }_{\text {Pkgs. }}$ | Lbe. $\begin{gathered}349,248 \\ \text { Pkgs }\end{gathered}$ | 2,079,315 | Lbs. $\begin{gathered}349,248 \\ \text { Pkgs. }\end{gathered}$ | 2,079,315 | .................... |
| 121,804-7,466 | 193,082-23,779 | 298,052 | 193,082-23,779 | 298,052 |  |
| ${ }^{665}$ | 14,125 | 159,287 | 14,125 | 159,287 | ................ ...... |
| 101,021 | 3,591,948 | 3,856,888 | 3,591,948 | 3,356,885 | .... ................ |
| - Lbe 103 | 103 | 159 | Lbs 103 | 159 | ....... .............. |
| $\begin{gathered} \text { 225,127-81,98g. } \\ \text { Lbs. } \end{gathered}$ | Lbs. Pkgs. 225,127-115,478 | 70,311 | Lbs. pkgs. |  |  |
| -127-81,982 | 225,127-115,478 1,530 | 30,325 | 225,127-11,473 | 30,325 | ……................... |
| 375 | 4,373 | 9,245 | 4,373 | 9,245 | ...................... |
| 175 | 477 | 10,241 | 477 | 10,241 | . |
| 181 | 876 | 12,251 | 876 | 12,251 | - |
| … | .... . ......... | 891,488 | ................. | 891,488 |  |
| 377,033 | 2,559,900 | 75,186 $1,655,245$ | ............... ...... | 75,186 $1,655,295$ |  |
| $\begin{array}{r}\text { 4,400 } \\ \hline\end{array}$ | 2,559,900 | $1,650,295$ 400,556 | $2,559,900$ 107,530 | $1,650,295$ 400,556 | ......................... |
| 970 | 1,647 | 9,014 | 1,647 | 9,014 |  |
| ............ | ....... ............. | 22,743 |  | 22,743 |  |
| 3,844 238 | 9,737 324 | 54,662 2,980 | 9,737 324 | 54,662 2,990 | ….... .............. |
|  |  | 2,900 |  | 2,890 | ... |

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


Foreign Merchandise Imported inte the Dominion of Canada, \&c.-Continued.

| IMPORTED. |  |  | ENTERED FOR CONSUMPTION. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| By Land Carriage. | Total <br> Quantitio: | Total <br> Value. | Quantity. | Value. | Duty. |  |
| 195 | 196 | \$ |  | \$ | \$ cts. |  |
|  |  | 30,176727 | .......... ......... 196 | 10,176727 |  | 1 |
| .................. |  |  |  |  | ...................... | 2 |
|  | 689 | 9,405 | 78. | 9,405 |  | 4 |
| 3,242 | Husb. $\begin{gathered}\text { S,667 } \\ \text { Tons. } \\ \text { Hent }\end{gathered}$ | 25,640 |  | 25,646 | ................. .... | 5 |
| $\xrightarrow[\text { Bush. }]{\substack{\text { Bra } \\ \text { 11,300 }}}$ |  |  | Bush. Tons. |  | ...................... | 8 |
|  | 1,792,755-7,441 | 442,571 | $\left\lvert\, \begin{array}{cc}1,792,755-7,841 \\ \text { Bush. } & \text { Plggs. }\end{array}\right.$ | 442,571 |  | 7 |
| Bush. | Bush. Pkgs. |  |  |  |  |  |
| 11,841-....... | 23,799 - 4,545 | 125,16932,627 | 23,799-4,545 | $\begin{array}{r} 125,169 \\ 32,627 \end{array}$ |  |  |
| ................................ | ..................... |  | ........ ................... | 1,998 |  | 8 9 |
|  | …….. .......... | 39,414 | …................ | 39,414 |  |  |
| 0,367 .....................$~$ |  | 1,909 | ......................... | 1,809 |  |  |  |
| 5,788,154 | 7,127,595 | 926,155 | (1......6,64, 6,63 | - 880,109 | ..... ................ 12 |  |
| . ........... |  | 58,589 | …….. ......... 64,778 | $\begin{array}{r} 5,642 \\ 234,058 \end{array}$ | ...................... 14 |  |
| 40,382 | 61,175 | $\begin{array}{r} 5,642 \\ 204,058 \end{array}$ |  |  |  |  |  |
| Galk. <br> 913 | $\begin{array}{cc}\text { Galls. } \\ 2,505 & \text { Prgs. } \\ \text { 27) }\end{array}$ | $\begin{array}{r} 3,643 \\ 145,420 \end{array}$ |  | -3,643 |  | 1617 |
|  |  |  |  | 145,420 | .................. ...... |  |
|  | $\begin{array}{ccc} \text { Lhs. } & \text { Pkgs. } \\ \text { 2,061,576- } \end{array}$ | $\begin{aligned} & 549,694 \\ & 141,663 \end{aligned}$ | $\left\|\begin{array}{cccc} \text { Libs. } & \text { Pkge. } \\ 2,061,576 & -7 & 7 \end{array}\right\|$ | 549,694 |  | 18 |
|  |  |  |  | 181,179 | ....... . .... | 19 |
| 29 | 67 | 1,081 | 67 | 1,061 | ...................... | 20 |
|  |  | $\begin{array}{r} 123,707 \\ 1,232 \end{array}$ | \|............................... | 10,769123,707 | .................................. | 212223 |
|  |  |  |  |  |  |  |  |
| .................... |  |  | .............................. | 1,232 | ...................... |  |
| ..................... | ...................... | 1,034,417 | ..................... | 1,034,417 | .................... | 24 |
| ….................. | ...................... | $\begin{array}{r} 1,029,185 \\ 21,646 \end{array}$ | $\qquad$ | $\begin{array}{r} 1,029,185 \\ 21,646 \end{array}$ | ...................... | 25 |
|  |  |  |  |  | ..9................... |  |
| ......... |  | $\begin{array}{r} 47,365 \\ 8,211 \end{array}$ | ............ ${ }^{\text {anc...... }}$ | 47,3658,211 | ........ ............. | 27 |
| .............. | 38,333 |  | 60 |  | -....................\| 28 |  |
| -................... | 60 | 108,167 |  | 108,167 ${ }^{7}$ |  |  |  |
| -.................... |  |  | ............................. |  | …................................... $\left.\right\|^{3}$ |  |
| $\cdots$ |  | 385,881 |  | 373,614 |  |  |  |
| -.... ........... .... | 120 |  | $\left\lvert\, \begin{array}{r}120 \\ 6 \mathrm{R1} \\ 14,484\end{array}\right.$ |  | ...................... | 32 |
| -...... ............ | $1 \quad 661$ | 2,0763,995 |  | $\begin{array}{r} 3,995 \\ \mathbf{4 7 3} \end{array}$ |  | 33 |
| ...................... | 14,434 |  |  |  |  | 3435 |
| …............ | \|... .................. | 473 | ........... ........... |  | .............. |  |
|  |  | $\begin{array}{r} 22,082,103 \\ 4,247,229 \end{array}$ | ................................... | $\begin{array}{r} 22,081,329 \\ 4,247,229 \end{array}$ |  | 36 |
|  |  |  |  |  |  |  |
| ........ ............ |  | 26,329,332 | ............. ........ | 26,328,558 | ...................... |  |
|  |  | 4,270 | ...................... | 4,270 | .-........ - ......... | 37 |
| 237 |  |  |  |  |  |  |

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


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


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

|  | 18t July, 1867 to 30th June, 1868. |  |  | Ist July, 1868 to 30th June 1869. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Daty. | Quantity. | Value. | Duty. |
| Goode ratirg Specific Duty. |  | \$ | \$ ets. |  | \$ | \$ cts. |
| Animals-Horses ............................................ No. | 41 | 4,287 | 35960 | 187 | 26,246 | 2,505 00 |
| Horned Cattle............................. ..... \% | 5 | 193 | 3270 | 43 | 4,173 | 43000 |
| Swine ......... ...................................... \% | 12 | 74 | 2400 | 926 | 14,807 | 1,852 00 |
| Sheep ..... ..................................... .t \% | 55 | 178 | 5475 | 141 | 658 | 14100 |
| Acid-Sulphuric ............................................... Lbs. | 35,189 | 645 | 17661 | 222,632 | 4,317 | 1,113 27 |
| Cordials ........... ............................................. Galls. | 10,239 | 11,039 | 6,168 33 | 1,998 | 3,532 | 2,398 20 |
| Perfumed Spirits............................................. 6 | 1,387 | 5,670 | 1,864 40 | 1,338 | 3,955 | 1,603 40 |
| Tinctares ................ ...................................... ${ }^{\text {a }}$ | 538 | 548 | 16170 | 793 | 876 | 49896 |
| Brandy .................. ........................................ is | 357,579 | 463,132 | 275,411 99 | 200,858 | 247,044 | 160,657 51 |
| Gin........ ...... ........... ..................................... ${ }^{\text {a }}$ | 497,718 | 227,040 | 364,597 12 | 430,960 | 206,774 | 344,773 65 |
| Rum ...... ...... .................................................. ${ }^{\text {. }}$ | 333,941 | 158,782 | 253,017 56 | 274,204 | 124,689 | 219,750 01 |
| Whisky .. ... ... ............. ..................................... ${ }^{\text {. }}$ | 199,861 | 129,344 | 134,606 88 | 106,006 | 88,833 | 84,838 37 |
| Spirits and Strong Waters, \&c...... ...................... " | 149,442 | 47,981 | 108,148 40 | 3,579 | 2,230 | 2,863 62 |
| Oil-Coal and Kerosene.................................... " | 383,747 | 115,831 | 30,620 31 | 206,265 | 57,083 | 30,902 99 |
| Benzole, Napthia and Refined Petroleum.. ..... " | 33,435 | 7,734 | 3,677 08 | 25,321 | 5,971 | 3,799 95 |
| Products of Petroleum............................... " | 13,840 | 2,632 | 1,393 95 | 23,892 | 5,742 | 2,387 97 |
| Crude Petroleum........ .. ............................ "، | 42,813 | 4,508 | 2,568 78 | 21,714 | 6,146 | 1,302 82 |
| Molasses, for refining purposes ........................... Lber. | Sce Molasses at | ar cent. | ............. | 2,131,541 | 46,608 | 15,560 24 |
| Coffec-Green ...... .................................................... " | 1,539,696 | 206,758 | 46,762 90 | 1,539,695 | 182,994 | 46,190 98 |
| Roasted or Ground | 17,916 | 2,025 | 74696 | 34,303 | 4,111 | 1,373 65 |
| Chicory-Raw or Green. | 15,288 | 485 | 48864 | 14,600 | 722 | 43800 |
| Roasted or Ground.............................. * | 146,141 | 6,011 | 5,845 64 | 215,175 | 10,269 | 8,606 60 |
| Common Soap ............. ...................... .........., " | 753,309 | 26,408 | 7,495 19 | 695,940 | 29,172 | 6,959 52 |
| Starch ...... ......... ............... ................ : ..... ......... ${ }^{\text {a }}$ | 104,037 | 7,783 | 2,407 71 | 109,662 | 7,950 | 2,193 31 |
|  | Pkre. Mille. |  |  | Mille. |  |  |
|  | 189 15,508 | 135,540 2,719 | 53,44843 30305 | 10,642 2,013 | 119,318 318 | 27,12050 8052 |
| Cheese ..... ................ ........................................... ${ }^{\text {. }}$ | 102,268 | 15,652 | 2,755 58 | 56,541 | 9,506 | 1,690 28 |
| Lard and Tallow.... ................... ................... ${ }^{\text {c }}$ | 492,173 | 43,545 | 4,939 68 | 485,726 | 55,401 | 4,857 27 |
| Indian Corn ............................ ................... Bush. | 979,048 | 736,140 | 97,904 77 | * 22,414 | 18,514 | 2,24140 |

## Oader Regulations of 24th Janzary, 1869.

No. 4.-COMPARATIVE STATEMENT OF IMPORTS.-Continued.

\begin{tabular}{|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{Articles.} \& \multicolumn{3}{|l|}{1st July, 1887, to 30th June, 1868.} \& \multicolumn{3}{|l|}{1st July, 1868, to 30th June, 1869.} \\
\hline \& Quantity, \& Value. \& Daty. \& Quantity. \& Value. \& Duty. \\
\hline Goods Patisg 15 per Cext ad Valorex.-Continued. \& \& \$ \& \$ cts. \& \& \$ \& \$ cts. \\
\hline Carpets
\(\qquad\) Plge. \& ................. \& 208,137 \& 44,729 85 \& 1,938 \& 331,401 \& 49,710 52 \\
\hline Coach and Harness Farnitare............................................... \& .................... \& 29,685
50,215 \& \begin{tabular}{l}
4,46984 \\
7,530 \\
\hline 8
\end{tabular} \& 708
1,886 \& 42,275
63,682 \& \begin{tabular}{l}
6,34185 \\
9552 \\
\hline 86
\end{tabular} \\
\hline Chandeliers, Gerondoles, Qas Fittings, \({ }^{\text {co................... }}\) " \& ......................... \& \(\stackrel{3}{9,705}\) \& 1,455 99 \& \({ }_{1,801}\) \& \({ }_{111,93}^{63,682}\) \& \begin{tabular}{l}
9,552 \\
1,791 \\
\hline 80
\end{tabular} \\
\hline China Ware, Crockery and Earthenware.............. " \& \& 428,730 \& 82,735 14 \& 36,276 \& 390,043 \& 58,506 92 \\
\hline Clocks ............................................ ........................ C . \({ }^{\text {Pkills }}\). \& ........... .............. \& 1,657
50,766 \& 24890
7,74895 \& 16,096
21,782 \& 2,693 \& \({ }_{8} 40378\) \\
\hline Clothing or Wearing Apparel .................................... \({ }^{\text {a }}\) \& ....................... \& 103,229 \& 16,240 43 \& 21,513 \& 138,325 \& 8,101
20,747
59 \\
\hline Cocoa and Chocolate...... ............. ................... Lbs. \& ...................... \& 6,386 \& 95792 \& 23,324 \& 5,504 \& \({ }^{82586}\) \\
\hline Cordage........ ............................................. " \& \& \& \& Pkgg. Lbs. \& \& \\
\hline  \& ...... - ..... .... \& 52,546 \& 7,881 02 \& - \& 35,413
32,586 \& 5,312 19 \\
\hline Cottons ............................................ ........ is \& \& 7,675,433 \& 1,097,183 36 \& 44,616 \& 7,379,985 \& 1,107,003 68 \\
\hline Dried Fruits and Nuts of all kinds ........... ........... Lbs. \& \& \& 85,172 93 \&  \& \& \\
\hline Drage not therwiso specified........ ................. ..... Pkgs. \& .................. \& 318,247 \& 45,165 14 \& 10,52-1242,573 \& 345,058 \& 51,758 74 \\
\hline Engraving and Prints
Fancy Goods and Millinery ............................. \& ..................... \& 15,852 \& 2,380 13 \& 732 \& 22,204 \& 3,33081 \\
\hline  \& ...... .............. \& 963,840

19 \& 144,680 34 \& 8,544 \& 1,075,787 \& 161,369 37 <br>
\hline Fire Works....................................................... " \& |........................ \& 19,950
6,869 \& 2,993
1,030
71 \& 1,058 \& 9,813 \& 1,471 90 <br>
\hline Fiat Wire for Crinclines-Coverd................................................. \& . ................... \& 22,805 \& \& ${ }_{269}^{479}$ \& 7,690 \& 1,062 30 <br>
\hline Gunpowder....... ... ....................................... " \& - ...................... \& 25,336 \& ${ }_{3,443} 26$ \& 60,274 \& \& $\begin{array}{r}2,485 \\ 38805 \\ \hline 18\end{array}$ <br>
\hline Guns, Rifles and Fire Arras...................................... \& \& 14,024 \& 2,100 85 \& 145 \& 8J,296 \& 3,80505
1,24455 <br>
\hline  \& ............. \& 41,230 \& 0,192 52 \& 511 \& 31,770 \& ${ }_{4,765}^{1,24}$ <br>
\hline - Do Window-Stained \&c .......................................................... \& \& 93,899 \& 14,095 73 \& 83,530 \& 123,155 \& 19,223 56 <br>
\hline Hats, Caps and Bonnets................................................ \& ................... \& 451,389
479,261 \& 67,45459
70702
78 \& 99,433 \& 422,041 \& 63,31141 <br>
\hline Hat Plush ............................................................. ${ }^{\text {a }}$ \& ...................... \& 4, ${ }_{2,734}$ \& ${ }_{410} 11$ \& 10,096
2 \& 53, 101 \& 82,939 58 <br>
\hline Hosiery ..... ........ ... ............... ........ ....... " \& \& 100,341 \& 28,551 66 \& 842 \& 207,200 \& 31,080 39 <br>
\hline Ink-All kinds except Printing............. ............ " \& ... \& 6,246 \& 93595 \& 732 \& 6,391 \& 95889 <br>
\hline Iron Ware and Hardwaro ...................... ......... " \& ........ ...... \& 2,374,678 \& 344,254 56 \& 175,056
1,087 \& 2,132,021 \& 319,725 08 <br>
\hline Lumber-Sawn or Plank, not being Mahogany, de.. \$ \& ...................... \& 382,026
26,281 \& 55,64
3,936
92 \& \& 370,515
19,654 \&  <br>
\hline \& \& \& \& \& \& <br>
\hline
\end{tabular}


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

| ARTICLES. | 1st July, 1807, to 30th June, 1868. |  |  | 1st July, 1S68, to 30th June, 1869. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Duty. | Quantity. | Value. | Duty. |
| Goode ratime 15 prr Cext ad Valorex.-Continued, |  | \$ | \$ et's. |  | \$ | \$ ets. |
| Spirits of Turpentice .....................................Galle. |  | 41,121 | 6,163 69 | 132,481 | 46,598 | 6,989 93 |
| Stationery .................................. ............Pkgs. | ..... ... .......... | ${ }^{206,197}$ | $\begin{array}{r}44,484 \\ 1588 \\ 1506 \\ \hline 10\end{array}$ | 8,612 | 327,536 43,720 | 49,12987 6.558 |
|  | ........................... | 1,484,029 | - $21,52,56915$ | 10,444 | 1,403,256 | 210,487 69 |
| Tobacso Pipes ........................................................... " | ........................ | 1,20,779 | 3,127 97 | 1,372 | 18,151 | 2,422 98 |
| Tays ............ ........................................... " | ..... ............. | 19,600 | 2,957 06 | 618 | 16,876 | 2.53145 |
| Varnish-Other than Bright or Black.................... " Woollens | ........ ............. | 14,803 $7,667,335$ | $\begin{array}{r}2,22195 \\ 1,66,791 \\ \hline 88\end{array}$ | 1,989 26,085 | 16,593 $0,722,658$ |  |
| Unenumerated Articles........................................................... | ..................... | $7,667,335$ $1,000,707$ | $1,106,791$ 149,477 05 | .............. | 0,722,548 926,489 | $1,008,382$ 138,947 38 |
| Total 15 per Cent Ad Valorem. | .................... | 30,961,610 | 4,557,240 15 | .. | 29,213,019 | 4,381,970 09 |
|  | ................ .... | 275,934 | 28,028 19 | $\begin{aligned} & \text { Lbs } \\ & 1,537 \end{aligned} \underset{\substack{\text { Prg8. } \\ 4,970}}{ }$ | 189,726 | 18,972 51 |
| Goods paying 5 fer Cemt ad Valorem. |  |  |  |  |  |  |
| Printed Books, Periodieals and Pamphlets............. Pkge. <br> Irun $\qquad$ ....... | .......................... | 120,647 608,590 | $\begin{array}{r} 0,191 \quad 81 \\ 30,321 \quad 52 \end{array}$ | 12,908 |  | 32,045 <br> 90,890 <br> 20 |
| Type..................................................................... P......... | ............................ | 3,886 | $196-28$ | 1,211 | 86, 113 | 1,805 85 |
| Total 5 per Cont Ad Valorem |  | 731,123 | 26,709, 61 | ................... | 2,404,733 | 124,741 62 |
| Frei Goods..... |  | 23,428,320 |  |  | 22,081,329 |  |
| Coim axd Bullion........... ................. | ............ .....: | 4,895,147 | -........ | .................... | 4,247,229 | .......... . |
| Copyright Works |  | 6,143 | .. :............ | ............... .... | 4,270 | ............. |
|  |  |  |  |  |  |  |

RECAPITULATION.

No. 5.-STATEMENT (by Provinges) shewing the Quantity and Value of the Principal Articles Entered for Consumption

| AITTICLES. | MONTREAL. |  | QUEDEC. |  | OTHER PORTS. |  | T0TAL. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quartity. | Value. |
|  |  | \$ |  | 8 |  |  |  | \$ |
|  | 95,870 57,237 | 16,938 | 82,125 | 8,284 | 890 | 165 | 1\%8,685 | 25,320 |
| Books-Printed................. .............................................. ${ }^{\text {Pr }}$. | 57,237 2,422 | $\begin{array}{r}24,857 \\ \hline 183,513\end{array}$ | 12,232 | 4,280 | 75 | 18 | 69,544 | 29,155 |
| Brandy ..................................... .......................................alls. | 2,422 75,179 | 183,513 88,013 | 375 14,838 | 25,577 16,730 | 266 | 8,273 | 3,063 | 217,463 |
| Carpots and Hearth Rugs...... ................... .......Pkgs. | 773 | 149,084 | 14,838 | 16,730 | 325 | ${ }_{6}^{612}$ | 90,650 | 105,355 |
| Cane Juice ............................. ......................Lbs. | 8,801,394 | 236,141 | 11,564 | 105 |  | 243 | 884 $8,812,958$ |  |
| China Ware, Crockery and Earthenware..............Pkgs. | 20,605 | 171,163 | 4,912 ${ }^{\text {b }}$ | 84,768 | 593 | 1,900 | 8, 26,110 | 207,731 |
| Cigars........................ ..............................Mille. | 6,095 | 72,959 | 595 | 6,377 | 8 | 87 | 6,698 | 79,403 |
| Clothing-Ready made ...... ..- ..........................Pkgs. | 82 | 8,334 | 71 | 4,833 | 70 | 8,422 | 223 | 21,589 |
| Coffee-Ureen ..... ......... ........................................................................ | 574,268 | 70,038 | 121,683 | 14,930 | 8,954 | 462 | 699,905 | 85,490 |
| Dried Fruits and Nuts............ ............................... Prgs. $^{\text {L }}$ | 14,884 $7,683,375$ | 2,554,230 | 3,258 3858 | 589,841 | 720 | 47,383 | 18,862 | 3,491,254 |
| Drugs and Medicines................................................ Pkgs. | -1, 13,987 | 322,934 168330 | 285,888 522 | 13,050 | 19,523 | 1,757 | 7,988,786 | 337,741 |
| Fancy Goods.................................................... ${ }^{\text {a }}$ | 2,907 | 295,323 | 728 | 6,175 $\mathbf{3 3 , 1 5 4}$ | 71 | 3,307 | 14,580 | 177,812 |
| Fish-Salted or Smoked. .................... ...........Lbs. | 132,344 | 7,409 | 25,165 | 3,380 1, | 42,322 | 2,868 | 3,672 | 331,345 |
| Gin.................. .................... .............. , .... Galts. | 149,585 | 67,093 | 102,224 | 43,322 | 4, 4,804 | 1,114 | 199,831 | 10,472 |
| Glass and Glassware ..................................... Ptgs. | 76,579 | 199,986 | 48,525 | 73,314 | 624 | 7,564 | 125,728 | 112,529 280,564 |
| Mats, Caps and Bonnets.................... .............. " | 4,660 | 264,907 | 490 | 35,012 | 96 | 5,568 | -5,246 | 305,487 |
| IIosiery ........ ............................. ......... . ..... " | 539 | 146,690 | 8 | 2,254 | 9 | 731 | 556 | 149,675 |
| Iron-paying 5 per cont.... .............. .......... .... |  | 997,816 |  | 131,884 |  | 7,557 |  | 1,137,257 |
| Jewellery and Watches................ ..................Pkgs. | 360 | 194,193 | 30 | 3,903 | 18 | 949 | 408 | 199,045 |
| Leather................................... ............. ..... " | 1,355 | 339,627 | 103 | 14,127 | 59 | 1,994 | 1,517 | 355,748 |
| Machinery ...................................... ............ " | 2,235 | 51,184 | 105 | 8,303 | 205 | 4,131 | 2,545 | 63,618 |
| Malt.................... . ...... ............. ................ Bush. | 23,228 | 34,848 | 1,000 | 1,510 |  |  | 24,228 | 36,358 |
| Manufactures of Fur............................ ......Pkge. | 1,501 | 107,176 | 86 | 20,133 | 26 | 352 | 1,613 | 127,661 |
| do Gold, Silver or Plated Ware, \&c.. ..... " | 300 | 47,174 | 50 | 5,795 | 15 | 481 | 365 | 58,450 |
| do Hardware.......... ......................... | 16 | 283 | 19 | 2,847 |  |  | 35 | 3,130 |
| do Leather, including Boots ${ }^{\text {a }}$ Shoes, \& ${ }^{\circ}$ | 59,240 381 | 789,874 | 16,513 | 139,379 | 2,027 | 23,322 | 78,080 | 952,575 |
| do Wood, including Cabinet Ware........ " | 11,086 | 111,417 | 77 247 | 2,790 4,852 | 187 837 | 7,009 0,553 | ${ }^{645}$ | 121,216 |
| Meats-Fresh, Smoked or Salted........................Lbs. | 1,603,226 | 163,763 | 99,836 | 4,852 9,206 | 1837 78,834 | 9,553 11,460 | 12,170 $1,781,896$ | 39,776 |
| Mcl:ع8e8...... ........... ... ..... ............ ........ ........ " | 10,130,143 | 198,057 | 6,315,117 | 101,807 | 378,236 | 11,450 9,528 | $1,781,896$ $15,823,496$ | 184,429 309,392 |


|  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | cintin | cineme |  |  | (1,063 |  |  |
| Paper and Paper hamginge............................." " | ${ }_{3}$ | ${ }^{147,244}$ | ${ }_{8}^{1422}$ |  | ${ }_{11}$ | 967 | ${ }_{\text {12, }}^{10,067}$ |  |
|  | ${ }_{831}$ |  | ${ }^{0,2589}$ | 43, 4,108 | 1, ${ }_{12}$ | coter | ${ }^{4,968}$ |  |
|  | ${ }_{\text {4, }}^{43,3235}$ |  | ${ }_{2}^{1,9,932}$ | $\xrightarrow{20,781}$ | ${ }_{807}^{120}$ | 5,007 | S, 5 |  |
| ,ioners |  |  |  | 17,287 | 74 |  |  |  |
|  | ${ }_{\text {21, }}^{21,028,235} 12,575$ | cirs, 9 | ${ }_{\substack{3,87,488 \\ 12,321}}$ |  | 碇 | ${ }^{2,115}$ | 23,48,1,93 |  |
|  |  |  | 492,17545 | 142,206 |  | ci, |  | 1,37\%, 88,005 |
|  | 3, 3 | (18,808 | ${ }_{\substack{\text { 32, } \\ 52,654}}$ |  |  |  |  |  |
|  |  |  | cin |  | ${ }_{348}^{39}$ | $\xrightarrow{2,4654}$ | 边 | come |
| Tooral, Dutiabie Goods. |  | 17,62,9,63 |  | 2,718,899 |  | 304,088 |  |  |
|  |  |  |  |  |  |  |  | 20,46,941 |
| Coin and Builion |  | ${ }^{4,365,323}$ |  | , $3,8,00$ |  | cis, |  | - |
| Total ........... |  | 22,50, 090 |  | 5,984,744 |  | 1,08,350 |  | 13,003 |
| Coprsrights..................................................... |  | 1,220 |  |  | $\ldots$ | 40 |  | 1,274 |
| Urand Totalal.............................. |  | 22,52, 338 |  | 6,84,490 |  | 1,08, 200 |  | 20,54, ${ }^{\text {a }}$, |

## PROVINCEOE

| ARTICLES. | KINGSTON. |  | TORONTO. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. |
|  |  |  |  | \$ |
| Ale, Beer and Porter...........................Galls. | 2,807 | 953 | 16,925 | 7,118 |
| Books-Printed....... .................................. |  | 5,512 |  | 202,221 |
| Brandy .................................................Galls. Carpet and Hearth Rugs | 836 | 847 | 11,096 | 13,343 |
| Carpet and Hearth Ruga ...... ................ ......... Cane Juice |  | 8,246 |  | 72,788 |
| Cane Juice............................. .............Lbs. |  |  | 25,930 | 397 |
| China Ware, Crockery and Earthonware............ |  | 4,943 |  | 50,36S |
| Cigars............................................... Mille. | 62 | 546 | 1,412 | 9,673 |
| Clotaing-remay made ......... .......... .. .................... |  | 2,075 |  | 3,312 |
| Coffee-green ...... .....................................Lbs. Cottons | 36,022 | 4,549 46447 | 215,947 | 25,195 |
| Dried Fruits......................................................... | ............... | 46,447 14,415 | 1,591,363 | 1,111,550 |
| Drugs and Medicines .............................................. | 416,091 |  | 1,591,363 | 60,892 62,888 |
| Funcy Goods ....................................................... |  | 1,309 |  | 66,888 |
| Fish-Salted or Smoked.......................................... | 6,313 | $\begin{array}{r}4,388 \\ \hline\end{array}$ | 49,146 | 363,454 2,688 |
| Gin........................................... ......Galls. | ${ }_{81}$ | 44 | 4,125 | 2,395 |
| Glass sad Glassware .................................. |  | 5,921 |  | 77,662 |
| Hats, Caps and Bonnets... ............................ |  | 1,426 | ................ | 65,550 |
| Hosiery ................................................... |  | 5,419 |  | 12,118 |
| Iron-paying 5 per cent ............................. |  | 3,750 |  | 102,133 |
| Jewellery and Watches................................. |  | 989 |  | 104,176 |
| Leather.... |  | 193 |  | 30,320 |
| Linen ...... |  | 7,380 |  | 138,517 |
| Machinery ........................................ ......... |  | 5,903 |  | 40,711 |
| Manufactures of Fur...... ................. ............. |  | 1,380 | . | 7,738 |
| do of Gold, Silver or Plated Ware............ | ........ ........ | 2,273 |  | 19,763 |
| do of Grass, Osier, Palm Leaf dc.............. | ................ | 366 | ................. | 49,13 |
| do of Hard ware...................... |  | 14,675 |  | 214,333 |
| do of Leather, including Boota \& shoes, do. |  | 1,648 |  | 37,303 |
| Moats-Fresh, Smoked or Salted |  | 2,472 |  | 12,877 |
| Ments-Fresh, Smoked or Salted.................Libs. | 89,410 | 9,410 | 271,999 | 29,092 |
| Musical Instruments ........................ . | 46,451 | 660 | 45,660 | 799 |
| Oils-Roctified or prepared...........................iali.. |  | 2,843 |  | 84 |
| Packages................... .................................. | 3,120 | 2,098 | 21,274 | 6,615 |
| Paints and Colors |  | 672 | ................ | 8,717 |
| Paper and Paper Hangin |  | 3,119 |  | 18,897 |
| Rum ............... .............................................all. | 193 | 3, 87 |  | 28,799 |
| Silks, Satins and Velvets................................... |  | 10.989 | 7,5 | 3,886 |
| Small Wares....... |  | 10,989 | ............. | 280,928 |
| Spices-uvground ........... ...... ............................... Lbs. |  | 8,424 | 61...... | 84,836 5,579 |
| Stationery ....., ......................................................... | 2,984 | 524 2,064 | 61,217 | 5,879 78,768 |
| Sole and Uppe: Leather ...................................... |  | 2,064 | ............... | 78,768 7134 |
| $\left.\begin{array}{c}\text { Sugar-equal to and above No. 9, Datoh.......... } \\ \text { Standard .................................... }\end{array}\right\}$ Lbs. | 1,577,298 | 82,540 | 3,164,964 | 149,929 |
| do bolow No. 9, Dutch Standard............... <br> Tea...... " | 61,355 | 2,770 |  |  |
|  | 151,597 | 51,446 | 850,771 | 341,294 |
| Whisky and Snuff-manufactured.............." ${ }^{\text {Tobac }}$ | 11,398 | 2,765 | 24,230 | 7,114 |
| Whisky ............................................ Galls. | 132 | 147 | 10,201 | 7,237 |
| Wine of all kinds | 1,363 | 2,446 | 31,985 | 43,433 |
| Other Article |  | 38,086 |  | 1,016,890 |
| Other Article |  | 30,297 |  | 278,525 |
| Total Dutiable Goods |  | 400,405 |  | 5,395,753 |
| Free Goods. |  | 2,985,229 |  | 1,076,831 |
| Copyrights..... |  |  |  | 207 |
| Copyrights |  |  |  | 309 |
| Grand Total. |  | 3,385,761 |  | 6,473,100 |

PORTS, \&c.-Continued.
~mm
ONTARIO.

| HAMILTON. |  | LONDON. |  | OTHER PORTS. |  | TOTALS. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Quantity. | Value. | Quantity. | Value, | Quantity | Value. | Quantity. | Value. |
|  | \$ |  | \$ |  |  |  |  |
|  | 4,662 14,933 | 2,5 | 1,102 11,746 | 7............. | 2,699 95,789 |  | 16,534 330,201 |
| 7,224 | 7,340 | 1,737 | 1,771 | 5,077 | 6,131 | 25,970 | 29,432 |
| $\cdots$ | 35,285 |  |  |  | 40,275 |  | 156,594 |
|  |  | 29,457 | 1,101 | 894 | 54 | 58,281 | 1,552 |
|  | 12,059 |  | 10,999 |  | 20,515 |  | 98,884 |
| 293 | 2,032 | 245 | 2,068 | 275 | 5,725 | 2,287 | 20,049 |
| 258,882 | 7,884 $\mathbf{2 9 , 4 6 0}$ | 47,037 | 1,089 5,261 | 52,310 | 9,381 5,944 | 611,098 | 20,741 70,409 |
|  | 531,744 |  | 166,917 |  | 205,621 |  | 2,062,279 |
| 1,333,169 | 54,523 | 529,435 | 19,219 | 272,329 | 18,537 | 4,142,387 | 167,586 |
| ....... | 27,802 | . | 4,193 |  | 20,832 |  | 117,216 |
| ...... | 62.450 |  | 25,842 |  | 157,349 |  | 613,494 |
| 24,920 | 1,236 | 10,310 | 599 | 91,952 | 6,232 | 182,641 | 11,093 |
| 2,593 | 1,271 | 1,831 | 1,016 | 5,758 | 3,009 | 14,385 | 7,735 |
| ....... ........ | 22,148 |  | 13,377 | ................ | 63,366 | ................. | 182,474 |
| *.............. | 35,176 | ............... | 4,817 | ........... ..... | 31,930 | ...... ........... | 138,899 |
| -.............. | 26,967 | ...... ......... | .... | ............... | 11,295 | ................. | 799 |
| -.............. | 121,478 | ................ | 26,420 | ................ | 44,938 | ...... .......... | 298,719 |
| ..... .......... | 12,319 | ................ | 4,116 | .............. | 16,520 | . $\cdot$ | 138,120 |
| $\cdots$ | 7,909 |  | 1,180 | ............... | 2,827 | -1 | 42,429 |
|  | 85,965 |  | 22,076 | ............... | 35,352 | . | 289,29* |
| ....................... | 11,594 6,148 | ................ | .......... | .............. | 69,675 | ..... ..... ..... | 127,883 |
| ..................... | 6,148 4,362 | .............. | 647 | \|-................ | 5,962 | -........... | 33,007 |
| ..................... | 4,362 14,503 | ............... | 635 | ............... | 1,598 | .... ............ | 66,239 |
| ............... | 141,416 | ................ | 52,823 | .............. | 185,932 |  | 609,179 |
| ................ | 8,103 | ................ | 462 | ............... | 19,785 |  | 67,301 |
| , | 7,208 |  | 6,737 |  | 52,914 |  | 82,208 |
| 19,584 | 907 | 1,999 | 270 | 2,633,562 | 297,091 | 3,016,554 | 336,770 |
| 662,002 | 16,018 |  |  | 381,6y6 | 13,440 | 1,135,809 | 30,917 |
|  | 6,703 |  | 4,035 |  | 23,913 | ............... | 121,850 |
| 12,783 | 8,869 | 412 | 379 | 9,500 | 5,757 | 47,089 | 33,718 |
| ................ | 5,098 | . ........ | 1,614 | ............... | 2,049 | .......... ...... | 18,150 32,242 |
|  | 7,288 |  | 1,627 | ............... | 4,009 | ................ | 32,242 69861 7 |
| 3, 7.10 | 12,557 1,658 | 817 | 2,887 |  | 22,312 | 13,746 | 69,681 7,090 |
| 3,507 | 1,658 51,593 | 817 | 485 3,179 | 1,720 | 6274 62,324 | 13,746 | 409,013 |
|  | 117,854 | ..................... | 78,775 |  | 84,146 |  | 374,022 |
| 60,257 | 5,973 | 10,732 | 1,282 | 3,231 | 448 | 138,421 | 14,106 |
| ................ | 7,716 |  | 7,341 | ............ | 32,708 | ................. | 128,857 |
| ............ |  |  |  | ....... | 2,137 | ................. | 9,271 |
| 2,211,643 | 110,128 | 1,621,919 | 78,753 | 2,789,088 | 142,516 | 11,364,912 | 563,866 |
|  |  |  |  | 30,232 | 1,254 | 91,587 | 4,024 |
| 543,678 | 217,798 | 260,138 | 104,417 | 506,396 | 202,742 | 2,312,580 | 917,697 |
| 22,749 | 4,925 | 9,077 | 2,442 | 23,024 | 5,849 | 95,478 | 23,095 |
| 1,918 | 1,788 | 423 | 440 | 596 | 600 | 13,270 | 10,212 |
| 16,255 | 14,449 | 6,879 | 6,453 | 8,807 | 12,374 | 65,289 | 79,155 |
| ...... | 428,074 | , | 99,103 |  | 216,278 | ............ ..... | 1,798,431 |
|  | 120,374 |  | 34,890 |  | 320,706 |  | 784,792 |
| $\cdots$ | 2,437,747 |  | 814,585 |  | 2,595,767 | ..... .......... | 11,644,257 |
|  | 764,564. |  | 107,819 |  | 3,281,512 |  | 8,215,955 |
| -............... | -256 | .................... | 408 | . | 3,861,285 |  | 3,862,154 |
| - | 135 | ................ |  |  | 1,827 |  | 2,383 |
| -.......a....... | 3,202,702 |  | 922,810 |  | 9,740,391 |  | 23,724,761 |
| 32 |  | 249 |  |  |  |  |  |

No. 5.-PRINCIPAL POR'TS, \&c.-Continued.

| $\triangle \mathrm{RTICLES}$ | HALIEAX, |  | OTHER PORTS. |  | TOTALS. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Quantity | Value. | Quantity. | Value. | Quantity. | Value, |
|  |  | - $\leqslant$ |  | \$ |  | \$ |
| Ale, Beer and Porter ............ ........... ......... ....... Galls. | 71,610 | 33,419 | 2,321 | 1,319 | 73,931 | 34,738 |
| Books . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . ....................... Pkgs. | 1,082 | 45,643 | 123 | 5,175 | 1,205 | 50,818 |
| Brandy ........................................... ..................Galls. | 37,498 | 48,102 | 4,400 | 6,339 | 41,898 | 54,441 |
| China Ware, Crockery and Earthenware........ ...... .Pkgs. | 4,037 | 55,173 | 153 | 2,240 | 4,190 | 57,413 |
| Cigars........ ........................ .......................... ...... Mille. | 605 | 7,530 | .6....... | 6 | 605 | 7,536 |
| Clothing-ready-made .......................................... Pkgg. | 262 | 48,174 | 44 | 4,968 | 306 | 53,140 |
| Confectionery .................................... ................. Lbs. | 24,630 | 3,330 | 2,958 | 500 | 27,586 | 3,830 |
| Coffee-Green .................................................... ${ }^{\text {. }}$ | 109,171 | 11,806 | 4,622 | 510 | 113,793 | 12,316 |
| Coffee-Roasted .............. ... .............. .................. is $^{\text {a }}$ | 17,893 | 2,451 | 3,713 | 381 | 21,606 | 2,832 |
| Cordage and Canvass .................... .................. ${ }^{\text {a }}$ | 12,969 | 1,397 | 63,903 | 6,563 | 76,872 | 7,980 |
| Cottone............... ......... ......... ........ ................Prgs. | 3,368 | 737,057 | 5,347 | 70,272 | 8,715 | S07,329 |
| Dried Fruits........... ................ ........................ . . bs. | 217,029 | 40,878 | 24,208 | 3,503 | 241,237 | 44,379 |
| Drugs and Medicines... ........ ................. ........... Pkgs. | 3,835 | 55,170 | 244 | 4,721 | 4,079 | 58,801 |
| Fancy Goods........................................................ ${ }^{\text {G }}$ | 568 | 55,092 | 298 | 12,907 | 866 | 67,999 |
| Gin .......................... . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Galls. | 47,395 | 28,032 | 13,036 | 8,013 | 60,432 | 36,045 |
| Hats, Caps and Bonnets..................................Pkgs. | 935 | 62,967 | 201 | 4,614 | 1,136 | 67,581 |
| Iron-paying 5 per cent................. ............................ | .... | 126,521 | ........................ | 32,723 | ......... ........... | 159,244 |
| Jewellery and Watches.,..................................Pkgs. | 50 | 17,577 | 15 | 815 | 65 | 18,392 |
| Manufactures-Iron and Hardware...................... "\% | 26,219 | 238,770 | 13,304 | 90,276 | 39,523 | 329,046 |
| Do Leather (including Boots and Shoes).. " | 1,018 | 61,529 | 235 | 5,748 | 1,253 | 67,277 |
| Marufactures of Wood (including Cabinct Ware)..... " | 4,746 | 21,766 | 5,008 | 18,682 | 9,754 | 40,448 |
| Meats-Fresb, Smoked or Salted.........................L.Lbs. | 102,126 | 6,436 | 165,721 | 17,698 | 267,847 | 24,134 |
| Molasses................ .t...................................... ${ }^{\text {c. }}$ | 6,150,496 | 115,985 | 2,731,174 | 52,660 | 3,881,670 | 168,645 |
| Musical Instruments...... ....................................Pkgs. | -116 | 11,559 | 2,731,17 | 4,686 | -174 | 16,245 |
| Oile-Rectified or Prepared......... ..................... | 46,822 | 34,370 | 6,791 | 3,981 | 53,613 | 38,351 |
| Do Crude-of all kinds........................... ...... Galls. | 331 | 172 | 35 | 30 | 366 | 202 |
| Packages .......................................... .............Pkgs. | 10,091 | 22,960 | 903 | 2,590 | 10,994 | 25,650 |
| Patcnt Medicines................................................ ${ }^{\text {a }}$ | 119 | 3,657 | 95 | 653 | 214 | 4,310 |
| Paints and Colors............................................. " | 2,488 | 36,842 | 910 | 9,484 | 3,398 | 46,326 |
| Paper and Paper Hangings.............................. " | 3,958 | 28,613 | 602 | 5,390 | 4,560 | 34,003 |
| Pickles and Sauces............................................. " | 966 | 11,089 | 38 | 187 | 1,004 | 11,276 |
| Rum ........ ........... ..... .............. ...................... Galls. | 138,737 | 64,198 | 45,847 | 22,060 | 184,585 | 86,258 |



| ARTICLES. | SAINT JOHN. |  | OTHER PORTS. |  | total. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
|  |  | 5,071 |  |  |  | \$ ${ }_{5,338}$ |
| Ale, Beer and Porter | 49,007 | 24,840 | 7,456 | 4,234 | 56,463 | 29.074 |
| Books-Printed............................................................... | 928 | 38,463 | 83 | 3,875 | 1,001 | 4, 2,338 |
| Brandy........................ ............................. Galis. | 25,451 | 36,622 | 16,889 49 | $\underset{5}{21,822}$ | 42,340 | 57,816 |
| Carpets and Hearth Rugs.......................... ..... Pkgs. | 6,306 | 245 |  |  | 0,306 | ${ }^{3} 8245$ |
|  | ${ }_{711}$ | 18,089 | 302 | 7,926 | 1,013 | 26,015 |
|  | 1,004 | 11,479 | 47 | 894 | 1,051 | 12,373 |
| Clothing-Ready made............................... ....Prgg. | 117 | 19,856 | 111 | 17,999 | 228 | 37,855 |
| Coffe-Green .............................. ...............Lbb. | 106,141 | 13,662 | 8,758 | 14,117 | 114,899 4 | 14,779 |
| Cottons .................................... . ....... .....Pkgs. | 4,217 | 874,890 | Lbs, -Pkgs. ${ }^{760}$ | 144,233 |  | 1,019,123 |
|  |  |  | L6\% - 608 Prgs. | 6,984 | 67,808-10,892 | 43,651 |
| Dried Fruits and Nuts ........................................................... | 1, ${ }^{1,306}$ | ${ }_{49,307}^{36,67}$ | 67,00--279 | 6,793 | 2,185 | 56,100 |
|  | 189 | 22,503 | 230 | 40,446 | 419 | 62,949 |
| Eish-Salted or smoked ............................ .......Lbs. | 7,572 | 368 | 500 | 22 | 8,072 | 390 |
| Gin...................................................................alils. | 51,439 | 25,389 | 48,088 | 25,076 | 99,527 | 50,465 |
| Glass and Glassware...................... ...............Pkgs. | 10,338 490 | $\begin{array}{r}55,849 \\ \hline 29\end{array}$ | 1,346 | 7,274 | 11,684 | 63,123 |
| Hats, Caps and Bonvets................................." | 490 | 29,947 | 176 12 | 10,954 | 666 <br> 12 <br>  | 40,901 |
| Hosiery............................................ ...... " |  |  | 12 | 1,405 20,480 |  |  |
| Iron-paying ${ }^{5}$ por cent ................. .... ................................... |  | 202,14,234 |  | 10,480 724 |  | 22, 14,958 |
| Jewellery and Watches................ ..................Pbgs. | Pkge. |  | Pkgs. Lbs. |  | Lbg.- Pkgs. |  |
| I,eather.. | 210 | 42,231 | 61-1,537 | 2,460 | 1,537-271 | 44,691 |
| Machinery................ ................................. Pkgs. | 294 | 27,922 | 35 | 913 | 329 | 23,835 |
| Malt.............. .... ....... .............................. Bush. | 144 | 234 |  |  | 144 | 234 |
| Manufactures of Fur ............... ...... .... ...........Plgs. | 65 | 7,296 | 6 | 235 | 71 | 7,531 |
| Do Gold, Silvor or Plated Ware, de .......... "" | 40 | 1,598 | 15 | 469 | 55 | 2,067 |
| Do Grass, Osier, Palm Leaf, dc..... .......... " |  |  | 9 | 78 | 9 | 78 |
| Do Hardware.................................. " | 13,983 | 191,881 | 4,682 | 49,165 | 15,665 | 241,046 |
| Do Leather, including Boots and Shoes, \&c. " | 231 | 15,062 | 331 | 7,976 | 562 | 23,038 |
| Do Wood, including Cabinet Ware..........." | 5,890 | 30,660 | 1,218 | 9,663 | 7,108 | 40,323 |
| Meats-Fresh, Smoked or Salted.......................Lbe. | 578,421 | 66,289 | 251,131 | 26,130 | S29,552 | 92,419 |
| Molasses .................. .... ....................... ... | 7,093,918 | 138,958 | 1,937,718 | 35,870 | 9,031,636 | 172,828 |



## No. 6.

# GENERAL STATEMENT <br> (BYPROVINOES) 

of the

## PRINCIPAL ARTICLES

or

## CANADIAN PRODUCE \& MANUFACTURE

## EXPORTED FROM THE

## DOMINION OF CANADA.

Shering the Quantity and Value of each Article, the Country to which Exported, and whether in British or Foreign Vessels or by Land Carriage, during the Fiscal Year ending 30th June, 1869.

No. 6.-General Statement (by Provinces,) of Exports, the Growth, Produce and Manufacture of the Dominion of Canada, Exported during the Fiscal Year ending 30th June, 1869; shewing the Quantity and Value of each Article, the Country to which Exported, and whether in British or Foreign Vessels, or by Land Carriage.

PROVINCE OF QUEREC.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vessels. | By Land <br> Carriage. | Total Quantity. | Total Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Prodece of the Mine. <br> Copper. $\qquad$ | Great Britain........ | Ton.' |  |  | Tons. | \$ |
|  |  | 388 | ............... |  | 388 | 33,587 |
| Copper Ora...... |  | Tons. |  | Tons. | Tons. |  |
|  | Great Britain....... United Statan:...... | 5,693 |  | ................. | $\begin{aligned} & 5,693 \\ & \mathbf{1 , 8 7 0} \end{aligned}$ | $\begin{array}{r} 326,141 \\ 20,789 \end{array}$ |
|  |  | 5,693 | ........ ........ | 1,870 | 7,563 | 346,930 |
| Coal............... | Unitod States....... | ................ | ........ | Tons. 155 | Tons. 155 | 974 |
| Lead Ora... ..... | United States....... | ................ | Tons. 12 |  | Tons. 12 | 517 |
| Iron Oram....... | Areat Britain.......United Staten...... | Tons. $505$ | .................... | ..................... | Tons. $\begin{array}{r} 5 \\ 505 \end{array}$ | 20 980 |
|  |  | 510 | ................. | ............... | 510 | 1,000 |
| Pig and Scrap Iron............. | United Statea,...... |  | Tons. | Tons. | Tons. |  |
|  |  | $\cdot$ | 371 | 246 | 617 | 11,351 |
| Stone............. | Great Britain United States..... P. F. Island | \$ 100 |  | $s$ |  |  |
|  |  | $625$ | ……............. | ……........ | .................... | 687 |
|  |  | 50 | :................ |  | .............. | 50 |
|  |  | 775 | .................. | 62 | ........ .... | 837 |
| Mineral Oil..... | Great Britain .... <br> Newfoundland..... | Galls. |  |  | Galls. |  |
|  |  | 3,811 | .... ............ | ..... ........... | 3,811 | 1,124 |
| Otier Articlea., | Great Britain... ... <br> United States... .. | \$ | \$ | 8 |  | \$ |
|  |  | 6,685 | ……-1..... | 15,876 |  | 6,685 16,010 |
|  |  | 6,685 | 134 | 15,876 | .. | 22,695 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTN-Province of QQuebec.-Continued.


No. 6.-GENERAL STATEMENT OE EXPORTS--Province of Quebrc.-Continued.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vensels. | By Land Carriage. | Total <br> in Quantity: : | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Producs of The <br> Forest.-Con- <br> tinued. Tons. Tons. Tons. Tons. |  |  |  |  |  |  |
| TimberWhite Pine | Great Britain ...... | 371,941 | 28,414 |  | 400,355 | 2,476,799 |
|  | United States ...... | 8,535 | 2,120 | 129 | 10,784 | 26,856 |
|  | France .... ......... | 209 | 440 | ............. | 649 | 3,896 |
|  | Germany ........... |  | 40 | ..... +1.......... | 40 | 320 |
|  | Holland . ............. | ................ | 665 | . | 665 | 3,325 |
|  | Spain ................ |  | 85 | ................. | 85 | 510 |
|  | Gibraltar ........... |  | 708 | W. | 708 | 2,868 |
|  | P. E. Island ...... | 45 | ................. | .......... ...... | 45 | 500 |
|  |  | 380,730 | 32,472 | 129 | 413,331 | 2,515,074 |
|  |  | Tons. | Tons. |  | Tons. |  |
| Ked Pine ... $\mid$ | Great Britaia....... ${ }_{\text {France............ }}$ | 40,408 <br> 51 | (................ | ........................... | 54,719 51 | 384,414 306 |
|  | Germaiy ........... |  | 1,021 | .... | 1,021 | 7,330 |
|  | Spain............... |  | 520 | .......... | 520 | 2,080 |
|  | (tibraltar............ | 28 68 | 403 | .... ......... | 431 66 | 2,582 430 |
|  | P. E. Island. ...... | 88 | ................ | ..... . ........ |  | 430 |
|  |  | 49,553 | 7,255 | ................ | 56,808 | 407,142 |
|  |  | Tona. | Tous. | Tons, | Tons. |  |
| Tamaraek... | Great Britain ..... | 1,589 | 10 | ................ | 1,599 | 11,963 |
|  | United States ...... |  | ................. |  | 231 14 | 1,604 $1+0$ |
|  | Gibraltar ......... | 284: | 300 | -............... | 390 | 2,400 |
|  | 1. E. Island. .. | 284 | ................. | ................ | 284 | 1,900 |
|  |  | 1,876 | 324 | 228 | 2,428 | 18,007 |
|  |  | M. feet. | M. feet. |  | M. feet. |  |
| Walnut ..... | Great Britain....... | 721 134 | 683 | ................ | 1,404 | 49,162 |
|  | $\left\lvert\, \begin{aligned} & \text { France .............. } \\ & \text { Oermady . . }\end{aligned}\right.$ | 134 | 293 | .......... .... | 134 <br> 293 | 5,610 $\mathbf{1 0 , 7 5 0}$ |
|  |  | 855 | 976 | ................. | 1,831 | 65,522 |
| Basswood, Butternut \& Hickory $\qquad$ | Groat Britain.......United States....France.............Gibraltar......... | M. feet. | M. feet. | M. feet. | M. feet. |  |
|  |  | 1 332 | 52 |  | 384 | 7,140 |
|  |  | ……....... | , | ................. | 12 | 625 251 |
|  |  | .............. |  | ................. | 3 | 36 |
|  |  | 344 | 55 | 75 | 474 | 8,052 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.

| ARTIOLES. | COUNTRIES. | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Produce of thi Forest.-CODtinued. |  |  |  |  |  |  |
|  |  | Mille. | Mille. |  | Mille. | \$ |
| Standard <br> Staren | Great Britain ...... | 1,271 | 163 | - | 1,434 | 296,262 |
|  | France ......... ..... | 14 |  | ................ | 14 | 1,560 |
|  | Gormany ............ |  | 7 | ................. | 7 | 1,532 |
|  | Portugal..... .... .. | .............. | 15 |  | 15 | 3,000 |
|  | Spain................. |  | 4 | ................. | 4 | 960 |
|  | Australis ......... |  | 12 | . | 12 | 2,880 |
|  | P. E. Island . ..... | 1 | ........... ...... | ................. | 1 | 60 |
| Other Staves. |  | 1,286 | 201 | . .......... . ... | 1,487 | 308,254 |
|  | Great Britain ....... | Mille. 2,540 | Mille. $308$ | Mille. | Mille. 2,848 | 175,685 |
|  | United States ...... |  |  | 651 | 651 | 15,116 |
|  | France ............. . | 12 | 31 | ................. | 43 | 2,965 |
|  | Newfoundland... .. | 177 | ................. | ................ | 177 | 7,133 |
|  | St.Pierre Miquelon | $1 \begin{array}{r}1 \\ 10\end{array}$ | - | .................... | 1 10 | 36 60 168 |
|  | British W. Indies. <br> P. E. Ieland........ | 10 | . | ................ | 10 5 | $\begin{array}{r}60 \\ 168 \\ \hline 1\end{array}$ |
|  | Gibraltar...... ...... | ..... | 19 | ................. | 19 | 1,080 |
|  |  | 2,745 | 358 | 651 | 3,754 | 202,243 |
| Kneos and Futtock... |  | Pieces, | Pieces. | Pieces. | Pieces |  |
|  | Grent Britain....... United Stater | 265 100 |  | .................. | 285 9,759 | 290 $\mathbf{6 , 7 2 0}$ |
|  | France ............. ... | 75 |  |  | 75 | 75 |
|  |  | 440 | 210 | 0,469 | 10,119 | 7,085 |
| Scantling ... | Great Britain ...... | Pieces. $5,058$ | Pieces. $580$ | ................. | Pieces. 5,638 | 839 |
|  | United States ...... | 7,738 | 732,530 | ................. | 740,268 | 39,889 |
|  | Nowfoundland ...... | 10,003 |  | ................. | 10,093 | 2,248 |
|  |  |  | ................. |  |  |  |
|  |  | 22,910 | 733,110 | ........ ......... | 756,020 | 42,986 |
| Treenails.'...Battens... ... | Great Britain ...... | Piooes. 589 |  |  | Pieces. <br> 589 | 6 |
|  | P. E. Island......... | Pieces. 8,464 | ................ | ......... ........ | Pieces. 8,464 | 59 |
| Deals......... | Great Britain $\qquad$ <br> United States ...... <br> France $\qquad$ <br> Spain. $\qquad$ <br> Portugal. $\qquad$ <br> Holland $\qquad$ <br> Gibraltar... $\qquad$ <br> Sonth America $\qquad$ <br> Australia. $\qquad$ <br> St. Pierre Miqualon <br> Newfoundland. $\qquad$ | $\left.\right\|_{43,679}$ | Stand. Hund. 24,630 | Stand. Hund. | Stand Mund. 68,309 | 2,709,075 |
|  |  |  |  | $10$ | 10 | 11,380 |
|  |  | $284$ | 141 | ................ | 425 | 11,070 |
|  |  | ..... | 7 | ................ | 7 | 570 |
|  |  | ................ |  | .. .............. | 1 | 75 |
|  |  | ................ | $\stackrel{9}{1}$ | ................ | 9 | 392 |
|  |  |  | 12 | ................. | 67 | 2,016 |
|  |  |  |  | ................. | 5 | 200 |
|  |  |  | 93 | ................ | 93 | 3,611 |
|  |  |  | ... |  | 7 | 165 35 |
|  |  |  |  | ................ |  |  |
|  |  | 44,031 | 24,893 | 10 | 68,934 | 2,728,489 |

## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebre.-Continued.



No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.

| ARTICLES. | Countries. | In British Vessels. | In Foreign <br> Vessels. | Dy Land <br> Carriago. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Produce of the Forest.Continued. Firewood ... |  | Cords. | Cords. | Cords. | Cords. | \$ |
|  | Great Britain $\qquad$ <br> United States <br> Newfounland $\square$ | 5 ............. 35 |  | ............... | 5 2,500 35 | 10 3,449 |
|  | Newfounland | 40 | 495 | 2,005 | 2,540 | 3,529 |
| Saw Logs... U | United Statea ...... |  | ................. | $\$ 8.000$ | ................. | 8,000 |
| Shingles ..... | Great Britain $\qquad$ <br> United States $\square$ <br> British West Indies | Milie. ${ }_{46}$ | Mille. | Mille. | Mille. | 182 |
|  |  | 1,154 | 91 | 898 | 2,143 | 2,631 |
|  |  | 2,321 |  |  | 2,321 | 6,831 |
|  | British West Indies Newfoundland..... | 1,753 |  |  | 1,753 | 3,395 |
|  | P. E. Island......., South America. .... | 16 |  |  | 16 | 23 |
|  |  | 27 | ................ |  | 27 | 61 |
|  |  | 5.317 | 91 | 898 | 6,306 | 13,123 |
| Sleepers or 12 . <br> R. Tie» ...... | Great Britain <br> United States | Pieces. 642 3.100 | \|.................... | Pieces. <br> .................$~$ <br> 47,983 | Pieces. $\begin{array}{r} 642 \\ 51,083 \end{array}$ | $\begin{aligned} & \mathbf{3 , 2 0 0} \\ & \mathbf{5 , 9 4 7} \end{aligned}$ |
|  |  | 3,742 | ................ | 47,983 | 51,725 | 9,147 |
| Oary........... | $\left\lvert\, \begin{aligned} & \text { Great Britain ...... } \\ & \text { France ........... } \\ & \text { St. Pierre Miquelon } \end{aligned}\right.$ | Pairs. 3,488 1,421 482 | Pairs. 3,090 | … | Pairs. $\begin{aligned} & 6,578 \\ & 1,421 \end{aligned}$ | 8,121 3,086 |
|  |  | 5,391 | 3,090 | ................ | 8,481 | 11,642 |
| Other Woods | $\left\lvert\, \begin{aligned} & \text { Great Britain ..... } \\ & \text { United States..... } \\ & \text { Buenos Ayres ... }\end{aligned}\right.$ | $\$$21,7842,203$\ldots \ldots . . . . . . . . . . .$. | $\$$$\ldots \ldots \ldots . . . . . .$.11,93337 | $\$$$\ldots . . . . . . . . . . . . . . . . . . . . ~$80,145 |  | $\begin{aligned} & 21,784 \\ & 94,281 \\ & 27 \end{aligned}$ |
|  |  |  |  |  | ...................... |  |
|  | Buenos Ayres <br> Monto Video <br> Newfoundland. |  |  | ................... | ..................... | 37 15 |
|  |  | 96 | .......... | \|.................... | .................. | 96 |
|  | \| Gibraltar... ........ | 240 | ................. | ... | ...... ........... | 240 |
|  | © South America ..... <br> Australia... ......... |  | ................. | . | ................. | 275 3,063 |
|  |  | 3,063 | $\ldots$ | ................. | ................ | 3,063 |
|  | United States ...... | 27,676 | 11,970 | S0,145 | ..... ........... | 119,791 |
| Shingle Bolts, $\$ 1$ per cord. |  | .... |  | Cords. 34 | Cords. 34 | $\begin{gathered} \text { Duty. } \\ \\ \hline \end{gathered}$ |
| Pine Logs, $\$ 1$ per M. ft. | United States ..... |  | M. feet. 700 | M. feet. 5 | M. feet. 705 | 1,097 |
| Antmals andthizr Produce. |  |  |  |  |  |  |
| Horses | Cnited States ..... |  | ...t............. | Number. 6,527 | Number. 6,527 | 544,513 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Provinge of Quebec.-Continued.

| ARTICLES. | COONTRIES. | In British Versels. | In Foreign Vessels. | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ammals \&c.Continued. <br> Horned Cattle. | United States ...... | ................ | …............. | Number.$24,138$ | Number.$24,133$ | $\begin{gathered} \$ \\ 429,991 \end{gathered}$ |
|  |  |  |  |  |  |  |
|  |  |  | ................. | Number. 1,733 | Number. 1,733 | $7 ¢ 975$ |
| Sheep ........... | United States ...... | - | ........ ....... | Number. 44,150 | Number. $44,150$ | 103,488 |
| Poultry .......... | Onited Staten ...... | ...t...... ...... |  | $\begin{aligned} & \$ \\ & 36,708 \end{aligned}$ |  | 36,708 |
| Bacon \& Hama. | Great Britain ...... <br> Newfoundland ..... |  | - | Cwt. <br> 59 | Cwt. <br> 49,517 <br> 59 <br>  <br> 55 | $\begin{array}{r} 551,201 \\ 588 \\ 581 \end{array}$ |
|  |  | 49,572 | ......... | 59 | 49,631 | 552,370 |
| Beef.............. ${ }^{\text {O }}$ | $\left\|\begin{array}{l} \text { Great Britain ...... } \\ \text { United States ..... } \\ \text { Nowfoundland..... } \end{array}\right\|$ | Cwt. 8,499 |  |  | Cwt. $8,499$ | 72,023 |
|  |  |  | ... | 329 | 8,829 | 6,079 3 |
|  |  | 354 | ... |  | 354 | 3,086 |
|  |  | 8,853 | ... .............. | 829 | 9,632 | 81,188 |
| Beeswax ......... | Great Britain ...... United Statea $\qquad$ | Lbs, 12,157 | ............... | Lbs. | Ibs. 12,157 1,550 | 3,816 465 |
|  |  | 12,157 | ......... | 1,550 | 13,707 | 4,281 |
| Bones ........... | United States ...... | ........0....... | $\text { Owt. } 1,411$ | $\text { Cwt. }_{898}$ | Cwt. 2,309 | 7,372 |
| Butter ............ | Great Britain $\qquad$ United States $\qquad$ P. E. Island $\qquad$ Nowfoundland...... St.Pierre Miquelon | Lbs. 6,324,020 | Lbs. | Lbs. | $\begin{aligned} & \text { Lbs. } \\ & 6,324,020 \end{aligned}$ | 1,353,461 |
|  |  |  | 160 | 1,541,984 | 1,542,144 | 1365,913 |
|  |  | $\begin{array}{r} 9,640 \\ 349,798 \end{array}$ | .................... | ................\| | $1,64,640$ 349,798 | 1,901 53,777 |
|  |  | 13,600 | ..................... | ................ | 349,600 13,00 | 12,020 |
|  |  | 6,697,058 | 160 | 1,541,984 | 8,239,202 | 1,777,072 |
| Cteose............ | Great Britain ...... United States $\qquad$ Newfoundland...... P. E. Island $\qquad$ British W. Indies. | Lbs. 4,254,837 |  | Lbs. | $\stackrel{\text { Lbs. }}{4,254,837}$ |  |
|  |  | .................. | ...................... | \|................ 497 | $4,254,837$ 497 | 521,796 |
|  |  | $\begin{array}{r} 10,305 \\ 720 \end{array}$ |  | \|................... | 10,305 720 | 1,138 62 |
|  |  | 7 7,867 |  | .... | 7,86\% | 674 |
|  |  | 4,273,729 |  | 497 | 4,274,226 | 523,724 |
| \$1981..... ....... | United Statea $\qquad$ Newfoundland...... | Dozens. | Dozens. $8,320$ | Dozens. 310,528 | Dozens. 318,848 |  |
|  |  | - 374 |  |  |  | 435 |
|  |  |  | 8,320 | 310,528 | 319,222 | 48,965 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Pbovinod of Quebec.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Provinge or Quebec.-Continued.

| ARTICLIS. | COUNTRIRS. | In British Vessels. | In Foreign <br> Vezseis. | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AGRICULTURAL Products.Continued. |  | Tons, | Tons. |  | Tons. | * |
| Hay .............. | Great Britain <br> United States $\qquad$ <br> Newfoundland...... | 177 <br> $\ldots$ <br> ................$~$ <br> 5 | ...... $\quad 3.1 .1 .{ }^{\text {3,356 }}$ | \|.................. | $\begin{array}{r} 177 \\ 3,356 \\ 5 \end{array}$ | $\begin{array}{r} 2,352 \\ 28,408 \\ 58 \end{array}$ |
|  |  | 152 | 3,356 | ................ | 3,538 | 30,818 |
| Hops .............. | Great Britain ...... <br> United State: ...... | $\begin{aligned} & \text { Lbbs. } \\ & 283,964 \end{aligned}$ | .................... | Lbs. <br> ................. <br> 32,902 | Lbs. 283,964 32,902 | $\begin{array}{r} 34,154 \\ 3,240 \end{array}$ |
|  |  | 283,964 | ........... ..... | 32,902 | 316,866 | 37,394 |
| Indian Corn ... | United States ...... British W. Indies. St. Pierre Miquelon | Bush. <br> .................$~$ <br> 300 |  | Bush. $98$ | Bush, $\begin{array}{r} 98 \\ 300 \\ 150 \end{array}$ | 76 182 112 |
|  |  | 300 | 150 | $4 \quad 98$ | 548 | 370 |
| Maple Sugar... | Great Britain $\qquad$ <br> United States $\qquad$ <br> Australia $\qquad$ <br> Now foundland. | Libs. <br> 490 <br> $\ldots . . . . . . . . . . . . . . . . . . ~$ <br> 1,081 <br> 1,081 | Lbs. $128$ |  | Lbs. $\begin{array}{r} 490 \\ 1,699 \\ 150 \\ 1,081 \end{array}$ | 51 159 15 87 |
|  |  | 1,721 | 128 | 1,571 | 3,420 | 312 |
| Menl . ...... ..... | Groat Britain $\qquad$ <br> United Staten...... <br> Newfoundland $\qquad$ <br> P. B. Island $\qquad$ <br> St.Pierre Miquelon | Brls. <br> 4,987 <br> 2,956 <br> 336 <br> 251 |  |  | Brls. $\begin{array}{r} 4,987 \\ 2,937 \\ 2,956 \\ \$ 36 \\ 332 \end{array}$ | $\begin{array}{r} 31,411 \\ 14,780 \\ 13 ; 072 \\ 1,451 \\ 1,322 \end{array}$ |
|  |  | 8,530 | 101 | 2,937 | 11,568 | 67,036 |
| Oats.............. | Great Britain ...... <br> United Statee...... <br> British W. Indies.. <br> P. E. Island....... <br> St. Pierre Miquelou <br> Nowfoundland ..... | $\begin{array}{r} \text { Bush. } \\ 431,075 \\ 13,274 \\ 32,700 \\ 244 \\ 30 \\ 1,832 \end{array}$ | Bush. ................... 51,929 | Bash. <br> $\ldots . . . . . . . . . . . . . . ~$ <br> 196,984 <br> $\ldots . . . . . . . . . . . . . . . . . . ~$ | $\begin{array}{r} \text { Bush. } \\ 431,075 \\ 262,187 \\ 22,700 \\ 244 \\ 30 \\ 1,332 \end{array}$ | 210,490 115,806 15,239 190 22 926 |
|  |  | 479,155 | 51,929 | 196,984 | 723,068 | 342,673 |
| Pea』 .............. | Great Britain ...... <br> United Stales ...... <br> British W. Indies.. <br> P. E. Island $\qquad$ <br> St.Pierre Miquelon <br> Newfoundland. | Bush. 592,890 $\begin{array}{r} 8,195 \\ 159 \\ 140 \\ 9,073 \end{array}$ | Bush. 5.400 700 60 |  | $\begin{aligned} & \text { Bush. } \\ & 596,290 \\ & 25,387 \\ & 5,195 \\ & 158 \\ & 140 \\ & 9,073 \end{aligned}$ | 578,392 23,535 8,695 171 179 10,134 |
|  |  | 610,456 | 4,100 | 24,687 | 639,243 | 621,106 |

## No. 6.-GENERAL STATEMENT OF EXPORTS-Province or Quebec.-Continued.



## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.



No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Continued.


No. 6.—GENERAL GTATEMENT OF EXPORTS-YROVINoE of Quebec.-Continued.


## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Quebec.-Concluded.

| Artidesis. | COUNTRIES. | In British Vessels. | In Forcign Vessels. | By Land <br> Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Manuflatures -Conoluded. Unenumeratod Articles....... | Great Britain ......United States .....Italy..............Neffoundland ...P. E. Island . ...Monto Video.. .....Anstralia......British W. Undies.St,Pierre MiquelonSouth Americs .... |  |  |  |  |  |
|  |  | 12,313 |  | 1............... |  | 12,313 |
|  |  |  | ..... | 50,864 | ....................... | 50,864 |
|  |  | 714 |  | ................ | $\cdot$ | 14 718 |
|  |  | 2,203 | .... | . | ...................... | 718 $\mathbf{2 , 2 0 3}$ |
|  |  | 488 |  |  | -1.0. | 488 |
|  |  | 360 |  |  |  | 360 |
|  |  | 295 |  | ..... . ......... | ................. | 298 |
|  |  |  | ............... | . | ................. | 19 200 |
| Ships built at Quebec, during the year ended 30th June, 1869, | Great Britain <br> Franee | 16,613 |  |  |  |  |
|  |  | 16,613 | ................. | 50,864 | . | 67,477 |
|  |  | . ........ |  |  | $\begin{array}{lr} \text { No. Tons. } \\ 35-25.077 \end{array}$ | 1,003,080 |
|  |  | ........ |  |  | 2-1,923 | 78,920 |
|  |  | .... | ................. | ... | 37-27,000 | 1,080,000 |
| Coin and Bullion... | Great Britain United Stateg. |  |  |  |  |  |
|  |  | 12,486 |  | 1,455,304 |  | $\begin{array}{r} 12,486 \\ 1,955,304 \end{array}$ |
|  |  | 12,486 | $\cdot$ | 1,955,304 |  | 1,967,790 |

ABSTRACT of the Falue of Goods, the Growth, Produce and Manufacture of the Dominion, Exported from the Province of Quebec, to each Country, during the Fiscal Year ending 30th June, 1869.

| To Great Britain. <br> United Staten. <br> Newfoundland <br> Prince Edward Island <br> France <br> British West Indies. <br> French West Indies.. <br> Spaniah West Indien. <br> Monte Video... <br> Buenos Ayres. <br> Brazil. <br> Valparaiso <br> South America.. <br> Papal States <br> Naples <br> Italy. <br> Portagal <br> Spain <br> Holland <br> Germany <br> Gibraltar. <br> St. Pierre Miquelon <br> Australia.. | $\$$ $16,344,825$ $5,627,276$ 592,718 93,386 122,758 73,296 6,886 2,716 69,048 36,203 31,880 16,632 150,807 23,771 28,922 88,936 21,357 42,677 3,717 56,242 2,913 |
| :---: | :---: |
| Total Produce $\qquad$ <br> Coif and Bullion $\qquad$ <br> Goods not Produce.... <br> Eatimated Amount Bhort roturned at Inland Ports | $\begin{array}{r} 23,546,054 \\ 1,967,790 \\ 1,960,121 \\ 749,303 \end{array}$ |
| Grand Total of Exports................................... $\$$ | 28,223,268 |

No. 6.-GENERAL STATEMENT OF EXPORTS.-Continued.

PROVINCE OF ONTARIO.


No. 6.-GENERAL STATEMENT OF EXPORTS-PROVINOE OF Ontario.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Ontario.-Continued.


## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of

 Ontario.-Continued.

## No. 6.-GENERAL STATEMENT OF EXPORTS-Provinoe of Ontario.-Continued.

| ARTICLES. | COUNTRIES. | In British <br> Vessols. | In Foreign Vessels. | By Land Carriage. | Total Quantity. | Total Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Anmats, \& \& - Continued. |  | Lbs. | Lbs. | Lbs. | Lbs. | \$ |
| Lard........ ...... | Great Britain $\qquad$ United States $\qquad$ | 164,324 | 20,440 120 | 11,493 | $\begin{gathered} 184,784 \\ 11,613 \end{gathered}$ | $\begin{array}{r} 22,357 \\ 1,221 \end{array}$ |
|  |  | 164,324 | 20,560 | 11,493 | 196,377 | 23,628 |
| Pork ............. | Great Britain....... United States ..... | Cwt. 4,126 106 | Cwt. | Cwt. $2,087$ | Cwt. ${ }_{\text {4,126 }}$ | $\begin{aligned} & 34,291 \\ & 22,496 \end{aligned}$ |
|  |  | 4,232 | 403 | 2,087 | 6,722 | 56,787 |
| Shoep's Pelta... | United States ... | $\begin{aligned} & \text { No. } \\ & 26,860 \end{aligned}$ | No. <br> 43,574 | $\xrightarrow{\text { No. }}$ | $\begin{aligned} & \text { No. } \\ & 226,727 \end{aligned}$ | 151,153 |
| Tallow .......... | Great Britain....... United States ...... | Lbs. $\begin{array}{r} 4,300 \\ 602 \end{array}$ | Lbs. $375$ |  | Lbs. 4,300 2,353 | 387 76 |
|  |  | 4,902 | 375 | 1,376 | 6,653 | 463 |
| Tonguer ........ | Great Britain ..... | Kege. ${ }_{29}$ |  | ............... | Kega. ${ }_{29}$ | 122 |
| Venison ...... | United States ...... | No. 105 | No. 8 | No. 29 | No. 142 | 1,043 |
| Wool .............. | United Statel ...... | Lbs. <br> 347,622 | Lbs. <br> 108,693 | $\begin{gathered} \text { Lbs. } \\ 1,082,412 \end{gathered}$ | $\begin{aligned} & \text { Lbs. } \\ & 1,628,727 \end{aligned}$ | 454,197 |
| Prodects. | Great Britain....... | $\$_{175}$ |  |  |  | 175 |
| Barley and Rye | United Staten ...... | $\underset{3,571,757}{\text { Bush. }}$ | Bush. <br> 415,094 | Bush. <br> 172,718 | $\begin{gathered} \text { Bush. } \\ 4,159,569 \end{gathered}$ | $4,497,702$ |
| Beans ............ | Oreat Britain ...... <br> United Staten ...... | Bush. $\begin{array}{r} 734 \\ 11,307 \end{array}$ | Bush. <br> 1,347 | Bush. 18,274 | Bush. $\begin{array}{r} 734 \\ 30,828 \end{array}$ | $\begin{array}{r} 1,467 \\ 52,129 \end{array}$ |
|  |  | 12,041 | 1,347 | 18,274 | 31,662 | 53,596 |
| Bran .............. | United Ẽtater ...... | Cwt. 1,117 | Cwt. 11,210 | Cwt. 22,370 | Cwt. 34,697 | 21,083 |
| Flax ..... ........ | United States ...... | Cwt. 4 | Cwt. $1,726$ | Cut. 6,707 | Cwt. 8,437 | 90,374 |
| Flax Seed ......! | United States ...... | Dush. 472 | Bush. 11,188 | Bush. <br> 9,214 | Bush. 20,874 | 31,354 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Provinge of Ontario.-Continued.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vesselg. | By Land Carriage. | Total Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Agrtcultural <br> Prodjcts.- <br> Continued. <br> Flour. $\qquad$ | Great Britain ......Vnited States ..... | Brls. <br> 10,600 11,949 | Brls. | Bris. | Brls. <br> 10,600 <br> 74,527 | $\begin{gathered} \$ \\ 81,194 \\ 365,847 \end{gathered}$ |
|  |  |  | .......17,17.1 | .-............... |  |  |
|  |  | 22,549 | 17,854 | 44,424 | 84,827 | 447,041 |
| Fruit-Mreen... | United Stater ...... | Brls. 3,201 | Brle. 1,244 | $\underset{1: 201}{\text { Brls. }}$ | $\begin{array}{r} \text { Brls. } \\ 5,646 \end{array}$ | 11,948 |
| Hay .............. | United States ...... | Tons. 236 | Tons. 714 | Tons. ${ }_{6}$ | Tons. 956 | 7,030 |
| Hemp ..... ...... | United States ...... | .......... | Cnt. 3,114 | ......... ........ | Cwt. 3,114 | 44,924 |
| Hops ............. | Great Dritain ......United States ..... | Lhs. $73,538$ $165$ |  | Lbs. <br> $10,50 . . . .$. | Lbs. 73,836 18,665 | $\begin{aligned} & 6,232 \\ & 1,916 \end{aligned}$ |
|  |  | 74,001 | ............. | 19,500 | 93,501 | 8,148 |
| Indian Corn ... | United States ...... | Bush. 22 | Bush. 4,978 | Bush. <br> 6 | $\begin{aligned} & \text { Bush. } \\ & \mathbf{5 , 0 0 6} \end{aligned}$ | 4,014 |
| Malt | Unitod States ...... | Bush. 12,350 | Busb. 8,106 | Eash. 1,876 | Bush. 22,332 | 33,102 |
| Maple Sugar... | United States ...... | Lbs. ${ }_{310}$ | Lbss. 300 | ................. | Lbs. $610$ | 58 |
| Meal ............. | Unitod States ...... | Brls. 301 | Brls. $478$ | Brls. 11,515 | Brls. 12,294 | 71,278 |
| Oats.............. | United States ...... | Busb. 1,582 | Bush. 7,186 | Bush. 342 | Bnsh. 9,110 | 4,948 |
| Peas ............. | United States ...... | Bush. 282,529 | Bush. 27,753 | Bush. 96,670 | Bush. $406,952$ | 350,227 |
| Other Seeds..... | United Statos ..... | Busb. 6,941 | Bush. 1,615 | Bush. 2,123 | -Bush. 10,679 | $\stackrel{\prime}{9,686}$ |
| Vegetables ..... | Onited States ...... | \$3,147 | \$372 | \$1,015 | ........ ........ | 5,134 |
| Wheat ... ........ | Great Britain $\qquad$ United States..... | $\begin{gathered} \text { Rush. } \\ 29,594 \\ 093,485 \end{gathered}$ | Bush. <br> 167,564 | Bush. $99,636$ | $\begin{gathered} \text { Bush. } \\ 29,594 \\ 1,200,685 \end{gathered}$ | $\begin{array}{r} 32,302 \\ 1,402,011 \end{array}$ |
|  |  | 1,023,079 | 167,564 | 39,636 | 1,230,279 | 1,434,313 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Ontarto.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Ontario.-Concluded.

| ARTICLRS. | COUNTRIES. | In British <br> Vessels. | In Foreign Vessels. | By Land Carriage | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Mampactites -Concladed. |  | \$ |  |  |  | \$ |
| Straw .. ......... | United States...... | 2,427 | ....... .......... | ................. | .................. | 2,427 |
| Wood ........... | Onited States...... | $23,267$ | ${ }_{1,389}$ | $\begin{aligned} & \$ 1,819 \end{aligned}$ | .. ........ | 26,275 |
| Woollens .. ..... | Onited States...... | \$1,209 | \$ 643 | \$ 263 | ............. | 2,115 |
| Ale, Beer and Cider 4......... | United States...... | Galls. 1,302 | Galls. $2,916$ | Galls. 218 | Galls. 4,436 | 863 |
| Whisky......... . | United States ..... | Galls. 1,781 | Galls. 341 | Galls. 37 | Galls. 2,159 | 2,205 |
| Other Spirits... | United Stater...... | Galls. 4,726 | Galls. 4,370 |  | Galle. 9,096 | 10,956 |
| Finegar ...... . | United States,..... | Galls. 3,190 | Galls. $11,104$ | Galls. ${ }_{4}$ | Galls. 14,298 | 2,718 |
| Other Articles.. | United Statoz...... | $\stackrel{\$ 42,784}{\$}$ | $\begin{gathered} \$ \\ 123,989 \end{gathered}$ | $\stackrel{\$}{67,514}$ | ................. | 234,287 |
| Coim and Bullion .... | United States...... | $\$ 4,500$ | ${ }_{2,212}$ | $\stackrel{\$}{2,183,706}$ |  | 2,250,418 |

ABSTRACT of the Value of Goods, the Growth, Produce and Manufacture of
the Dominion, Exported from the Province of Ontario, to each Country, during the Fiscal Year ending 30th June, 1869.

| To Great Britain <br> United State $\square$ | $\begin{gathered} \$ \\ 742,686 \\ 15,187,809 \end{gathered}$ |
| :---: | :---: |
| Total Produce ............................................ | 15,930,495 |
| Coik and Bullion ................................................. | 2,250,418 |
| Goods not Produce...... ........., .......... ...................... | 444,405 |
| Estimated Amount short returned at Inland Ports.......... | 2,328,165 |
| Total Exports.......................................... \$ | 20,953,483 |

No. 6.-GENERAL STATEMENT OF EXPORTS.-Continued.

## PROVINCE DE NOVA SCOTIA.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vessels. | By Land <br> Carriage. | Total Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Produck of the Mine. Gold bearing Quartz.. | Great Britain]......United Statean ...... |  |  |  |  |  |
|  |  | 23 3 | .......................... | ....................... | 23 3 | 159,810 14,900 |
|  |  | 26 | ................ |  | 26 | 174,710 |
| Copper Ore ..... | Great Britain ...... | Casks. $12$ | ................. | .................. | Casks. $12$ | 200 |
| Coal.............. |  | Tons. | Tons. |  |  |  |
|  | Great Britain $\qquad$ United States $\square$ <br> P. E. Island $\qquad$ <br> Newfoundland ...... <br> British W. Indies. <br> Spanish W. Indies. <br> St. Pierre Miquelon <br> Labrador $\qquad$ | $\begin{array}{r} 200 \\ 239,931 \end{array}$ | ............... | ................... | 200 376,135 | 325 578,190 |
|  |  | 18,859 | 130,204 | \|................... | 18,859 | 81,161 |
|  |  | 31,800 |  |  | 31,500 | 59,471 |
|  |  | 11 |  | ................. | 1 | 5 |
|  |  | 2,407 | ... | .................\| | 2,407 | 4,364 |
|  |  | 2,380 | . | ................ | 2,380 | 8,330 |
|  |  | 186 | ................. | .............. | 186 | 372 |
|  |  | 205,764 | 136,204 | ................. | 431,968 | 682,218 |
| Barytes ......... | United States ..... | Tons. 185 |  |  | Tons. | 1,480 |
| Manganeso...... | United Stater ..... | Tons. 158 |  |  | Tons. 156 | 4,695 |
| Pig and Scrap <br> Iron........... | United Staten...... P. E. Island. | Tons. 869 | Tons. | $\cdots$ | Tons. 877 | 29,888 24 |
|  |  | 873 | S | ................. | 881 | 29,910 |
| Stone..... ....... | United States <br> P. E. Island. Newfoundland....... South America.... | Tons. 120,297 3,182 | Tons. 24,756 | ................. | Tons. <br> 145,053 <br> 3,182 | 128,132 3,369 |
|  |  | 130 | … | -............... | 130 |  |
|  |  | 20 |  | ................ | 20 | 90 |
|  |  | 123,629 | 24,756 |  | 148,385 | 132,011 |
| Mineral and Earth Oils.. | United States <br> P. E. Island. $\qquad$ <br> Newfonadland $\qquad$ | Galls. <br> 1,090 | Galls. |  | Galls. | 325 |
|  |  | $\begin{array}{r} 1,070 \\ 1,206 \\ 812 \end{array}$ | 40 | .......... ...... | $\begin{aligned} & 1,090 \\ & 1,246 \end{aligned}$ | 349 482 288 |
|  |  | 3,108 | 40 |  | 3,148 | 1,056 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scotia.-Continued.


## No. 6.-GENERAL STATEMENT OF EXPORTS- Province of Nova Scotia.-Continued.

| ARTICLES. | COUNTRIES. | In British Vessela. | In Foreign Vessels. | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pronuer op tez Eisheries. -Continued. |  | Bris. | Bris. |  | Bris. | \$ |
| Fish_SaltedWet $\qquad$ | Great Britain ...... | 1. |  |  | 1 | 14 |
|  | United States ...... | 52,341 | 17,898 | .................. | 70,237 | 390,308 |
|  | P. E. Istand....... | 4,354 |  | .............. | 4,354 | 13,803 |
|  | Newfoundland...... | 41 | ... .......* | ................ | 41 | 28 |
|  | British W. Indies. | 62,659 | -• | ................ | 62,659 | 269,674 |
|  | Spanish W. Indies | 8,274 |  | .... ........... | 9,274 | 37,635 |
|  | French W. Indies.. | 958 | ......... | . | 958 | 6,283 |
|  | Daniah W. Indiem.. | 133 | ........ | ...... | 436 | 2,175 |
|  | St. Domingo ....... | 1,166 |  | .. .............. | 1,166 | 7,451 |
|  | Hamburg ........... | 524 | .... | ................. | 524 | 1,458 |
|  | British Guiana.... | 904 35 |  | ................. | 904 35 | 5,713 172 |
|  | Dutoh Guiana | 35 | ................. | . | 35 | 172 |
|  |  | 132,603 | 17,896 | .... ............ | 150,589 | 734,712 |
| Fish-Smoked. |  | Boxes. | Bozes. |  | Buxes. |  |
|  | Groat Britain ..... United States | 11,367 1,159 |  | .................... | 11,367 3,189 |  |
|  | United States ..... P. E. Island ..... | 1,159 6 | 2,030 | ................ | 3,189 6 | 1,595 3 |
|  | Newfoundland ..... | 70 |  | ..... ............ | 70 | 52 |
|  | British W. Indies .. | 8,504 | .... ...... ..... |  | 8,504 | 4,398 |
|  | Spanish W. Indies | 3,996 | ........... .... |  | 3,996 | 1,993 |
|  | French W. Indies..1 | 322 | ................ | ................. | 322 | 89 |
|  | Danish W. Indies.. | 216 | ................ | ................ | 216 | 108 |
|  | St. Dominge ...... | 560 | .... ............ | ...... ........ .. | 580 | 230 |
|  | St. Pierre Miquelon | 20 | ................ | ....... ......... | 20 | 5 180 |
|  | Madeira ............. | 300 |  | ..... ........... | 300 | 180 |
| Fish Oil ......... |  | 26,520 | 2,030 | .................. | 28,550 | 12,385 |
|  | Great Britain $\qquad$ <br> United States $\qquad$ <br> P. E. Island $\qquad$ <br> Newfoundiand...... <br> British.West Indies <br> Jersey $\qquad$ | Galls. 4,869 | Gills. |  | Galls. $4,869$ | 2,863 |
|  |  | 123,257 | 22,673 | .................. | 145,930 | 62,860 |
|  |  | 1,870 | 319 |  | 2,189 | 1,156 48 |
|  |  | 110 | ........ | .............. .. | 110 | 48 2.80 |
|  |  | 4,748 | ................ |  | 4,748 | 2,240 |
|  |  | 7,425 | ................. | ........ | 7,425 | 3,671 |
|  |  | 142,279 | 22,992 | ................ | 165,271 | 72,836 |
| Furs or Skins of Fish, \&o... | Groat Britain .....United Statea .....Jersey ......... .... | No. Pkgs. <br> $\ldots$ | Pkgs. |  |  | 12,500 |
|  |  | ……- 5 | 12 |  | $\ldots$ | 1,307 |
|  |  | 245-....... |  |  | 245- .... | 240 |
|  |  | 245-62 | 12 | ................. | 245-74 | 14,047 |
| Other Produce of Fisheries. | St.Pierre Miquelon United States ...... P. E. Island....... British W. Indies.. Spanish W. Iadies. Danish W. Indies.. | \$ | \$ |  |  |  |
|  |  | $\begin{array}{r} 20 \\ 960 \end{array}$ | 116 110 |  | .......... ..... | 136 1,070 |
|  |  | 100 | 110 |  | ....... | ${ }^{1} 100$ |
|  |  | 66 |  | -1.. | ................ | 68 |
|  |  | 87 5 |  |  | ............. | 37 5 |
|  |  |  |  | . |  |  |
|  |  | 1,188 | 226 |  | ... | 1,414 |

## 'No. 6.-GENERAL STATEMENT OF EXPORTS-Pbovince of Nova Scotia.-Continued.



## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scoria.-Continued.



## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scotia.-Contínued.



## No. 6.-GENERAL STATEMENT OF EXPORTS-Province OF Nova Scoria.-Continued.



## No. 6.-GENERAL STATEMENT OF EXPORTS--Provinoe of Nota Scotia.-Continued.

| ARTICLES. | COUNTRIES. | In British <br> Vessels. | In Forsign Vessols. | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Amimals, sc.Continued. <br> Beef and other Meatb $\qquad$ |  |  |  |  |  |  |
|  |  | Cwt. | Cwt. |  | Cwt. | \$ |
|  | Great Britain ...... | 140 | .... |  | 140 | 760 |
|  | United States ..... | 112 | .... | ................. | 112 | 412 |
|  | P. E. Island ...... | 24 | ... | ................. | 24 | 90 |
|  | Newfoundland...... | 4,590 | . | .................\| | 4,590 | 30,522 |
|  | British W. Indies.. | 272 | ................. | ..... ........... | 272 | 1,429 |
|  | Spanish W. Indies | 350 | ............... | ................. | 380 | 1,827 |
|  | Danish W. Indies.. | 78 |  |  | 78 | 547 |
|  | St. Domingo ........ | 160 |  |  | 160 | 956 |
|  | St.Pierre Miquelon | 120 | 30 | ..... ........... | 150 | 759 |
|  | Jersey ............. | 120 | .............. | ................ | 120 | 690 |
|  | Dutch Guiana...... | 10 | ... | ........... .. | 10 | 200 |
|  |  | 6,000 | 30 | ...... ......... | 6,036 | 38,192 |
| Butter .a........ |  | Lba. |  |  |  |  |
|  | Great Britain .... | 1,400 | .... | ... | 1,400 | 260 58 |
|  | Neffoundland..... | 530,525 | ...................... | ...................... | 530,525 | 103,840 |
|  | British W. Indies.. | 98,815 | ................. |  | 98,815 | 24,739 |
|  | Spanish W, Indies | 6,713 |  |  | 6,713 | 1,610 |
|  | Danish W. Indies.. | 53,526 |  |  | $53,52 \mathrm{~B}$ | 11,540 |
|  | St. Domingo ....... | 3,580 |  |  | 3,580 | 824 |
|  | St. Pierre Miquelon | 7,763 |  |  | 7,763 | 1,911 |
|  | Tersey ..... ......... | 450 |  | ................. | 450 | 112 |
|  | $\left\lvert\, \begin{aligned} & \text { British Guiana..... } \\ & \text { Freach W. Indies.. }\end{aligned}\right.$ | 1,015 40 | ......................... | ................. | 1,015 40 | 103 6 |
|  |  | 704,082 |  | .... | 704,082 | 145,103 |
| CLeese............ |  | Lbs. | Lba. |  | Lbs. |  |
|  | P. E. Island...... | 126 | 200 | ................. | 326 | 38 |
|  | Newfoundland..... | 374 | ......... ........ | .-............... | ${ }_{3} 74$ | 52 |
|  | British W. Indies.. | 3,964 | . | . ............... | 3,964 | 380 155 |
|  | Danish W. Indies.. | 1,919 | -................ | ................. | 1,919 | 96 |
|  | Spanish W. Indier. | 1,095 |  | $\ldots$ | 1,095 | 59 |
|  |  | 0,081 | 200 | ................ | 9,281 | 780 |
| Egga..... .. ...... | United States ...... | $\begin{aligned} & \text { Doz. } \\ & 78,121 \end{aligned}$ | Doz. 830 |  | Doz. 78,951 | 9,441 |
|  | P. E. Island. ..... | 45 | - | .................... | + 45 | 5 |
|  | Newfoundland ..... | 323 1146 | ................ | ................ | $\stackrel{323}{146}$ | 34 |
|  | St.Fierre Miquelon | 1,146 | ................. | ............ . ... | 1,146 | 120 |
|  |  | 79,635 | 830 | ........ .. ...... | 80,465 | 9,600 |
|  |  | Pkg, |  |  | Pkga. |  |
| Feathers ........ | \|United States ...... |  |  |  | 2 | 100 |
| Furs ............. | Great Britain ..... | Pkga. ${ }_{72}$ |  |  | Prgs. ${ }_{72}$ |  |
|  | United Statea ...... | 3 |  |  | 3 | 48,840 1,400 |
|  |  | 75 | ....... | ................. | 75 | 51,240 |

## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scotia.-Continued.

| AKTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vessels. | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Arimals, sic.continued. Hides \& Skins.. | United States $\qquad$ <br> P. E. Island $\qquad$ | Pkgs. | No. Pkgs. |  | No. Prgs. | \$ |
|  |  | 47 6 | 2,710-7......... | ..................... | 2,710-120 6 | 5,558 146 |
|  |  | 53 | 2,710-73 | ................. | 2,710-125 | 5,704 |
| Horns \& Hoofs | United States .... | $\$_{189}$ |  |  |  | 189 |
| Lard .............. |  |  |  |  | Lbs. |  |
|  | Newfoundland $\qquad$ British W. Indies. Danish W. Indies.. St. Domingo ........ | 3,693 848 |  | ................. | 3,693 848 | 468 140 |
|  |  | 1,175 |  |  | 1,175 | 180 |
|  |  | 2,800 | ................ | ...... ......... | 2,800 | \$34 |
|  |  | 8,516 | ................. | ................ | 8,516 | 1,122 |
| Tallow ........... | British W. Indies.. | Lbs. 421) | ............... | ................. | ${ }^{\text {Lbs. }}{ }_{420}$ | 34 |
|  | United States ...... | ....... | Bags. 5 |  | Baga. ${ }_{5}$ | 100 |
| Agricultural Products. |  |  |  |  |  |  |
| Barloy and Rye | Nowfoundland...... |  | ................. | ...... .......... | ${ }_{61}$ | 111 |
| Bran ............. | British W. Indies. | Buah. $750$ |  |  | Bush. 750 | 249 |
| Flour and Meal ${ }_{\text {G }}$ |  | Bris. | Brls. |  | Bris. |  |
|  | Great Britain $\qquad$ United States $\qquad$ <br> P. E, Island $\qquad$ Newfoundland...... British W. Indies.. Spanish W. Indies Danish W. Indies.. St. Pierre Miquelon Dutch Guiana $\qquad$ | 12 12 |  | ....................... | 12 | $\begin{array}{r}8 \\ 82 \\ \hline 8\end{array}$ |
|  |  | 0,282 | 146 | ................. | 6,428 | 33,461 |
|  |  | 5,051 | . | ........ | 5,051 | 30,815 |
|  |  | 2,646 | …................. | ..................... | 2,966 2,646 | 17,716 18,279 |
|  |  | 97 | ................ | .-................ | ${ }^{2} 97$ | 18, 726 |
|  |  | 435 | 220 | .......... | 655 | 3,273 |
|  |  | 46 | ......... ........ | ................. | 46 | 322 |
|  |  | 17,536 | 366 | ................. | 17,902 | 104,682 |
| Fruit-Green .. |  | Brls. |  |  | Brls. |  |
|  | Great 1Britain....... <br> United States ..... <br> P. E. Island $\qquad$ <br> Newfunadland...... <br> British W. Indies.. <br> Spanish W. Indias <br> French W. Indies.. <br> Danish W. Indies.. <br> British Guiana..... | 32 | ..... ............ | ... .: .......... | ${ }^{32}$ | 134 |
|  |  | 136 | ................ | ................. | 136 | 516 |
|  |  | 1,166 | ......... | ...... .. ....... | 1,106 | 2,846 |
|  |  | 225 | ........ ........ | ................. | 225 | 551 |
|  |  | 136 |  |  | 136 | 722 |
|  |  | 231 | ....... ........ | ...... | 231 | 759 |
|  |  | 14 | ....... | ................. | 14 | 20 |
|  |  | 40 | ..... | ..... | 40 | 129 |
|  |  |  |  |  | 5 |  |
|  |  | 1,985 | ........ ........ | ......... ....... | 1,085 | 5,695 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scotia.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Provisce of
Nova Scotia.-Continued.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foraign Vessels. | By Land <br> Carriage | Total Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Mantfactures |  | Ptgs. | Pkgs. |  | Pkgs. | \$ |
| Biscuits ......... | P. E. Island........ | 934 | 9 | ................. | 943 | 2,627 |
|  | Newfoundland.... | 2,499 | $\cdots$ | ... | 2,499 | 4,819 |
|  | Iritish W. Indies.. | 65 | . $\cdot$ | ................. | 65 | 159 |
|  | Snanish W. Indies | $\begin{array}{r}3 \\ \hline 5\end{array}$ | . | ................. | 3 | 6 |
|  | hi. Domingo ........ St Pierre Miquelon | 25 | .-.............. 54 | ..................... | 25 54 | 81 72 |
|  |  | 3,526 | 63 | ..0. ............ | 3,589 | 7,764 |
| Candles and Soap.. ......... | P. E. Island........ | Lbs. 16,762 | Lbs. 3,269 | ..... | Lbs. 20,031 | $\begin{aligned} & \$, 391 \end{aligned}$ |
|  | Newfoundland ..... | 12,218 | .................. | ..... ......... .. | 12,218 | 1,052 |
|  | British W. Indies.. | 103,575 | ..... | ......... ..... | 103,575 | 14,625 |
|  | Spanish W. Indies | 4,400 | ................ | ........ ......... | 4,400 | 420 |
|  | Danish W. Indies.. | 19,000 | ......... | . | 19,000 | 1,480 |
|  | St. Domingo ........ | 31,934 | ..... | ..... ..... ..... | 31,934 | 2,489 |
|  | Dutch Guiana..... | 29,860 | ..... ........... | ................. | 29,860 | 350 |
|  |  | 217,749 | 3,269 | ................. | 221,018 | 21,507 |
| Carriages ........ | British W. Indies.. | Number. ${ }_{1}$ |  |  | Number. ${ }_{1}$ | 120 |
|  |  | Brls. |  |  | Brig. |  |
| $\begin{gathered} \text { Gypsum, Plas- } \\ \text { ter, \&e....... } \end{gathered}$ | P. E. Island ...... | 83 | ................ |  | 83 | 99 |
|  | Newfoundland...... | 14 | ........ ........ | $\cdot$ | 14 | 29 |
|  | St.Pierre Miquelon | 477 | . | - | 477 | 478 |
|  |  | 574 | .................. | , | 574 | 606 |
| Iron and Hardware $\qquad$ |  |  | Pkga. |  | Tons. Pkgs. |  |
|  | Grent Britain ..... United States ...... | $193-\quad 64$ | ................. | ................. | $\begin{array}{ll}  \\ 193-\quad 54 \\ \hline \end{array}$ | 8,472 17,618 |
|  | P. E. Irland........ | 280 | 9 |  | 289 | 10,631 |
|  | Newfoundland...... | 46 |  |  | 46 | 523 |
|  | British W. Indies.. |  | ... | ................ | 4 | 78 |
|  | Spanish W. Indies | 385 | ................. | . | 385 | 1,433 |
|  | St.Pierre Miquelon | 246 | 6 | ... | 252 | 1,004 |
|  | Hamburg ........... | 11 | $\cdots$ | ................. | 11 | 2,500 |
|  | New Zealand........ | 27 | .. | ................ | 27 | 370 |
|  | British Guiana.... | 53 |  | . | $\begin{array}{r}53 \\ \hline 150\end{array}$ | 205 |
|  | Dutch Guiana..... | 180 | 1 | ................. | 180 | 407 |
|  |  | 193-1,342 | 20 | .... | 193-1,362 | 43,241 |
| Leather.. . ........ | United States $\qquad$ <br> P. E. Tsland $\qquad$ Newfoundand $\qquad$ French W. Indies.. New Zealand........ 1 | \$ |  |  |  |  |
|  |  | 1,498 | , | ......... ........ | .. | 1,498 |
|  |  | 8,201 | ................. | $\cdots$ | ................ | 8,221 |
|  |  | 8,005 12 | .......... . .... |  | ................. | 8,005 |
|  |  | 180 | ..................... |  |  | 180 |
|  |  | 17,916 |  | ......... ........ |  | 17,916 |
| Machinery ...... |  | \$ 750 |  |  |  | 750 |
|  | Newfoundland...... |  | .... |  | ... |  |

## No. 6.-GENERAL STATEMENT OF EXPORTS-Province of Nova Scorra.-Continued.

| ARTIOLES. | COUNTRIES. | In British Vessela. | In Foreign Vessels. | By Laud Carriage. | Total Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Manupactures <br> -Continued. <br> Musical Instruments $\qquad$ | United States ..... <br> P. E. Island <br> Newfoundland...... | Number. |  |  | Number. | \$ |
|  |  | 1 |  | ... | 1 | 200 |
|  |  | 1 |  | .... | 1 | 320 |
|  |  | 2 |  |  | 2 | 440 |
|  |  | 4 | ................ | .. ............ | 4 | 960 |
| Rags ........ ..... | U'nited States ...... | Prgs. ${ }_{7}$ |  |  | Pkg*. | 135 |
| Serving Machines ..... |  | Prga. ${ }_{8}$ |  |  | Pkes |  |
|  | BritishlW. Indies.. |  | .1............... | ................ | S | 500 |
| Tobacco ......... |  | Libs. 11,308 | Lbs. 1,099 |  | Lbs. | 3,010 |
|  |  | 24,923 |  |  | 24,923 | 5,536 |
|  | Newfoundland...... <br> British W. Indies.. | 12,441 | ................... | ....... ............ | 12,441 | 2,831 |
|  | $\left\lvert\, \begin{aligned} & \text { Spanish W. Indies } \\ & \text { Danish W. Indics.0 }\end{aligned}\right.$ | 748 | ................. | ......... ....... | ${ }_{7} 748$ | 152 |
|  |  | 1,129 | ............... .0 | ................ | 1,129 | 300 |
|  | Danish W. Indics.. St.Pierre Miquelon Hamburg $\qquad$ | 4,643 | ........... .... | ................. | 4,643 | 947 |
|  |  | 14,000 | ................. | ................ | 14,600 | 280 |
|  |  | 69,192 | 1,099 | ................. | 70,291 | 13,056 |
| Wood ............ | Great Britain, ...... United States P. E. Island. $\qquad$ New foundland...... British W. Indies.. St. Pierre Miquelon New Zealand........ | \$ 410 | \$ |  | ................. |  |
|  |  | 1,958 | ….............. | ... ............. | .................... | 410 |
|  |  |  | ..... ............ | ......... |  | 1,719 |
|  |  | 3,662 | ................. | ......... -.... | ...... ......... | 3,662 |
|  |  | ${ }^{679}$ | ................ | ................ | ..... -......... | 679 |
|  |  | 307 | 100 | ...... ..... ..... | ................ | 407 |
|  |  |  | …….........0. | - | ............... |  |
|  |  | 8,959 | 100 | ................. | - | 9,059 |
| Woollens ........ | United Stater ..... Newfoundland...... St.Pierre Miquelon | Pkgs. 6 | Pkga. 3 |  | Pkgs. ${ }_{9}$ | 1,027 |
|  |  |  |  | ................. | 6 |  |
|  |  | 7 | 1 | ........ ........ | 8 | 279 |
|  |  | 19 | 4 | a.. ............ | 23 | 2,074 |
| Ale, Beer and Cider $\qquad$ | P. E. Ialand $\qquad$ Newfoundland...... British W. Indies.. Danish W. Indies.. | Galle. |  |  | Galls. 328 |  |
|  |  | 328 848 |  | ...... | 848 | - 299 |
|  |  | 39,598 |  |  | 30,59S | 14,459 |
|  |  |  |  |  | 180 | 61 |
| Whisky........ . | P. E. Island, ........ | 40,954 | ......... |  | 40,954 | 14,947 |
|  |  | Galls. |  |  | Galls. 172 | 116 |
| Other Spirits... | P. T. Island......... | Galls. 386 |  |  | Galls. ${ }_{366}$ | 332 |

## No. 6.-GENERAL STATEMENT OF EXPORTS—Pbovince of Nova Scotia.-Concluded.



ABSTRACT of the Valuo of Goods, the Growth, Produce and Manufacture of the Dominion of Canada, Exported from the Province of Nova Scotia, to each Country, during the Fiscal Year ending 30th June, 1869.

|  | \$ |
| :---: | :---: |
| Te Great Britain ......................... ........................................... ................. | 466,779 |
| United States ............. . ......................... ..... ...................................... | 1,831,054 |
| Prince Edward's Island ........... .............................. .............................. | 129,162 |
| Newfoundland ..................... ........ ....................................... ................. | 369,926 |
| British West Indies ............................................... .............................. | 1,421,972 |
| Spanish West Indies ................................................. ................. . ... | 467,369 |
| French West Indies.............................. ... .......................................... | 74,732 |
| Danish West Indies...... ............................................. .................... | 32,039 |
| Dutch West Indies...................................................................... ....... | 5,559 |
| St. Domingo .......... ..................... ............................... ........................ | 25,862 |
| St. Pierre Miquelon... ................e. ...... ........ ............... ...... ........ .............. | 36,830 |
| Madeira................ | 5,558 |
| Spain....... | 14,420 |
| Portugal........ .................................. ............................................... | 12,224 |
| Hamburg .......... ........... .... ...................... ........................................ | 5,244 |
| Italy ......... | 6,650 |
| Jersey ........... ....................... .n................................................. ...... | 14,313 |
| New Zealand........... .. . . . ....... .................................................. .......... | 774 |
| Honduras ....... | 1,177 |
| British Guiana | 52,152 |
| Dutch Guians ................ ........ ........ .................................... . ............ | 11,782 |
| Monte Video................................................................................................... | 24,942 |
| Buenos Ayres.. .................. ................... ........................... ................. | 4,098 |
| South Amerioa, other Ports in........................... .................................... | 16,869 |
| Labrador | ${ }^{372}$ |
| Total Produce. $\qquad$ $\qquad$ | 5,031,859 |
| Goods not Produce | 711,652 |
| Total Exports ............................. $\$$ | 5,743,511 |

No. 6.-GENERAL STATEMENT OF EXPORTS.-Continued.

PROVINCE OF NEW BRUNSWICK.

| ARTICLES. | COUNTRIES. | In British Vessels. | In Foreign Vossels. | By Land Carriage. | Total Quantity. | Total Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Producr of the Mine. Coal. $\qquad$ | United States .... . | Tons. $8,175$ |  | ................ | Tons. $8,175$ | $\begin{aligned} & \$ \\ & 79,980 \end{aligned}$ |
| Iron Ore ........ | Onited States ...... | Tons. $217$ | Tons. 1 | ..... | Tons. 218 | 1,581 |
| Antimony Ore.. | Great Britain ...... | Tons. |  |  | Tons. | 10 |
| Manganeso...... | Groat Britain....... United Stater. | Tons. 195 | Tons. <br> .................. <br> 137 | -.................. | Tons. 195 137 | $\begin{aligned} & \mathbf{3 , 7 7 0} \\ & \mathbf{2 , 4 0 4} \end{aligned}$ |
|  |  | 195 | 137 | .............. | 332 | 6,174 |
| Pig and ScrapIron ........... | Great Eritain ...... United States ..... | Tong. $\begin{array}{r} 92 \\ 579 \end{array}$ | Tons. $\begin{aligned} & 65 \\ & 30 \end{aligned}$ | ....000 ............. | Tons. $\begin{aligned} & 147 \\ & 609 \end{aligned}$ | $\begin{array}{r} 2,605 \\ 10,941 \end{array}$ |
|  |  | 671 | 85 | ......... ....... | 756 | 13,546 |
| Stone ............ | Great Britain $\qquad$ United States $\qquad$ <br> P. E. Island $\qquad$ | Tons. $\begin{array}{r} 49 \\ 18,541 \\ 129 \end{array}$ | Tons. <br> .................. <br> 2,403 | \|...................... | Tons. $\begin{array}{r} 49 \\ 20,044 \\ 129 \end{array}$ | $\begin{array}{r} 490 \\ 92,645 \\ 309 \end{array}$ |
|  |  | 18,719 | 2,408 | $\cdots$ | 21,122 | 93,444 |
| Mineral and Earth Oils... | United States ...... <br> P. E. Island | Galls. <br> $\underset{570}{ }$ <br> .............. | $\underset{6,459}{\text { Galls. }}$ | \|...................... | $\begin{array}{r} \text { Galls. } \\ \begin{array}{r} 6,459 \\ 570 \end{array} \end{array}$ | 2,889 $\mathbf{2 2 1}$ |
|  |  | 570 | 0,459 | ................ | 7,029 | 3,110 |
| W Other Articles.. | Great Britain ...... <br> United States | $\begin{gathered} 160 \\ 250 \end{gathered}$ | $\$$ |  |  | 160 260 |
| Produch of the Fisherizg. Salmon-Fresh |  | 410 | 10 | .... | ................ | 420 |
|  | United States ..... | ................. | $\begin{gathered} \text { NKo. } \\ 29,134 \end{gathered}$ | ................. | $\begin{aligned} & \text { No. } \\ & 29,134 \end{aligned}$ | 42,373 |
| SalmonSnoked..... | United States ...... | .......... ...... | $\begin{aligned} & \text { No. } \\ & 2,906 \end{aligned}$ | .................. | No. 2,906 | 4,533 |
| Salmon- <br> Pickled ..... | Great Britain....... United States..... | Brls. $\begin{aligned} & 17 \\ & 76 \end{aligned}$ |  | ........................ | Brls. $\begin{aligned} & 17 \\ & 78 \end{aligned}$ | $\begin{gathered} 200 \\ 765 \end{gathered}$ |
|  |  | 93 |  |  | 93 | 965 |

No. 6.-GENERAL STATEMENT OF EXPORTS-Province of
NEW BRUNSWICk.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTS-Province of New Brunswick.-Continued.


No. 6.-GENERAL STATEMENT OF EXPORTs-Province of
New Brunswick.-Continued.

| ARTICLES. | COUNTRIES. | In Britioh Vessels. | In Foreign Vessels | By Land Carriage. | Total <br> Quantity. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Produce ofthe Forest.-Continued. |  |  |  |  |  |  |
| Plank and Boards . ...... |  |  |  |  | M. feet. | 36926 |
|  | Great Britain ...... United States ..... | 3,559 $\mathbf{2 0 , 4 7 0}$ | 1,987 | ... | 5,546 $\mathbf{2 3 , 0 0 7}$ | 36,926 173,747 |
|  | British W. Indies.. | 3,001 | 770 | ...................... | 3,771 | 138,394 |
|  | Spanish W. Indies. | 6,980 | 1,220 | ................. | 8,200 | 93,318 |
|  | P. E. Island ..... .- | 1,329 | .............. | ................. | 1,329 | 9,301 |
|  | Newfoundland..... | 371 | 2010 | ................. | 371 | 2,926 |
|  | South America...... | 2,501 | 2,910 | ................ | 5,411 | 77,236 |
|  | Saint Pierre......... | 219 | ............... | ................ | 219 | 1,302 |
|  | Madeira ..... ......... | 423 | 140 | ................. | 140 | 1,400 |
|  | Teneriffe............ | 423 | ........ ....... | - | 423 | 6,523 |
|  | New Zealand........ | 29 | ............... | ................ | 29 | 250 |
|  |  | 38,882 | 9,564 | ................. | 48,446 | 441,323 |
| $\begin{aligned} & \text { Spars and } \\ & \text { Masts ........ } \end{aligned}$ |  | Pieces. | Piaces. |  | Pieces. | \$ |
|  | Groat Britain ...... | 207 | 6,721 | ............... | 207 | 230 |
|  | United Etatea....... | 1,899 34 | 6,721 | ................ | 8,620 | 5,038 |
|  | British W. Indien. Spanish W. Indies. |  | ................... | ..................... | $\begin{array}{r}34 \\ 3 \\ \hline\end{array}$ | 43 3 |
|  | P. E. Island . ..... | 2 | ......... ..... | ..................... | 2 | 16 |
|  | Newfoundland...... | 40 |  | - | 40 | 260 |
|  | France ............... | -......... | 50 | \|................ | 50 | 30 |
|  | Teneriffe............. |  | ................. | ................ | 4 | 4 |
|  |  | 2,189 | 6,771 | ................. | 8,960 | 5,624 |
| Lath \& Lathwood.. ......... |  | Cords. M. | Cords. M. |  | Cords. M. |  |
|  | Great Britain....... | \| 75 1,527| | 4- ${ }^{36}$ |  | 79-1,763 | 3,503 |
|  | United States....... | 1,157-49,756, | 82-60,146 | ................ | 1,239-109,902 | 112,054 |
|  | P. E. Inland........ | ......... 895 | .. | ................ | ........ 895 | 810 |
|  | Newfoundland..... | …… 20 | . | ................. | ........ 20 | 20 |
|  | Saint Pierre......... | ......... 14 | $\cdot$ | ................. | .. ...... 14 | 14 5 |
|  | Tenerifio ...... ...... | …….. 160 | ……............. | - | …….... 160 | 268 |
|  |  | 1,232- 52,577 | 86-60,182 |  | 1,318-112,759 | 116,674 |
| Firewood ........ |  | Cords. |  |  | Cords. |  |
|  | United States ...... | 193 | ....... ......... | ................. | 193 | 738 |
| Shingles ....... | United States ...... | $\underset{\text { 28,691 }}{\text { M. }}$ | M. 307 |  | M. ${ }_{28,908}$ | 51,261 |
|  | Britigh W. Indies... | 1,453 |  |  | 1,453 | 3,128 |
|  | P. E. Island......... | 2,362 |  |  | 2,362 | 3,340 |
|  | Newfonndland ..... | 861 |  |  | 861 | 951 |
|  | South America ..... | 176 |  |  | 176 | 537 |
|  |  | 33,543 | 307 |  | 33,850 | 50,217 |
| Sleepers \& R. <br> R. Ties $\qquad$ | Great Britain ...... United States | No. 11,556 111,166 | $\begin{aligned} & \text { No. } \\ & \cdots \cdots 1,047 \end{aligned}$ |  | $\begin{aligned} & \text { No. } \\ & 11,556 \\ & 162,213 \end{aligned}$ | 4,934 $\mathbf{3 1 , 2 1 5}$ |
|  |  | 122,722 | 51,047 |  | 173,769 | 36,149 |

## No. U.-GENERAL STATEMENT OF EXPORTS-Provincy of New Brunswick.-Continued.



No. 6.-GENERAL STATEMENT OF EXPCRIS-Pnoviver of New Brunswick.-Continued.


No. 6.-GENERAI ST TTEMEN: OF ETPORTS—PRorince of Naw Bruxiwice.-Cuntindel.


No. 6.-GENERAL SJATEMENij OF EXPORTS-PRovice of New Bresewlce-continued.


No. 6.-General statenent of exports- Province of New Batustrick.-Concluded.


ABSTRACT of the Val.e of Gools, the Growth, Produce mod Manufactur: of the Dominion of Canads, Kxpoted fron the Province ol Now Brunswick to each Country, during the Fiseal Year euding 3 Jth June, 1863.

|  | \$ |
| :---: | :---: |
| To Great Britain .............0. ...... .................. .........-2.-....... ...................... | 2,931,348 |
| United Siates ......................... ........ . ... ...... .... ..... .............. ............. | 94.600 |
| British W. Iadies................... ............... ...... ................ .... ........ ....... | 51,322 |
| Spanish W In dieq ..................... ........... .......... .... ..... ............... . .... | 608.419 |
| Prin-e Edwarl's Island., ...... '.... ............... ................... ............... ..... | 84.181 |
| Newioundlaud ..... ........ .............. .......... . ........... .......... ............... | 7.542 |
| Frinee ........... ... .... .... .............. ....................... .... .... ....... ........... | 11,149 |
| St. Pierre.................................... ........ ..... ....... ...... ............. .......... | 2,531 4.490 |
| New Z alınd.. ....... ... ...... ....................... ....... ......... ....... ............. | 4,490 |
| Te:eriffe.......... .............. ........ ..................... ................................ | $\begin{array}{r}8.324 \\ 11.461 \\ \hline\end{array}$ |
| Portugal... ................ .......... ........................................................ .................. | 21.510 |
| South America ...................................................................... . . . . . . . . . . . . . . . . . . . . ${ }^{\text {a }}$ | 91,841 |
| \%i.plos ......... ..... ............................. ..... .................... .................. . | 14.865 |
| Madeira.............. ........ ........................ .... ......... .............. ............. | 1.720 |
| Total Produce.. ...... ....... ....... ........ ............. | 4,814,846 |
| Not Produce or Manutacture............... ............ | 739,823 |
| Total Exports........ .................... \$ | 8,554,519 |

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

No. 7.-SUMMARY STATEMENT OF EXPORTS (by Provinces) the Growth, Produce and il anutacture of the Dominion of Canada, Exported from the Province of Quebec, during the Fiscal Year ended 30th June, $1 \times 69$; shewing the Quantity an 1 Valne of each Artiole, and whether Exposted in British or Foreign Vessels, or by Land Carriage.

## PROVINCE OF QUEDEC.



## No. '7.-SUMMARY STATEMENT OF EXPORTS--Provivce or Quebec.-Continued.

| ARTICLES. | In British or Colinial Vessols. Quantity. | In Foreign <br> Vessels. <br> Quantity. | By Land Carriagen | Total Quantities. | Tutal <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Producy of the Forest.- Continued. |  |  |  |  | \$ |
| Deals..... ........ Stand. Hund. | 44,031 | 24,893 | 10 | 68,934 | 2,728,489 |
| Desl Ends................. " | 986 | 829 |  | 1,815 | 68,626 |
| Plank and Boards ...... M. ft. | 170,822 | 26,351 | 17,477 | 214,650 | 2,151.163 |
|  | 1,9<9 | 310 | 18 | 2,267 | 29.859 |
| Masts ${ }^{\text {r....... ........ ..... }}$ " | 95 | 90 | 7 | 192 | 10,044 |
| Handspites .. ............ " | 2.057 |  |  | 2,059 | 3 BI |
| Lath and Lathwood .....Cords. | 7,950 | 1,339 | 284 | 9.583 | 39,138 |
| Firewnod .................. " | 40 | 495 | 2.005 | 2,540 | 3,529 |
| 8aw Logs-Frea ......... \$ |  |  | 8.000 |  | $8.00{ }^{4}$ |
| Shingles ................... Mille. | '5.317 | 91 | 898 | ${ }^{6} 306$ | 13,123 |
| Sleepers and R. R. Tier.. Piemes. | 3,742 |  | 47,983 | 61,725 | 9,147 |
| Oars ............ ...........Pairs. | 6,391 | 3.090 |  | 8,481 | 11.642 |
| Other Woods........... ... $\$$ | 27,676 | 11,970 | 80,145 | . ... ....... | 119,7,1 |
| Shingle Bolts, $\$ 1$ per $\}$ cord $\qquad$ |  |  | 84 | 84 | ${ }_{120} \|$Duty. <br> 8.75 |
|  |  |  |  |  |  |
| $\left.\begin{array}{c}\text { Total Value, Produco } \\ \text { of the Forest ........ }\end{array}\right\} .$. |  |  | . ........ |  | 10.722,651 740.17 |
| Ammaje atd tigir Prodicar. |  |  |  |  |  |
| Horses ............. ........Nn. | . | ............... | 6,527 | 6.527 | 844.613 |
| Horned Dattle ...... ..... " |  |  | 24.138 | 24.138 | 424,991 |
| Swine .... ............ ..... " |  |  | 1,733 | 1.733 | 7,975 |
| Sheep ....................... |  |  | 44,150 | 4,1,150 | 103,488 |
| Pualtry ......... .......... \$ |  |  | 28,708 |  | 36.7118 |
| Braon and Hama ...... .Owt. | 49,572 |  | 59 | 40.8 .31 | 552371 |
| Beef ........................ " | 8.853 | ... ..... ....... | 829 | 9.682 | 81.189 |
| Beesw 12 ........ ..... ..... Lbs. | 12,157 |  | 1,530 | 13.707 | 4.281 |
| Bones........... ... ........Cwt. |  | 1.411 | - 898 | 2.319 | 7.372 |
| Ba:ter ........ .............Lbs. | 6.8.7.055 | 180 | 1.541,544 | 8,239.202 | 1,777.072 |
| Cteese ...................... " | 4,273,729 |  | 447 | 4,271.226 | 523,724 |
| Eggs..... ..... .... ........ Don. | 374 | 8,320 | 310,528 | -219,222 | 48,465 |
| Feathers ..... ............. Lbs. |  |  | 195 | 195 | 45 |
| $\left.\begin{array}{c}\text { Furs-dressed \& un- } \\ \text { drembed. } \\ \text { and.......... }\end{array}\right\}$ \$ | 205,958 |  | 76,482 | ................. | 282,440 |
| Hides and Skin* ........ ${ }^{\text {a }}$ |  |  | 23,3:9 |  | 23.539 |
| Horns and Hoofs.........Cwh. | 700 |  | 445 | , 1,145 | 2,161 |
| Heney ........ ...... ...... Lbs. |  |  | 413 | 41 | 33 |
| Lard ................... ...... " | 281.001 | ....... $\cdot$...... | 330 | 260.337 | 33.258 |
| Pork ....................... ${ }^{\text {w }}$ t. | 16,619 | 418 | 1:5 | 17.162 | 146,128 |
| Shecp's Pelte............ No. |  |  | 23,009 | 23,009 | [3,6] ${ }^{\text {d }}$ |
| Tallow... ........ -......: Ths | 218 |  | 247 | $4{ }^{45}$ | 44 |
| Tongues ......... ........... Koga. | 25 |  |  |  | 942 |
| Vopisen ...... .... .......... No. Wool ...... ............. Lbs. | 237.1 в |  | 954,049 | 1,191,155 | $\begin{array}{r}981 \\ \hline 82,356\end{array}$ |
| $\left.\begin{array}{c}\text { Total, Animala and } \\ \text { their Prodacen...... }\end{array}\right\} \ldots$ |  |  |  |  | 4,982,564 |
| ericultral Produok. |  |  |  |  |  |
| Baleam .......... .......... \% |  |  | 8.478 |  | R. 013 |
| Barley and Rye.......... Bush. | 103.393 | 250,452 | $118.5 \times 4$ | 470.439 | 506, ${ }^{*}$, 22 |
| Barlay, Fot and Poarl...Lhat | 1,200 |  | 4.100 | 6,700 | 227 |
| Beans ...... . .... .......... Bush. |  |  | 7.136 | 7,139 | 12.623 |
| Bran........ ..... ...... ..... Cwr. | 70 |  | 5.561 | 5,331 | 2.241 |
| Clax........................ " |  |  | 3.244 | 3.244 | 23.58 F |
| Flax Seod ....... ...........Bush. | ...............0. | 2.962 | 3,272 | 6,234 | 11,071 |

## No. 7.-SUMMARY STATEMENT OF EXPORTS-Previno of Quebec-Continued.



No. 7.-SUMMARY STATEMENT OF EXPORTS-Province of
Quebec.-Concluded.


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

## PROVINCE DF ONTARIO.



## No. 7.-SUMMARY STATEMENT OF EXPORTS-Province of Ontario.-Continued.

| ARTICLES. | In British or Colonial Vessels. Quantity. | In Foreign <br> Vessels. <br> Quantity. | Dy Land <br> Cartiaga. <br> Quantity. | Total Quantities. | Total <br> Talues. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Animals and their Produce. |  |  |  |  | \$ |
| Horses ......................No. | 791 | 2,085 | 679 | 3,53.5 | 292,943 |
| Horned Cattle .........t.. " | 6,071 | 17,719 | 13,899 | 37,789 | 917,387 |
| Swine.. | 1,721 | 21,444 | 7,271 | 30,436 | 104,151 |
| Sheep....................... | 14,270 | 82,178 | 50.756 | 147,202 | 338,876 |
| Poultry ...................... \$ | 13,777 | 6,095 | 1,664 |  | 21,536 |
| Bacon \& Hams...........Cwt. | 27,510 | 4 | 3,395 | 28,909 | 317,128 |
| Beef ......................... " | 3,599 | 633 | 1,136 | 5,368 | 34,295 |
| Bones........... ........... ." | 160 | .......... | 270 | 430 | 1,393 |
| Butter........................... Lbs. | 432,527 | 411,100 | 1,057,854 | 1,801,481 | 418,235 |
| Cheese ......... ............ " | 191,323 | ............ | 28,540 | 219,863 | 25,088 |
| Egga.......................Doz. | 245,259 | 383,698 | 486,002 | 1,114,959 | 126,982 |
| Feathers....................Lbs. | 28 | 121 |  | 149 | . 59 |
| $\left.\begin{array}{c} \text { Furs-dressed and un- } \\ \text { dressed............... } \end{array}\right\}$ | 19,054 | 13,742 | 20 | ................ | 32,826 |
| Hides and Skins .......... " | 11,443 | 34,540 | 40,301 |  | 88,284 |
| Horns and Hooker........Cwt. | 44 | 5 | 177 | 226 | 743 |
| Honey ......... ............. Lhis. | 50 | 13 | 11...... | 63 | 8 |
| Lard........................ " ${ }^{\text {a }}$ | 164,324 | 20,580 | 11,493 | 196,377 | 23,628 |
|  | 4,232 | 403 | 2,087 | 6,722 | 56,787 |
| Sheep's Pelts .............. ${ }^{\text {NiNo. }}$ | 26,860 | 43,574 | 156,293 | 228,727 | 151,153 |
| Tallow ..................... Lbs. | 4,902 | 375 | 1,376 | 6,653 | 463 |
| Tongues ....................Kegs. | 29 |  |  | 29 | 122 |
| Venison...... ..............No. | 105 | 8 | 29 | 142 | 1,043 |
| Wool..............................bs. | 347,622 | 198,693 | 1,082,412. | 1,628,727 | 454,197 |
| $\begin{gathered} \text { Total Value, Animals } \\ \text { and their Produco .. } \end{gathered} \text {... }$ |  |  | ...... |  | 3,405,2S7 |
| Agricultural Pronucts. |  |  |  |  |  |
| Balsam...................... | 175 |  |  |  | 175 |
| Barley and Kye ........... Bush. | 3,571,757 | 415,094 | 172,718 | 4,159,569 | 4,447,702 |
| Beans ..................... | 12,041 | 1,347 | 18,274 | 31,682 | 53,596 |
| Bran.........................Cwt. | 1,117 | 11,210 | 22,370 | 34,697 | 21,083 |
| Flax ......................... " | 4 | 1,726 | 6,707 | 8,437 | 90,374 |
| Flax Seed ..........c...... Bush. | 472 | 11,188 | 9,214 | 20,874 | 31,854 |
| Flour ......... .............. Brls. | 22,549 | 17,854 | 44,424 | 84,827 | 447,041 |
| Fruit-Green ............. Brls. | 3,201 | 1,244 | $1: 201$ | 5,848 | 11,948 |
| Hay ...... ..................Ton*. | 236 | 714 | 6 | 956 | 7,039 |
| Hemp ......................Cwt. |  | 3,114 |  | 3,114 | 44,924 |
| Hops........................ Lbs. | 74,001 |  | 19,500 | 93,501 | 8,148 |
| Indian Corn...............Bush. | 22 | 4,978 | 6 | 5,006 | 4,914 |
| Malt ........................ " | 12,350 | 8,103 | 1,878 | 22,332 | 33,102 |
| Maple Sugar.... .........Lbs. | 310 | 300 | II. 11. | ${ }^{610}$ | 58 |
| Meal ........................Brls. | 301 | 478 | 11,515 | 12,294 | 71,278 |
| 0ats ....................................... | 1,582 | 7,186 | 342 | 9,110 | 4,048 |
| Peas ....................... " | 232,529 | 27,753 | 98,670 | 408.952 | 350,227 |
| Other Seeds .............. " | 6,941 | 1,615 | 2,123 | 10,679 | 9,886 |
| Vegetables ................ ${ }^{\text {\$ }}$ | 3,147 | 372 | 1,615 | $\ldots . .10 . . . .4$ | 5,134 |
| Wheat ......................Bush. | 1,023,079 | 107,564 | 39,636 | 1,230,279 | 1,434,313 |
| $\left.\begin{array}{c} \text { Total Value, Agricul- } \\ \text { tural Products....... } \end{array}\right\} \ldots$ |  |  |  | ........ ......... | 7,127,044 |
| Books ..................... \$ | 44 | 675 | 488 |  | 1,208 |
| Biscuits ......................... $\mathrm{Pkgg}^{\text {, }}$ |  | 1 |  | 1. |  |
| Carriages .................. No. |  | 256 |  | 403 | 19,166 |
| Cottons .................... \$ | 211 | 168 |  | ................. | ${ }_{108}^{379}$ |
| Furs $. . . . . . . . . ~ . . . . . . . . . . . . . ~ " . . . . . . . . . . . ~$ | 108 1,871 | 1...... |  | ................ | ${ }_{3,213}$ |
| Glabe ...................... * |  |  |  |  |  |

# No. 7.-SUMMARY STATEMENT OF EXFORTS-Province ef Orvano.-Conchuded. 



RECAPITULATION.


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

## PROVINCE OR NOVA SCOTLA.



## No. 7.-SUMMARY STATEMENT OF EXPORTS-Province of Nova Scotia.-Continued.

| ARTICLES. | In British or Colocial Vossels. Quantity. | In Foreign <br> Fessels. Quantity. | By Land Carriage Quantity. | Total Quantities. | Total Falues. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Prodtce of the forest.Continued. |  |  |  |  | \$ |
| Oars...... ..................Psirs. | 133 |  |  | 133 | 173 |
| Other Woods............... \$ | 29,843 | ...... ........... | ... | .................. | 29,643 |
| $\left.\begin{array}{c}\text { Total, Produce of the } \\ \text { Forest......... ....... }\end{array}\right\} \ldots$ |  | ................. |  | . ......... ..... | 1,076,686 |
| Anifals and tiferr Producz. |  |  |  |  |  |
| Horses ..................... No. | 109 | ... | ............... | 109 | 5,900 |
| Horned Cattle ........... " | 3,302 | ................. | ................ | 3,302 | 79,552 |
| Swine ......... ............. " | 79 |  |  | 79 | 265 |
| Sheep...................... " | 4,330 | ................\| |  | 4,330 | 12,204 |
| Poultry .................... \$ | 818 | 3 | ........ ........ | ........ | 821 |
| Beef and other Meats...Cwt. | 6,006 | 30 | ...... ......... | 6,036 | 38,192 |
| Butter.......................Lbs. | 704,082 | 200 | -. | 704,082 | 145,103 |
| Cheese ......... ........... " | 9,081 | 200 | ................ | 9,281 | 780 |
| Eggs ........ ...............Doz. | 79,685 | 830 | ........ .. ...... | 80,465 | 9,600 |
| Feathers....................Pkgs. | ${ }_{75}^{2}$ |  |  |  | 100 |
| Furs ........................ '* | Pkrs. | No. Pkgs. | . | $\text { No. } \begin{array}{r} 75 \\ \hline k g 8.1 \end{array}$ | 51,240 |
| Hides and Skins .................. . | 53 | 2,710-73 | ...... | 2,710-126 | 5,704 |
| Horns and Hoofs ........ \$ | 159 | ... | ................. |  | 189 |
| Lard ........................Lbs. | 8,516 | . |  | 8,516 | 1,122 |
| Tallow ...................... " | 42 J |  | ......... | 420 | 34 |
| W ool........................Bags, |  | 5 | ................. | 5 | 100 |
| $\left.\begin{array}{l}\text { Total, Animals and } \\ \text { their Produce........ }\end{array}\right\} .$. |  |  |  | ................. | 350,806 |
| Agricultural Products. |  |  |  |  |  |
| Barloy and Rye..........Bush. | 61 |  |  | 61 | 111 |
| Bran........................ ${ }^{\text {a }}$ | 750 | ................ | .... | 750 | 249 |
| Flour and Meal ........... Brls. | 17,536 | 366 | .-... | 17,902 | 104,682 |
| Fruit-Green .............. " | 1,965 | ........ ........ | ... - . . . . . | 1,985 | 5,695 |
| May ..... . ................Tons. | 190 | ................. |  | 190 | 2,296 |
| Hops ....................... Lbs. | 75 | ..... ........... | .. | 75 | 19 |
| Indian Corn.............. Bush. | 539 | ............... | ................. | 539 | 594 |
| Maple Sugar .............Lbs. | 70 |  | ... | 70 | 7 |
| Oats ........................Bush. | 18,433 | 151 | ..... | 13,584 | 10,595 |
| Peas ........................ " | 84 | 21 | .... | 105 | 166 34 |
| Other Seeds .............. " | 8 |  | ................ | 8 | 34 |
| Vegetables ................ ${ }^{\text {S }}$ | 58,873 | 380 |  |  | 57,207 |
| Wheat ....................... Bush. | 12 | ............... |  | 12 | 24 |
| Total, Agricultural \}... Products |  |  |  | ................. | 181,739 |
| Manufacturer. |  |  |  |  |  |
| () Biscuit........................Pkgs. | 3,526 | 63 |  | 3,589 | $\begin{array}{r}7,764 \\ \hline 21807\end{array}$ |
| Candies and Soap........Lbs. | 217,749 | 3,269 |  | 221,018 | 21,807 ${ }^{120}$ |
| Carriages....i.............No. Gypsum, Plaster, \&c.... Brls. |  | …….............. |  |  | 606 |
| Gypstm, Plaster, dc.....Brls. | Tuns. Pligs | Pkgs. |  | Tons. Pkgs. |  |
| Iron and Mardware ............. | 193-1,342 | ......- 20 |  | 193-1,362 | 43,241 17,916 |
| \| Leatber ................... \$ | 17,916 | ............. | ................ | ..... .......... | 17,760 |
| 1 Machinery .a............. \$ | 750 | ......... | ................. | ................. | 960 |
| Musical Instruments...No. | 4 | - |  | 4 | 135 |
| Rags ...................... Pkgs. | 7 |  |  | 7 8 | 500 |
| Sewing Machines.. ..... " |  |  | ..... ..... ..... | 8 |  |

## No. 7.-SUMMARY STATEMENT OF EXPORTS.-Province of Nova Scomta.-Concluded.



## No. 7.-SUMMARY STATEMENT OF EXPORTS.-Continued.

## PROVINCE OF NEW-BRUNSWICK.



## No. 7.-SUMMARY STATEMENT OF EXPORTS-Pbovivce of New Brunswick.-Continued.

| ARTICLES. | In British or Colonial Vessels. Quantity. | In Foreign <br> Vesmels. <br> Quantity. | By Land <br> Carriage. <br> Quantity. | Total Quantities. | Total <br> Values. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Aninals and their Producr. |  |  |  |  | \$ |
| Horges ........... . ....... No. |  | 184 | . $. . .1 . .$. | 184 | 15,818 |
| Horned Cattle ............ |  | 22 | .. | 22 | 831 |
| Poultry ......... ............ \$ | ......... ........ | 279 | ................ | 23. | 279 |
| 8wine ......... ............. No. | .............. | 23 | ................ | 23 | 30 |
| Bref...... ................... \$ |  | 560 | ........ ........ |  | 60 |
| Butter........... ............Lbs. | 1,740 | 6,763 | ..... ............ | 8,503 | 1,880 |
| Eggs .............................Doz. | 50 | 24,715 |  | 24,785 | 2,722 |
| Furs-undressed ......... \$ | 1,051 |  |  |  | 1,051 |
| Hides and Pelts........... " | 50 | 3,872 | ................. | .......... ...... | 3,922 |
| Horns and Hoofs ......... " | 385 | 2,704 | ................. | ................. | 2,989 |
| Wool......... ...............Lbs. | 80 |  | ................. | 80 | 32 |
| Hair ........ .......... .. .. \$ |  | 100 | . |  | 100 |
| Pork ...... ................. Lbs. | 2,400 | ...............e. |  | 2,400 | 168 40 |
| Honey ................ .....Boxes. | -880 |  |  |  | 40 248 |
| Bacon and Hams.........Lbs. | 2,480 | ................ | .......... ..... | 2,480 | 248 |
| $\left.\begin{array}{c} \text { Total, } \\ \text { their Produce......... } \end{array}\right\} \ldots$ |  |  |  |  | 30,650 |
| Aaricultural Products. |  |  |  |  |  |
| Barley, Pot and Pearl...Bush. | 5 |  |  | 5 | 3 |
| Bean8....................... " |  | 1 |  | 1 | 1 |
| Flour and Meal .............Brls. | 763 | 103 | ................ | 871 | 5,588 |
| Fruit ........ ............... " | 565 | 8 | ................ | 573 | 821 |
| Hay ................. .........TTons. | 251 | 17 | .............. . | 268 | 3,278 |
| Hops ......... ...............Lbs. | 1,400 |  |  | 1,400 | 537 |
| 0ats.............................. Bush. | 6,858 |  |  | 6,858 | 3,533 |
| Seeds ............... ...... " | 63 | 277 | ........... ..... | 345 | 497 |
| Vegetables.................. \$ | 1,223 | 2,007 | ............... | .......... ..... | 3,230 $\mathbf{1 4}$ |
| Maple Sugar ...............Lbs. | 140 | ...... ..... | ...... ........ .. | 140 | 14 |
| Total, Agricultural |  | . ........... |  |  | 17,502 |
| Manupactures. |  |  |  |  |  |
| Biscuits ....................Uwt. | 65 2 |  | ................. | 65 4 | 272 170 |
| Carriages........... ........ No. | $\begin{array}{r}250 \\ \hline\end{array}$ | 5,751 ${ }^{2}$ | .... | 4 | 0,001 |
| Gspsum, Plaster and ${ }^{\text {a }}$ Brls. | 28,180 |  |  | 43,872 | 43,610 |
| $\underset{\text { Lime................. }}{\text { Lin }}$ Bris. | 25,180 | 15,622 |  | 4,012 |  |
| Iron and Hardware...... \$ | 27,077 | 5,558 | ................ | ................ | 31,535 |
| Meather ................... " | 2,888 | 3,057 | .... ............ | ................ | 5,943 1,550 |
| Machinery................ " | 1,370 1 | 180 | ....................... | 1 | 1,550 100 |
| Soap ....................... Lbs. | 600 | .... - $18 . . .1$ | ................ | 600 | 30 |
| Sewing Machines.......... No. | 340 | 500 |  | 840 | 14,500 |
| Wood ….................. \$ | 712 | 100 |  |  | 812 |
| Sugar Boxes................. ${ }^{\text {® }}$ | 603,590 | 293,340 |  | 986,930 | 610,181 |
| Woollens .................. Pkgs. | 608, 12 |  | ................... | 12 | 382 |
| Ale, Beer and Cider ...... Galls. | 60 | .................... |  | 60 | 10 |
| Whiskey ................... Gals. | 1,254 | ............ ... | .................. | 1,254 | 1,212 |
| Other Spirita ................ " | 1,940 | ... .............. | ......... ..... | 1,940 | 1,985 |
| Vinegar ....................... " | 330 |  |  | 330 | 66 |
| Total, Manufactures. | ......... |  |  |  | 618,369 |
| Other Miscellarrous <br> Articles. $\qquad$ $\$$ | 2,037 | 29,777 | ............... | ..... ........... | 31,814 |

No. 7.-SUMMARY STATEMENT OF EXPORTS-Province of New Bronswick.-Concluded.

| RECAPITULATION. | Values. |
| :---: | :---: |
|  | \$ |
| Produce of the Mine......... .......................................................... ........... | 193,265 |
| Do Fisheries ......... ... ................................................... ............ | 362,749 |
| Do Forest. ....... ...................... ............................................... | 3,555,547 |
| Animals and their Produce......... .. ............................ .......................... ..... | 30,650 |
| Agricultural Products................................................................................ | 17,502 |
| Manufacturas ........................................................... ................ ........ .... | 618,369 |
| Other Migcmlameous Artiches................................... ...... ................... | 31,814 |
| Total Priduce........................................................ . $\$$ | 4,814,896 |
| Add-Goods not Growth, Produce or Manufacture........... | 739,623 |
| Grand Total Exports .. ........................... \$ | 5,554,519 |

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

No. 8.-SUMMARY STATEMENT OF EXPORTS, the Growth, Produce and Manufacture of the Dominion of Canada, Exported during the Fiscal Year ended 30th June, 1869 ; shewing the Quantity and Value of each Article, and whether Exportod in British or Foreign Vessels, or by Land Carriage.


## No. 8.-SUMMARY STATEMENT OF EXPORTS-DOMINIon of Canada.-Continued.

| ARTICLES. | In British or Colonial Vessels. Quantity. | In Forsign <br> Veascle. Quantity. | Ey Land <br> Carriage. <br> Quantity. | Total Quantities. | Total <br> Values. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Producz of tan Forist.Continued. |  |  |  |  | \$ |
| Knees and Futtocks.....Pieces. | Pieces.10,237 | $\left\lvert\, \begin{gathered} 1,540 \\ \text { Pieces. M. } \mathrm{ft} . \end{gathered}\right.$ | 9,469 | $\left\lvert\, \begin{array}{r} 21,048 \\ \text { Piaces. M. ft. } \end{array}\right.$ | 14,572 |
| Scantling ................. " | Pieces. M. ft. <br> 120791-11369 | Pieces. M. ft $751672-3203$ |  | Pieces. M. ft. $872463-14572$ | 180,965 |
| Treenails ...... ............ " | 72,589 | ................. |  | 72,589 | 897 |
| Deals......... ......Stand. Hund. | 129,265 | 57,842 | 10 | 187,117 | 5,293,583 |
| Deal Ends......... " | 4,501 | 2,179 |  | 6,680 | 151,290 |
| Plank and Board.........M. ft. | 577,640 | 80,598 | 19,621 | 677,859 | 6,690,956 |
| Spars and Masta.........Pieces. | 10,181 | 12,976 | 25 | 23,182 | 63,413 |
| Handspikes................ " | 2,059 | 960 |  | 3,019 | 373 |
|  | M. Cords. | M. Cords. | Cords. | M. Corde. |  |
| Lath and Lathwood.. ....... ... | 52,577-21,008 | 60,182-3,348 | - 294 | 112759.24645 | 192,547 |
| Firewood ......... ..........Corda. | 81,573 | 159,977 | 2,015 | 244,565 | 527,883 |
| Shingles......... ..........Mille. | 92,124 | 20,556 | 5,867 | 118,547 | 235,083 |
| Shingle Bolts ......) ${ }^{(m \text { Cords. }}$ | 6,273 | 2,273 |  | 8,546 | $\$ 7,372$ Duty <br> 8,581  |
| Stave Bolts......... | 623 | 260 |  | 8883 | 3,303 868 |
|  | 6 | 325 |  | 331 | 5,350 663 |
| Pine Logs ........... $)_{\text {日 }}$ | 3,403 | 881 | 5 | 4,289 | 17,037 4,290 |
| Shingle Bolts ........... ..Cords. |  |  | 34 | 34 | 126 ........ |
| Stave Boltt................ " | 7,641 | 826 |  | 8,467 | 31,492 ... |
| Saw Logs................. .M. ft. | 26,355 | 33 | 3,280 | 29,668 | 73,930 .. |
| Sleepers and R. R. Ties.Pieces. | 321,740 | 62,897 | 47,983 | 432,620 | 81,123 |
| Oars......... ................Pairs. | 5,524 | 3,090 |  | 8,614 | 11,815 |
| Other Woods.............. \$ | 195,175 | 52,298 | 81,881 |  | 329,354 $\ldots \ldots . . .$. |
| $\left.\begin{array}{l} \text { Total Value, Produce } \\ \text { of the Foreat......... } \end{array}\right\} \ldots$ |  |  |  |  | 19,838,963 14,402 |
| Ammals amd their Prodicr. |  |  |  |  | - |
| Horses ................ ..... No. | 900 | 2,249 | 7,206 | 10,355 | 859,174 |
| Horned Cattle............. " | 9,373 | 17,741 | 38,137 | 65,251 | 1,427,761 |
| Swine ..... ......... ......... " | 1,800 | 21,467 | 9,004 | 32,271 | 112,421 |
| 8heop ......... .............. " | 18,600 | 82,178 | 94,906 | 195,682 | 454,568 |
| Poultry . .................. \$ | 14,595 | 6,377 | 38,372 |  | 59,344 |
| Bacon and Hama.........Cwt. | 77,104 | 4 | 1,454 | 78,562 | 369,746 |
| Beof ............. ........... " | 18,458 | 743 | 1,965 | 21,166 | 154,235 |
| Beeswax....................Lbs. | 12,157 |  | 1,550 | 13,707 | 4,281 |
| Bcnes......................Cut. | 160 | 1,411 | 1,168 | 2,739 | 8,765 |
| Butter.. ........... .........Lba. | 7,835,407 | 418,023 | 2,599,838 | 10,853,268 | 2,342,270 |
| Chesse ...................... " | 4,474,133 | 200 | 29,037 | 4,503,370 | 549,572 |
| Egge..... ...................Doz. | 325,318 | 417,563 | 796,530 | 1,539,411 | 188,249 |
| Feathers ...................Lbs. | 258 | 121 | 195 | 1574 | 204 |
|  | 277,303 | 13,742 | 78,512 |  | 367,557 |
| Hides and Skius............ " | ................. | ................ | ................ |  | 119,449 |
| Horns and Hoofs......... Cwt. | 1,395 | 924 | 622 | 2,941 | 6,082 |
| Honey .......................Lbs. | 450 | 13 | 415 | 878 | 81 |
| Lard ............... ......... " | 432,841 | 20,550 | 11,889 | 465290 | 58,006 |
| Pork ............. .... ... Cwt. | 20,873 | 821 | 2,212 | 23,908 | 203,081 |
| Sheeps Pelta.............. No. | 28,880 | 43,574 | 179,302 | 249,738 | 164,767 |
| Tallow........... .......... Lts. | 5,540 | 375 | 1,623 | 7,538 | 541 |
| Tongues.....................Kega. | 54 |  | 1,62 | -54 | 464 |
| Fenison ....... ........... No. | 105 584808 |  | 87 | 200 | 2,004 |
| Wool...... ...................Lbs. | 584,808 | 199,293 | 2,036,401 | 2,820,562 | 816,785 |
| $\left.\begin{array}{l}\text { Total Value, Animals } \\ \text { and their Produce... }\end{array}\right\} .$. |  |  |  |  | 8,769,407 |
| Balgam ...... .............. \$ | 2,710 |  | 3,478 |  | 6,188 |
| Barley and Rye ...........Bush. | 3,675,211 | 665,556 | 289,302 | 4,630,069 | 5,004,105 |
| Barley-Pot and Pearl.. " | 1,675 |  | 4,100 | 5,775 |  |
| Beans .................. .... " | 12,044 | 1,348 | 25,410 | 38,802 | 66,220 |

## No. 8.-SUMMARY STATEMENT OF EXPORTS-Dominion of <br> Canada.-Continued.

| ARTICLES. | In British or Colonial Vessels. Quantity. | In Foreign <br> Vessels. <br> Quantity. | By Land Carriage. | Total Quantities. | Total <br> Value. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Agrictlotural Prodicts.Conitnued. |  |  |  |  | \$ |
| Bran ...... .................Cwt. | 1,937 | 11,210 | 27,931 | 41,078 | 23,573 |
| Flax ...... ..................... ، |  | 1,726 | 9,951 | 11,681 | 116,943 |
| Flax Seed .......................Bush. | 472 | 14,150 | 12,486 | 27,108 | 42,425 |
| Flour .......................... Brls. | 297,345 | 22,3:31 | 55,543 | 375,219 | 1,948,696 |
| Fruit-Green ................ ${ }^{\text {a }}$ | 8,397 | 1,277 | 1,036 | 11,310 | 30,150 |
| Hay...........................Tons. | 859 | 4,087 | 6 | 4,952 | 43,431 |
| Hemp ............................ Cwt. |  | 3,114 | ...... | 3,114 | 44,924 |
| Hops ..........................Lbs. | 358,440 | - $5 . . .10$ | 62,402 | 411,842 | 46,098 |
| Indian Corn ...............Bush. | 86 L | 5,128 | 104 | 6,093 | 5,878 |
| Malt......... ................... " | 12,350 | 8,106 | 1,876 | 22,332 | 33,102 |
| Maple Sugar................... Lbs. | 2,241 | 428 | 1,571 | 4,240 | 391 |
| iveal ......................... Brls. | 8,831 | 579 | 14,452 | 23,862 | 138,314 |
| Oats................................Bush. | 506,028 | 59,266 | 197,326 | 762,620 | 361,749 |
| Peas............................... ** | 893,069 | 31,874 | 121,357 | 1,046,300 | 971,499 |
| Other Seeds................... | 14,784 | 1,892 | 6,849 | 23,525 | 37,219 |
| Tobacco .................... Lbs. | c....... |  | 9,650 | 9,650 | 1,288 |
|  | 68,631 | 2,768 | 5,497 |  | 76,896 |
| Wheat........................ Bush. | 2,532,965 | 206,055 | 70,188 | 2,809,208 | 3,183,383 |
| Total Value, Agricul- $\}$... tural Products..... .. $\}$.. |  |  |  | ........... 1 | 12,182,702 |
| Mooks ...... ............... \$ | 1,534 | 676 | 16,094 |  | 18,304 |
| Biscuita ....................Cwt. | 3,920 | 14 | 10,04 | 3,940 | 19,192 |
| Candles and Soap ........Lbs. | 225,689 | 3,269 | 9,226 | 238,184 | 22,952 |
| Carriages ..... ............. No. | 111 | 271 | 124 | 508 | 25,157 |
| Cottons ..... .............. \$ | 1,021 | 5,919 | 9,242 |  | 16,182 |
| $\left.\begin{array}{l}\text { Extract of Hemlock } \\ \text { Bark ...... ........... }\end{array}\right\}$ Bfls. | 3,832 | 438 | 16,640 | 20,910 | 186,750 |
| Furs .............. .......... \$ | 3,552 |  | 7 | .... | 3,559 |
| Glass ....................... * | 1,871 | 1,342 | 1,393 | .... | 4,606 |
| $\left.\begin{array}{c}\text { Gypsum, } \\ \text { Lime, } \& \text { e............. }\end{array}\right\}$ | 30,778 | 18,995 | 6,273 | ................. | 56,046 |
| India Rubber.. ............ " | ............ | .... | 30 | . | 30 |
| Iron and Hardware ..... " | 105,440 | 8,793 | 8,614 | ........... | 122,847 |
| Leather....... ... ......... " | 203,739 | 6,857 | 3,478 | ................ | 214,074 |
| Linen ...... ................ " | .11...... | ${ }^{67}$ |  | ..... . .......... | 67 |
| Machinery............. ... " | 41,377 | 8,407 | 16,129 | - | 65,913 |
| Musical Instruments..... " | 2,082 | 1,845 | 3,685 | .................. | 7,612 |
| Oil Cake............ ........ " | 60,610 | ............ |  | .... | 60,615 |
| Raga ............. .......... " | 8,139 | 4,958 | 16,616 | ......... | 29,713 |
| Sewing Machines........ No. | 3,260 | 500 | 1,089 | 4,849 | 60,993 |
| Starch ......................Lbs. | 250,221 $\mathbf{2 , 4 2 7}$ | ................ | 14.7.... | 250,221 | 10,622 |
| Straw | 2,427 701,351 | 458,898 | 14,694 48507 | ……........ | 17,121 |
| Tobacco ..... ................ Lbs. | 214,502 | 458,898 1,099 | 48,507 | 1,208,756 | 584,919 |
| Wood ........................ | 57,340 | 2,189 | 15,000 5,508 | 230,001 | 38,836 65,037 |
| Woollens ................... | 17,345 | 993 | 6,115 |  | 24,453 |
| $\left.\begin{array}{r}\text { Liquors - Ale, Beer } \\ \text { and Cider.. }\end{array}\right\}$ Galls. | 44,763 | -2,916 | 2,157 | 49,836 | 17,411 |
| Whisky .......... " | 3,719 | 341 | 291 | 4,351 | 4,145 |
| Other Spirits..... " | 7,032 | 4,370 | 113,076 | 124,478 | 85,471 |
| Vinegar ...... ... " | 3,680 | 11,104 | 4 | 14,788 | 2,834 |
| Total Value, Manufactures. |  |  |  | ................. | 1,765,461 |
| Other Articles.................... $\$$ | 78,338 | 153,843 | 118,378 | .......... | 350,558 |
| Ships built at Quebce) during the Fiscal Year ending 30th June, 1860. . | No. Tons. <br> 37-27,000 |  |  | $\begin{aligned} & \text { No. Tons. } \\ & 37-27,000 \end{aligned}$ | 1,080,000 |
| Coin and Bullion............. $\$$ | 76,986 | 2,212 | 4,139,010 | . | 4,218,208 |

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

No. 9.-COMPARATIVE STATEMENT shewing the Quantities and Values of the Principal Articles, the Growth, Produce and 30th day of June, 1868 and 1869.

## ARTICLES

PRODUCE OF THE FISHERIES-
Smoked ........................................................ \$

| Pickled ............. ........ ..... ....................... |
| :--- |
| Canned |

Fish-all other-Fresh................................................... $\$$
Preserved and Spiced.


Fish 0il .....................................................................

Total, Produce of the Fisherics.
No. 9.-COMPARATIVE STATEMENT OF EXPORTS, \&c.-Dominion of Canada.-Continued.

| ARTICLES. | TOTAL EXPORTS. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Fiscal Year emding 30til June, 1868. |  |  | Fiscal Year rxding 30rh June, 1869. |  |  |
|  | Quantity. | Valeu. | Duty. | Quantity. | Value. | Duty. |
| PRODLCE OF THE FOREST- |  |  |  |  |  |  |
| Ashes-Pot ............................................ Brls. |  | 563,408 | \$ cts. |  |  | \$ cts. |
| Peari ................................................................. ${ }^{\text {a }}$ | 16,855 5,313 | 563,408 156,205 | ............................ | 16,501 | 565,094 158,479 |  |
| Timber-Ash ............................................................. | 3,909 | 32,715 | ....... ................... | 4,479 | 158,479 $\mathbf{3 5 , 2 1 3}$ |  |
| Birch ................... .................... " | 28,183 | 164,356 | ......................... | 31,377 | 223,304 | ............................. |
| Elm ........................................ " | 33,657 | 309,518 | , | 35,985 | 319,102 | ..... |
| Maple ....................................... " | 472 | 3,368 | ...................... | 467 | 2,695 | ...... |
| Oak $\qquad$ $\qquad$ $\qquad$ $\qquad$ " | $.83,841$ 455,837 | 723,911 2,467 | ...................... | 67,954 | 820,489 |  |
| Red Pize....................................... . ${ }^{\text {a }}$. | 455,837 65,952 | $2,467,629$ 438,256 | ..................... | 431,814 56,860 | 2,655,257 |  |
| Tamarack ............ ..................... " | 4,077 | 20,794 | ...... | 56,860 2,455 | 407,349 18,100 | ..... ......... . ...... |
| Walnut..................................... M. . ft | 808 | 28,045 | ............ | 1,835 | 65,622 | ........................... |
|  | 607 | 11,477 |  | 573 | 8,452 |  |
| Standard Staves .......................... .............. Mille. | 3,632 11,194 | 437,759 | ...... ................ | 2,811 | 362,182 |  |
| Other Staves........................ ................ $\left\{\begin{array}{c}\text { " } \\ \text { \%. }\end{array}\right.$ | 11,194 5,741 | 315,437 |  | Mille. 8,783 |  |  |
|  | 1,115 | \} 315,437 |  | 8,183 | 264,229 |  |
| Battens Pieces. | 10,666 | 2,043 | ...... ................ | 9,064 | 602 |  |
| Knees and Futtocks ................................. ${ }^{\text {6 }}$ | M 8,299 | 6,577 | ..... ............. ... | 21,046 | 14,572 |  |
| Scantling .................................................... . . |  |  |  | Pieces. M. feet. |  |  |
| Treensils........................................................................eces. | 2,167-362,302 | 102,581 212 | ......................... | 872,463- $\begin{array}{r}14,572 \\ 72,589 \\ \hline 182,17\end{array}$ | 180,965 897 |  |
| Deals..... ........ .............................. Stand. Hund. | 146,396 | 3,989,781 |  | 187,117 | 5,293,583 |  |
|  | M. Pes. Std.Hd. |  |  | Std. Hd. |  |  |
| Plank and Boards ................................................. | 17-1,077-7,657 | 131,778 $6,640,689$ | ...................... | 6,680 | 151,290 |  |
| Spars and Masts.. .............................. ........Piecss. | 12,080 | -85,538 | ............ | 677,859 23,182 | 6,690,956 |  |
| Handspikes .. ...... .................................. " | 978 | 371 | .............................. | 23,182 | 63,413 373 | ............ . .... |
|  | M. Cords. |  |  | Miile. Cords. |  |  |
| Lath and Lathwood | 63,913-26,996 | 143,982 | [..... ......... . ..... | 112,759-24,645 | 192,547 |  |
| Firewood Shingles $\qquad$ $\qquad$ Cords. Mille | 226,378 | 495,649 | ............. ......... | 244,565 | 527,883 |  |
| Saw Logs and Shingle Bolts ............................ Mille. | 127,371 | 257,133 91,965 | ........... ..... .. .. | 118,547 | 235,083 | ........ ........... |
| Do do for Duty .............M.feet. | 17,984 | 78,524 | ……71,985 81 | ........................ | 105,548 53,092 | 14,402 $7 . . .1$ |
| Sleepers and Railroad Tiep........................... Pieces. | 630,810 | 122,834 |  | 432,620 | 81,123 |  |


No. 9.-COMPARATIVE STATEMENT OF EXPORTS, \&c.-Dominion of Canada.-Concluded.

| ARTICLES. | TOTAL OFEXPORTS. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Fiscal Year ending 30th June, 1868. |  |  | Fiscal Year endina 30th June, 1869. |  |  |
|  | Quantity. | Value. | Duty. | Quantity. | Value. | Duty. |
| AGRICULTURAL PRODUCTS.-Continued. |  | \$ | \$ cts. |  | \$ | \$ cts. |
| Indian Corn......... .. ................. ..................Bush. | 10,057 | 6,191 |  | 6,093 | 5,878 |  |
| Malt......... ........ ......................... .............. ${ }^{\prime \prime}$ | 33,896 | 38,382 | .................. | 22,332 | 33,102 | ............ |
| Maple Sugar....... ....................... .............LLbs. | 5,832 | 568 | ...' | 4,240 | 391 | ........ .. |
| Oats ..... .............. . ........ ... ....................Bush. | 1,738,441 | 754,526 | ....................... | 762,620 | 361,749 | ..... |
| Peas ..... ............................................... | 2,133,817 | 1,850,665 | $\cdots$ | 1,046,300 | 971,499 | . ......... ..... |
| Other Seeds............ ......... ........ .............. ${ }^{\text {a }}$ | 35,398 | 85,853 | .. ............... | 23,525 | 37,219 | ........... ..... |
| Tobacco ........ ..... .............. . . . . . . . . . . . . . . . . . . . Lbs. | 388,740 | 12,942 | , | 8,650 | 1,288 |  |
|  |  | 117,960 $3,648,081$ | ............................ | ... ................ | 76,896 $3,183,383$ | . .............. |
| Total, Agricultural Products.. | .............. | 12,871,055 |  | ............ | 12,182,702 | .... |
| MANUFACTURES- |  |  |  |  |  |  |
| Books.................. ................ ............ . ...... $\$$ |  | 13,793 | ......................... |  | 18,304 |  |
| Biscuits ............... ... ................. ....................... | $\left\{\begin{array}{lr}\text { Cwt. } & 3,769 \\ \text { Boxes. } & 1,282 \\ \text { Brls. } & 508\end{array}\right.$ | 18,985 | .. | Cwt. 3,940 | 19,192 |  |
| Candles and Sosp..... .....................................Lbs. | 2ria. 205,505 | 18,330 | $\cdot \cdot$ | 238,184 | 22,952 | ..... |
| Carriages ...... ............................. ................. No. | 424 | 21,952 | ......... . ........... | . 506 | 25,157 | .......... |
| Cottons ................................. .................. \$ | ........................ | 3,000 | ........................ | ...................... | 16,182 | ............. |
| Extract Hemlock Bark..........s....... ...............Brle. | 23,098 | 205,600 | ........n. | $20,910$ | 186,750 |  |
| Furs ...... ...... ...... ........................... ....... \$ | ............ ...........i | 2,339 |  |  | 3,559 |  |
| Glass ..................................... ......... ......... * | .......... ......... ...... | 2,079 |  | ............ ....... ........ | 4,608 |  |
| Gypsum, Plaster, Lime, \&c........................... " | \|.......................... ${ }^{\text {\| }}$ | 42,261 | \|...... ..................... | ............ .......... ....... | 56,046 |  |
| India Rubber.......................... ............ ...... " | \|................. .... | 9,270 |  | ........ ......... ...... | 30 |  |
| Iron and Hardware .... .................................. " | ........................ | 150,411 | ......... : ............ | ....................... | 122,847 |  |
| Ieather .................. ................................... 6 | .......... | 112,094 |  | .... ... . | 214,074 | .......... ..... |
|  | ......................... | 1,017 | \|............................ | .. ................. ... .\| | 214 67 |  |
| Machinery............... .................................... ${ }^{\text {. }}$ | ....... . ............... | 92,380 | \|...................... | ...................... | 65,913 |  |
| Musical Instruments ........ ........................... 6 | ......... .......... ..... | 5,529 | ....................... | , ....... ............... | 7,612 | ............ |
| Oil Cake ..................................................... " | ........ ................ | 37,051 | …...................... | .......... ................... | 60,615 | ............... |
| Rags ............................................. ............ ${ }^{\text {. }}$ | ......... . ........... | 28,384 | …....... ............ | ........ ............... | 29,713 |  |
| Sewing Machines ....................... .............. Pkgg. | 784 | 52,901 | \|........ ................ | 4,849 | 60,993 |  |



Ne. 10.—STATEMENT (by Provinces,) shewing the Quantities and Valucs of the Canada, Exported from the Principal Ports in the

PROVINCEOF


Principal Articles, the Growth, Produce and Manufacture of the Dominion of Dominion during the Fiscal Year ending 30th June, 1869.

## QUEREC.



No. 10.-EXPORTS—PRINCIPAL

| ARTICLES. | MONTREAL. |  | QUEBEC. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. |
| Agricotural Products. |  | \$ |  | \$ |
| Wheat............................................. Bush. | 1,369,643 | 1,533,996 | 19,240 | 19,240 |
| Barley, Rye, Beans, Peas and Oats......... " | 1,227,395 | 930,673 | 17,729 | 10,271 |
| Indian Corn, Me...........................................isls. | 224,798 | 1,172,370 | 0,796 | 294 54,692 |
| Other Seeds........... ......... .................. ${ }^{\text {S }}$ |  | 24,522 | ............ |  |
| Hops.............. ..................................Lbs. | 148,030 | 20,298 | ................ |  |
| Tobaces ............ ............................. " | ............... |  |  |  |
| Fruits and Vegetables........................... \$ | .................. | 12,413 |  | 7,573 |
| Other Artioles .............. ....................... * | . | 45,609 | ............... $\cdot$ \| | 474 |
| Total. | ................. | 3,739,881 | ......... | 92,545 |
| Manupactures. |  |  |  |  |
| Books ............... .. ............................ \$ |  | 15,984 |  | 30 |
| Candles and Soap..................... ..........Lbs. | 11,006 | 723 | 5,560 | 392 |
| Furs...................... ............ . ........ .. \$ | .............. | 3,346 | ................ | 100 |
| Iron and Hardware ............................. | ................. | 9,586 | ................. | 1,403 |
| Indis Rubber..................................... " | ......... | 30 | ................. |  |
| Leather....................... ...................... " | ............... | 120,790 | ................. | 1,549 |
| Machinery........................ ................. " | ......... | 9,823 | ................ |  |
| Carriages............................................ " | ...... .......... | 3,508 | ................ | 150 |
| Straw.............. .................................. " | ... | 14,500 | ................ |  |
| Sugar Bexes......... ............................. " | .......... | 2,791 | ... |  |
| Tobaceo ........................................... Lbs. | 150,857 | 24,624 | 0,453 | 1,156 |
| Wood........................... ................... \$ | ................ | 13,820 | ................. | 11,386 |
| Woollens .............. ............................. " | ........ | 14,084 | ................. | 85 |
| Oil Cake Pr....................................... ", | ................ | 52,071 | . | 7,124 |
|  |  | 80 1,351 | ................. |  |
| Whisky and Other Spirits ........................... ${ }^{\text {a }}$ | 6,709 | 9,325 | 105 | 155 |
| Other Articles ............... ............... ...... \$ | , | 80,963 | ............ ... | 9,593 |
| Total.............................. | ......... ........ | 377,904 | ................. | 33,123 |
| Miscellaneons Articles .... ..................... \$ | ................ | 27,528 | ................ | 725 |
| Ships-No. 37...................................Tons. |  | ................ | 27,000 | 1,080,000 |
| Coin and Eullion..................... |  | $\begin{aligned} & 7,876,069 \\ & 1,955,304 \end{aligned}$ | ................... | $9,079,621$ |
| Goods not Produce. |  | 1,390,723 |  | 537,430 |
| Total as Reported............. | .... | 11,222,101 | ... | 0,629,537 |

PORTS, \&c.-Province of Quebec.-Continued.

| COATICOOK. |  | ST. J OHN'S. |  | OTHER PORTS. |  | TOTAL. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
|  | \$ |  | $\$$ |  | \$ |  | \$ |
| 189,632 | 105,358 |  |  | 402 43,968 | 452 26,450 | $1,578,917$ $1,844,889$ | 1,749,046 |
| 141,483 8 | 107,614 8 | 414,314 | 407,680 | 43,968 90 | 26,450 68 | $1,844,889$ 548 | $1,482,694$ 370 |
| $\begin{array}{r} 8 \\ 47,316 \end{array}$ | 8 226,261 | ..... ........... 12 | ................. | 90 1,265 | 68 5,018 | 283,187 | 1,458,421 |
| -.......... | 6,513 | ..... ....... ... | 4,809 | ......... | 2,228 |  | 38,073 |
| 168,036 | 17,066 |  | ** | 800 | 30 | 316,866 | 37,394 |
| 9,650 | 1,288 | ... |  | - |  | 9,650 | 1,288 |
| *............ | 2,473 | ... .... | 17 | .......... ...... | 475 | ......... ........ | 22,961 |
| ..... ....... | 18,649 | ................ | ................. | ........... | 1,448 |  | 68,180 |
| *... ........ | 575,230 | ................ | 412,592 | .... .......... | 36,169 | ................ | 4,856,417 |
|  | 1,082 |  | .............. | ............ | . |  | 17,096 |
|  |  | - | ................. | ..... ........... | ................. | 16,566 | 1,115 |
|  | 4,...............4,17 | . | 1... | ..... | 7 | ......... | $\begin{array}{r}1,453 \\ \hline 15,399\end{array}$ |
| ............. |  | . | 15 | . | 378 | ... | 15,399 |
| ................ | .......... | $\cdot$ | ...... | .......... ...... | 521. | ................ | 185,659 |
|  | 62,799$\mathbf{3 0 , 4 7 4}$ | .-. | ................ | ................. | 361 | ........ ....... | 40,658 |
| 728 |  | ........ ....... | .................. | ............. ...... | 1,317 | ............. | 5,701 |
|  |  |  |  | .... | ................ | .... | 143 | ......... ........ | 14,694 |
| ............... | 14,416 |  | 57,531 |  |  |  | 74,738 |
| $\cdot$ |  | . | 6F,531 | .... |  | 160,310 | 25,780 |
| $\cdots$ | 2,944 |  | 600 |  | 141 | ................. | 28,891 |
| $\cdots$ |  | . |  |  | 55 | ............. ... | 19,872 |
| -............ | 1,420 | . |  |  |  | ................ | 60,615 |
|  | 961213 | .... ............ | 985 |  | 4,323 | ..... ........... | 6,349 |
| 1,003 |  | ................. |  | 90 | 27 | 4.386 113842 | 1,591 |
| 107,976 | 62,730167,756 | . |  | 52 | 100 | 113,842 | 72,810 |
| ..... |  |  | 4,380 | ................. | 10,275 | ................. | 272,972 |
| *-...... ..... | 355,244 |  | 63,511 | ................. | 17,641 | ..... ........... | 847,423 |
| 20,638 |  |  | 1,505 | ........ ......... | 17,081 | ................. | 67,477 |
| $\cdots$ | 2,782,453 | ................. |  | ................ |  | 37-27,000 | 1,080,000 |
| ...., ....... | -.....4.7...... | ............... | 2,295,127 | .......... ..... | 1,512,784 | .................... | $23,546,054$ $1,967,790$ |
|  |  |  | ………101 |  | 13, $13.1 .$. |  | 1,960,121 |
| -............ | 2,791,397 | ................ | 2,304,288 | ................. | 1,526,642 | ..............0.0. | 27,473,965 |
| Estimated Amount short returaed at Inland Ports. <br> Grand Total, Nxporta $\qquad$ $\qquad$ |  |  |  |  |  |  | 749,303 |
|  |  |  |  |  |  |  | 28,223,268 |


| ARTICLES. | CLIFTON. |  | TORONTO. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. |
| Tut Ming. |  | \$ |  | \$ |
| Gold bearing Quartr, Dust, Nuggets, \&o... \$ |  |  |  |  |
| Toal $\qquad$ Tons. | 2 | 277 | $\cdot$ |  |
| Copper and Copper Ora.................................. .... | 2 | 277 | - | . |
| Pig and Scrap Iron................................ ${ }^{\text {a }}$ | 39 | 592 | 1,125 | -1. -17,570 |
| Lead Ore...... ..... .... ........................... ${ }^{\text {a }}$ | ... |  |  |  |
| Stone and Sand.................................. ${ }^{\text {S }}$ | ........... |  | ................. |  |
| Petroleum, or Earth Oils........................Galls. | 326,158 | 60,724 | -7........... |  |
| Other Articles ..................................... ${ }_{\text {\% }}$ | ................. | ................ | .............. | 25 |
| Total............................... | ......... ........ | 61,593 | ........... ..... | 27,595 |
| The Figemama. |  |  |  |  |
| Finh of all dencriptionn......................... \$ | ................. | 1,293 |  | 641 |
| Thi Forgat. |  |  |  |  |
| Pot and Pearl Ashes............................Brls. ............ |  |  |  |  |
| Dealy-Plank and Beards...................... \$ | ................. | 6,893 |  | 487,274 |
| Timber, other than Spars and Masts......... "6 | ................. | 151 | ................. | ............ |
| Shingle Bolts-dutiable ........ ................ Cords. | ................. |  | ................. | ................ |
| Stave Bolts do ......................... "1 |  | - | ................. | ......... ....... |
| Oak Logs- do ............... .........M.feet |  |  |  |  |
| Pine Loge do .................... .... "/ | . ....... |  | ....... .......... |  |
| Shingles.................................. ........ Mille. | 3,457 | 7,145 | 1,036 | 2,478 |
| Spars and Masts.................... ...wn.......... Pieces. Sisves $\qquad$ Mille | ........... ...... | ........... ..... | $\cdots$ | 15,100 |
|  | ..................... | 1,234 | 77 | 15,100 3,059 |
| Total.... ............. ........... | ................ | 15,423 |  | 507,911 |
| Animals and terir Prodects. |  |  |  |  |
| Horses....... ............... ....................... No. | 139 | 14,921 | 81 | 11,347 |
| Horned Csttle .......r..... ...................... ${ }^{\text {a }}$ | 1,640 | 48,653 | 10 | 220 |
| Sheep ................................................ | 6,277 | 12,734 | 479 | 2,040 |
| Swine $\qquad$ Poultry $\qquad$ | 2,160 | 7,368 | ................. |  |
|  | ................. | 1,132 | ................ | ... |
| Poultry $\qquad$ $\qquad$ $\qquad$ $\qquad$ \$ <br> Pork, Beef and other Meats. <br> ...................... " | ................. | 196,187 | ... |  |
| Butter, Cheese and Eggg........................... | -......... l.... | 76,112 | ................. | ................ |
| Lard and Tallow................................ . ' | ................. | 14,385 | ................. | 2234 |
| Wonl. $\qquad$ Lbs. Furs, dressed or undressed........................ Other Articles. | ........ $.1 . . . .$. | 97,250 | . | 2,234 |
|  | 720,876 | 209,397 | .......... | ................ |
|  |  | 834 | ................ | ......... |
|  |  | 678,973 | ......... ...... | 16,841 |

PORTS, \&c.-Continued:
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No. 10.-EXPORTS-PRINOIPAL

| ARTICLES. | CLIFTON. |  | TORONTO. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. |
| Agricultural Products. |  | \$ |  | 8 |
| Wheat...................... .................. ...... Bush. Barley, Rye, Beans, Peas and Oats....... | 9,920 74,008 | 11,296 82,116 | 142,587 912,283 | 164,635 $1,077,223$ |
| Indian Corn...... ........ ................. ...... " |  |  |  |  |
| Flour and Meal of all kinds........... ........Barls. | 34,259 | 164,337 | 1,121 | 7,831 |
| Soeds of all descriptions, not named abovo.. \$ |  | 1,778 | ............. | 625 |
| Hops. ........................ .... ...... ............. Lbss. | 69,219 | 5,875 | .............. .. |  |
| Fruits and Vegetables........... ............... ${ }_{\text {\% }}$ | ........... | 812 | ................ | ${ }^{466}$ |
| Other Articles, . .................................. " | ...... ..... | 33,053 | ............ ..... | 27,000 |
| Total......... ...................... | ......... | 299,267 | ................. | 1,277,780 |
| Mantracteris. |  |  |  |  |
| Books........................ ...................... \$ | ...... | 370 | .-.............. |  |
| Furs... ................ .. ........................... " | .......... | ... | ............ | .-.............. |
| Iron and Hardwaro ................... .......... " | ...... | ...... | ................ | ........ |
| Leather, ..... ...... ...... ........... ................ |  | 372 | ................. | ...... |
| Machinery.................. ....................... " | ......... | 7,091 | ................. | 100 |
| Carriages............................................ " | ............... | 1,339 | ...... | 165 |
| Straw ........................ ....................... " | .... ......... |  | -............... |  |
| Wood ......... .................... ............. ..... " | .... | 981 | ................. | .......... ...... |
| Woollens.................................................... ${ }^{\text {. }}$ | ... | 263 | ................. | 150 |
| Ground, Plaster, Lime, Gypsum, dc......... " |  |  |  | ...7\% |
| Ale, Beer and Cider..............................Galls. | 161 | 106 | 43 | 16 |
| Whiskey and other Spirits..................... " |  |  | 192 |  |
| Other Articles ................. ................... \$ |  | 12,218 | ................. | ...... .......... |
| Total |  | 22,740 | .................. | 821 |
| Other Miscellaneous Articles. | ................ | 35,714 |  | 3,517 |
| Total-Goods the Produce of the Dominion. | ................ | 1,115,003 | ................ | 1,834,106 |
| Coin and Ballion | ............ ..... | 2,182,800 | ................. | .......... ....... |
| Geods not the Produce of the Dominion.. |  | 158 | ................ | 13,517 |
| Total ad Reported................. |  | 3,297,961 | ............ ..... | 1,847,623 |

PORTS, \&c.-Ontario--Contínued:

| HOPE. |  | HAMTLTON. |  | OTHER PORTS. |  | TOTAL. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Quantity. | Value. | Quantity | Value. | Quantity. | Value. | Quautity. | Value. |
|  | \$ |  | \$ |  | \$ |  | \$ |
| 185,977 | 223,545 | 152,264 | 176,939 | 943,565 | 857,898 | 1,230,279 | 1,434,313 |
| 147,669 | 190,620 | 495,741 | 545,235 | $2,977,592$ 5,006 | $3,011,279$ 4,914 | 4,607,293 $\mathbf{5 , 0 0 6}$ | 4,906,473 4,914 |
| - 4,822 | - 23.1 .250 | 6,400 | 35,005 | 50,519 | 297,898 | 97,121 | 518,319 |
| $\cdots$ | 45 |  |  |  | 38,592 | ............ | 41,040 |
| -............ |  | , | ...... ....... | 24,282 | 2.273 | 93,501 | 8,148 |
| ... | 18 | ................ |  | .......... | 15,786 | .............. | 17,082 |
| ............. | 975 | ......, ........ | 1,800 | ..... | 133,927 | ............. | 196,755 |
| $\underline{\sim}$ | 438,453 | ................. | 758,979 | .... | 4,352,565 | .... | 7,127,044 |
|  |  |  | ... ........ | ... | 838 | ........... | 1,208 |
| . |  | .......... |  |  | 106 | ................. | 106 |
| ................. | 399 | .......... | 50 | ................ | 32,223 | ................. | 32,672 |
|  | ....4 | , | ....... | ............. | 4,184 | ................. | 4,556 |
| ................ | .......... |  | - | ............. | 15,764 | ....... ........ | 22,955 |
| ............... | - | ... | 200 | ................. | 17,482 | ................. | 19,166 |
|  | - |  | ............ | ................ | 2,427 | ................. | 2,427 |
| -............ | 193 | ................. | ............. | ....... | 25,101 | ................. | 26,275 |
| .............. | 15 | ................ | ............ | ...... | 1,687 | ................. | 2,115 |
|  | ............ .... | ............... |  | ................ | 5,481 | 4.7.1... | 5,481 |
| ............. |  |  |  | 4,232 | 741 | 4,436 | 883 |
|  |  | .... .... ........ | .... | 11,083 | 12,771 | 11,255 | 13,161 |
| ............... | 1,579 |  |  | ...... .......... | 21,488 | ........... ..... | 35,285 |
| .1........... | 2,186 | ................ | 250 | ................ | 140,273 | ........... ...... | 166,270 |
| - $\quad$. ........ | 15 |  | 2,550 | ................ | 192,491 | ................. | 234,237 |
| **.......... | 1,176,570 | ................ | 857,198 |  | 10,917,618 | ............. ... | 15,930,495 |
| …......... | ................. | ..... ........... | ........... | ....... ......... | 67,618 | ................. | 2,250,418 |
| …......... |  |  | 7,273 | ................ | 423,457 | ... ......... | 444,405 |
| '............. | 1,176,570 |  | 894,471 | ................. | 11,408,693 | $\cdots$ | 18,625,318 |
| Estimated Amount short returned at Inland Ports $\qquad$ Grand Total IExports. $\qquad$$\qquad$ |  |  |  |  |  |  | 2,328,165 |
|  |  |  |  |  |  |  | 20,953,483 |

No. 10.-EXPORTS-PRINCIPAL PORTS, \&c.-Continued.

## 

|  | HALIFAX. |  | OTHEP PORTS. |  | TOTAL. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ARTICLES. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| Tie Mine. |  |  |  | \$ |  |  |
| Goid bearing Quartz. Dust, Nuggets, \&c................... \$ ${ }^{\text {\$0ns. }}$ | 311 | 174,710 627 |  | 681,591 | 4............ | 174,710 682,218 |
| Coal .......... .......... ........................................... Tons. $_{\text {Copper and }}$ | 311 | 200 | ........... |  | ........... | 200 |
| Fig and Scrap Iron ...................................... " | ............... ....... |  | 881 | 29,910 | 881 | 29,910 |
| Manganese ...................... ........ .... ............... " |  |  | 156 | 4,695 | 156 | 132,011 |
| Stone and Sand................................ ........... ${ }^{\text {a }}$. | 3148 | 2,363 |  | 12,143 | 3143 | 1,056 |
|  | 3,148 | 1,056 10,150 | .................. ......... | 1,679 | 3,143 | 11,829 |
| Total .... ................. .......... | ....................... | 189,606 | ....... .............. | 847,023 | ...................... | 1,036,629 |
| The Fisheries. |  |  |  |  |  |  |
|  |  | $1,587,079$ 57,271 |  |  |  | $2,148,636$ 72,836 |
|  | 121,196 | 57,271 13,767 | 44,075 | $\begin{array}{r} 15,565 \\ 280 \end{array}$ | 165,271 | $\begin{aligned} & 72,836 \\ & 14,047 \end{aligned}$ |
| Total | .. ........... | 1,658,117 |  | 577,402 | , | 2,235,519 |
| Tar Fonsst. |  |  |  |  |  |  |
| Deals, Plank and Boards ............................... \$ | .6............ | 87,538 |  | 783,117 | ...................... | 850,656 |
| Timber, other than Spars and Masts.................. ${ }_{\text {Sords }}{ }^{\text {S }}$ |  | 13,9\%0 | 15 | 17,317 60 | …............... | 31,287 60 |
| Stare Bolts ................. ............................... Cords | ...................... |  | 15,067 | 1,583 | 15,067 | 1,588 |
| Spruce Logs ..... ...................... ......................................................ille | 7,966 |  | 1,115 | 12,955 | 16,081 | 30,244 |
| Shingles............. ............................................... Pie. Pieces | 7,947 | 17,268 | 10,833 | 8,728 | 11,380 | 12,996 |
| Spars and Masts .............. .................................. P................. Mille | 14 | ${ }^{197}$ | 1083 | 18,863 | 857 | 19,065 |
| Other Woods ........ ............. .......................... \$ |  | 11,422 | ................ ...... | 119,388 | ....................... | 130,790: |
| Total | ...... | 134,685 | ..................... | 942,001 | ...................... | 1,076,680 |
| Animals and their Produce. |  |  |  |  |  |  |
| Horses..... .......... ....................................... No. | ..... | 2,010 | 109 3.268 | 5,900 77.542 | 109 3,302 | 5,900 79,552 |
| Horned Cattle........................ ...... ..................... ${ }_{\text {, }}^{\text {Sh }}$ | 36 160 | 2,010 800 | 3,268 4,170 | 11,404 | 3,330 4,330 | 12,204 |



# HROVINCEOF 



## P0RTS, \&c.-Continued.

namens
NEW RETNSWICE.

| RICHEBUCTO \& BUCTOUCHE. |  | SAINT ANDREWS, SAINT GEORGE \& SAINT STEPHEN. |  | OTHEnPORTS. |  | TOTALS. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
|  | \$ |  | \$ |  | \$ |  | \$ |
|  |  | ..... | .. $\cdot$........ | 7,908 | 79,080 | 8,175 | 79,980 |
|  |  |  |  | ... | ................ | 218 | 1,581 |
|  |  | 589 | 10,621 | ................. | . | 756 | 13,546 |
|  |  | ............ | ................ | ................ | . | 1 | 10 |
|  | ................. | .............. | ........... ...... | ................ | -1...... | - $\begin{array}{r}31,122 \\ \\ \end{array}$ | 6,174 93,444 |
|  | ............... | ......... ........ | . | 20,982 570 | 92,090 221 | 21,122 7,029 | 93,444 3,110 |
|  | ……............ | ...................... | .................... | ................. | .......... | ................. | 420 |
|  | ................. |  | 10,621 | ....... | 172,291 | ................. | 198,265 |
| ............. | 9,726 | .............. | 1,000 | 00 | 113,577 | 288 | 362,564 |
| . | 9,726 | ................. | 1,000 | ................. | 113,677 | ................ | 362,740 |
| ..... ..... | 171,630 | ................. | 22,188 | ................. | 204,088 | ................ | 2,925,298 |
| -........... | 1,22 | ... | 600 | ................. | 29,053 | ................. | 185,963 |
| . | 1,565 |  | 5,471 | ......... | 42,366 |  | 59,217 5,624 |
|  | .................. | 7,911 101 | 4,562 606 | 793 | 538 | 8,980 101 | 5,624 606 |
| ... | 5,665 | 101 | 93,985 | -.... | 46,068 | 101 | 378,841 |
| ............. | 178,882 | ................ | 197,412 | ................. | 323,013 | ................. | 3,555,547 |
| -............ |  | ... |  |  | .. | 184 | 15,818 |
| $\cdots$ |  |  |  |  | ....... | 22 | 831 |
| -............. | ................. |  |  | ................. |  | 23 | 30 |
| -........... | ................. | ............ | . |  |  |  | 279 |
|  |  |  | 168 |  | 248 | .... | 976 |
| ................ | 5 | .... | 360 |  | 45 | ................. | 4,582 |
| -................ | . | ... | ................. | - | 300 |  | 6,911 |
| - | . $\cdot$ | . | . | ......... ........ |  | 80 | 32 |
| …............ | ........... | ............ .... | . | ......... | 200 | ........... | 1,051 |
| $\cdots$ | ................ | ................ | ......... | ....... | ........0....... | ....... | 140 |
| **.......... | 5 | ................. | 528 | ................. | 793 | ................ | 30,650 |
| ........... | ................. |  | ..... | 4,810 | 2,421 | 8,864 | 3,537 |
| -............ | -................ | ................. | . | 742 | 4,925 | 871 | 5,588 |
| -....... $\cdot . .$. | ................ |  |  |  | 202 |  | 497 |
| ... |  |  |  | 1,400 | 537 | 1,400 | 537 |
| ..... | -........ ........ | .................... | 129 |  | 2,444 | , | 4,051 |
| - | ................. |  |  |  | 1,444 | .-. ............ | 3,292 |
|  | - |  | 129 | $\cdots$ | 11,973 | ................ | 17,502 |


| ARTICLES. | SAINT JOHN. |  | CHATHAM <br> AND NEWCASTLE. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity. | Value. | Quantity. | Value. |
| Mincoraotosis. |  | \$ |  | \$ |
| Iron and Hardware .......... .................. \$ | ............. | 25,556 | ............. |  |
| Leather................. ............................. © | $\cdots$ | 3,057 | ... | 150 |
| Carriages.......................................... ........ | .................... | 110 | ................. | . |
| Sugar Boxes........................................ " | ...................... | 506,721 | .................... | ................. |
| Wood ....................... ...... . ........ ......... " | . .. . ....... | 133 | ....... ......... |  |
| Woollens ................ ..... ......................as "s | - ........ ...... |  | ................ | 200 |
| Ground Plaster, Lime, Gypanm, to......... "f | ..... ............ | 550 | , | 5 |
| Whisky and other Spirits ............................ Qalls. | ............... | .... ..... . ... |  | ................* |
| Other Articles ............................ ......... \$ | .............. | 20,251 | ..... ........... | . |
| Total.................... . | -0.0.t.es........ | 556,558 | ........ -....... | 355 |
| Other Miscellaneous Articles................... \$ | ................. | 8,367 | ................. | 166 |
| Total-Goods the Producs of the Dominion ..... Goods not the Produce of the Dominion | $\cdot$ | $\begin{array}{r} 3,220,530 \\ 632,752 \end{array}$ | ................... | $\begin{array}{r} 489,579 . \\ 1,430 \end{array}$ |
| Grand Total........................ | ........ | 3,853,282 | ............ .... | 491,009 |

PORTS, \&c.-Concluded.
mannon
NEW BRUNSWICK.


R. S. M. BOUCHETTE,<br>Commissioner of Customs.

No. 11.-COMPARATIVE STATEMENT (by Provinces) of the Value of Exports, the Value of Goods Imported and Entered


| PORTS. | Fiseal Year ending 30th June, 1868. |  |  |  | Yiscal Year ending 30th June, 1869. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Exports. | Imports. | Entered for Consumption. | Duty. | Exports. | Imports. | $\begin{gathered} \text { Entered } \\ \text { for } \\ \text { Consumption. } \end{gathered}$ | Duts. |
|  | \$ | \$ | \$ | \$ cts. | \$ | \$ | 8 | \$ cts. |
| Amkerst ................ ................... | 13, i 2 | 7,643 | 6,880 | 1,700 54 | 28,713 | 3,377 | 3,517 | 53865 |
| Clarencoville | 45,804 | 12,042 | 12,042 | 49515 | 36,860 | 8,350 | 8,350 | 60130 |
| Coaticook.................................... | 2,756,886 | 397,586 | 397,586 | 8,386 27 | 2,791,397 | 403,262 | 402,658 | 8,251 32 |
| Dundee | 106,009 | 18,525 | 18,525 | 1,271 88 | 95,813 | 21,153 | 21,153 | 1,312 18 |
| Frelighbburgh ......................... | 834 | 9,855 | 9,855 | 1,017 17 | 808 | 8,111 | 8,111 | 79606 |
| Gaspe........................................ | 224,214 | 75,675 | 76,182 | 9,891 92 | 239,138 | 72,750 | 73,804 | 10,180 43 |
| Hemmingford................... .... ........ | 108,379 | 12,768 | 12,768 | 69174 | 189,125 | 14,150 | 14,150 | 63670 |
| Lacolle ............. .................... | 42,670 | 5,103 | 5,103 | 50437 | 33,381 | 4,726 | 4,726 | 56773 |
| Montreal.............................. ....... | 11,758,851 | 24,836,208 | 24,597,394 | 4,009,675 56 | 11,222,101 | 23,698,688 | 22,560,809 | 3,608,254 73: |
| New Carlisle. ......................... ..... | 292,744 | 117,296 | 114,329 | 16,725 20 | 296,762 | \%9,808 | 68,127 | 13,123 43 |
| Philipsburgh ..................... ..... ..... | 17,297 | 4,735 | 4,735 | 45565 | 32,824 | 6,851 | 6,851 | 43495 |
| Potton ................ | 26,437 | 4,979 | 4,979 | 41268 | 42,27.0 | 6,462 | 6,402 | 60736 |
| Queboc ...................... | 8,505,434 | 6,170,019 | 6,175,449 | 513,162 13 | 9,629,537 | 6,141,140 | 5,894,744 | 567,324 07 |
| Rimouski .................................. | 43,362 |  | ................. | $33^{\prime}$ | 63,288 | 38 | 38 | 1145 |



|  | 官 |  <br>  <br>  |
| :---: | :---: | :---: |
|  | $\begin{aligned} \text { s. } \\ 0 \end{aligned}$ |  <br>  |
|  | $\begin{aligned} & \text { 离 } \\ & \text { 暑 } \end{aligned}$ |  <br>  |
|  | 范 |  |
| $\text { Fizoal Year ending 30th June, } 1868 .$ | 㝘 |  <br>  <br> －Fin ondo |
|  |  |  <br>  |
|  | 容 |  <br> － <br>  |
|  |  |  <br>  <br> $\underset{\sim}{1}$ |
|  | $\begin{aligned} & \dot{\infty} \\ & \text { н } \\ & \text { н } \\ & \text { of } \\ & \text { م } \end{aligned}$ |  |



| PORTS. | Fiscal Year ending 30th June, 1868. |  |  |  | Fiscal Year ending. ${ }^{\text {30th }}$ Jone, 1869. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total Exporte. | Total <br> Imports. | Entered for Consumption. | Daty. | Total Exports. | Total <br> Imports. | Entered for Consumption. | Duty. |
|  |  |  | 4,083 | ${ }_{80}{ }_{80}^{\text {ets. }}$ | 3,270 | 2,157 | . 21.57 | \$ ots. |
| Advoaste Harbor......... ....... .............. | 4,140 | 94,750 | 94,750 | 12,319 12 | 14,651 | 87,259 | 84,612 | ${ }^{12,979} 819$ |
| Annapolis. | 38,79\% | 109,819 | 12,789 | 4,14834 | 62,409 | 112,274 | 112,974 | \%,19984 |
| Antigonish | 14.515 | 20,413 | 26,598 50,970 | 8;207 71 | 40,401 | 58,926 | 58,926 | 4;20598 |
| Arieh | 47,607 | 3,335 | 11,817 | 5,989 61 | 79,837 | 1,721 | 4,403 | 2,254 78 |
| ${ }^{\text {Baddeok }}$ Barrin | 37,399 | 28,016 | 28,021 | 1,003 24 | 18,988 | 18,244 | 18,224 | 380 40 |
| Barrington | 39,561 | 10,892 | 12,550 | 1,830 87 | 16,319 | 18,604 | 18,1710 | ${ }^{649} 80$ |
| Beaver River. | 2,659 | 774 | 1774 |  | ${ }_{6110}$ | 19,361 | 12,261 | 24159 |
| Belivena'a Co | ${ }^{8,912}$ | ${ }_{60} 6880$ | 88,702 | 5,64才 23 | 2,579 | 44,221 | 44,384 | 0,189 41 |
| Bridgetown | 12,955 | 7,402 | 9,287 | 39122 | 12,735 | 6.882 | 6;882 | 11848 |
| Cape Canno.................................. | 11,181 | 8,719 | 3,719 | 23858 | 29,399 | 2739 | 2833 |  |
| Ohester ............................... ....... | 379 |  | 15,001 | 110 | 12,149 | 5;932 | 5,882 | $0{ }^{\circ}$ |
| Cheverio. | \%,860 | 10,072 | 10,102 | 41025 | 12,182 | 8,085 | 8;035 | 26601 |
| Clementip | 91, ${ }^{\text {a }}$, 62 | ${ }_{41,057}$ | 41,057 | 3,566 85 | 40,835 | 58,15\% | 58,157 | ,747 ${ }^{51}$ |
| Cornveliis | 114,544 | 12,174 | 12,174 | 73015 | 164,183 | 7,974 | -7,974 | 2,063 71 |
| Digby | 13,141 | 25,564 | 37,114 | 3,462 77 | 17,958 | 14,372 | 14,372 | 207 68 |
| Fite Islands | 13,725 | 7,083 | 7,434 |  | 5,122 | 9,222 | 9,222 | 83468 |
| Free Port.... | 3,038 <br> 845 | ${ }_{5}^{8,078}$ | ${ }_{5}$ | 28832 | 6,169 | 4,955 | 4,955 | 12306 |
| Breneh Crosi | 82,804 | 17,181 | 17,181 | 1,200 14 | 113,186 | 4,269 | 4,259 | 298878 |
| Greeat Bras dor........................................ | 2,745 | 2,743 3 | ${ }^{6,224} 3$ | 1,548138 | 8,286 7,253 | 1,527 | 1,527 | 1,1858 |
| Guy bborough ............................... | - 5,247 | 7,087,828 | 6,014,783 | 927,775 83 | 2,972,324 | 6,496,546 | 5,657,580 | 892,052 55 |
| Halifax ................. .................... | 3,029,882 | 7,001,590 | -12,590 | 50331 | 28,715 | 16,111 | 16,111 | 4126 |
| Hantapor | 8,576 | 4,089 | 4,089 | 22539 | 11,712 | 12,330 | 12,330 | 46840 |
| Harborville ....... | 8,939 | 1,958 | 1,959 | 25.27 | 10,366 | 6,222 | ${ }_{71,718}^{6,222}$ |  |
| Horton ............ | 4,160 | 39,908 | 39,008 | 71015 | 4,164 | ${ }^{74,716}$ | 7,127 | 1900 |
| Isano's Harbor......................... | 3,320 24268 | 8,803 | 12,483 | 1,153 97 | 10,805 | 9,027 | 9,381 | 70513 |
| Joggins ................................................... | 62,862 | 13,125 | 12,665 | 85572 | 65,520 | 37,178 80 | 37,638 80 | 96174 908 |
| Lingan ....................... ................... | 67,513 | 482 | 482 | 1680 | 45,462 |  |  |  |
| Little Bras dror............................................... | 79,412 | 10,791 | 10,791 | 94083 | 80,748 | 7,710 | 7,710 | 35927 |


No. 11.-COMPARATIVE STATEMENT of the Value of Exports and Imports, at each Port, \&c.-Continued.
PROVINCEOF NEW BRUNSWICK

| PORTS. | Fiscal Year ending 30th June, 1868. |  |  | Fiscal Year ending 30th June, 1869. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Exports. | Entered for Consumption. | Duty. | Exports. | Imports. | $\begin{gathered} \text { Entered } \\ \text { for } \\ \text { Consumption. } \end{gathered}$ | Duty. |
|  | 8 | 8 | \% cts. | \$ | \$ | \$ | \$ cts. |
| Bathurst .................... ........ .............................. | 50,945 | 65,456 | 10,885 87 | 63,771 | 24,032 | 60,943 | 13,724 45 |
| Bay Verte............. ........ ............................. | 752 | 3,706 | 55771 | 4,050 |  | 588 | 13, 2380 |
| Buctouche .............. ................ ...... ...... ............. | 22,748 | 2,997 | 53944 | 24,393 | 1,210 | 1,210 | 69928 |
| Campbellton.. \#......... .i..... ............................... |  |  | , |  |  |  | *1,886 38 |
| Campo Bello (Welchy001) ................ .................... | 14,849 | 14,963 | 3,399 21 | 11,593 | 6,862 | 6,862 | 3,342 23 |
| Caraquette.............................................................................. | 12,505 $\mathbf{2 5 8 , 7 6 9}$ | 16,098 203,983 | $\begin{array}{r}2,18297 \\ \mathbf{2 8 , 3 5 1} \\ \hline\end{array}$ | 13,527 | 9,646 | 12,444 | 1,357 01 |
| Dalhousie ........ ................................................. | 104,649 | 203,083 | 28,351 49 | 294,069 | 201,774 | 185,213 | 29,219 49 |
| Borchester... | 3,041 | 88,226 | 1,809 65 | 143,407 2,515 | 41,793 | 29,917 11,989 | 5,847 <br> 1,503 <br> 63 |
| Edmundston. |  |  |  |  |  | 11,989 | 1,503 33 |
| Fredericton... | 40,455 | 161,979 | 38,946 34 | 66,824 | 212,936 | 184,413 | 44,188 10 |
| Grand Falls.. |  | 1,664 | 1,437 39 |  | ${ }^{606}$ | 1,531 | 1,068 29 |
| Marvey............................................................ | 7,916 | 1,166 | 14297 | 11,983 | 1,316 | 1,316 | 1982 |
| Millsborough ............................. ..................... | 158,477 | 6,564 | 52026 | 132,420 | 8,497 | 3,497 | 32710 |
| Moncton ....... ..... ..... .............. ........................ | 2,458 | 72,066 | 7,01481 | 1,541 | 38,808 | 61,331 | 8,024 17 |
| New Bandon | 31,420 | 8,501 | 40686 | 33,640 | 10,212 | 10,212 | 88825 |
| Newreastie .................. ...... ........................ ........ | 167,490 | 93,738 | 17,090 20 | 198,940 | 95,479 | 80,760 | 17,074 06 |
| North Joggins ...... ..... ....................... .............. | 12,024 | 4,165 | 30209 | 10,311 | 5,970 | 5,970 | ${ }^{285} 56$ |
| Richibucto ........ .............................. ................. | 146,275 | 38,439 | 5,149 56 | 164,342 | 27,540 | 29,490 | 4,222 30 |
| Richmond Station .. ................... ..................... |  | 7,513 | 2,782 96 |  | 3,898 | 6,893 | 3,717 29 |
| Rodkland .................. ... .... ......................... ...... | 32,508 | 6,289 | 14663 | 49,774 | 1,198 | 1,198 | 12097 |
| Shediac ......................................... ................... ................. | 4,853 191 | 29,952 | 4,671 04 | 12,971 | 66,577 | 69,713 | 5,598 67 |
| Shippegan ................................. ...................................... | 191,170 56,868 | 154,366 24,061 | 1,19835 3,53589 | 141,494 | 241,806 20,952 | 242,838 22,317 | 1,002 74 |
| St. Andrews. ............ .. ........... | 58,459 | 94,883 | 25,220 01 | 41,170 | 75,597 | 95,806 | -3,141 90 |
| St. George ............................................. .. ...... | 97,016 | 24,400 | 3,862 76 | 139,470 | 31,038 | 31,038 | 2,812 99 |


No．12．－COMPARATIVE STATEMENT shewing the Total Value of Exports，the Total Value of Goods Imported and Entered for Consumption，and the Amount of Duties collected in the Dominion of Canada，during the Fiscal Years ending respectively on the 30th June， 1868 and 1869.

|  | P <br> m <br>  <br> 0 <br> 0 |  | F |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 옥 年 N․ |  |  |
|  |  |  | $$ |  |  |
|  |  |  | ＋ |  |  |
|  |  |  |  |  |  |
|  |  |  | \％ |  |  |
|  | $\begin{aligned} & \text { ⿹ㅡㅂ } \\ & \text { 荌 } \\ & \text { 夏 } \end{aligned}$ |  | 筞 |  |  |
|  |  |  | － |  |  |
|  | 1 |  | \％ |  |  |

No．13．－STATISTICAL VIEW of the Commerce of the Dominion of Canada，exhibiting the Value of Exports to，the Value of Goods Imported and Entered for Consumption，from Great Britain，her Colonies and Foreign Countries，and the Amount of Duty Collected thereon，together with the Tonnage of Vessels arriving and departing－including in such Tonnage the Vessels engaged in the Inland Trade，during the Fiscal Year ending the 30th June， 1869.

|  |  | 䜤 | 䓂 |
| :---: | :---: | :---: | :---: |
|  |  | $\frac{\stackrel{0}{0}}{\stackrel{\circ}{0}}$ |  |
|  |  |  | $\dot{\omega}$ مٌ |
| $\begin{aligned} & \text { 回 } \\ & 0 \\ & \text { 出 } \\ & \text { M } \\ & \text { y } \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | 官 |  |  |
|  |  | －Rownionion |  |
|  | 号 |  |  |
|  | 1 |  |  |

No. 14.-STATEMENT (by Provinces) shewing the Importation of the following Articles into the Dominion of Canada from Foreiga West Indies, distinguishing whether such Importations have been direct, or through any British Possessions, or Foreign Country, during the Fiscal Year ending on 30th June 1869.

PROVINCE OF QUEBEC.


No. 14.-STATEMENT of the Imports from Foreign West Indies, \&c.-Cont'd.

PROVINCE OF NOVA SCOTIA.


|  |  | 范 |  |
| :---: | :---: | :---: | :---: |
|  | 흘 | 突 |  |
|  |  | 它 |  |
|  |  | 苞 |  |
|  |  | $\stackrel{\text { ¢ }}{\stackrel{\text { g }}{5}}$ |  |
|  |  |  |  |
|  | $\begin{aligned} & \text { 子 } \\ & \text { A } \\ & \text { 口 } \end{aligned}$ |  |  |
|  |  |  |  |
|  |  | 㤟 | $\infty$ |
|  |  |  |  |
|  |  |  |  |
| 350 |  |  |  |

No. 15.-STATEMENT of the Quantity and Value of Foreign Goods Imported,

| DESCRIPTION OF GOODS. | Foreign Goods passing through the United States under Bond to the Canadian Importer. |  | Foreign Goods Purchased in the United Stated market. |  |  |  |  |  | Goods, the Produce of the United States. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | In $B$ | nd. | After hay Duty America | ing paid under 'Tariff. | $\begin{gathered} \text { Imported I } \\ \text { into } \\ \text { United } \end{gathered}$ | $\begin{aligned} & \text { uty Free } \\ & \text { the } \\ & \text { States. } \end{aligned}$ |  |  |
|  | Quantity. | Value. | Quantity. | Value. | Quantit]. | Value. | Quantity. | Value. | Quantity | Falue. |
|  |  |  |  | \$ |  | \$ |  |  |  | 213,667 |
| Animals................, ........................... No. | - 5 | 88 |  | ......... |  |  |  |  | 26,000 | 518 |
| Acid-Sulpharic ................................. Libs, | 16,514 9,814 | 10,388 | 2,304 | 1,887 | 19 | 90 |  |  | 916 | 1,164 |
| Cordials.,............................................... ${ }^{\text {a }}$. | ${ }_{7} 7$ | 118 | ........... |  |  |  |  |  | 2 | 8 |
| Perfumod Spirits.............................. ." | 11 | 141 | ............. | ......... |  |  | . | $\cdots$ | 2 | 6 15 |
| Tinctures........................... .............." | 7 |  |  |  |  |  | .. ......... |  | 276 | 884 |
| Brandy ............................. .............. " | 783 | 1,075 | ${ }_{1}^{132}$ | 149 | 50. | ${ }^{\text {an...... }}$ |  |  | 276 | 684 |
| Gin................................... ............" | 2,397 | 1,240 | 1,256 | 690 195 | 70 | 37 | .............. |  |  | 2 |
| Rum............................................ . " | 1,924 | 839 3163 | 300 | 195 |  |  | ....... ..... |  | 21 | 45 |
| Whisky ........................................" | 4,079 | 3,163 | .......... |  |  |  |  |  |  |  |
| Spirits and Strong $W$ aters, including Spirits of Wine and Alcohol and not ${ }^{\prime \prime}$ being Whisky.. | 45 | 35 |  |  |  |  |  |  | 883 2,360 | 516 667 |
| Oil-Coal, Kerosene and Petroleum ......... " | .......... |  |  |  |  |  |  | ... | 2,360 | 667 413 |
| Crude Petroleam................................ " | ... | ..... | ........... | .......... | ........... |  | .... | ........... | 1,979 14,768 | 3,681 |
| Products of Petroleum............... .a... ...... "\% | ............. | ............. | ....... ...... | .......... | ............ | .... |  |  | +3,985 | 1,014 |
| Ale, Beer and Porter.........................i" |  |  |  |  | ... ........ |  |  |  |  |  |
| $\left.\begin{array}{c}\text { Sugar-equal to and aboye No. 8, Duteh } \\ \text { Standard ........................................... }\end{array}\right\}$ Lbs. | 4,058,527 | 200,338 | 5,984,267 | 313,630 |  | ..... ......" | .............0 | .... | 15,472 1,219 | 829 81 |
| Sugar-below No. 9, Dutch Standard ......" | 18,533 | 845 | 71,925 | 3,110 |  |  |  | . | 1,219 | 81 54 |
| Cane Juice, Melado, dc..... .......... ......." | ... |  | 1078720 | 3,097 | ......... | .-............ |  |  |  | 17 |
| Molarses .........................................." |  |  | 348,782 | 12,012 |  |  |  | ............ | 94 25 | 21 |
| Tes........................ ........ .......... ..... " |  | 377,450 | 237,805 418,733 | 96,077 |  | 59 1,287 | ............ | ............. | 3,019 | 304 |
|  | 103,932 | 11,781 | 418,733 | 48,034 | $\begin{array}{r} 11,866 \\ 1,336 \end{array}$ | 1,287 168 | ................. | ....... ......... | 8,019 | 111 |
|  |  |  |  |  |  |  |  |  |  |  |



No. 16.-STATEMENT (by Provinces,) of Goods in Warehouse under Bond in the Dominion of Canada, for the Fiscal Year ending on 30th June 1869, and shewing the Amount of Duty chargeable thereon at that date.

## PROVINCE OF QUEREC.

| ARTICLES. | Quaktity. | Value. | Defix. |
| :---: | :---: | :---: | :---: |
|  |  | \$ | \$ cts. |
| Swine ......... ........ .......................................... No. | 105 | 2,018 | 21000 |
| Acid-Sulphuric .............................. .................Lbs. | 8,615 | 131 | 4308 |
| Cordials................................. ..... ........ ..........Galls. | 1,437 | 2,316 | 1,724 40 |
| Perfumed Spirits............................................... " | 56 | 206 | 6750 |
| Brandy ..................... .................................... " | 130,103 | 162,861 | 104,082 40 |
| Gin................. ......... ....................................... " | 177,443 | 70,218 | 141,954 80 |
| Rum ...... ................... .................................... | 17,798 | 9,425 | 14,236 80 |
| Whisky .............. ................ ............ ............... " | 22,609 | 18,258 | 18,087 20 |
| Spirits and Strong Waters, \&c.............................. " | 16,966 | 7,103 | 13,572 80 |
| Oil-Coal and Kerosene...................................... " | 3,690 | 1,502 | 55350 |
| Benzole, Naphtha and Refined Petroleum ................. "6 | 9,345 | 2,941 | 1,401 75 |
| Crade Petroleun ............................................... " | 2,048 | 453 | 12288 |
| Molasses for Refining purposes.............. ............Lbs. | 380,022 | 5,808 | 2,774 16 |
| Coffee-Green.................................................. " | 290,924 | 29,662 | 8,727 72 |
| Do Ground or Roasted.................................. " | 1,024 | 20 | 4096 |
| Chicory-Raw or Green.......................... -............ " | 1,563 | 41 | 4689 |
| Do Roasted or Ground....................... ....... " | 79,119 | 3,413 | 3,164 76 |
| Common Soap.................................................. | 130,840 | 4,826 | 1,308 40 |
| Starch........... ................................................. " | 26,600 | 2,320 | 53200 |
| Cigars-value not over \$10 per M..........................Mille. | 4,665 | 20,816 | 13,996 20 |
| Do over \$10 net over \$20 per.......................... " | 527 | 9,400 | 2,11000 |
| Do do 20 do 40 ........................ " | 318 | 10,200 | 1,590 75 |
| Do do 40 ........................................ " ${ }^{\text {Malt }}$ | r 37 | 2,010 | 22500 |
| Malt........... .................... ............. ..............Bush. | 11,200 | 16,938 | 4,480000 |
| Meat-Fresh, Salted or Smoked...... ..................... Lbss. | 208,878 | 24,487 | 2,088 78 |
| Ale, Beer and Porter in Casks .............................Galls. | 346 | 83 | 2560 |
| Do do Bottles........................... " | 33,908 | 13,374 | 3,709 16 |
| Tea-Areen ....................................................Lbs. | 1,979,566 | 717,739 | 253,230 47 |
| Do-Black...................................................... " | -561,578 | 158,109 | 43,37158 |
| Tobacco Mannfactured and Suuf.......................... " | 193,579 | 32,645 | 30,669 10 |
| Wine of all kinds................................................... Galls. | 207,699 | 160,824 | 52,934 70 |
| Sugar Kqual to and above No. 9, D. S................................. | 10,751,122 | 553,510 | 245,888 68 |
| $\mathrm{D}_{0}$ below No. 9, D. S....................................... ${ }^{\text {c. }}$ | 3,158,932 | 140,669 | 58,859 24 |
| Cane Juice......................... ............................ "\% | 4,097,143 | 113,168 | 53,899 15 |
| Sugar Candy and Confecticnery.................................... " | 5,004 | ${ }^{4} 7171$ | 16779 17533 |
| Goods paying Do do 15 per cent ad Valorum................... \$ | .............. | 70,133 677808 | 17,53346 101,67121 |
| Do 10 do 10 do..................... " | .................... | 671,549 | 101,154 90 |
| Do 5 do ${ }^{\text {c...................... } 6}$ | .................. | 17,918 | 89590 |
| Free Goods (Leaf Tobacco)..................................... " | ................... | 38,549 | ...... |
| Total............ .............................. |  | 3,103,922 | 1,200,153 67 |

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

PROVINCE OF ONTARIO.


## PROVINCE DF NOVA SCOTIA.

Note-The Department is without complete Returns from the Principal Ports in Nova Scotra, and cannot therefore extend this Statement to that Province.

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

PROVINCE OF NEW RRUNSWICK.

| ARTICLES. | Quantity. | Value. | Daty. |
| :---: | :---: | :---: | :---: |
|  |  | \$ | \$ cts. |
|  | 168 | 535 | 20160 |
| Perfumed Spirits, used as Perfumery only .................... " | 31 | 225 | 3720 |
| Brandy ......... ........ ........ .............. ......... ,........ ........ " | 61,869 | 79,521 | 49,495 20 |
| Gin .......... ...... ........ ..... ..... ......................... ...... " | 116,599 | 59,319 | 93,279 20 |
| Rus ...... ............................ .... ...... .............. ........ | 9,945 | 5,906 | 7,456 00 |
| Whisky ............. ............................................... | 41,600 | 31,912 | 33,280 00 |
| Spirits and Strong Watern, including Spirits of Wine and Alcohol, \&c., and not being Whisky $\qquad$ | 9,779 | 4,443 | 7,823 20 |
| Oil-Conl and Kerosene, distilled, purified and refined...... " | 9,453 | 2.081 | 1,417 95 |
| Oil-Benzole, Naphtba and Refined Petroleum ..............." | 655 | 148 | , 9825 |
| Coffee-Green ...... ..... .0. ..... ...................................Lbs. | 35,243 | 4,2:34 | 1,057 29 |
| Common Soap............ ............................ ... .............. " | 2,348 | 124 | 2348 |
| Starch ........ ........................... ...... ...... ..... ...... ...... ${ }^{\text {c }}$ | 5,923 | 300 | 11848 |
| Cigars-value not over \$10 per M.............................. Milla | 393 | 1,500 | 1,179 90 |
| Do -value over \$20 and not over $\$ 40$ per M................ " | 62 2 | 1,648 | 30950 13 20 |
| Mests ........................................................................... Lbs. | 163,300 | 8,576 | 1,633 00 |
| Ale, Beer and Porter in Oasks................................... Galls | 13,100 | 5,442 | 1,199 20 |
| Do do Bottle........................ ..... ...... " | 8,819 | 6,320 | 1,249 33 |
| Tea-Green and Japan..... ........... .......... ..... .............Lbe.i | 1,737 | 814 | 24369 |
| Do-Black............. ............... .......................... " | 262,024 | 70,649 | 19,768 19 |
| Tobacco-Mannfactured, and snuff............................. | 63,985 | 9,988 | 10,098 65 |
| Wines of all kinds.............. ................................... Galls | 35,463 | 30,944 | 9,735 10 |
| Sugar-Equal to and above No. 9, Dutch Standard ..... .. Lbs. | 2,300,665 | 121,477 | 53,375 90 |
| Do -below No. 9, Dutch Standard ................... ...... " | 6,272 | 279 | 11689 |
| Cane Juice, Melado, de........................................... ... " | 492 | 29 | 1032 |
| Goods paying 25 por cent, ad Valorem......................... \$ |  | 114,289 | 28,572 25 |
| Do 15 do do ........................." |  | 37,290 | 5,593 50 |
| Do 10 do do .........................." |  | 116 | 1160 |
| Do 5 do do ......................... " |  | 1,067 | 5335 |
| Total..... .... ........................................ |  | 599,291 | 327,851 30 |

R. S. M. BOUCHETTE,<br>Commissioner of Customs.

## No. 17.

## SHIPPING STATEMENTS

## (BY PROVINCES)

OF THE

## DOMINION OF CANADA,

Shewing, at each Port, the Numbcr and Tonnage of British and Foreign Vessels Entered Inwards and Cleared Outwards, Seaward,-distinguishing whether with Cargo or in Ballast, the Countries whence they came or for
which they Cleared and the Flag under which they Sailed.-
Shewing, also, the Shipping engaged in the Inland Trade between the Dominion and the United States. Also, Tables of Ships Built and Registered, \&c., \&c., during the Fiscal Year ending 30th June, 1869.
No. 17.-STATEMENT OF VESSELS (by Provinces), British and Foreign, entered Inwards, from Sea, distinguishing those

## PROVINCEOFQUEBEC.

PORT Of AMHERST.
From wiat Plade or Country.
PORTOFGASES.

portof montreal.

| United Kingdom ........................... | 150 | 144,953 | 7,071 | 2 | 689 | 21 |  | ....0* | …* | ............. | ............... |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Newfoundland ................... . .......... | 41 | 3,001 | 217 | 1.1.0.0.0.0.0 | -........... |  | 3 | 230 | 14 | .............. | ............ |  |
| Prince Edward Island.................. | 2 | 197 | - 9 | ................ | .... ........ | .... | ............. | .............. | . $\cdot$.........* | ..... -6..... | ............. |  |
| United States a............................... | 1 | 110 | ${ }^{6}$ | 1 | 338 | 9 | ............... | ........ . . $\cdot$.- | ..... ...... | ............. | .... | $\cdots$ |
| British West Indies ....................... | 9 | 2,185 | 70 | ...... | ........ | 30 | ......5 $2 . . .$. | ..... ........ | . $\cdot$. . ..... | -.1000.0. |  |  |
| Spanish West Indies........................ | 9 | 2,340 | 72 | 3 | 1,252 | 30 | ................ | ........ ..... | ............ | ...0 . . . 0.0 .6 | - ............... |  |
| France ......... .................... ......... | 12 | 3,473 | 115 | 3 | 1,222 | 35 | ............... | ............... | -........... | ............... | -.............. | E. |
| Spain ،.......................................... | 9 | 2,188 | 80 | 1 | 200 | 8 | ...... | ............... | ............ | ............... | - | …… |
| Portugal ................... ........ ........ | ............. |  | ' 78 | 1 | 186 | ${ }^{9}$ | .........n..... | -0. | -••• | . $\cdot$. | . | ............ |
| Belgium .................................... | - 4 | 1,969 | 48 | 3 | 936 | 31 | .............. | ......... ...... | ...... ...... |  |  |  |
| Holland...................................... | ...* | - | ....an....as, | 1 | 213 | 8 | .........0. ... | .. | ...... | . ${ }^{\text {a }} 1$ | 642 | 17 |
| Bremen ...................................... | ............ | ..... | . $\cdot$ |  | ........ | ........' | . $\cdot$ | ........ | ....0. ..... | 2 | 642 895 | 25 |
| Norway ......... ......... ..................... |  | ....... | - ${ }^{-}$ | . | ............... | . $\cdot$ |  |  | .......... | 2 |  | 25 |
| Italy ......... ............................... | 1 | 347 | 11 | … |  |  | .............. | -9 | ........ .- | ...... | -1......s...... | ........... |
| Other ........................................ | 1 | 138 | 7 | 1 | 220 | 8 | ......... | ..... | ............ | . . . ............ | ...... | ........ |
| Total | 239 | 161,801 | 7,706 | 16 | 5,256 | 159 | 3 | 230 | 14 | 3 | 1,537 | 42 |

PORTOENEW CARLISLE.

|  | ! |
| :---: | :---: |
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| (1) |  |
|  | $\underset{\sim}{8}$ |
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| (omsernd |  |
|  |  |
|  | \% |
|  | $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ |
|  | $\underset{\sim}{\infty}$ |
|  ค | + |
| 설 | Nొ |
|  | a <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> $\vdots$ <br> 7 <br> 4 <br> 0 <br> -1 |

No. 17.-STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, \&c.-Province of Qubbec.-Concluded.
PORTOF QUEBEC.

|  |  |  |  | ORTOF | F QUEB | EC. |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From that Plack or Codmtry. | With Cargoeg. |  |  |  |  |  | In Ballast. |  |  |  |  |  |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreiga. |  |  |
|  | No. of Vessols. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tons. | Men. |
| United Kingdom ............................ | 437 | 364,119 | 12,184 | 31 | 15,960 | 412 | 144 | 103,011 | 2,516 | 65 | 33,957 | 860 |
|  | 45 | 3,033 | 194 | 1 | 53 | 6 | 12 | 2,287 | 93 | . $\cdot .1$. | ........... | ........... |
| Prince Edward Island....................St. Pierre Miquelon..............United States | 7 | 300 | 25 | $\cdots$ | ....... | ........ | 1 | 38 | 4 | .... |  | ........... |
|  | 2 | ${ }_{5}^{158}$ | 10 | . 3 | . 703 | ....... | 1 | ${ }_{11} 93$ | 4 | ........... | 2,20. | 82 |
| United States ..... ....... .............. | 8 6 | 5,699 1,341 | 121 | 3 | 793 | 28 | 14 | 11,441 | 241 | 4 | 2,265 | 62 |
| British West Indies <br> Spanish Weat Indies <br> South America $\qquad$ $\qquad$ | 3 | -887 | 28 | 1 | 312 |  | 1 | 463 | 13 |  | ...... .... | .......... |
|  | .... |  |  | 1 | 221 | 8 | 8 | 5,159 | 112 |  | ....... ..... |  |
| France <br> Spain | 5 | 1,179 | 38 | 5 | 1,872 | 55 | 4 | 2,183 | 55 | 12 | 6,058 | 157 |
|  | 5 | 2,844 | 63 | 1 | 200 | 8 | 10 | 7,921 | 168 | 1 | ${ }_{538}$ | 14 |
| Spsin <br> Portugal | 1 | 348 | 9 | 1 | 186 | 9 | 1 | 348 | 9 | ....... |  |  |
| Belgium <br> Holland. | 4 | 2,273 | 51 | 4 | 1,680 | 49 | 1 | 776 | 18 | 1 | 310 | 10 |
|  | .......... |  | .. ....... | 1 | 213 | 7 | 1 | 905 | 19 | 2 | 1,035 | 28 |
| Holland........ .............. . ..... .... . | 2 | 1,655 | 32 | 4 | 2,186 | 58 |  |  |  | 3 | 1,273 | 40 |
| Bremen Norway $\qquad$ . .............. ............. ...... $\qquad$ |  | ............. | $\ldots$ | 5 | 3,185 | 76 | 1 | 1,138 | 22 | 1 | 958 | 24 |
| Norway <br> $\Delta$ frica | ............ |  |  | -....... ..... | ................ | ..... | 4 | -............ | 75 | 65 | 85,889 | 907 |
| Gibraltar............................... ........... | .......... |  |  |  | ............ |  | 4 | 1,776 | 48 | ............. | . |  |
| Italy <br> Sardinia $\qquad$ | . 1 | 1,089 | 22 | $\cdots$ |  |  | 3 | 1,166 | 33 |  | ... | .......... |
|  |  |  |  | 1 | 400 | 12 |  |  |  |  |  |  |
| Malta <br> Rgypt <br> Denmark | .... | ... |  |  |  |  |  | 738 | 19 | .... |  |  |
|  |  | ....... |  |  |  |  | 3 | 3,059 | 72 | . $\cdot . . .1$. |  |  |
|  | -.......... | . ${ }^{\text {a }}$........ |  |  |  |  | . |  |  | 1 | 775 | 19 |
| Total ........................ |  | 384,725 | 12,826 | 59 | 27,261 | 737 | 212 | 145,545 | 3,521 | 155 | 82,556 | 2,121 |


\&c.-Continued..
entered Inwards, from Sea,
British and Foreign,
VESSELS,
今
No. 17.-STATEMENT

## PROWINCE OF NOVA SCOTIA.

PORT Of ADVOCATE HARBOUR.

| PORT OF ADVOCATE HARBOUR. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From what Place or Country. | Witil Cargors. |  |  |  |  |  | Im Baleast. |  |  |  |  |  |
|  | Eritish. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of <br> Vessels. | Tons. | Men. | No. of Vessels. | Tons, | Men. |
| United States ................. ............ | 6 | 715 |  | ........... | ..... | ...... | 3 | 588 | 20 | ....... | .............. | ..... |
| PORT OFAMIERST. |  |  |  |  |  |  |  |  |  |  |  |  |
| Prince Edward Island <br> Uuited States <br> Total $\qquad$ $\qquad$ $\qquad$ | ${ }_{15}^{15}$ | 34 1,741 |  |  |  |  |  |  |  |  |  |  |
|  |  | 1,775 |  |  |  |  |  |  |  |  |  |  |
| PORT OF ANNAPOLIS. |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{r} 2 \\ 29 \end{array}$ | $\begin{aligned} & \mathbf{1 , 3 5 6} \\ & \mathbf{2 , 1 7 7} \end{aligned}$ | 36 161 | ... $\mid$.............. |  |  |  |  | -1....7. 68 | ............... | $\mid$................. | $\|$......... <br> $\ldots \ldots . . . . .$. <br> $\ldots . . . . . . . ~$ |
|  | 31 | 3,533 | 197 | .............. | .............. | ........... | 10 | 2,458 | 66 | .............. | ....... ...... |  |

PORTOFAMHERST.




PORT OF FREEPORT.

|  | $\begin{array}{r}7 \\ 3 \\ \hline 10\end{array}$ | - $\begin{array}{r}569 \\ 440 \\ \hline 1,009\end{array}$ | $-\begin{array}{r}32 \\ 22 \\ \hline 54\end{array}$ | $\mid$ \|.............| | ................. | $\|$.......... <br> $\ldots . . . . . . . ~$ <br> $\ldots . . . . . . \mid$ | ................... | \|............ | $\|$ <br> $\cdots+. . . . . . . . . . . . . . . ~$ | $\mid$ | $\mid$ | \|............. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PORT OF FRENCH CROSS. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ............................ | 171 | 1,759 | 92 | $\mid \ldots .$. | ............. | $\|\ldots . . . . . .$. | 22 | 1,787 | 100 | ............ | .......... | $\cdots$ |
| PORT OF GLACE, BAY. |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland .......................... Prince Edward Island............. St. Pierre Miquelon. ............. United States................. ........ | \|c........... |  |  |  | \|r............... |  | $\begin{array}{r}17 \\ 5 \\ 3 \\ 72 \\ \hline\end{array}$ | 2,348 330 224 12,858 | 100 23 14 515 |  |  |  |
| Total ........................ | 6 | 890 | 36 | 2 | 468 | 15 | 97 | 15,558 | 652 | 43 | 11,066 | 332 |
| PORT OF GREAT BRAS D'OR (KELLY'S COVE.) |  |  |  |  |  |  |  |  |  |  |  |  |
| Newloundland .......................... | 5 | 129 | \| 18 | .............. | .... | ............ | 2 | 122 | 10 3 | ……...... | ............ | - ${ }^{\text {a }}$ |
| Total ........................ | 5 | 129 | 18 | $\mid$.............. $\mid$ | ............. | $\|\cdots \cdots . . . .$. | 3 | 165 | 13 | 1 | 56 | 6 |
| PORTOF GUYSBOROUGH. |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland..................................................$~$ <br> Prince Edward Island..................... United States ............................. | $\mid \ldots \ldots . . . . . . . .1$ | -1................... | (.ar.o............ | -1............... | ................... | \|r......... |  | 207........... | 10.... | .................... | ................. |  |
| Total ........................ | 2 | 97 | 5 | 1 | 47 | 2 | 3 | . 207 | 10 | .............. | .............. | $\cdots$ |

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

|  |  |  |  | RT OF | HALIE | A X . |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From mbat Phace or Cotytay. | Witi Cargons. |  |  |  |  |  | In Balmast. |  |  |  |  |  |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | No. of Vensels. | Tons. | Men. | No. of Vessels. | Tons. | Mon. | No. of Vensels. | Tons. | Men. | No. of Vessels. | Tons. | Men. |
| United Kingdom <br> Newfoundland $\qquad$ $\qquad$ | 108 | $\begin{aligned} & 74,583 \\ & 18,171 \end{aligned}$ | $\begin{aligned} & \mathbf{3 , 4 6 5} \\ & 1,386 \end{aligned}$ | 4 2 | 1,403 | 39 | 1 3 | 1,774182 | 9621 | *1............ 18 | 1,116 |  |
|  | 181 | 13,521 | $\begin{aligned} & 1,386 \\ & 1,140 \end{aligned}$ | 2 13 | 8,751 | 39144 | ......... ..... |  |  | 18 |  | 184 |
| Prit Pierre Miquelon ........................ | 4 | 13,201 | $\begin{array}{r} 1,140 \\ 26 \end{array}$ | 13 3 | , 510 |  | ……....... ${ }^{3}$ | ……1..... 194 | - ........ 14 | 14 | 924 <br> 143 | 193 13 |
| United States ......... . .................. | 270 | 68,964 | 3,965 | 107 | 53,644 | 2,242 | 11 | 2,146 | 67 | 71 | 5,604 | 633 |
| British West Indies ..... ................ | 108 | 17,127 | 1,030 701 | ............. | .......... | - ${ }^{22}$...* | 5 9 | 883 -909 | 65 53 |  | 131 | 11 |
| Spanish Weat Indies.............. ...... | 115 | 11,747 $\times 63$ | 701 19 | ${ }^{2}$ | 856 | 22 |  | -909 | 53 | .... | ............ | ....... |
| France ..... .......... ......................... | 2 2 | 563 295 | 12 | ........1 | ….......... | ${ }^{1.7 .17}$ | ................. | ........... | ........ | ................. | -........... | ……1.... |
| Netherlands ......... ...................... | 2 1 | 442 | 9 | 1 | 139 | 6 | .... | ........... | ........ | 1 | 2,130 | 105 |
| Total ....... ................ | 1,020 | 205,614 | 11,763 | 135 | 86,952 | 2,804 | 32 | 6,068 | 316 | 105 | 10,048 | 1,139 |
| PORT OF HANTSPORT. |  |  |  |  |  |  |  |  |  |  |  |  |
| Unitod Statea ........................... | 0 | 1,166 |  | \|.............| $\mid$......... |  |  | 4 | 573 |  | .............. $\mid$............. $\mid$........... |  |  |
| PORT OF HAEBORVILLE. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ............................ | 23 | 2,349 | 129 | ...... | ............... $\cdot . .$. ...... |  | 46 | 4,097 | 257 | .............. | .............. |  |
| PORTOF HARBOR AU BOUCHE. |  |  |  |  |  |  |  |  |  |  |  |  |
| Prince Edward Yoland <br> United States <br> Totel $\qquad$ $\qquad$ $\qquad$ | 6 | 148 868 | $\begin{array}{r} 14 \\ -36 \end{array}$ |  |  |  | $\mid \ldots$ |  |  |  |  |  |
|  | 11 | 1,014 | 50 | .......... ... ........... |  |  |  |  |  |  |  |  |  |  |


PORT Of MAHONE bAy.

| Prince E Iward Ieland. <br> United 8tates $\qquad$ $\qquad$ British West Indies................ ....... <br> Total $\qquad$ $\qquad$ | $\|$2 <br> 11 <br> 2 | $\begin{array}{r}86 \\ 834 \\ 331 \\ \hline 1,251 \\ \hline\end{array}$ | 9 <br> 82 <br> 16 <br> 87 | ..............\| | ...................\|. | $\|$.......... <br> $\ldots \ldots . . . . . . . . ~$ <br> $\ldots . . . . . . .$. |  | ............. 982 |  | \|............... | \|............... | $\mid$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PORT OFMAITLAND. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ................ ........... | 20 | 2,422 | 124 | \|............. $\mid$ | ........ .... $\mid$ | $\|\ldots . . . . . .$. | $\mid \ldots \ldots \ldots . .$. | $\|\ldots . . . . . . . .$. | ........... | .... ........ | ............. | ........... |
| PORT OF MARGARETSVILLE. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States .................. n.......... | 40 | 8,110 | 228 | \|.............| | .............. | \|......... | \|............. | $\cdots$ | ..... ...... | ....... | .............. | $\cdots$ |
| PORT OFNORTH SYDNEY. |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland $\qquad$ | ............. | ............. ${ }^{438}$ | ........... | ................. | .................. | ............. | 144 | 1,425 15,299 | 48 674 | ................ | ................... | .............. |
| Prince Edward Island ..................... | ........... | ............ | 12 | .................. | ................... | ……........ | 16 | 1,148 | 75 | ……........... | .................. | ……...... |
| St. Pierre Miquelon....................... | .............. | .............. | ............ | .............. | ....... ..... | ............ | 20 | 1,480 | 968 | 14 | 1,788 | 108 |
| British West Indies ............................ | ........... | .............. | …….. | …‥ ........ | ............... | ........... | + 5 | $\begin{array}{r}9,888 \\ \hline 80\end{array}$ | 259 38 | , | $\mid$-............. | .............. |
| Total ........... ........ ... | 4 | 560 | 22 | .............. | .............. | ........... | 248 | 29,977 | 1,190 | 14 | 1,788 | 108 |
| PORT OF PARRSBORO. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Ststes ............................ | 45 | 6,586 | 269 | .............\| | \%............ | $\|\ldots . . . . . .$. | 5 | 661 | 31 | ............. | - | .......... |



| PORT RICHMOND. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From miat Placz or Colatry. | With Cargors. |  |  |  |  |  | In Ballast. |  |  |  |  |  |
|  | British. |  |  | Foreign, |  |  | Eritsh. |  |  | Foreign. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Veseels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tôns. | Mon. |
| Newfoundland $\qquad$ | 9 | $\begin{array}{r}60 \\ 261 \\ \hline\end{array}$ | ${ }^{7}$ | .............. | .............. | ........ . | .….......... | ................ |  |  | .... |  |
| Total ...................... |  | 321 | 32 | ........... | -... | .. |  | ... |  |  | ... | ......... |
| PORT Of PUBNICO. |  |  |  |  |  |  |  |  |  |  |  |  |
| Cnited States ........................\| | 19 | 1,225 | 90 | ....... | ............ | $\mid \cdots \cdots . . . . .$. | 1 | 55 | 5 | $\ldots$ | I.......... | $1 . . . . . . .$. |
| PORT WILIIAMS. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ........................ | 10 | 1,300 | 58 | \|............| | ...........\| | \|…......| | ${ }^{3}$ | 480 | 18 |  | $\ldots$ | $\ldots$ |
| PORT OFP PUGWASH. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom Powfordaid <br> Privoe ndward Island <br> t. Pierre Miquelon <br> Sonth states. <br> Franee $\qquad$ $\qquad$ $\qquad$ $\qquad$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 70 35 | ci,770 | 32 34 24 |  |  |  |  | ............... | .......... | .............. | ${ }^{\text {.............. }}$ | .......... |
|  | 35 1 1 | 1,546 ${ }^{83}$ | ${ }^{244}$ | -.............. | ............... | ............. | .............. | ................ | ............ | .............. | ................ | ............. |
|  | 1 |  | ${ }_{6}^{6}$ | ............... | ............... | ............. | ................ | ................. | ............. | .............. | ................ | ............. |
|  | 1 | 381 | 14. | \|................ | 176 | ${ }^{6}$ | ............ |  | ............. |  |  |  |
| Total ........................ | 56 | 8,388 | 449 |  |  |  | .......... | ..... | $\cdots$ | ............. |  |  |
|  |  |  | 449 | 11 | 4,942 | 116 |  |  | -......... |  |  | $\ldots$ |


No. 17.-STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, \&c.-Province or Nova Scoita.-Continued.


No. 17.-STATEMENT OF VESSELS, British and Foreign, entered Inwards, from ${ }^{\boldsymbol{*}}$ Sea, de.-Continued.

## BRUNSWICK.

PORTOFBATHURST.

| From mayt Plack or Codetry. | With Cargors. |  |  |  |  |  | If Baleast. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tone. | Men. | No. of Vessels. | Tons. | Mea: | No. of | Tons. | Men. |
| United Kingdom <br> Newfoundland <br> Prince Edward Island <br> United States $\qquad$ $\qquad$ $\qquad$ | 1 | 594 | 16 |  | ......... |  | 4 | 3,515 | 91 | ... | ...... |  |
|  | .............. | 212 | 6 | -.............. | .............. | ..... | $\cdots$ | ${ }^{22}$ | $\cdots$ | ...... ........ | . .... .... | ...... |
|  | ....... | .......... | .... | . | . $\cdot . . .1 \cdot \cdot$ | ..... | 2 | 1,603 | 35 | 1 | 408 | 9 |
| Total ............. .... ...... |  | 806 | 22 | ... .. $\cdot$, | ...... ........ | .... | 7 | 5,140 | 128 | 1 | 408 | 9 |
| PORTOF BAX VERTE: |  |  |  |  |  |  |  |  |  |  |  |  |
| Prince Edward Island <br> United States <br> Total $\qquad$ $\qquad$ $\qquad$ | $13$ | 679 | 45 |  | ............. | ..... | 18 | 836 568 | 65 17 | .. | ..... | . |
|  | 13 | 679 | 45 | $\cdot$ | ..... | . ...... | 20 | 1,404 | 82 | ..... ..... | ............ |  |
| PORTOFEUCTOUCHE: |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | 1342 | 288 | 914618 | \|............. $\mid$... .......... |  |  |
|  |  |  |  |  |  |  | 3,083 544 |  |  |  |  |
|  |  |  |  |  |  |  | 37 | 3,895 | 172 |  |  |  |



PORT OF NEW RANDON


No. 18.-STATEMENT OF VESSELS (by Provinces), British and Foreign, cleared Outwards, for Sea and Seaward, Fiscal Year ending of Canada, during Dominion
PORT OF AMHERST.

PORTOFMONTREAL

No. 18.-STATEMENT OF VESSELS, British and Foreign, cleared Outwards, for Sea and Seaward, \&c.-Continued.

## PROTINCEOENOVA SCOTIA.

## PORT ORADVOCATEHARBOR.


 .. $+\ldots . . .$.
No. 18. -STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, \&c.-

| PORTOFANTICONISH. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| COUTTHES AND Plhags yor wiycy they Cleared. | With Cargoes. |  |  |  |  |  | In Balmast. |  |  |  |  |  |
|  | Eritioh. |  |  | Foreign. |  |  | British. |  |  | Fortign. |  |  |
|  | No. of Vesselg. | Tons. | Men. | No. of Vessels. | Tone. | Men. | No. of | Tons. | Mon. | Ne. of Vescole. | Tons, | Med. |
| Prince Edward Island ................. | 1 | 41 | 4 | ......... | ....... ... | . $\cdot \cdot$ | 4 | 250 | 17 | ............ | ...... | ..... |
| PORT OF ARICHAT. |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland <br> Prince Edward Island.. <br> St. Pierte Miquelon <br> United States <br> Spain <br> Portugal <br> Italy $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ | 15 | 1,410 |  | .............. | ............. |  | 4 | 205 | 28 | ........ ..... |  |  |
|  | 17 | 1510 |  | ................. | ............... | ............ | 20 | 1,650 | 132 | .............. | .............. | ............ |
|  | 24 | 90 2,440 |  | ,-............. | ................ | .............. | .............7 | 2,248 |  | ................. | ............... | .-........... |
|  | 2 | 190 |  | ..... ......... | ............. | ........... | .............. | .............. | ........... | ......... .... | .............. | ..... ...... |
|  | 1 | 95 | 9 | ............ | ............. | .......... | .............. | .............. | ... ........ | ............. | ..... ......... |  |
|  | 2 | 190 |  | ............... | .............. | ........... | .............. | ......... .. . | .... ...... | .............. | ............... |  |
| Total ....... ......... ..... | 04 | 4,925 |  | ............. | .............. | ..... .... | 31 | 4,103 | 232 | ..... | .............. | ... |
| PORT OFBADDECK. |  |  |  |  |  |  |  |  |  |  |  |  |
| Now foundland $\qquad$ St. Pierre Miquelon ..... ............... United States ............................... <br> Total $\qquad$ | 483 | 2,439150 |  | $\mid$.............. $\mid$ \|...............|i............... |  |  |  |  | …......... <br> .......... <br> ....... |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 51 | 2,589 |  | ............. | .............. | .... ..... | .............. | -- | ........... |  |  |  |


No. 18.-STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, \&c.Provinge of Nofa Scotia.-Continued.

| PORT OF CAPE CANSO. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Coustribs and Placks for whici they Clearid. | Wita Cargoeb. |  |  |  |  |  | Ix Ballabs. |  |  |  |  |  |
|  | British. |  |  | Toroign. |  |  | Britieh. |  |  | Foreign. |  |  |
|  | No. of Vensolf. | Tont. | Men. | No. of Vessela. | Tons. | Men. | No. $\begin{gathered}\text { No. of } \\ \text { Vonels. }\end{gathered}$ | Tons. | Men. | No. of Vessels. | Tons. | Men. |
| Prince Edward Island ................ | 6 4 | 320 820 | 80 33 | \|............ | .............. | ............ | ............... | ................ | .......... | - ...... |  | .......... |
| Total ....................... | 10 | 840 | 83 | \|....... . .... | - ............ | $\ldots$ | $\cdots$ | ....... ....* | ........... | $\cdots$ | \|.... ........| | ........... |
| PORT OF OHESTER. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ................. .... ..... | 8 | 388 | 37 | $\|\ldots . . . . . . . . .$. | ............. | ........... | ............. | ..... ..... | …....... | $\cdots$ | $\|\ldots . . . . . . .$. | .......... |
| PORT Of CHEVERIE. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ............. | 48 | 8,000 | 246 | - ..........! | ... ........... | 1 | .............. | $\ldots$ | ........... | \|.... ... | \|............ $\mid$ | ........... |
| PORT OF CLEMENTSPORT. |  |  |  |  |  |  |  |  |  |  |  |  |
| United States ........................ | $\begin{array}{r}30 \\ 4 \\ \hline\end{array}$ | $\begin{array}{r}3,014 \\ 515 \\ \hline 3\end{array}$ | $\begin{array}{r}176 \\ 24 \\ \hline\end{array}$ | \|….........| | .............. | …......... | -............. | \|............ | …....... | ............... | ….......... | .......... <br> $\cdots$ <br> ... |
| Total ....................... | 34 | 3,529 | 200 | ..... ... | ............. | .......... | ............. | ............ | ..........\| | ..... | .............. | $\ldots$ |

PORT OF CORNWALLIS.

PORT OF DIGBY

PORTOFFIVEIGLANDS

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

| Cotmimige and Placiss for whicis they Cleared. | Witi Cabgoes. |  |  |  |  |  | If Ballast. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreigr. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tcrs. | Men. | No. of | Tons. | Men. | No. $\begin{aligned} & \text { No. of } \\ & \text { Vessels. }\end{aligned}$ | Tons. | Men. |
| United States .......................... | 39 | 3,315 | 189 | ........ |  |  |  |  |  |  |  |  |
| PORT OF GLACE BAY. |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland ........................................Prince Ed ward Island ..............United States........................Spanish West Indies....... .......Total ........................... | 691528 | (rer $\begin{array}{r}721 \\ \mathbf{5 2 1} \\ 24,321 \\ 1,187\end{array}$ | ( $\begin{array}{r}36 \\ 39 \\ 1,292 \\ 50\end{array}$ |  |  |  | ........ |  |  |  |  |  |
|  |  |  |  | ............. |  |  | .............. |  |  |  |  |  |
|  |  |  |  |  |  |  | -.......... |  |  |  |  |  |
|  |  | 26,750 1,327 |  | 53 | 14,143 | 409 | ......................................... |  |  |  |  |  |
| PORT OPGREAT BRAS D'OR (KELLY'S COVE.) |  |  |  |  |  |  |  |  |  |  |  |  |
| Newfoundland <br> Prince Edrard Island. <br> St. Pierre Miquelon $\qquad$ | $\stackrel{1}{1}$ | 350 71 | $\begin{array}{r}35 \\ 4 \\ \hline\end{array}$ | ................ | \|............. ${ }^{\text {.......... }}$ |  | ..............$~$ <br> ...........$~$ <br> ..............$~$ <br> ... |  |  |  |  |  |
|  |  |  |  | ............. | 56 | 6 |  |  |  |  |  |  |  |  |  |
| Total ....................... |  | 421 |  | 1 | 56 |  |  |  |  |  |  |  |  |  |  |
| PORT OPGUYSBOROUGH. |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 64 | $\begin{aligned} & 332 \\ & 215 \end{aligned}$ | 178 |  | ............. | ........... | .......... ... | - |  |  |  |  |
|  |  |  |  |  | . ${ }^{4}$........ |  |  | .............. |  |  |  |  |
| Total .............. ........ | 10 | 547 | 25 | 1 | 47 |  | ........... | .......... |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |


PORT Of JOGGINS.

| Cofxtries and Places for which they Clinared. | With Cargors. |  |  |  |  |  | In Ballast. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | $\stackrel{\text { No. of }}{\text { Vessels. }}$ | Tors. | Mon. | No. of Vessels. | Tons. | Men. |
| United States ............................ | 43 | 3,764 | 290 | 57 | 7,579 | 298 | .. | ...... | ... |  | ..... |  |


port of hitticebras dor

PORT OFLITTLERIVER (BAYFIELD.)

Province of Nova Scoila.-Continued.

port gilibert.

| port gilbert. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From weat Piacreor Cjumtay. | With Cargors. |  |  |  |  |  | In Ballast. |  |  |  |  |  |
|  | Priteh. |  |  | Foreign. |  |  | Britisb. |  |  | Fcreign. |  |  |
|  | $\begin{aligned} & \text { No. of } \\ & \text { Vessols. } \end{aligned}$ | Tons. | Men. | $\begin{aligned} & \text { No. of } \\ & \text { Vessela. } \end{aligned}$ | Tons. | Men. | $\begin{aligned} & \text { No. of } \\ & \text { Vessels. } \end{aligned}$ | Tons. | Men. | $\begin{aligned} & \text { No. of } \\ & \text { Veesels. } \end{aligned}$ | Tons. | Men. |
|  | ${ }_{1}^{114}$ | 8,519 | ${ }_{8}^{578}$ | ............ | . | ............ | 1 | 849 | 12 | ............. | .... ....... |  |
|  |  | 8,768 | 587 | ............ |  | $\ldots$ | ${ }^{1}$ | ${ }^{849}$ | 12 | 1 |  |  |
| porthamkebbuby. |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | ${ }_{3}^{248}$ |  | .......... |  |  |  |  |  |  |  |  |
|  | 4 26 11 |  | 20 308 235 | $\cdots$ | $\xrightarrow{10,648}$ | 386 <br> 485 | 3 | 100 <br> 258 <br> ... | ${ }_{1}^{13}$ | ............. | ............ | ${ }_{\text {a }}$ |
|  |  |  | 235 |  | 13,002 | 485 | 2 | 40 | 8 | ................. | ............ |  |
|  | 42 | 11,987 | 661 | 32 | 23,650 | 871 | 9 | 398 | ${ }^{88}$ |  | ..... | $\cdots$ |
| PORTHOOD. |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ${ }_{9}^{3}$ | ${ }_{363}^{183}$ | ${ }_{34}^{13}$ | ... ......... | ............ | ... | 1 | 53 | 4 | ............... | ....... |  |
|  | 12 | ${ }_{526}$ | 47 | ............. |  | $\cdots$ | 1 | 53 | 4 | ............. | ............ | ......... |



| Countries and Places for whicy they Cleared. | With Cargoeg. |  |  |  |  |  | If Baleabr. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | Fo. of Tousels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of Veasele. | Tons. | Mea: | No. of Vessels. | Tons. | Men. |
| United States.............................. | 12 | 2,300 | 68 | . |  |  | 1 | 810 | 9 | ............ |  |  |

PORTOPPGBNICO:

PORT OPPUGWABH

| United Kingdom........................ | 10 | 5,430 | 242 | 8 | 3,883 | 110 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Newfoundland ........................... | 7 | 770 | 32 | . |  |  |
| Prince Edward Island .......... ....... | 33 | 1,497 | 140 |  |  | - ..... |
| St. Pierre Miquelon .................... | 1 | 83 | 4 | 1 | 176 | 6 |
| United States ....................... .... | 1 | 88 | 6 | .............. |  |  |
| South America ........................... | 1 | 71 | ${ }^{6}$ | .............. |  |  |
| Portugal ...... ............... ............. | 1 | 301 | 14 |  |  |  |
| Total | 54 | 8,330 | 444 | 9 | 4,059 | 116 |


No. 18.-STATEMENT of Vessels, British and Foreign, cleared Outwards, for Sea and Seaward, \&c.Province of Ngqa Scotia.-Concluded.

PORT OF WALLAOE.

No. 18.-STATEMENT OF VESSELS, British and Foreign, cleared Outwards, for Sea and Seaward, \&c.-Continued.

## PROVINCEOP NEW BRUNSWICK.

| PORTOF BATHURST. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Countries and Places for which they Cleared. | With Cargors. |  |  |  |  |  | In Ballast. |  |  |  |  |  |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreiga. |  |  |
|  | No. of Vessels. | Tons. | Men. | No. of Vessels. | Tons. | Men. | No. of | Tons. | Men. | No. of Fessels. | Tons, | Men. |
| United Kingdom ......................... | 11 | 6,301 | 167 | 1 | 408 | 9 | ..... |  | .... | . | .......... | ........... |
| Newfoundland ................... ........ | 2 | 166 | 8 | ........ | ......* | ...... | .......... | .......... | .... | ... | ....... $\cdot$. | .. |
| Priace Edward Island .................. | 3 | 69 59 | 8 4 | .............. | ................ | .......... | ................. | ........ | - | - | ................ | ............... |
| St. Pierre Miquelen........................ | 4 | 440 | 25 | .......... | ............. |  |  | ............. | ......... .. | ............. | ..... ..... | ........... |
| Total | 21 | 7,035 | 212 | 1 | 408 | 9 | .... | ..... ..... | ...... .... | $\cdots$ | . 1 | ...... .... |
| PORT OF BAX VERTE: |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom $\qquad$ Prince Edward Island $\qquad$ $\qquad$ | 3 9 | 614 529 | 22 35 | .............. | ............. | ........ | .............. | .... | ... ..... | ...... | ... |  |
| PORTOF B OCTOUCHE: |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom Prince EdWari Island$\qquad$$\qquad$ | 1430 | $\begin{aligned} & 3,740 \\ & 1,305 \end{aligned}$ | 11587 | . $\mid$...................... |  | .. | ............... | ............. | ............ | ................. | .................. | ............. |
|  |  |  |  |  |  | ................ |  |  |  |  |  |
| Total .............. | 44 | 8,045 | 202 | .......... | ............. |  | ..... ..... | ..... ........ | ............. | ........... | ....... | .......... |  |


port of harvey.

PORT OF NETH CASTLE.

|  | ${ }_{1}^{33}$ | 14,560 | 298 8 |  | 11,16 |  | ............. | ............. | ........ | ............. | ..... | .... |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7 |  |  | ${ }^{-\ldots . . . . . . . . .}$ | 450 | 18 | ... | ... |  |  |  | ...... |
|  | ${ }_{47}$ | 15,511 | 386 | 25 | 11,566 | 331 | ............. |  |  | ....... |  |  |
| PORT Of NORTE Jogains. |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| United States]......................... | 12 | 1,041 | 67 |  |  |  | ............. |  | ........... | . |  |  |
| PORT Of Richibucto. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom <br> Prince Edward Island United States <br> France... <br> Total $\qquad$ $\qquad$ $\qquad$ |  |  |  | 20 | 7,614 | 225 |  |  |  |  |  |  |
|  | ${ }_{6}^{62}$ | (3,327 | 268 31 |  |  | ............. |  |  | ............ | ............... | .......... | ............ |
|  |  |  |  | ${ }_{4}$ | 1,247 | 46 | …).......... |  | $\ldots$ |  | -.... | ..... |
|  | 107 | 16,879 | 681 | 24 | 8,861 | 271 | $\ldots$ | ............. |  | . |  |  |
| PORT OFR OCKLAND. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom United States <br> Total $\qquad$ $\qquad$ $\qquad$ |  |  |  |  |  | ........... |  |  |  |  |  |  |
|  | 34 | 5,790 | 220 | …............. | $\ldots$ | $\cdots$ | $\cdots$ | ..... ....... |  |  | ....... .... |  |
|  | ${ }^{39}$ | 7,566 | 262 |  |  |  |  | .............. |  |  |  |  |
| PORT Of SACEVILIE. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom British West Indies <br> Total $\qquad$ $\qquad$ $\qquad$ | ${ }_{6}^{6}$ | 1,089 ${ }_{478}$ | ${ }_{20}^{44}$ | \|........... |  |  |  |  | \%......... | \|.... ....... | \|......... |  |
|  |  |  |  | $\cdots$ |  |  | $\cdots$ | .... |  | -........... | - |  |
|  | ${ }^{9}$ | 1,567 | 64 |  |  |  |  |  |  | , |  |  |

No. 18.

| PORTOFSHEDIAC. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Countrigs $a$ mp Phacer for whici thay Cleared. | Wita Cargoes. |  |  |  |  |  | Im Ballagr. |  |  |  |  |  |
|  | British. |  |  | Foreign. |  |  | British. |  |  | Foreign. |  |  |
|  | No. of Vessels. | Tong. | Men. | No. of Vessels. | Tons. | Men. | No. of Vessela. | Tons. | Men. | No. of Vessels. | Tons. | Men. |
| United Kingdom Prince Edward Island <br> Total | 21 95 | $\begin{array}{r}8,967 \\ 44,011 \\ \hline\end{array}$ | 227 956 | ............... | ............... | $\cdots$ | ............. 60 | 1,680 | …"7700 | 3 | 89 | 27 |
|  | 116 | 52,978 | 1,183 | ............. | ...... ........ | .......... | 60 | 1,080 | 174 | 3 | 89 | 27. |
| PORT OFSHIPPEGAN. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom <br> Newfoundland <br> Prince Edward Island <br> United States <br> Portagal <br> Italy <br> Total | 213511 | 327 | 245123377 | ...... | .............. |  |  |  |  |  |  |  |
|  |  | ${ }^{62}$ |  | .............. | .............. | ........... |  |  |  |  |  |  |
|  |  | 122 329 |  | .............. | ............. | .......... |  |  |  |  |  |  |
|  |  | 119 |  | ................. | ...... | .............. |  |  |  |  |  |  |
|  |  | 93 |  | .............. | .... ..... | ..... ..... |  |  |  |  |  |  |
|  | 13 | 1,052 | 78 | .............. | .............. | ............ | .... |  |  |  |  |  |
| PORTOFST. ANDREWS. |  |  |  |  |  |  |  |  |  |  |  |  |
| United Kingdom United States $\qquad$ | $\begin{aligned} & 1 \\ & 98 \end{aligned}$ | $\begin{array}{r} 512 \\ 6,290 \end{array}$ | $\begin{array}{r} 10 \\ 378 \end{array}$ | …. | … 1.1 .283 | ……...\| | .............. ${ }^{2}$ | …… $12 . .$. |  |  | \|........... | ......... |
| Total | 99 | 6,802 | 388 | 17 | 1,283 | 60 | 2 | 129 | $\uparrow$ | 5 | 586 | 28 |



No. 19.-STATEMENT (by Provinces) of the Number and Tonnage of Vessels which arrived at, and departed from, the undermentioned Ports in the Dominion of Canada (Seaward), during the Fiscal Year ending on 30th June, 1869, distinguishing the Countries to which they belong.


## PROVINCE OF QUEEEC.



## PORTOFMONTREAL.

| British..... ... .................. | 242 | 162,031 | British. .... ...................... | 281 | 168,893 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| United States.. ................. | 3 | 1,279 | United States................... | 3 | 1,279 |
| French........................... | 2 | 1,079 | Norwegian ......................) | 4 | 1,295 |
| Norwegien ...................... | 7 | 2,502 | Prassian ...... ................... | 2 | 549 |
| Prassian ......................... | 2 | 549 | Portaguese.. ........ ......... | 1 | 180 |
| Portugrese ........ .............. | 1 | 186 | Danish............................ | 1 | 200 |
| Danish ...... ........ ...... ..... | 1 | 200 | Other................... .......... | 2 | 785 |
| Holland........................... | 1 | 213 |  |  |  |
| Other..................... ......... | 2 | 785 |  |  |  |
| Total . | 261 | 168,824 | Total ................ | 294 | 173,181 |

PORT OF NEWCARLISLE.

| British $\qquad$ <br> Total $\qquad$ | 54 | 7,452 | British............................ | 61 | 8,083 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 54 | 7,452 | Total ................ | 61 | 8,083 |

No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, \&c., (Seaward).-Province of Qurbec.-Concluded.


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

## PROVINCE OF NOVA SCOTIA

## PORTOFADVOCATE HARBOR.



PORT OF BARRINGTON.

| British .......... ............. | 50 | 2,963 259 | British $\qquad$ <br> Total $\qquad$ | 18 | 1,264 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total. | 55 | 3,222 |  | 18 | 1,264 |

PORTOF BRAR RIVRR.


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

PORT OF BEAVER RIVER.

| Argiyed. |  |  | Depamted. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Under what Colours. | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| tish | 4 | 264 | British .......................... | 7 | 462 |

PORTOF BELIVEAU'S COVE.


PORTOFBRIDGETOWN.

| British ......................... | 10 | 773 | Britiah ............................ | 6 | 521 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PORT OFCANADA CREEK. |  |  |  |  |  |
| British ............ ........ ...... | 52 | 5,074 | British ........................... | 53 | 4,934 |
| PORT OF CAPE CANSO. |  |  |  |  |  |
| British ........................... | 16 | 915 | Britibh ........................... | 10 | 840 |
| PORTOFCHESTER. |  |  |  |  |  |
| British ........................ | 8 | 386 | British .......................... | 8 | 386 |
| PORTOT CHEV'ERIE. |  |  |  |  |  |
| Britigh .......... .............. | 50 | 5,087 | British ........................... | 49 | 5,000 |

PORTOF CLEMENTSPORT.


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


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

| PORT OF HALIFAX. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Armivep. |  |  | DIPARTED. |  |  |
| Under what Colours. | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British $\qquad$ <br> United States $\qquad$ <br> French <br> Prusbian $\qquad$ <br> Netherlands. $\qquad$ <br> Spanish $\qquad$ $\qquad$ | 1,052 | 211,682 | British .................. | 837 | 175,355 |
|  | 224 | 70,754 | United States ............ | 110 | 64,860 |
|  | 5 | ${ }^{653}$ | French .................. | 5 | ${ }^{677}$ |
|  | 2 | 1,469 | Prussian ..... ............ | 1 | 392 775 |
|  | 5 | 1,921 | Spanish....................... | 1 | 155 |
|  |  |  | Portuguess ............. | 1 | 234 |
| Total. .................. | 1,292 | 288,682 | Total. | 956 | 242,448 |
| PORT OFHANTSPORT. |  |  |  |  |  |
| British ..... .................... | 13 | 1,739 | British ................. | 15 | 2,352 |
| PORTOF HARBORVILLE. |  |  |  |  |  |
| British ......................... | 69 | 7,046 | British ................. | 69 | 7,074 |
| PORTOFHARBOR AU BOUCHE. |  |  |  |  |  |
| $\underbrace{\text { British ..... .............. ...... }}$ | $11\|1,014\|$ |  | British ................... | 15. | 794 |
| PORT OFHORTON. |  |  |  |  |  |
| British $\qquad$ <br> United States $\qquad$ <br> Total. $\qquad$ | 25 1 | 2,773 48 |  |  | 395 48 |
|  | 26 | 2,821 |  |  | 443 |

PORTOFJOGGINS.


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

| PORTOFLINGAN. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Arimitio. |  |  | Departmb. |  |  |
| Under what Colours. | No. of Vessels. | Tonnage. | Under what Coloura. | No. of Veseels. | Tonnage. |
| British United States................... <br> Total. $\qquad$ | 97 12 | 13,249 3,435 | British United States ........................... | 120 12 | 16,155 3,435 |
|  | 109 | 18,684 | Total. ................. | 132 | 19,590 |
| PORT OFLITTEE BRAS D'OR. |  |  |  |  |  |
|  |  |  | British ......................... | 16 | 285 |
| PORTOF LITTLE RIVER (BAYEIELD.) |  |  |  |  |  |
|  |  |  |  |  | 3,160 |
| PORT OF LIVERPOOL. |  |  |  |  |  |
| British $\qquad$ United States $\qquad$ <br> Total. $\qquad$ | 142 2 | 17,742 <br> 130 | British .... ............... ...... | 145 1 | 17,957 77 |
|  |  | 17,872 | Total. ......... ........ |  | 18,034 |
| PORT OF LONDONDERRY. |  |  |  |  |  |
|  |  |  |  |  |  |
| PORTOF LOUISBURG. |  |  |  |  |  |
|  |  |  |  |  |  |
| PORT OF LUNENEURG: |  |  |  |  |  |
| British ........... | 20 | 1,878 | British ......................... |  | 1,813 |
| PORT OF MAHONE BAY. |  |  |  |  |  |
| British ........................ | 23 | 2,233 | British ......................... | 32 | 2,869 |

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

PORTOFMAITLAND.


No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, \&c., (Seaward).-Provinoe of Nova Scotis.-Gontinued.


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


PORT OF SANDYCOVE.

| British .......................... | 1 S | 2,07\% | British ......................... | 1 | 37 |
| :---: | :---: | :---: | :---: | :---: | :---: |

PORTOFST. ANNS.


PORTOFST, MARY'S RIVER.


PORTOF SHELBURNE.


PORTOFST. PETERS.


No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, \&c., (Seaward).-Province of Nova Scotia.-Continued.
FORTOFTHORNE'S COVE.

PORTOF WESTPORT.

PORTOF WEXMOUTH.

| British ................... .... | 57 | 6,414 | British | 78 | s,898 |
| :---: | :---: | :---: | :---: | :---: | :---: |

PORT OF WILMOT.
PORTOF WINDSOR.

| British .......................... United States.................. | 116 84 | 15,484 14,308 | British ${ }_{\text {United }}$ States..... ..................... | 261 88 | 34,726 15,044 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 200 | 29,792 | Total .................. | 349 | 49,770 |

PORTOFYARMOUTH.

| British $\qquad$ <br> United States $\qquad$ <br> Total $\qquad$ | 153 31 | 12,878 13,919 | British $\qquad$ <br> United States. $\qquad$ <br> Total $\qquad$ | 146 32 | 11,442 13,919 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 184 | 26,797 |  | 178 | 25,361 |

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

RECAPITULATION.

| PORTS. | VESSELS ARRIVED. |  |  |  |  |  | VESEELS DEPARTED. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | h. |  | gn |  |  |  |  |  | ign. |  |  |
|  | No. | Tons. | 0. | Tons. | No. | 8. | o. | Ton | 0. | as. | 0. | Tons. |
| Advocate |  |  |  |  |  |  |  |  |  |  |  |  |
| Harbor...... | 9 | 1,303 | - |  | 9 | 1,303 | 4 | 936 |  |  | 4 | 036 |
| Amherst........ | 20 | 2,861 |  |  | 20 | 2,861 | 11 | 2,187 |  |  | 11 | 2,1871 |
| Annapolia .... | 41. | 5,981 | - | , | 41. | 5,991 | 45 | 5,909 | . |  | 451 | 5,909 |
| Antigonish ... | 10 | 752 |  |  | 10 | 752 | 5 | 291 |  |  | 5 | 291 |
| Arichat........ | 136 | 17,842 |  |  | 136 | 17,542 | 95 | 9,028 |  |  | 95 | 9,028 |
| Baddeck....... | 50 | 2,500 | 2 | 120 | 52 | 2,620 | 51 | 2,589 | 2 | 120 | 53 | 2,709 |
| Barrington ... | 50 | 2,963 | 5 | 259 | 55 | 3,222 | 18 | 1,264 |  |  | 18 | 1,264 |
| Bear River..... | 56 | 6,983 | . |  | 50 | 6,9831 | 85 | 9,187 |  |  | 85 | 9,187 |
| Beaver River.. | 4 | 264 |  |  | 4 | $26^{41}$ | 7 | 462 |  |  | 7 | 462 |
| Eelivoau s Cve | 20 | 1,423 | . |  | 20 | 1,423: | 17 | 1,230 |  |  | 17 | 1,230 |
| Bridgetown. . | 10 | 773 | . |  | 11 | 773 | 6 | 521 . |  |  | 6 | 521 |
| Canada. Creek | 52 | 5,074 | ... |  | 52 | 5,074 | 53 | 4,934 | . |  | 531 | 4,934 |
| Canaua Creek | 16 | 915 | . |  | $16^{\prime}$ | 915 | 10 | 840 |  |  | 10 | 840 |
|  | 8 | 386 | . |  | 8 | $3 S_{6}$ | 8 | 386 |  |  | 8 | 386 |
| Chester......... | 501 | 5,087 | ..... |  | 50 | 5,057 | 49 | 5,000 |  |  | 49 | 5,000 |
| Clementsport.. | 32 | 3,513 |  |  | 32 | 3,512 | 34 | 3,520 |  |  | 34 | 3,529 |
| Cornwallis.... | 113 | 10,326 | ... |  | 113 | 10,326 | 87. | 8,154 |  |  | 87 | 8,164 |
| Cow Bay....... | 126 | 25,558 | 57 | 20,435 | 183 | 45,993 | 271 | 46,912 | 53 | 18,945 | 324 | B5,857 |
| Digby. ......... | 33 | 3,132 | 1 | 70 | 34 | 3,202 | 23 | 2,139 |  | 70 | 24 | 2,209 |
| Five Islapds... | 15 | 1,329 | . | . | 15 | 1.329 | 12 | 882 | . $\cdot$ | ....... | 12 | 882 |
| Free Pori...... | 10 | 1,009 | ... |  | 101 | 1,009 | 9 | 569 |  |  | 9 | 569 |
| French Cross.. | 39 | 3,546 |  |  | 391 | 3,546 | 39 | 3,315 |  | …… | 39 | 3,315 |
|  | 103 | 16,448 | 45 | 11,534\| | 148 | 27,982 | 173 | 26,750 |  | 14,143 | 226 | 40,893 |
| Great Bras $d^{\prime} \mathrm{O}_{\mathrm{r}}$. |  | 294 | 1 | 56 | 9 | 350 | 10 | 421 |  | 56 | 11 | 477 |
| Guysborough. | 5 | 304 | 1 | 47 | 6 | 351 | 10 | 547 |  | 47 | 11 | 594 |
| Malifax.. ...... | 1,052 | 211,682 | 240 | 77,000 | 1,292 | 288,682 | 837 | 175,355 | 119 | 67,093 | 950 | 242,448 |
| Hantsport.. ... | 13 | 1,739 |  |  | 13 | 1,739 | 15 | 2,352 |  |  | 15 | 2,352 |
|  | 69 | 7,046 | . |  | 69 | 7,046 | 69 | 7,074 |  |  | 69 | 7,074 |
| Harbor-auBouche........ | 11 | 1,014 | , |  | 11 | 1,014 | 15 | 794 |  |  | 15 | 72 |
|  | 11 | 1,014 | 1 | 48 | 11 | 1,014 | 15 |  | . $\cdot 1$ |  | 15 | 794 |
| Horton. | 25 | 2,773 | 1 | 78 | 26 | 2,821. | 8 | 395 | 1 | 48 | ${ }^{9}$ | 443 |
| Jorton, ........ | 35 | 2,513 | 60 | 7,926 | 95 | 10,439 | 43 | 3,764 | 57 | 7,579 | 100 | 11,343 |
| Lahave......... | 112 | 8,550 | 1 | 70 | 113 | 8,620 | 153 | 12,067 | 1 | 70 | 154 | 12,137 |
| Lingan......... | 97 | 13,249 | 12 | 3,435 | 109 | 16,684 | 120 | 16,155 | 12 | 3,435 | 132 | 19,590 |
| Little Bras <br> d'Or. $\qquad$ |  |  |  |  |  |  |  |  |  |  |  |  |
| Little River... | 28 | 3,020 |  |  | 25 | 3,020 | 29 | 3,160 |  |  | 29 | 3,160 |
| Liverpool.. ... | 1421 | 17,742 |  | 130 | 144 | 17,872 | 145 | 17,957 | 1 | 77 | 148 | 18,034 |
| Londonderry.. | 12 | 1,222 |  | $\cdot \cdot$ | 12 | 1,222 | 10 | 1,306 |  |  | 10 | 1,306 |
| Louisburg ..... | 1 | 53 | ...... |  | 1 | 53 |  | . | ... |  |  | 1, |
| Lunenbarg ... | 20 | 1,878 |  |  | 20 | 1,87S | 20 | 1,813 |  |  | 20 | 1,813 |
| Mahone Bay.. | 23 | 2,233 | -1.0 |  | 23 | 3,233 | 32 | 2,869 |  |  | 32 | 2,869 |
| Maitland ...... | 20 | 2,422 | .. | ........... | 20 | 2,422 | 20 | 2,486 |  |  | 20 | 2,486 |
| Margaretsville | 49 | 3,110 |  |  | 49 | 3,110 | 41 : | 2,888 |  |  | 41 | 2,883 |
| North Sydney | 252 | 30,537 | 14 | 1,788 | 266 | 32,325 | 250 | 29,055 | 15 | 1,819 | 265 | 30,874 |
| Parrsborough. | 50 | 6,247 |  |  | 50 | 6,247 | 24 ! | 3,162 |  |  | 24 | 3,162 |
| Pictou ......... | 644 | 132,025 | 22 | 9,308 | 066 | 141,333 | 685 | 134,130 | 20 | 8,161 | 705 | 142,291 |
| Port Acadie... | 88 | 6,692 | ....... | ...... | 88 | 6,692 | 90 | 6,484 | ...... |  | 90 | 6,434 |
| Port Gilbert... | 110 | 0,048 |  |  | 110 | 0,048 | 116 | 9,615 | ..... |  | 116 | 9,615 |
| Port Hawkesbury |  |  | 56 |  |  | 38,464 |  |  |  |  |  |  |
| Port Hood...... | 54 | 13,831 16 | 56 | 24,633 | 110 | 38,464 16 | 51 | 12,385 579 | 32 | 23,650 | 83 13 | 36,035 579 |
| Port La Tour. | 24 | 1,782 |  |  | 24 | 1,782 | 21 | 1,393 |  |  | 21 | 1,393 |
| Port Medvay. | 101. | 11,267 | 2 | 405 | 103 | 11,672 | 158 | 19,026 | 1 | 107 | 159 | 19,133 |
| PortMulgrave | 39 | 4,095 | 40 | 2,753 | 79 | 6,848 | 48 | 2,490 | 2 | 82 | 50 | 2,572 |

No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, \&c., (Seaward).-Province of Nova Scoxta.-Concluded.

| RECAPITULATION --Coneluded. |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PORTS. | VESSELS ARRIVED. |  |  |  |  |  | VESSELS DEPARTED. |  |  |  |  |  |
|  | British. |  | Foreign. |  | Total. |  | British. |  | Foreign. |  | Total. |  |
|  | No. | Tons. | No. | To | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Port Richmond $\qquad$ | 11 | 321 |  |  | 11 | 321 | 9 | 217 |  |  | 9 | 217 |
| Port Williams | 13 | 1,760 |  |  | 13 | 1,780 | 13 | 3,640 | ..... |  | 13 | 2,640 |
| Pubnico........ | 20 | 1,280 |  |  | 20 | 1,280 | 0 | 452 |  |  | 9 | 452 |
| Pugwash ...... | 56 | 8,386 | 11 | 4.942 | 07 | 13,328 | 56 | 8,379 | 9 | 4,059 | 65 | 12,438 |
| Ragged |  |  |  |  |  |  |  |  |  |  |  |  |
| Islands........ | 46 | 2,750 | $\cdot$ |  | 46. | 2,750 | 42 | 2,850 | ..... |  | 42 | 2,850 |
| Sandy Cove... | 18 | 2,077 | ...... |  | 18 | 2,077 | 1 | 37 | ...... | .......... | 1 | 87 |
| St. Anns ...... | 11 | 463 |  |  | 11 | 463 |  | 463 | .... |  | 11 | 483 |
| St. Marys |  |  |  |  |  |  |  |  |  |  |  |  |
| River ........ | 11 | 668 |  | , | 11 | 668 | 5 | 419 | .... |  | 5 | 419 |
| Shelburne...... | 23 | 1,761! | 1 |  | 24 | 1,813 | 32 | 4,643 |  |  | 32 | 4,643 |
| St. Peters...... |  |  |  | ${ }^{69}$ |  | 69 |  |  |  | 69 | 1 | 69 |
| Syduey......... | 29 | 3,171 | 8 | 1,965 | 37 | 5,136 | 22 | 2,515 | S | 1,965 | 30 | 4,480 |
| Tatamagouche | 14 | 618\| |  |  | 14 | 618 | 14 | 938 | .... | .......... | 14 | 938 |
| Thornes Cove | 31 | 3,269 |  |  | 31 | 3,269 | 30 | 2,128 | ..... |  | 30 | 2,128 |
| Tusket.......... | 16 | 1,270 |  |  | 16 | 1,270 | 16 | 1,331 |  | ... | 16 | 1,331 |
| Wallace ........ | 32 | 3,814 | 1 | 540 | 33 | 4,354 | 34 | 1,776 | 1 | 540 | 35 | 2,318 |
| Wostport ...... | 6 | 279 |  |  | 6 | 279 | ${ }^{6}$ | 279 |  |  | 6 | 279 |
| Weymouth..... | 57 | 6,414 | ...... |  | 571 | 6,414 | 78 | 8,898 |  |  | 78 | 8,898 |
| Wilmot......... | 15 | 1,249 |  |  | 15 | 1,249 | 15 | 1,249 |  |  | 14 | 1,249 |
| Windsor........ | 1.6 | 15,484 | 84 | 14,305 | 200 | 29,792 | 261 | 34,726 | 88 | 15,044 | 349 | 49,770 |
| Yarmouth.. ... <br> Totals..... | 1:3 | 12,878 | 31 | 13,919 | 184 | 26,797 | 146 | 11,442 | 32 | 13,919 | 178 | 25,361 |
|  |  | 684,274 | 699 | 105,812 | 5,465 | 880,08B | 4,951 | 692,403 | 511 | 181,098 | 5,462 | 873,501 |

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

PROVINCE OF NEW BRUNSWICK.


No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, \&c., (Seaward).-Prov. of New Bronswick.-Continued.

## PORTOFDOROHESTER.



PORTOF FREDERICTON.

| British ......................... | 128 | 10,040 | Eritish ......................... | 120 | 8,459 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PORT OF HARVEY. |  |  |  |  |  |
| British <br> United States <br> St.................. | 14 | 1,213 166 | British ........................ United States......... | 20 1 | 2,091 166 |
| Total. ................. | 15 | 1,379 | Total. ................. | 21 | 2,257 |

PORT OF HILLSBOROUGH.

| British ......................... | 77 17 | 10,219 2,617 | Britioh <br> United States | 83 18 | 11,586 3,012 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Total. | 94 | 12,836 | Total .................* | 101 | 14,598 |

PORTOF MONCTON.

| British .......... .. ..... ...... | 14 | 1,366 | British .......................... | 1 | 249 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PORT OF NEW BANDON. |  |  |  |  |  |
| British .......... ............. | 23 | 2,682 | British ..... .................... | 22 | 2,502 |

PORTOF NEWCASTLE.


PORT OF NORTH JOGGINS.
11 91

British

No. 19.-STATEMENT of the Number and Tonnage of Vessels whichiarrived at, and departed from, \&c., (Seavard).-Prov. of New Brunswick.-Continued.


No. 19.-STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, ${ }^{\text {to., (Seauard).-Prov. of New Brinswiok.-Concluded. }}$


## RECAPITULATION.

| PORTS. | VESSELS ARRIVED. |  |  |  |  |  | VESSELS DEPARTED. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British |  | Poreigo |  | Total. |  | British. |  | Forsign. |  | Total. |  |
|  | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Bathurst Bay Verte | ${ }^{9}$ | 5,948 2,083 | -1... | 408 | 10 33 | 6,354 2,083 | 21 | 7,035 | 1 | 08 | 22 | 7,443 1,143 |
| Buctouche | 41 | 4,572 |  |  | 41 | 4,572 | 44 | 5,045 |  |  | 44 | 1,148 |
| Campo Belio, (Wilehpool). | 3 | 519 | 1 | 4 | 4 | 613 | 5 | 278 | 1 | 84 | , | 372 |
| Caraquette..... | 14 | 841 | 1 | 828 | 15 | 1,467 | 7 | 6 |  | 626 | 8 | 82 |
| Chatham | 91 | 21,080 | 25 | 11,587 | 116 | 32,667 | 98 | 28,213 | 22 | 9,862 | 120 | 38,076 |
| Dalhousi | 18 | 8,642 | 11 | 4,849 | 29, | 13,491 | 28 | 10,785 | 10 | 5,179 | 38 | 15,964 |
| Doche | 7 | 1,376. |  |  | 7 | 1,376 | 1. | 330 |  |  | 1 | 330 |
| Frederio | 128 | 10,040 |  |  | 128 | 10,040 | 120 | 8,459 |  |  | 120 | 8;469 |
| Harvey.... | 14. | 1,213 | 1 | 166 | 15 | 1,379 | $20^{\text {a }}$ | 2,091 | 1 | 166 | 21. | 2,257 |
| Hitloborough. | 77 | 10,279 | 17 | 2,617 | $94{ }^{\prime}$ | 12,836 | 83 | 11,588 | IS | 3,012 | 101 | 14,598 |
| Moncton ...... | 14 | 1,366 | ...... |  | 14. | 1,366 | 1 | $24 \pm$ |  |  | 1 | 248 |
| New Bandon. | 23 | 2,662 |  |  | 23 | 2,662 | 22 | 2,502 |  |  | 22 | 2,502 |
| New Castle ... | 40 | 16,121 | 31 | 13,345 | 71. | 20,466 | 471 | 15,511 | 25 | 11,566 | 72 | 27,07\% |
| North Joggins | 11 | 913 | . |  | 11 | 913 | 12 | 1,041 |  |  | 12 | 1,041 |
| Richibudto | 88 | 11,983 | 25 | 0,964 | 113 | 21,947 | 107 | 16,879 | 24 | 8,861 | 131 | 1,5,740 |
| Rockland | 17 | 3,487 | ..... |  | 17 | 8,487 | 38 | 7,568 |  |  | 881 | 7366 |
| Sackville | 18 | -3,338 |  |  | 18 | 8,339 |  | 1,567 |  |  | 9 | 1,567 |
| Nhedhae. | 178 | 54,198 |  | 89 | 181 | 54,285 | 176 | 54,058 | 3 | 88 | 179 | 64,74 |
| Shippegen ... | 14 | 1,305 |  |  | 14 | 1,305 | 13 | 1,052 |  | 1..... | 13. | 1,052 |
| St. Andrews .. | 126 | 9,905 | 48 | 3,184 | 174 | 13,089 | 101 | 6,931 | 22 | 1,869 | 123 | 8,800 |
| St. Georg | 128 | 10,425 | 39 | 5,802 | 167 | 16,227 | 158 | 14,680 | 45 | 6,034 | 203 | 20,714 |
| St. Jobn........ | 1,059 | 271,668 | 364 | 230,414 | 1,423 | 502,083 | 869 | 271,686 | 332 | 210,737 | 1,201 | 482,428 |
| St. Stephens .. | 37 | 4,514 | 44 | 5,825 318 | 81 | 10,339 | 36 | 4,462 | 43 | 6,884 | 79 | 10,346 |
| West Iales..... |  |  |  | 31 | E | 318 |  |  |  | 318 | 6 | 318 |
| Totals...... | 2,1831 | 458,416 | 617 | 289,288 | 2,805 | 747,704 | 2,028 | 474,105 | 554, | 264,705 | .2,682 | 888;810 |

## R. S. M. BOUCHETTE, <br> Commissioner of Customs.

จ. 20.-SHIPS INWARDS.-Statement (by Provinces,) of the Number of Vessels entered Inwards, from Sea, at the undermentioned Ports, in the Dominion of Canada, shewing their Tonnage, Number of Men employed, and the Countries from Whence they came, during the Fiscal Year ending on 30th June, 1869.

PROVINCEOF OUEREC.



No. 20.-SHIPS INWARDS.-Statement of the Number of Vessels entered Inwards, from Sea, \&c.-Concluded.

|  | total. |  |  | great Pritain. |  | Brititab Colonien. |  | United Btates. |  | Poreigitaer Countrien |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No. | Tons. | Mo. | \%o. | Tons. | No. | Tons. | No. | Tons. | No. | Tone. |
|  |  |  |  | - 5 | 4,109 | $\begin{array}{r} 28 \\ \begin{array}{c} 38 \\ 88 \\ 10 \\ 10 \\ 47 \\ 1 \\ 3 \end{array} \end{array}$ |  |  | 2,011 | $\cdots$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | $\cdots$ |
| Sami: |  |  |  |  |  |  |  |  | ci, | 15 | 20 |
| Srateritoon ... |  |  |  |  |  |  |  |  | coin | 1 | 122 |
| Triborovgh |  |  |  | $\cdots$ | $\cdots$ | $\stackrel{.}{\square}$ | .............. |  |  | $\cdots$ | $\cdots$ |
|  |  |  |  | $\cdots$ |  |  | $\cdots$ | $\stackrel{11}{23}$ |  | ${ }^{1 \times \cdots}$ | 8,886 |
| Not Contio |  |  |  |  |  | ${ }^{-1 . .}$ | ${ }^{1}$ |  |  |  |  |
|  |  |  |  | ${ }^{23}$ | -17,883 |  |  | 18 |  | 14 | ,068 |
|  |  |  |  |  | $\begin{aligned} & 2,1006 \\ & \hline, 100 \end{aligned}$ |  |  |  |  | $\cdots$ | .. |
|  |  |  |  |  |  |  |  |  | $\xrightarrow{3,437}$ |  |  |
|  |  |  |  | iiis | ${ }^{70,3851} 8$ | ${ }^{21}$ | ${ }_{6,130}^{6,30}$ | $\begin{gathered} 102 \\ 1,1026 \\ 1,12020 \end{gathered}$ | ${ }^{381,288} 9$, | 114 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Na..........................- ${ }^{\text {a,886 }}$ |  | 74,704 | 21,04 | ${ }^{248}$ | 138,176 | 402 | ${ }^{67,528}$ | 1,978 | 48,701 | ${ }^{177}$ | 68,209 |
| R. S. M. BOUCHETTE, Commissioner of |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


No. 21.—SHIPS OUTWARDS.-Statement of the Number of Vessels entered Outwards, for Sea, \&oc.-Continued.


No.
No. 21.-SHIPS OUTWARDS.-Statement of the Number of Vessels entered Outwards, for Sea, \&c.-Cencluded.
PROVINCEOFNEW BRUNSWICK.

| PORTS. | total. |  |  | Great Britain. |  | British Colonies. |  | United States. |  | Other <br> Foreign Countries. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No. | Tons. | Men. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Bathurst.............. ......................... | 22 | 7,443 | 221 | 12 |  |  |  |  |  |  |  |
| Bay Verte Buctouehe .......................................... | 12 | 1,143 | 57 | ${ }_{3}$ | 614 | 9 | ${ }_{529}^{235}$ | 4 | 440 | 1 | 59 |
| Campo Bello, (Welchpovi)................................... | 44 6 | $\begin{array}{r}\text { 5,045 } \\ \hline 372\end{array}$ | ${ }_{61} 20$ | 14 | 3,740 | 30 | 1,305 |  | ............. |  |  |
| Caraquetto ... ................................... | 8 | 982 | 54 | $\underline{2}$ |  |  |  | 5 | 278 |  | 94 |
| Chatham ..................................... | 120 | 3s,075 | 1,036 | 72 | 35,773 | 39 | 1,468 |  |  | 1 | 76 |
| Dalhousie.................................. | 38 | 15,964 | ${ }_{4} 417$ | 34 | 15,627 | 39 2 | 1,468 132 | ${ }_{2}^{6}$ | 5205 | 3 | 314 |
| Fredericton......................................... | 120 | 330 8.459 |  |  | 330 |  | .... |  | 2 | ........ .... | ........ |
| Harvey ................................ ............. | 21 | ${ }_{2}{ }^{8,257}$ | 120 |  | 941 | ........ ... | ............. | 120 | 8,459 | .............. |  |
| Hillsborough.......................... ..... | 101 | 14,598 | 595 | 1 | ${ }_{93}$ | ….......... | ........ ..... | 18 100 | 1,316 14,505 | ............ | ..... |
| Moncton.................................... | 1 | 249 | ${ }_{8}$ | 1 |  |  | ............. |  | 14,505 |  | - |
| New Bandun.......... .................... | 23 | 2,502 | 136 |  |  |  |  | 22 |  | ............. | ......... |
| Nowcastle......... ........... .............. | 72 | 27,077 | 717 | 55 | 25,676 | \% | 431 | ${ }_{9}$ |  | - | .... |
| Kurth Joggins............................. | 12 | 1,041 | 67 | 5 | 25,676 |  | 4 | 12 | 1,041 | ........... |  |
| Richibue'0 ........................................... | 131 | 25,740 | 932 | 60 | 20,460 | 62 | 3,327 |  | 1,041 | 9 | 1,953 |
| Sackville ................................................... | 38 9 | $\begin{array}{r}7,566 \\ 1,567 \\ \hline\end{array}$ | ${ }_{64}^{262}$ | ${ }_{6}^{4}$ | 1,776 |  | . | 34 | 5,790 |  |  |
| Shediac........................................ | 179 | 34,747 | 1,384 | 21 |  | 153 | 478 45,780 | …........ | .... -...... |  |  |
|  | 13 | 1,052 | 78 | 2 | ${ }_{327}$ | ${ }_{4}$ | ${ }_{184}$ |  |  |  |  |
| St. Andrews........................... .... | 123 | 8,800 | 483 | 1 |  |  |  | 122 | ${ }_{8}^{328}$ | 2 | 212 |
| St. George................................................ | 203 | 20,714 | 982 | 10 | 4,709 | 7 | 1,233 | 182 | 14,005 |  |  |
|  | 1,201 79 |  | 12,719 367 | 346 2 | 262:297 ${ }_{631}$ | 19 3 | 4,425 | 664 | 166,338 | $1 \% 2$ | 49,363 |
| West Isles................................... | ${ }^{79}$ | 10,346 318 | $\stackrel{387}{28}$ | 2 |  | 3 | 833 | ${ }_{60} 8$ | 8,152 | 4 | ${ }^{930}$ |
| Totals. ..................... | 2,582 | 738,810 |  | 650 | 391,235 | 354 |  |  |  |  |  |
|  |  |  |  |  |  |  | 60,351 | 1,381 | 233,456 | 197 | 53,768 |
| R. S. M. BOUCHETTE, Commissioner of Customs. |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |

No. 22.-STATEMENT (By Provinges) of the Canadian \& American Tonnage, Inwards and Outwards, at the undermentioned

## PROVINCE OFCUEBC.



No. 23.-STATEMENT shewing Number and Tonnage of Vessels which Arrived at, and Departed from, the sereral Provinces in

| PROVINCRS. | VESSELS ARRIVED. |  |  |  |  |  | VESSELS DEPARted. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | British. |  | Foreiga. |  | Total. |  | British. |  | Foreign. |  | Totol. |  |
|  | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tuns. |
| Quebec $\qquad$ <br> Nova Scotia <br> New Brunswick . $\qquad$ $\qquad$ | 1,108 | 706,800 | 276 | 124,493 | 1,384 | 831,293 | 1,270 | 795,407 | 283 | 129,764 | 1,553 | 925,171 |
|  | 4,766 | 684,274 | 699 | 193,812 | 5,465 | 850,080 | 4,951 | 692,403 | 511 | 181,028 | 5,462 | 873,501 |
|  | 2,188 | 458,416 | 617 | 289,288 | 2,805 | 747,704 | 2,028 | 474,105 | 554 | 264,705 | 2,552 | 738,810 |
| Total Sea going ......................Vessels employed in the Inland Trade be-tween Ontario and Quebec and theUnited States ............................... | 8,082 | 1,849,490 | 1,592 | 609,593 | 9,654 | 2,459,083 | 8,248 | 1,961,915 | 1,348 | 575,567 | 9,597 | 2,537,482 |
|  | 11,565 | 1,805,796 | 5,423 | 969,040 | 16,988 | 2,774,836 | 11,402 | 1,771,071 | 5,659 | 818,572 | 17,061 | 2,689,643 |
| Total............................... | 19,627 $3,655,286$ |  | 7,015 | 1,578,633 | 26,642 | 5,233,910 | 19,651 | 3,732,986 | 7,007 | 1,494,139 | 26,658 | 5,227,125 |
| R. S. M. |  |  |  |  |  |  |  |  |  |  |  |  |

No. 24.-STATEMENT (by Provinces) shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, at the undermentioned Ports in the Dominion of Canada, during the Fiscal Year ending on 30th June, 1869.

PROVINCE OF QUEBEC.


No. 24.-STATEMENT shewing the Number and Tonnage of Steamers and Sailing Vessels built and those registered, \&c.-Concluded.

PROVINCE OF NOVA SCOTIA.

No. 25.-STATEMENT showing the Number and Tonnage of Steamers and Sailing Vessels Built and those Registered in the
several Provinces of the Dominion of Canada, during the Fiscal Ycar euding 30th June, 1869.


# TRADE AND NAVIGATION <br> OF THE <br> PROVINCIAL CANALS <br> or 

## CANADA,

FOR THE FISCAL YEAR ENDED 80TH JUNE, 1869.
No. 1.-GENERAL STATEMENT shewing the Quantity of each Article transported on the Welland Cana!, during the Fiscal


No. 1.-GENERAL STATEMENT shewing the Quantity of each Article transported on the Welland Canal, \&c.-Concluded.

| ARTICLTS. | TOTALTONS. | From Canadian <br> to <br> Canadian Ports. |  | From Canadian <br> to <br> American Ports. |  | From American <br> to <br> Canadian Ports. |  | From American <br> to <br> American Ports. |  | TOTALS. |  | AMOUNT <br> OV TOLLS. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Op. | Down. |  |
|  |  |  |  |  |  |  |  |  |  |  |  | \$ cts. |
| Totala broujhe ovar............. | 573,867 | 6,315 | 19,059 | 38,771 | 5,105 | 5,355 | 104,279 | 258,792 | 136,191 | 309,233 | 264,634 | 104,434 28 |
| Stone.a..................................... | 4,404 | 467 | 117 | 52 | ......... | .... .'. ${ }^{\text {c. }}$ | 3,197 | 71 | 500 | 590 | 3,814 | 92462 |
| Sugar .....................................\| | 6,044 | 494 | ............... | 15 | ... ..... | .......... | ............... | 5,533 | 2 | 6,042 | 2 | 1,765 63 3 |
| Tallow .................................. | 15 | ............ | 2 |  |  | .......... | 2 | ${ }^{9}$ | 2 | -989 |  | 377 |
| Tin and Steel ............. ........... | 1,828 | 17 | - | $\cdots$ | .......... | ... ...... | ....... ..... | 1,811 |  | 1,828 | ...... | 54782 |
| Tobacco-Unmanufactured .. ...... | 67 | 4 |  | .... | . |  | ....... ...... | 38 | 25 | 42 | 25 | 1676 |
| Turpentine...... .......................... | 6 | 2 | .......... | ....... |  | ....... | .... | 4 | ....... | 6 | ......... | 180 |
| Wheat .................................... | 313, 2.25 | 2,987 | 14,072 | 259 | 3,310 | 484 | 81,628 | 5 | 211,080 | 3,735 | 310,090 | 61,12935 |
| Whiskey, other Spirits and Wines | 534 | 131 | 1 | 21 | 1 | .......... | ............ | 200 | 180 | 352 | 182 | 14586 |
| White Lead and Paints.............. | 751 | 12 |  | ..... | .......... | .. | ...... ..... | 740 | 2 | 752 | 2 | 22452 |
| Window Glass. | 268 | 58 |  | 52 | , |  | ...... | 158 | .... ....1 | 268 | .......... | 6306 |
| Wool ..................................... | 836 | 24 | 32 |  |  |  | 5 | 0 | 819 | 30 | 856 | 25965 |
| All Agricultural Products not | 21,959 | 73 | 4,693 | 454 | 2,327 | 2 | 2,502 | 77 | 11,826 | 606 | 21,353 | 5,474 63 |
| All other Merchandize do .......... | 11,193 | 891 | 63 | 221 |  |  | 32 | 0,540 | 451 | 10,652 | 546 | 6,497 84 |
| Burrels-Empty................. .... | $16 i$ | 2 | 129 | ........ |  |  | ......... | 22 | 8 | 24 | 137 | 1046 |
| Buat Knees ............................. |  |  | ............... |  |  |  |  |  |  | ...... ...... | ……....... | - 3 ........ |
| Floats........... ........................... | 2,300 | 120 | ! 2,180 | ............ | ............ | .............. |  |  | - 5 - $+4+4+$ + +8 | 120 | 2,180 | 2331 |
| Firewood............. ................... | 110,624 | 120 | 97,038 | ............ | 13,453 | ............ | 18 | .......... | ............... | 120 | 110,504 | 4,42506 |
| Mahogany.....................per ton | 31 |  |  | ........... |  |  |  | 31 | ...... | 31 | ,.............. | 930 |
| Masts and Spars, in vessels.. ....... | 199 | 6 | 103 | - | ........... |  |  | * ........ | .... | , 6 | $193$ | 3100 |
| Do in raft |  | - © |  |  | ........... |  | .............. |  |  | ............. | ............... |  |
| Railwav Ties...... in in vessels........ | 764 | .......... | 495 | ............ | 269 | ............ | . ....... ....... | ........ | ............ | ............ | 764 | $\begin{array}{r}5123 \\ \hline 0980\end{array}$ |
| Do ....... in raft | 824 |  | 43 | ............. | $581$ | ............ |  |  | ...... ...... | ............ | 824 | 10990 |
| $\left.\begin{array}{l}\text { Sawed stuff, Board, Plank, Scant- } \\ \text { ling end Sawed Timber, per }\end{array}\right\}$ |  |  |  |  | $10,588$ |  | 254 | 28 | $\bullet 44,544$ | 3,012 | 57,973 | 10,914 39 |
| ling end Sapred Timber, per M, board ineasure, in vessels.. <br> Do do in raft......... |  | 1,177 | 2,787 7 | $1,805$ | $10, \div 88$ |  |  |  | 44,044 | 3,012 | \% 7 | 10,314 236 |




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No. 2.-GENERAL STATEMENT shewing the Quantity of each Article transported, \&c.-Continued.




No. 8.-GENERAL STATEMENT shewing the Quantity of each Article transported on the Chambly Canal, \&c.-Concluded.




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No. 4.-GNENERAL STATEMENT shewing the Quantity of each Article transported, \&c.-Continued.




No. 5.-GENERAL STATEMENT shewing the Quantity of each Article transported, \&c.-Concluded.




No. 6.-GENERAL STATEMENT shewing the Quantity of each Article transported, \&c.-Continued.



No. 7.-SUMMARY STATEMENT of the Welland, St. Lawrence and Chambly and St. Ann's Lock, shewing the Total Quantity of each description of during the Fiscal Year ended 30th June, 1869, -and the Amount of Revenue


Canals and St. Ours Lock, and Burlington Bay, Ottawa and Rideau Canals property passing on and through the same, and the Amount of Tolls collested collected thereon.


No. 7.-SUMMARY STATEMENT of the Welland, St. Larrence and Chambly St. Ann's

| ARTICLES. | Wolland Canal. |  | St. Lawrence Canal. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Tons. | Tolls. | Tons. | Tolls. |
| MANUFACTURES.-Contünucd. |  | \$ cts. |  | \$ ota. |
| Brought over........................ | 9,663 | 1,746 32 | 13,395 | 1,181 49 |
| Empty Barrels......................................... | 161 | 1046 | 2,042 | 11329 |
| Earthen, Stonf and Glassware...................... | 1,560 | 44678 | 2,652 | 52338 |
| Railway Iron.......................... ग............... | 68,004 | 13,61290 | 1;851 | 271. 91 |
| Scrap, Pig and Broken Castings................... | 6,976 | 1,346 36 | 38,483 | 5,008 02 |
| Spikes, Nails, Tin and Steel......................... | 3,451 | 92772 | 4,784 | 88395 |
| Stoves and Castings............ ...................... | 2,476 | 61021 | 1,686 | 21520 |
| Iron, not elsewhere described........................ | 7,472 | 1,828 20 | 9,901 | 1,740 65 |
| Iron Safes ................................................ |  |  |  |  |
| Oils.... ............. ..................................... | 2,442 | 60647 | 1,978 | 29274 |
| Oil Cake and Oil Meal................................. |  |  | 3 | 030 |
| Salt...................................................... | 91,575 | 18,215 56 | 15,749 | 1,893 13 |
| Sugar and Molasses .............................. ... | 7,952 | 2,330 83 | 0,139 | 1,052 24 |
| Vehicles and Agricultural Implements.............\| | 704 | 20996 | 288 | 2822 |
| Window Glass .......................................... | 288 | 6306 | ' 1,195 | 19645 |
| Total Manufactures MERCHANDISE. | 202,764 | 41,954 83 | 103,146 | 13,405 97 |
| Coffee ................................. ................... | 173 | 5190 | 1 | 008 |
| Coal,....................................................... | 103,126 | 19,437 37 | 26,067 | 1,365 10 |
| Fish......................... ............................. | 3,084 | 71721 | 2,441 | 20636 |
| Furniture and Baggage............................... | 2,209 | 65382 | 2,047 | 36178 |
| Gypsum .................................................. | 2,063 | 21603 | 986 | 4758 |
| Marble, Slate and Stone.............................. | 7,373 | 1,662 24 | 2,609 | 30489 |
| Ores (all kinds)......................................... | 58,784 | 3,496 97 | 3,581 | 53165 |
| Rags, Junk and Oakum........ ..................... | ${ }^{482}$ | 718933 | ${ }^{811}$ | $\begin{array}{r}83 \\ \hline 82 \\ \hline\end{array}$ |
| All other Merchandise not elsewhere described... | 23,234 | 7,882 43 | 15,167 | 2,859 58 |
| Total Merohandise | 200,528 | 34,236 90 | 53,710 | 5,760 32 |
| Grand Total-(Tonnage of Vessels and Passengers not included) | 1,194,750 |  | 860,368 |  |
| Grand Total Tolls Collected. |  | 237,301 35 | ............ | 63,714 63 |

Note.-For Free Goods, not included in this Table, see Nos. 1, 2 and 6.

Canals and St. Ours Locks, and Burlington Bay, Ottarfa and Rideau Canals and Locks, \&c.-Concluded.

| Chambly St. Ours | Canal and Locks. | Burlington Ray Canal. |  | St. Ann's Lock Camal. |  | Ottawa and Rideau Canals and their Locks. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
|  | \$ cts. |  | \$ cts. |  | \$ ots. |  | \$ cts. |
| 2,552 | 24614 | 2,618 | 19540 | 1,936 | 8010 | 3,372 | 14595 |
| 155 | 1455 | 30 | 155 | 136 | 1356 | 141 | 2583 |
| 56 | 670 | 562 | 5620 | 345 | 1725 | 537 | 3507 |
| 100 | 1000 | 115 | 690 | 50 | 150 | 122 | 325 |
| 584 | 4305 | 5,666 | 33994 | 1,294 | 3882 | 1,724 | 4828 |
| 4 | 020 | 1,564 | 13676 | 533 | 2665 | 1,015 | 5465 |
| 1 | 015 | 722 | 5776 | 274 | 1370 | 375 | 1880 |
| 59 | 295 | 3,228 | 25832 | 1,101 | 8505 | 1,827 | 9880 |
| 73 | 1025 | 363 | 2904 | 259 | 1795 | 301 | 2215 |
| .......... |  |  |  |  |  | 3 | 015 |
| 1,387 | 13017 | 1,924 | 11544 | 2,306 | 6918 | 4,972 | 12626 |
| 7,115 | 1,060 37 | 2,094 | 20940 | 1,319 | 6595 | 1,962 | 12672 |
| 5 | 075 | 57 | $570^{\circ}$ | 97 | 485 | 147 | 1159 |
| ...... ... .... |  | 287 | 2298 | 441 | 2205 | 389 | 1990 |
| 12,091 | 1,525 28 | 19,231 | 1.43537 | 10,191 | 42681 | 16,877 | 73738 |
| 38 | 571 | 78 | 732 |  |  |  |  |
| 42,176 | 4,081 80 | 23,454 | 1,407 24 | 3,861 | 11583 | 6,213 | 16699 |
| \% | 025 | 166 | 1328 | 975 | 4875 | 1,532 | 6755 |
| 19 | 243 | 332 | 3320 | 240 | 1200 | 170 | 1236 |
| 158 | 526 | ..... | ........ | ........ | , | 83 | 207 |
| 322 | 4448 | 272 | 2036 | 162 | 578 | 241 | 1068 |
| -6,564 | 38782 |  |  | 5 | 025 | 5,262 | 26296 |
| 35 | 529 | 16 | 128 | 33 | 165 | 48 | 150 |
| 3,095 | 62010 | 7,993 | 61476 | 8,200 | 16006 | 3,132 | 37369 |
| 54,412 | 5,153 14 | 32,306 | 2,097 44 | 8,476 | 34432 | 16,681 | 89780 |
| 400,788 |  | 121,674 | ... ....... | 376,162 | ..... ......... | 502,835 |  |
| .............. | 33,246 20 | .............. | 8,004 54 | ......... ........ | 8,034 14 | ................ | 17,255 96 |

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




No. 9.-STATEMENT of the Business of the undermentioned Provincial Canals collected during the Fiscal Year

| 4 ATICLI \% | RATES OF TOLLS. |  |  |  |  |  |  | WELLAND canal. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { rig } \\ & \text { 粡 } \\ & E \end{aligned}$ |  | $\begin{array}{r} \dot{\circ} \\ \text { 息 } \\ \hline \end{array}$ |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Tons. | Tolls. |
| CLASS No. 1. | Up ordown. | Up or | Up ordown. | Up or down. | Up or down. | Up or | Up or down. |  |  |
|  |  | down. |  |  |  |  |  |  |  |
|  | $\$$ cts. | \$ ets. | \$ ots. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | 331,487 | $\begin{array}{r} 7,10070 \\ 21,330 \quad 22 \end{array}$ |
| Steam Vessels .................per ton. | 0021 | 0 011 | 0011 | 004 | $00 \frac{1}{2}$ | 003 | 0001 |  |  |
| Sailing vessols..................... " | 0021 | 0013 | 0 012 | 004 | 006 | 003 | 0001 | 935,964 |  |
| Total Class No. 1 ................ | ...... | .... | ..... | ........ | ........ | ......... | ......... | 1,267,451 | 28,430 92 |
| CLASS No. 2. | $\begin{array}{ll}0 & 10 \\ 0 & 05\end{array}$ | $\begin{array}{lll} 0 & 10 \\ 0 & 05 \end{array}$ | $\begin{array}{ll} 0 & 05 \\ 0 & 02 \end{array}$ | $\left\lvert\, \begin{array}{cc} 0 & 20 \\ 0 & 10 \end{array}\right.$ | $\begin{array}{llll}0 & 01 \\ 0 & 01\end{array}$ | $\begin{array}{lll}0 & 10 \\ 0 & 05\end{array}$ | $\left.\begin{array}{lll} 0 & 0 & 0 \\ 0 & 0 & 1 \\ 0 & 001 \end{array} \right\rvert\,$ | 6,611 | 64866 |
|  |  |  |  |  |  |  |  |  |  |
| do under 21 yeara......" |  |  |  |  |  |  |  |  |  |
| CLASS No. ${ }^{\text {S }}$ |  |  |  |  |  |  |  |  |  |
| Barley...........................per ton. | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 20,951 | 3,745 52 |
| Bricks, Lime and Sand......... " | 020 | 015 | 010 | 035 | 000 | 0110 | $\begin{array}{ll}0 & 03 \\ 0 & 3\end{array}$ | 1,608 | 16907 |
| Cement, Clay and Water Lime " | 020 | 015 | 010 | 035 | 006 0 | 010 | $\begin{array}{ll}0 & 03 \\ 0 & 03\end{array}$ | 7,029 | 1,351 50 |
| Coal ............................... " | 020 | $\begin{array}{llll}0 & 15 \\ 0\end{array}$ | 0 | 035 0 | $\begin{array}{ll}0 & 06 \\ 0 & 06\end{array}$ | 010 | $\begin{array}{ll}0 & 03 \\ 0 & 03 \\ 0\end{array}$ | 103,126 | 19,437 <br> 23 |
| Corn ................................ " | 020 | 015 | 0 | 035 0 | 006 0 | $\begin{array}{lll}0 & 10 \\ 0 & 10\end{array}$ | $\begin{array}{ll}0 & 03 \\ 0 & 03\end{array}$ | 120,569 | $\begin{array}{r}23,93598 \\ 216 \\ \hline 03\end{array}$ |
| Gypsum ........................... " | $\begin{array}{ll}0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{lll}0 & 15 \\ 0 & 15\end{array}$ | $\begin{array}{lll}0 & 10 \\ 0 & 10\end{array}$ | 0 0 | $\begin{array}{lll}0 & 06 \\ 0 & 06\end{array}$ | $\begin{array}{ll}0 & 10 \\ 0 & 10\end{array}$ | $\begin{array}{ll}0 & 03 \\ 0 & 03\end{array}$ | 2,063 7,130 | 21603 35650 |
| Ice ................................ " | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 7,130 | 35650 |
| Iron-Hailway, Pig,Scrap,d $\}$ " broken Castings | 020 | 01.5 | 010 | 035 | 006 | 010 | 003 | 75,040 | 14,959 20 |
| Manganese Manures and Peat " | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 1,643 | 13133 |
| Ores of Copper and Lead...... " | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 3,716 | 74310 |
| Salt .................................. * | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 91,575 | 18,215 56 |
| Slate and Stone..................... " | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 3,117 | 59853 |
| Wheat ............................... " | 020 | 015 | 010 | 035 | 006 | 010 | 003 | 313,825 | 61,129 35 |
| Total Class No. 3 |  |  |  |  |  |  |  | 751,392 | 144,988 40 |
| Class No. 4. |  |  |  |  |  |  |  |  |  |
| Apples, Onions, \& Vegetables..p ton. | 025 | 020 | 015 | 045 | 008 | 020 | 005 | 729 | 12786 |
| Ashes (Pot aud Pearl)........." | 025 | 020 | 015 | 045 | 008 | 020 | 005 | 384 | 5242 |
| Beef, Bacon, Hams, and Pork.. " | 025 | 020 | 015 | 045 | 008 | 020 | 065 | 2,126 | 53011 |
| Bones, Horns, and Moofs ...... "\% | 025 | 020 | 015 | 045 | 008 | 020 | 005 |  |  |
| Bran and Ship Stuff............. " | 025 | 020 | 015 | 045 | 008 | 020 | $\begin{array}{ll}0 & 05 \\ 0 & 05\end{array}$ | 1,084 | 18501 |
| Broom Corn and Pressed Hay "f | 025 0 | 020 | 015 | 045 | 008 | 020 | $\begin{array}{lll}0 & 05 \\ 0 & 05 \\ 0\end{array}$ | 218 | 2701 |
| Cattle, Sheep and Hogs......... "f | ${ }_{0}^{0} 25$ | 020 | $\begin{array}{ll}0 & 15 \\ 0\end{array}$ | 045 | 008 | 020 | 0 05 <br> 0 05 | 140 | 328 989 |
| Cotton (raw) ............... ..... "f | $\begin{array}{ll}0 & 25 \\ 0 & 25\end{array}$ | 0 0 0 0 | $\begin{array}{lll}0 & 15 \\ 0 & 15\end{array}$ | $\begin{array}{ll}0 & 45 \\ 0 & 45\end{array}$ | O 008 | $\begin{array}{ll}0 & 28 \\ 0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{ll}0 & 05 \\ 0 & 05 \\ 0\end{array}$ | 39 3,084 | 979 71721 |
| Fish........................ ...... | $\begin{array}{ll}0 & 25 \\ 0 & 25\end{array}$ | $\begin{array}{ll}0 \\ 0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{lll}0 & 15 \\ 0 & 15\end{array}$ | $\begin{array}{ll}0 & 45 \\ 0 & 45 \\ 0\end{array}$ | 0 08 | $\begin{array}{ll}0 & 20 \\ 0 & 20\end{array}$ | 0 05 <br> 0 05 | 3,084 | 71721 11893 |
| Flax, Junk, and Rags........... "، | $\begin{array}{lll}0 & 25 \\ 0 & 25\end{array}$ | $\begin{array}{ll}0 \\ 0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{lll}0 & 15 \\ 0 & 15\end{array}$ | 0 0 0 0 | $\begin{array}{lll}0 & 08 \\ 0 & 08\end{array}$ | $\begin{array}{ll}0 & 20 \\ 0 & 20\end{array}$ | 0 05 <br> 0 05 | 482 45,674 | 11893 8,68801 |
| Flour ............................. " | 0 0 25 | $\begin{array}{ll}0 \\ 0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{ll}0 & 15 \\ 0 & 15\end{array}$ | 045 0 0 | $\begin{array}{ll}0 & 08 \\ 0 & 08\end{array}$ | - 420 | $\begin{array}{ll}0 & 0 \\ 0 & 05 \\ 0 & 05 \\ 0\end{array}$ | 45,674 268 | 8,688 63 06 |
| Glass (window) ...................................... | 025 0 0 | $\begin{array}{ll}0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{ll}0 & 15 \\ 0 & 15\end{array}$ | 045 0 0 | $\begin{array}{ll}0 & 08 \\ 0 & 08\end{array}$ | $\begin{array}{ll}0 & 20 \\ 0 & 20\end{array}$ | $\begin{array}{lll}0 & 0 \\ 0 & 05 \\ 0 & 05 \\ 0 & \end{array}$ | 268 | 6306 4080 |
| Wrought Iron, Stoven, and Castings. $\qquad$ | 025 | 020 | 015 | 045 | 008 | 020 | 005 | 9,948 | 2,438 41 |
| Lard, Lard and other Oila, and Tallow. | 025 | 020 | 015 | 045 | 008 | 020 | 005 | 2,587 | 64281 |
| Carized over..................... |  |  |  |  |  |  |  | 66,777 | 13,645 66 |

and Locks, shewing the Net and Gross Tonnage, and also the amount of Tolls ended 30th June, 1869.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \multicolumn{2}{|l|}{ST. LAWRENCE CANALS.} \& \multicolumn{2}{|l|}{$$
\begin{gathered}
\text { CHAMBLY } \\
\text { CANAL. }
\end{gathered}
$$} \& \multicolumn{2}{|l|}{BURLINGTON bay canal.} \& \multicolumn{2}{|l|}{ST. ANN'G LOCK.} \& \multicolumn{2}{|l|}{OTTAWA \& RIDEAU CANALS.} <br>
\hline Tons. \& Tolls. \& Tons. \& Tolla. \& Tons. \& Tolls. \& Tons. \& Tolls. \& Tons. \& Tolle. <br>
\hline 204,876 \& 3, ${ }^{5} 888 \mathrm{cts} 40$ \& 29,903 \& 8
812

218
cts. \& 144,025 \& \$ ${ }^{\text {cts. }}$ \& 56,234 \& * cts. \& 43,177 \& \$ ${ }_{418}$ cts. <br>
\hline 879,774 \& 5,790111 \& 390,685 \& 4,942 14 \& 107,584 \& 27045 \& 422,928 \& 1,057 35 \& 561,911 \& 4,397 79 <br>
\hline 1,174,650 \& 8,978 51 \& 429,618 \& 5,154 27 \& 251,709 \& 63233 \& 479,162 \& 1,197 95 \& 6.6,085 \& 4,814, 16 <br>
\hline 46,754 \& 2,774 49 \& 2,14. \& 8305 \& 20,423 \& 20428 \& 22,264 \& 5568 \& 2,102 \& 5433 <br>
\hline 6,034 \& 36309 \& 8,360 \& 73435 \& 9,169 \& 55014 \& 287 \& 801 \& 12 \& 032 <br>
\hline 7,121 \& 33862 \& 2,215 \& 21439 \& 1,002 \& 6312 \& 556 \& 1688 \& 1,375 \& 3972 <br>
\hline 1,719 \& 9059 \& 292 \& 2020 \& 268 \& 1808 \& 278 \& 837 \& 632 \& 1617 <br>
\hline 26,067 \& 1,335 10 \& 42,176 \& 4,08180 \& 23,454 \& 1,407 24 \& 3,861 \& 11583 \& 6,213 \& 16699 <br>
\hline 2,946 \& 27115 \& 39 \& 261 \& 385 \& 2180 \& 301 \& 1173 \& 1,562 \& 8873 <br>
\hline 986 \& 4758 \& 158 \& 526 \& ...... \& .7...... \& .......... \& ............. \& 83 \& 207 <br>
\hline 40,333 \& 5,279 03 \& 654 \& 5303 \& 5,781 \& 34688 \& 1,344 \& 4032 \& 1,820 \& 5151 <br>
\hline 489 \& 3534 \& 2,235 \& 22350 \& 891 \& 5346 \& \& \& 510 \& 1275 <br>
\hline 3,526 \& 52890 \& 1,190 \& 11905 \& \& \& \& \& 6 \& 016 <br>
\hline 15,749 \& 1,893 13 \& 1,387 \& 13017 \& 1,924 \& 11544 \& 2,306 \& 6918 \& 4,972 \& 12626 <br>
\hline 1,684 \& 17554 \& 76 \& 750 \& 70 \& 420 \& 113 \& ${ }^{3} 39$ \& 171 \& 593 <br>
\hline 32,512 \& 4,676 83 \& 145 \& 1528 \& 9,359 \& 56154 \& 762 \& 2286 \& 1,582 \& 7089 <br>
\hline $\underline{139,166}$ \& 15,086 81 \& 58,957 \& 5,616 16 \& 53,233 \& 3,103 98 \& 8,899 \& 29697 \& 18,944 \& 58150 <br>
\hline 3,827 \& 71225 \& 1,525 \& 22195 \& 5,751 \& 46008 \& 156 \& 780 \& 50 \& 420 <br>
\hline 2,591 \& 45480 \& \& \& 780 \& 6240 \& 300 \& 1500 \& 244 \& 1275 <br>
\hline 2,071 \& 35828 \& 29 \& 433 \& 663 \& 5304 \& 193 \& 965 \& 770 \& 6175 <br>
\hline 235 \& 2020 \& 251 \& 3773 \& .... \& \& 9 \& 045 \& 17 \& 085 <br>
\hline 248 \& 2580 \& 33 \& 363 \& \& \& \& \& 22 \& 110 <br>
\hline 1,135 \& 11305 \& 749 \& 9304 \& 57 \& 456 \& 215 \& 1075 \& 311 \& 1895 <br>
\hline 2,077 \& 20103 \& 171 \& 880 \& 22 \& 176 \& 475 \& 2375 \& 5 \& 030 <br>
\hline 2,441 \& 20036 \& 5 \& 025 \& 166 \& 1328 \& 975 \& 4875 \& 1,532 \& 6755 <br>
\hline \& 8787 \& 15 \& 175 \& 16 \& 128 \& 33 \& 165 \& 48 \& 150 <br>
\hline 4), 225 \& 6,471 74 \& 564 \& 6333 \& 15,185 \& 1,21480 \& 2,294 \& 11470 \& 1,872 \& 9865 <br>
\hline 1,195 \& 19845 \& \& \& 237 \& 2296 \& 44 \& 2205 \& 389 \& 1890 <br>
\hline 280 \& 3200 \& \& 010 \& 31 \& 248 \& 165 \& 825 \& 8 \& 070 <br>
\hline 11,587 \& 1,955 85 \& 60 \& 310 \& 8,951 \& 31608 \& 1.375 \& 0875 \& 2,202 \& 11860 <br>
\hline 2,000 \& 29638 \& 75 \& 1030 \& 370 \& 2960 \& 862 \& 1810 \& 305 \& 2235 <br>
\hline 70,816 \& 11,14196 \& 3,478 \& 45131 \& 27,279 \& 2,182 32 \& 6,023 \& 34965 \& 7,866 \& 42915 <br>
\hline \multicolumn{10}{|c|}{5*} <br>
\hline
\end{tabular}

## No. 9.-STATEMENT of the Business of the undermentioned Provincial Canals collected during the Fiscal Year


and Locks, shewing the Net and Gross Tonnage, and also the Amount of Tolls ended 30th June, 1869,-Continued.

| ST. LAWRENCE CANAL. |  | CHAMBLY <br> CANAL. |  | BURLINGTON BAY CANAL. |  | ST. ANN'S LOCK. |  | OTTAWA \& RIDEAU CANALE. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tons. | Tolls. | Tons. | Tolls | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tells. |
| 70,816 | $11,14196$ | 3,478 | $\$ \mathrm{cts} .$ | 27,278 | ${ }_{2,182}^{\$}{ }_{32}^{\mathrm{cts} .}$ | 6,093 | $\$ 3 \mathrm{cts}$. | 7,866 | \$ ${ }_{429} \mathrm{cts}$. |
| 250 | 3755 | 324 | 2681 | 50 | 400 | 75 | 375 | 107 | 575 |
| 925 | 12935 | 245 | 3698 | 202 | 1616 | 49 | 245 | 70 | 455 |
| 3,802 | 68480 | 4 | 20 | 982 | 7856 | 415 | 2075 | 829 | 4576 |
| 186 | 1663 | 111 | 1506 | 2 | 016 | 6 | 030 | 33 | 165 |
| 204 | 4055 | 33 | 398 | 54 | 432 |  |  | 1 | 025 |
| 17,858 | 1,934 01 | 6,544 | 77772 | 29 | 232 | 2,060 | 10300 | 2,975 | 17585 |
| 24,039 | 13,962 85 | 10,740 | 1,31150 | 28,598 | 2,287 84 | 9,598 | 47990 | 11,881 | 66296 |
| 288 | 2822 | 5 | 75 | 57 | '570 | 97 | 485 | 147 | 1159 |
| 2,047 | 36178 | 19 | 243 | 332 | 3320 | 240 | 1200 | 170 | 1236 |
| 529 | 7232 | 3 | 45 | 321 | 3210 | 405 | 2025 | 584 | 3080 |
| 31 2 | 192 |  |  |  |  |  |  | 257 | 044 |
| 2,379 | 52366 |  |  | 1,406 | 14060 | 222 | 1110 | 257 | 1852 |
| 1 | 006 | 38 | 571 | 73 | 730 |  | ............. | ...... | . ..... |
| 2,652 | 52338 | 56 | 670 | 562 | 5620 | 345 | 1725 | 537 | 3507 |
| 178 | 1304 | 170 | 2546 | 56 | 560 |  |  | 24 | 150 |
| 380 | 5962 | 99 | 1358 | 243 | 2430 | 61 | 305 | 71 | 469 |
| 121 | 1323 | 79 | 1187 |  |  | 64 | 320 | 189 | 1172 |
| 9,1730 | 1,052 24 |  | 1,060 37 |  |  |  | 6595 | 2 1,962 | 012 12672 |
| 1,639 | 1,05224 12423 | 7,723 | $\begin{array}{r}1,058 \\ 258 \\ \hline\end{array}$ | 2,04 | 10940 10 | 1,39 | 165 | 1,962 71 | 1249 |
| - 982 | 21915 | 1,...... | ............ | 582 | 5820 | 118 | 590 | 186 | 889 |
| 1,134 | 25155 | .... | ........ | 265 | 2950 | 69 | 345 | 13 | 081 |
| 259 | 5334 | 02 | 949 | 163 | 1630 | 49 | 245 | 39 | 246 |
| 248 | 4864 |  |  | 19 | 190 | 10 | 050 | 18 | 113 |
| 1,404 | 22224 | 42 | 210 | 247 | 2470 | 396 | 1980 | 530 | 3707 |
| 23,409 | 3,568 96 | 9,411 | 1,397 41 | 6,523 | 65230 | 3,428 | 17140 | 4,817 | 31738 |
| 11,152 | 2,297 56 | 905 | 11725 | 5,546 | 44370 | 2,995 | 14975 | 2,383 | 34293 |
| 130 | 1448 |  |  |  |  |  | 267 | 173 | S 55 |
| 1885 2,042 | 2051 | 105 | 2083 |  |  | 3 | 15 |  |  |
|  | 11829 0 09 | 155 | 1455 | 30 | 155 | 136 | 1356 | 141 | 2583 |
| -5,312 | 069 9298 | 67 | 530 |  |  |  | 473 | 15 | 0 60 80 |
| 228,883 | 6,903 84 | 229 1,784 | 1396 3721 | - ${ }^{24}$..... |  | - 00,006 | 90908 ${ }^{4} 8$ | 12,053 169,897 | 30389 3,07115 |
| 924 | 2551 |  |  |  |  |  |  | 2,211 | 4600 |
| 237,592 | 7,176 28 | 2,340 | 9185 | 273 | 903 | 91,761 | 93017 | 184,400 | 3,456 02 |

No. 9.-STATEMENT of the Business of the undermentioned Provincial Canals collected during the Fiscal Year

| ARTICLIS. | RATES OF TOLLS LEVIED. |  |  |  |  |  |  | WELLAND CANAL. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Tons. | Tolls. |
| CLAS8 No. 7.-Continued. |  | Op or down $\$$ cts. | Up or down. $\$$ ets. | Up or down. $\$$ ets. | Up or dowa. $\$ \mathrm{cts}$. | Up or down. $\$$ cts. | Up or down. $\$ \mathrm{cts}$. | 114,211 | $\begin{array}{r} \$ \text { cts. } \\ 5,229 \quad 28 \end{array}$ |
|  |  |  |  |  |  |  |  |  |  |
| Masts and Spars, in r | 015 | 005 | 005 | 020 | 005 | 010 | 005 | 199 | 8100 |
| $\xrightarrow[\text { Do }]{ }$ |  | ${ }_{0}^{0} 10$ | 010 | 030 | 010 | 020 | 025 |  |  |
| Railrosd Ties, in vessels ............ | 0 | $\begin{array}{lll}0 & 0 & 1 \\ 0 & 01\end{array}$ | ${ }_{0} 00012$ | 00115 | $0{ }^{0} 000 \frac{1}{4}$ | 001 | $\bigcirc 002$ | 764 | 5123 |
| $\begin{gathered}\text { Do in raft.................. } \\ \text { Boards and Saved Timber, in } \\ \text { vessels..... .................................. } \\ D_{0}\end{gathered}$ |  | $\begin{array}{lll}0 & 01 \\ 0 & 15\end{array}$ | 001 | 003 | $000 \frac{1}{2}$ | 0.02 | 001 | 62460,985 | 1099010,81438 |
|  | 030 |  | 010 | 045 | 003 | 015 | 003 |  |  |
|  | 060 | 030 | 020 | 090 | 003 | 025 | 003 | 7 | 2360,54795 |
| $D_{0}$ Squars Timber, in do vessels.......................... | 300 | 100 | 100 | 400 | 025 | 075 | 025 | 43,65: |  |
| $\mathrm{D}_{0}$ in raft................. | 450 | 200 | 203 | 800 | 050 | 150 | 025 | 2,18: | 38713 <br> 328 <br> 1 |
| Waggon stuff, de., partly manufactured, Wood |  | 040 | 025 | 088 | 0 os | 040 | 010 | 787 |  |
| Standard Saw Logs ..................... | 008 | $\begin{array}{lll} 0 & 08 \\ 0 & 20 \\ 1 & 00 \end{array}$ | 005 | 016 | 002 | 008 |  | 18,018 | 78824 |
|  | $\begin{aligned} & 100 \\ & 0450 \\ & 150 \end{aligned}$ |  | $\begin{array}{ll}0 & 15 \\ 1 & 00\end{array}$ | $\begin{aligned} & 060 \\ & 065 \\ & 250 \end{aligned}$ | $\begin{array}{ll} 0 & 05 \\ 0 & 10 \\ 0 \end{array}$ | 020 <br> 1005 |  | $\begin{gathered} 0,436 \\ 2,436 \\ 5,475 \end{gathered}$ | $\begin{array}{r} 8988 \\ 1,02525 \end{array}$ |
| Do (Pipe)............ |  |  |  |  |  |  |  |  |  |
| Do (W. Indi | $\begin{aligned} & 150 \\ & 055 \end{aligned}$ | $\begin{aligned} & 100 \\ & 060 \end{aligned}$ | 025 | $\begin{aligned} & 250 \\ & 135 \end{aligned}$ | $\begin{array}{ll} 0 & 10 \\ 0 & 08 \end{array}$ |  |  | $9,348$ | 1,608 00 |
| Shingles.... | 006 | $\begin{array}{ll} 0 & 60 \\ 0 & 06 \end{array}$ | 004 | 012 | 003 | 0 0f | 001 |  | 24671 |
| Traverses .. | 050 |  | 040 | 100400 | $\begin{array}{ll} 0 & 10 \\ 0 & 50 \end{array}$ | 050 | 003 |  | 083 |
| Hop Poles ................. |  | $\begin{array}{ll}0 & 50 \\ 200\end{array}$ | 150 |  |  | $\begin{array}{lll}2 & 00 \\ 0 & 05\end{array}$ | $\begin{array}{lll} 0 & 15 \\ 0 & 05 \end{array}$ | . 80 |  |
| Iron Ore Split Posta and Fonce Rails, in vensels. $\qquad$ $\qquad$ <br> Do de <br> i........... in raft |  | 005 | 020 | 005 | 0 |  |  | 35,065 | 2,75387 |
|  | $\begin{array}{ll} 0 & 40 \\ 0 & 80 \end{array}$ | $\begin{array}{ll}0 & 40 \\ 0 & 80\end{array}$ |  | 080 | 015 | 030 | 005 | 11 | 54 |
|  |  |  | 040 | 160$\ldots . . . .$. | 030$\ldots$ | 050 | 005 |  | 075 |
| Total Class No. 7..... .......... | 080 ....... | 080 |  |  |  |  |  | 314,173 | 29,525 15 |
| Net Total Tolls <br> Timber, do., free <br> Wheat, Corn, Coal, Flour, Pease, Barley, Oats, Petroleum, Iron Ore, \&e., passed freo |  |  |  |  |  |  |  | $\left.\begin{array}{r} 1,194,750 \\ 5,109 \\ 37,152 \end{array} \right\rvert\,$ | $\begin{array}{r} 237,30135 \\ 20577 \\ 6,25768 \end{array}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Totala (Tonnago of Vessels and Passengers notincluded).......... |  |  |  |  |  |  |  | 1,237,012 | 243,764 80 |

and Locks, shewing the Net and Gross Tonnage, and also the Amount of Tolls ended 30th June, 1869.-Coneluded.

| ST. LAWRENCE CANAL. |  | CHAMDLI CANAL. |  | BURLINGTON BAY CANAL. |  | ST. ANN'S LOCK. |  | OTTAWA \& RIDEAU CANALS. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tons. | Tolls. | Tous. | Tolis. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| 237,582 | $\begin{array}{r} \$ \text { cts. } \\ 7,176 \\ 28 \end{array}$ | 2,340 | \$ ${ }_{91}$ cts. 85 | 273 | \$ $\begin{gathered}\text { cts. } \\ 803\end{gathered}$ | 91,764 | $\begin{aligned} & \text { \$ cts. } \\ & 93017 \end{aligned}$ | 184,490 | $\begin{array}{r} \$ \\ 3,45602 \end{array}$ |
| 14,644 | 36810 | 220 | 2200 | .. ..... | 1350 |  |  | 170 | 1700 |
| .......... | ..... |  | 10400 | ...... |  |  |  | 256 | 2003 |
|  | ............. | 600 |  | ........... |  |  |  |  | ............... |
| 275,137 | 7,186 36 | 303,521 | 18,262 39 | 11,002 | 19761 | 240,080 | 4:483 59 | 251,552 | 5,841 06 |
| 11,937 | 53715 <br> 17 <br> 178 | 7 52 | 0 <br> 176 <br> 1 |  |  | 3,625 | 6525 | 1,702 | 6383 |
| 809 17,818 | 1708 44220 | 52 8,081 | 176 80664 | 2,240 S, 210 | 2800 8850 | 700 | 875 | 1,120 | 2025 |
| $79 \pm$ | 19105 |  |  | 10 | 080 | 222 | 2220 | 1,023 | 9000 |
| 11,305 | 26240 |  |  |  |  | 1,225 | 7000 | 8,216 | 25399 |
| 7,800 | 32765 |  |  |  |  | 3,423 | 6845 | 6,869 | 20815 |
| 128 | 1600 |  |  | 3,024 | 3780 |  |  |  |  |
| 3,127 | 48986 | ........... |  | 6,788 | 13648 |  |  | 8 | 080 |
| 180 | 8087 | 115 | 5335 | 227 | 6939 | 136 | 1680 | 377 | 10475 |
| 11,025 | 2870 | 115 | 520 | ........... | .... ......... | 53 | 1755 | 3,525 | 12802 |
| 250 | 1100 |  |  | ........... |  |  |  | 217 | 1050 |
| 55 | 275 | 6,374 | 26377 | ........... |  | 5 | 025 | 5,256 | 26280 |
| ......... |  |  | ............. |  |  | .... | ...... |  |  |
|  |  |  |  | , | .... ....... | ........... | ............. | ..... ......... | ............. |
| 592,602 | 17,065 45 | 320,775 | 19,616 50 | 27,774 | 59011 | 350,242 | 5,682 51 | 464,810 | 10,482 70 |
| 860,368 | 63,714 63 | 400,788 | 33,246 20 | 121,673 | 8,004 54 | 376,162 | 8,034 14 | 502,835 | 17,255 96 |
| 104,634 | 18,384 62 |  | ...... .... | 7,591 | 45546 | 436 | 1308 | 1,130 | 6413 |
| 965,002 | 80,099 25 | 400,788 | 33,246 20 | 129,264 | 8,460 00 | 376,598 | 8,047 22 | 503,965 | 17,320 09 |

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

No. 10.-STATEMENT shewing the Number, National Character and Tonnage the Fiscal Year ended

| VESSELS. | TOTALS. |  | Canadian to Canadian Ports. |  |  |  | From Canadian |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Up. |  | Down. |  | Up. |  |
|  | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| WELLAND CANAL- <br> Canadian Sailing and other Vossela $\qquad$ <br> do Steamers. $\qquad$ | $\begin{array}{r} 2525 \\ 753 \end{array}$ | $\begin{gathered} 461033 \\ 86986 \end{gathered}$ | 450130 | 8173927762 | 827481 | 1229223690 | 43237 | $\begin{gathered} 99992 \\ 8302 \end{gathered}$ |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| American Sailing and other Vossels.......do | 3278 | 548019 | 550 | 109501 | 1308 | 150912 | 469 | 108294 |
|  | $\left.\begin{array}{r} 1840 \\ 951 \end{array} \right\rvert\,$ | $\begin{aligned} & 474834 \\ & 244498 \end{aligned}$ | $\left\|\begin{array}{r} 4 \\ \ldots . . . . . \end{array}\right\|$ | . 782 |  | $\begin{array}{r} 651 \\ 70 \end{array}$ | 92 | $\begin{array}{r} 22445 \\ 208 \end{array}$ |
|  | 2791 | 719432 | 4 | 782 | 8 | 721 | 93 | 22653 |
| Grand Total, Welland Canal. | 6069 | 1267451 | 584 | 110283 | 1316 | 160633 | 559 | 130301 |
|  |  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & 8948 \\ & 3050 \end{aligned}$ | $\begin{gathered} 863382 \\ 200797 \end{gathered}$ | 3998 | 387325 | 3168 | 319678 | 29 53 | $\begin{aligned} & 1179 \\ & 3744 \end{aligned}$ |
| Total Canadia | 11998 | 1159179 | 5523 | 534884 | 4573 | 453906 | 81 | 4823 |
| American Sailing and other Vessels......doSteamers ............................. | $\begin{aligned} & 178 \\ & 172 \end{aligned}$ | $\begin{array}{r} 11392 \\ 4079 \end{array}$ |  | $\begin{aligned} & 68 \\ & 20 \end{aligned}$ |  | $\begin{aligned} & 10 \\ & 10 \end{aligned}$ | 2142 | $\begin{array}{r} 1686 \\ 1189 \end{array}$ |
|  |  |  |  |  |  |  |  |  |
|  | 350 | 15471 | 3 | 38 | 2 | 20 | 63 | 2875 |
| Grand Total, St. Lawronce Canala.. | 12348 | 1174650 | 5526 | 534972 | 4575 | 453828 | 144 | 7798 |
| CHAMBLY CANAL- <br> Canadian Sailing and other Vessels $\qquad$ do Steamers $\qquad$ |  |  |  |  |  |  |  |  |
|  | $\begin{gathered} 3704 \\ 731 \end{gathered}$ | $\begin{array}{r} 327998 \\ 29943 \end{array}$ | $\begin{gathered} 255 \\ 169 \end{gathered}$ | $\begin{array}{r} 10368 \\ 9784 \end{array}$ | $\begin{aligned} & 251 \\ & 176 \end{aligned}$ | $\begin{gathered} 15029 \\ 9905 \end{gathered}$ | 1619 | $\begin{array}{r} 154681 \\ 5269 \end{array}$ |
| Total Canadian | 4435 | 357941 | 424 | 20152 | 427 | 24934 | 1816 | 159950 |
| $\underset{\text { do }}{\text { American Sailing and other Vessela....... }}$ | $\begin{array}{r} 1008 \\ 1 \end{array}$ | $\begin{array}{r} 71689 \\ 20 \end{array}$ |  | 88 |  | 135 | 500 1 | $\begin{array}{r} 35555 \\ 20 \end{array}$ |
| Total American................. <br> Grand Total, Chambly Canal. | 1010 | 71707 | 2 | 88 | 3 | 135 | 501 | 35575 |
|  | 5445 | 429648 | 426 | 20240 | 430 | 25068 | 2317 | 195525 |
| BURLINGTON BAY CANAL- |  |  |  |  |  |  |  |  |
| Canadian Sailing and other Vessels ...... <br> de Steamers. | $\begin{aligned} & 639 \\ & 803 \end{aligned}$ | $\begin{aligned} & 105271 \\ & 143953 \end{aligned}$ | $\begin{aligned} & 100 \\ & 397 \end{aligned}$ | $20456$ | $\left.\begin{array}{c} 162 \\ 401 \end{array}\right]$ | $\begin{aligned} & 26741 \\ & 71776 \end{aligned}$ | ........ | ............... |
| Total Canadian | 1442 | 249174 | 527 | 91845 | 563 | 98517 |  |  |
| American Sailing and other Vessela..... <br> do Steamers $\qquad$ | 27 2 | $\begin{array}{r} 2413 \\ 122 \end{array}$ |  |  | 1 | 104 | ........ ........... |  |
| Total American | 29 | 2535 | ...... | ......... | 1 | 104 | ...... | ......... |
| Grand Total, Burlington Bay Canal.. | 1471 | 251709 |  | 91845 |  | 98621 | ........ | ............ |

of Vessels passed on and through the undermentioned Canals and Locks during 30th June, 1869.


| VESSELS. | TOTALS. |  | Canadian to Canadian Porta. |  |  |  | From Canadian |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Up. |  | Dowu. |  | Up. |  |
|  | No. | Tons. | No. | Tons. | N0. | Tons. | No. | Tons. |
| ST. ANN'S LOCK CANAL- |  |  |  |  |  |  |  |  |
| Canadian Sailing and other Vessels...... | 5065 | $\bigcirc 08968$ | 2578 | 205054 | 1882 | 145501 | 605 | 57713 |
| Total Canadia | 6341 | 464502 | 3250 | 235517 | 2486 | 171272 | 605 | 57713 |
| Amorican Sailing and other Vessels.... | 204 | 14650 |  |  | ........ | ..... ..... |  |  |
| do Stoamers ......................... | ....... | ..... ...... | ........ |  |  | ........... |  |  |
| Total American | 204 | 14680 | ......... | ........... | ........ | ........... |  |  |
| Grand Total, St. Ann's Lock Canal.. | 6545 | 479162 | 3250 | 235517 | 2486 | 171272 | 605 | 57713 |
| OTTAWA AND RIDEAU CANALS- <br> Canadian Sailing and other Vossels...... <br> do Steamers $\qquad$ |  |  |  |  |  |  |  |  |
|  | 7441 | 548021 | 3771 | 277948 | 2919 | 199366 |  |  |
|  |  |  |  |  |  |  | . |  |
| Total Candian | 8778 | 591198 | 4505 | 301145 | 3522 | 219340 | $\ldots$ |  |
| Amorican Sailing and other Vessels......doSteamers............................ | 193 | 13890 | 100 | 7187 | ........ | ........ |  |  |
|  | ........ | ........... | ........ | ........... | ... | ....... ... | ......... |  |
| Total American.. | 193 | 13890 | 100 | 7187 | ..... | ........... | ........ | ........... |
| Grand Total, Ottawa and Rideau Canals. | 8971 | 605088 | 4605 | 308332 | 3522 | 219346 | ........ | ............ |
| RECAPITULATION. |  |  |  |  |  |  |  |  |
| Canadian Vrssmas and Steamers- |  |  |  |  |  |  |  |  |
| Welland. | 3278 | 548018 | 580 | 109501 | 1308 | 159912 | 469 | 108294 |
| St. Lawrence .......................................... | 11998 | 1159178 | 5523 | 534884 | 4573 | 453906 | 81 | 4923 |
| Cbambly......... ........ ....................... | 4435 | 357941 | 424 | 20152 | 427 | 24934 | 1816 | 159950 |
| Burlington Bay ................... ........... | 1442 | 249174 | 527 | 91845 | 563 | 98517 |  |  |
| St. Ann's Lock ................... ........ ... | 6341 | 464502 | 3250 | 235517 | 2486 | 171272 | 605 | 57713 |
| Ottawa and Rideau | 8778 | 591198 | 4505 | 301145 | 3522 | 219346 | ....... |  |
| Toial Canadian.............. | 36272 | 3370018 | 14809 | 1293044 | 12879 | 1127887 | 2971 | 330880 |
| Avertcan Vessels and Steamers- |  |  |  |  |  |  |  |  |
| Welland........................................ | 2791 | 719432 | 4 | 760 | S | 721 | 93 | 22653 |
| St. Lawrenco........ .......................... | 350 | 15471 | 3 | 45 | 2 | 20 | 63 | 2875 |
| Chambly ...... ..................................... | 1010 | 71707 | 3 | 88 | 3 | 135 | 501 | 35575 |
| Burlington Bay................................ | 29 | 2535 |  |  | 1 | 104 | ......... |  |
| St. Aun's Lock................................. | 204 | 14680 |  |  |  |  | ........ |  |
| Ottava aud Ridean........................... | 193 | 13890 | 100 | 7187 |  |  |  |  |
| Total American............... | 4577 | 837695 | 109 | 8145 | 14. | 980 | 657 | 61103 |
| Grand Total, American and Canadian. | 40349 | 4207708 | 15110 | 1318687 | 13014 | 1112018 | 3020 | 333624 |

of Vessels passed on and through the undermentioned Canals and Locks, during 30th June, 1869.-Continued.

| $\frac{$ to Americam  <br>  Ports. }{ Down. } |  | From American to Canadian Ports. |  |  |  | From American to American Ports. |  |  |  | TOTALS. |  |  |  | Amountof Tolls onVessels. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Up. |  | Down. |  | Up. |  | Down. |  | Up. |  | Down. |  |  |
| No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tous. | No. | Tons. |  |
|  |  |  |  |  |  |  |  |  |  | 2578 | 205054 | 2487 | 203214 |  |
|  | .......... |  | ......... |  | ........... |  | ..... | ...... | ........ | 672 | 3046 | 604 | 25771 | 14060 |
| $\cdots$ | .......... |  | ........ |  | .......... |  |  |  | ...... | 3250 | 235517 | 3091 | 228985 | 116130 |
|  | ....... | 102 | $73+7$ | .... |  |  | ....... | 1.02 | 731:5 | 102 | 7317 | 162 | 7313 | 3665 |
| ..... | .......... | 102 | 7347 | ..... | ........ |  |  | 102 | 7318 | 102 | 7347 | 102 | 7313 | 3665 |
| ..... | .......... | 102 | 7346 | ..... | ........... | ...... | ........ | 102 | 7318 | 3302 | 212864 | 3157 | 236298 | 119795 |
| 751 | 70707 |  |  | ..... |  |  |  |  | ......... | 3771 | 277948 | 3870 | 270073 | 429360 |
|  |  |  | ...... |  |  |  |  |  |  | \%3t. | 23107 | 605 | 19980 | 41637 |
| 751 | $7070{ }^{2}$ | ..... | -• |  |  |  |  |  | ........ | 4505 | 301145 | 4273 | 290053 | 470997 |
| 93 | 6703 |  |  |  |  | ..... |  | .... | ....... | 100 | 7187 | 93 | 6703 | 10412 |
| 93 | 6703 | ... | ....... | ..... | .... |  | ........ | .... | ....... | 100 | 7187 | 93 | 6703 | 10419 |
| 844 | 77410 | ... | ........ |  | ....... | ..... | ........ | ..... | ...... | 4605 | 308332 | 4368 | 296756 | 481416 |
| 204 | 26806 | 212 | 2725. | 495 | 113821 | 6 | 1269 | 4 | 1259 | 1267 | 246421 | 2011 | 301598 | 1104402 |
| 1247 | 117243 | 505 | 42283 | 67 | 5896 | 2 | 41 | .... |  | 6111 | 582131 | 5887 | 577048 | 8888834 |
|  |  |  |  | 1768 | 152300 | ..... |  | $\cdots$ |  | 2240 | 180102 | 2195 723 | 177839 | [ 425856 |
| 160 | 26362 | 192 | 32450 |  | ........... | ..... | ......... | ..... | ........ | 719 | 124293 | 723 | 124879 | [62607 |
|  |  | ..... |  | .. ... | ........... | .... |  |  | ....... | 3535 | 293230 | 2486 | 171272 | 116130 |
| 751 | 70707 | ..... |  |  | . |  | .... | . | .... | 4505 | 301145 | 4275 | 290053 | 470997 |
| 2362 | 241118 | 909 | 101990 | 2330 | 272425 | 8 | 1410 | 4 | 1259 | 18697 | 1727324 | 17575 | 1642689 | 3068826 |
| 214 | 8369 | 216 | 6498 | 140 | 45468 | 1072 | 324408 | 1044 | 310533 | 1385 | 354341 | 1406 | 365091 | 1738690 |
| 61 | 4364 | 31 | 1830 | 4 | 2826 | 84 | 1942 | 62 | 1526 | 181 | 6735 | 168 | 8736 | 9017 |
|  |  |  |  | 496 | 35308 | 8 | 601 | ..... |  | 511 | 36264 | 498 | 85443 | 895 71 |
| 13 | 1189 | 15 | 1242 |  |  | ... |  |  |  | 15 | 1242 | 14 | 1293 | 3626 |
|  |  | 102 | 7347 |  |  | ... |  | 102 | 7313 | 102 | 7347 | 102 | 7313 | - 3665 |
| 93 | 6703 |  |  |  |  |  |  |  |  | 100 | 7187 | 93 | 6703 | 10419 |
| 381 | 20625 | 364 | 16917 | 680 | 83602 | 1164 | 326351 | 1208 | 319372 | 2294 | 413116 | 2283 | 424579 | 1851988 |
| 3348 | 318456 | 1273 | 120907 | 3010 | 354024 | 1172 | 328371 | 1212 | 321621 | 2058 ã | 2041489 | 20264 | 2106119 | 4920814 |

R. S. M. BOUCIETTE, Commissioner of Customs.
No. 11.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through and on the undermentioned Canals, for the Fiscal Years 1866, 1867, 1868 and 1869, ended 30th June; each Year distinguishing the Up and Down Trade.

No. 11.-Continued.

No. 12.-COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals and Locks, for the Fiscal Year 1869, and the three preceding years ended 30th June

| GOODS, WARES AND MERCHANDISE. | welland canal. |  |  |  | St. Lawrence canals. |  |  |  | chambly canal. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1867. | 1868. | 1869. | 1866. | 1867. | 1868. | 1869. | 1866. | 1887. | 1868. | 1869. |
|  | $\begin{array}{r} 316 \\ 312312 \\ 98265 \\ 110204 \\ \hline 439487 \\ \hline 41594 \end{array}$ | $\begin{array}{r} 260 \\ 298225 \\ 103950 \\ 156686 \\ 341985 \\ 15158 \end{array}$ | 22227950816051817421249387327303 | $\begin{array}{r} 179 \\ 258978 \\ 202784 \\ 200528 \\ 503869 \\ 28432 \end{array}$ | $\begin{array}{r} 1732 \\ 491012 \\ 89272 \\ 8970 \\ 49460 \\ 93993 \\ 34207 \end{array}$ | $\begin{array}{r} 1796 \\ 548599 \\ 99797 \\ 51133 \\ 84330 \\ 50756 \end{array}$ | $\begin{array}{r} 2508 \\ 594426 \\ 103968 \\ 48789 \\ 81927 \\ 31328 \end{array}$ | $\begin{array}{r} 2357 \\ 590385 \\ 103146 \\ 53710 \\ 860067 \\ 24703 \end{array}$ | $\begin{array}{r} 188 \\ 247874 \\ 9432 \\ 18666 \\ 18787 \\ 25520 \end{array}$ | $\begin{array}{r} 214 \\ 351445 \\ 8176 \\ 31787 \\ 5667 \\ 13141 \end{array}$ | $\begin{array}{r} 239 \\ 376931 \\ 13545 \\ 48011 \\ 9165 \\ 9662 \end{array}$ | $\begin{array}{r} 173 \\ 315248 \\ 12091 \\ 54340 \\ 10990 \\ 7878 \end{array}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Tons <br> Passengers No. <br> Number of Vessels and Boats of all kinds. $\qquad$ $\qquad$ $\qquad$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 980178 | 918252 | 1135834 | 1184750 | 753114 | 836311 | 882846 | 860368 | 320467 | 410430 | 455553 | 400788 |
|  | 9387 | 7173 | 7536 | 6611 | 27264 | 35148 | 47348 | 48754 | 2114 | 1747 | 1969 | 2144 |
|  | 6149 | 5405 | 6157 | 6069 | 11299 | 11832 | 12509 | - 12348 | 4685 | 5228 | 5487 | 5445 |
| Total Tonnage of Vessels and Boats of all kinds............... | 1077314 | 993938 | 1240388 | 1267451 | 1047494 | 1122916 | 1176468 | 1174650 | 363170 | 418844 | 425485 | 429648 |
|  | welland canal. |  |  |  | st. lawrenoe canals. |  |  |  | Chambly canal. |  |  |  |
|  | $\begin{gathered} \text { Percentage of } \\ \text { Inerease of } 1869 \\ \text { over } 1868 \text { is } \end{gathered}$ |  | $\begin{aligned} & \text { Percentage of } \\ & \text { Increase of } 1869 \\ & \text { over } 1866 \text { is } \end{aligned}$ |  | Percentage of <br> Decrease of 1862 compared with 1868 is |  | $\begin{gathered} \text { Percentage of } \\ \text { Increase of } 1889 \\ \text { over } 1866 \text { is } \end{gathered}$ |  | Percentage of Decrease of 1869 compared with 1868 i |  | Percestage of <br> Iucrease of 1868 ovar 1860 is |  |
|  | [A] | 5.19. | 21.89. |  | 0.30 . |  | 14.24. |  | 12.03. |  | 2;.08. |  |

No. 12.-Continued.


No. 13.-STATEMENT of the Number and Tonnage of all kinds of Vessels Fiscal Year ended

going through and on the Canadian Canals, during the Season of Navigation of the 30th June 1869.

## AMERICAN.

SAILING VESSELS.

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

No. 14.-STATEMENT, in six classes, shewing the Number and average Ton Fiscal Year ended

nage of all kinds of Vessels passing through and on the Canadian Canals during the 80th June, 1869.

VESSELS DIVIDED INTO SIX CLASSES.


R. S. M. BOUCHETTE,<br>Commissioner of Customs.

No. 15.-COMPARATIVE STATEMENT shewing the Quantity of each 1869, endad 30th June each year, and

| ARTICLES. | 1868. |  | 1869. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Tons. | Tolls. | Tons. | Tolls. |
|  |  | \$ cts. |  | \$ cts. |
| Apples, Onions and other Vegetables................ | 8,059 | 1,324 97 | 12,038 | 1,537 14 |
| Ashes (Pot and Pearl)................................... | 6,020 | 80908 | 4,299 | 59737 |
| Bacon ......... ............................................ | 681 | 12198 | 417 | 6887 |
| Bark | 803 | 4158 | 436 | 2785 |
| Barley and Barley Meal. | 29,779 | 3,025 64 | 44,813 | 5,402 03 |
| Beef. ....................... | 945 | 17492 | 449 | 7618 |
| Beor, Cider and Vinegar | 2,280 | 27695 | 1,950 | 19239 |
| Bees Wax, Biscnit and Crakers....................... | 64 | 452 | 39 | 251 |
| Bran and Ship Stuff ................... ......... ..... | 599 | 10169 | 1,365 | 21653 |
| Bricks, Lime and Sand ................................ | 13,365 | 1,013 27 | 13,877 | 83960 |
| Butter ..... ............................................. | 1,862 | 10283 | 1,634 | 25797 |
| Cars and Vehieleis. ........ .......... .................. | 571 | 8984 | 405 | 61. 79 |
| Cattle......... ............................................. | 1,512 | 12824 | 1,825 | 13416 |
| Cement and Water Lime............................... | 5,639 | 93.37 | 8,983 | 1,404,56 |
| Chalk and Whiting ......... ........ ................... | 376 | 6674 | 577 | 13752 |
| Charcoal..... | 13 | 085 |  |  |
| Chbese. | 2,185 | 46973 | 2,804 | 52302 |
| Clay ............. | 1,162 | 10105 | 1,236 | 10735 |
| Clover and other Seeds | 1,782 | 39218 | 1,495 | 33198 |
| Coal. | 200,557 | 27,852 35 | 204,897 | 26,574 33 |
| Coffee.. | 215 | 5355 | 285 | 6497 |
| Copperas.. | 17 | 271 | 151 | 1039 |
| Corn and Corn Meal | 110,399 | 33,600 08 | 125,872 | 24,332 11 |
| Dye and Dye Stuffe..................................... | 430 | 8195 | 652 | 11265 |
| Fish ..................... | 7,744 | 1,029 44 | 8,203 | 1,053 40 |
| Flax and Tlax Beede.................................... | 186 | 1895 | 138 | 1600 |
| Flour:......... | 104,667 | 17,835 27 | 105,814 | 16,641 23 |
| Fumiture and Baggage | 4,755 | 91593 | 5,017 | 1,074 59 |
| Gypsam ....... | 6,615 | 53943 | 3,290 | 27004 |
| Hams ...... | 54 | 1061 | 138 | 3048 |
| Hemp ..... | 27 | 653 | 45 | 630 |
| Hides and Skins (raw) | 1,661 | 40985 | 1,122 | 23193 |
| Hogs ............. | 365 | 3829 | 402 | 3410 |
| Horns, Hoofs and Bones | 238 | 2715 | 512 | 5923 |
| Horsen.. | 1,108 | 13360 | 652 | 8439 |
| Ioe ..... ..... ... |  | . | 8,080 | 41350 |
| Iron-Bloom and Broken Castings...... ..... ..... | 50 | 485 | 24 | 260 |
| "\% Pig and Sorap........... .......... ........... | 52,850 | 6,158 03 | 54,703 | 6,820 87 |
| "f Railroad......................................... | 43,391 | 8,483 68 | 70,302 | 13,006 46 |
| "f Stoves and Castings.......................... | 5,497 | 96028 | 5,534 | 01582 |
| " Ali other Iron not elsewhere deseribed..................................... | 27,795 | 4,996 43 | 23,589 | 3,983 97 |
| Lard........... | 144 | 3371 | 131 | 3262 |
| Mohagany | 1 | 030 | 33 | 942 |
| Manganese and Manures | 3,932 | 29336 | 5,757 | 45552 |
| Manilla..... | 766 | 16781 | 1,215 | 30015 |
| Yarble | 2,949 | 62741 | 3,483 | 78399 |
| Molasses | 5,615 | 1,015 88 | 10,709 | 1,530 25 |
| Nails . | 7,422 | 1,120 90 | 7,335 | 1,128 65 |
| Oatmeal | 3,297 | 47943 | 950 | 10536 |
| Totals carried up.......................... | 670,447 | 116,076 70 | 747,483 | 112,894 94 |

Article transported on the Provincial Canals, during the Fiscal Years 1868 and the Amount of Tolls Collected thereon.

| ARTIOLES. | 1868. |  | 1860. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Tons. | Tolls. | Tons. | Tolls, |
|  |  | \$ cts. |  | \$ cta. |
| On (all kinds)........................... | 620,447 | 16,076 70. | 747,483 | 2,894 94 |
| 0il Cake and Oil Meal ........................................... | 5,613 | 1,013 94 | 5,606 | 978 69 |
| Ores (all kinds)....... ............................................. | 196 | 3216 | ${ }^{6}$ | 044 |
| Pitch, Tar and Rosin....... ...................... .... | 2,18 |  | , 18 | 4,879 65 |
| Pleughs and Agricultaral Implements........ ...... |  |  |  |  |
| Pork ..................................................... | 1,192 | 26728 | 893 | 20928 |
| Pressed Hay and Broom Cern......................... | 1,934 | 25702 | 2,679 | 84485 |
| Rags, Junk and Oakum ............................ | 890 | 13021 | 1,425 | $2149 \mathrm{~K}^{2}$ |
| Rixw Cotton .................................... | 66 | 1466 | 39 | 979 |
| Ryte and Rye Meal.. . ........... ..................... | 1,826 | 39853 | 935 | 23040 |
| Salt ....................................................... | 105,552 | 17,581 81 | 117,913 | 20,549 74 |
| Sheep | 697 | 7233 | 737 | 70 6E. |
| 8hip Stores .... . .................................... .... | 19 | 119 | 82 | $\square_{5} 12$ |
| Slate :-.... | 538 | 5543 | 298 | 23187 |
| Sodg Ash ..... ............ ...... .................. | 1,837 | 42601 | 2,866 | 62830 |
| Spikes ........................ ........ ................... | 121 | 2321 | 320 | 0142 |
| Stone, Earthen and Glasswere........ ................ | 6,419 | 1,211 23 | 5,712 | 1,089 38. |
| Stone......... ............................................. | 7,077 | 1,208 96 | 7,192 | 1,241 14: |
| Brgar .................................... ........... ..... | 24,765 | 4,311 03 | 18,872 | 3,317 43 |
| Tallow....................... ................ ........... | 170 | 3434 | 51 | 835 |
| Tin and Steel ...... .................................... | 3,915 | 86477 | 3,696 | 839 985 |
| Tobacco .................................................. | 438 | 7957 | 359 | 6584 |
| Turpentine............................ ........... ........ | 1,123 | 14543 ' | 1,170 | 12874 |
| Wheat ....................................................\| | 304,896 | 56,534 16 | 358,185 | 66,460 75. |
| Whiskey, other Spirits and Wines..... ............. | 3,808 | 59898 | 3,153 | 45175 |
| Write Lead and Paints........... ..................... | 1,392 | 29732 | 1,326 | 30858. |
| Window Glass................... ... . .............. ..... | 2,313 | 29290 | 2,580 | 32442 |
| Wool ................. ............... ................... | 542 | 13374 | 1,148 | 28035 |
| All Agricaltural Products not elsewhere desoribed. | 65,993 | 10,027 48 | 51,637 | 8,512 05 |
| All Goods and Merchandise do do ... | 33,426 | 0,502 50 | 34,165 | 9,849 01 |
| Timber, \&c. |  |  |  |  |
| Barrel Hoops ........... ............................... | 2,905 | 65720 |  |  |
| Hoards (all kinds) and Sawed Lamber ............. | 1,117,100 | 47,770 55 | 1,188,864 | 46,954 53 i |
| Boat Knees ............................................... | 671 | 3940 | 117 | 659 |
| Bropty Barrels ................ ......... ................ | 2,551 | 18780 | 2,065 | 18424 |
| \#1irewood .................................... ............ | 584,614 | 15,996 64 | 605,472 | 15,924 96 |
| Saw Logs ................................................ | 60,213 | 2,373 41 | 38,758 | 1,375 8 年 |
| Shingles ................... ........................... ... | 5,357 | 73196 | 251 | 6986 |
| Staves (all kinds)............. ......................... | 62,006 | 5,517 10 | 48,426 | 3,988 76 |
| Tlmber and Wooden Articles.......................... | 1. 249,704 | 14,485 83 | 130,513 | 11,098 03 |
| Grand Totals (Tonnage of Versels and Passengers not included). | 3,487,116 | 312,792 93 | 3,456,577 | 314,578 ${ }^{\text {a }}$ |
| Passengers-Total Number..... ............ ..... | 102;064 | 4,028 80 | 100,303 | 3,770 47\% |
| Vessels-Total Tonnage ........ ..... .............. | 4,186,010 | 48,954 59 | 4,202,708 | 40,20 14 |
| Total Tolls Colleated $\qquad$ Refunded and Free $\qquad$ |  | $\begin{array}{r} 365,77632 \\ 14,43158 \end{array}$ | .............. | $\begin{array}{r} 367,55 \mathrm{~K} \\ 6,25 \mathrm{~K} \\ 68 \end{array}$ |
| Grand Total Tolls,......... ........... |  | 380,207 90 | .... | 373,844 50 |
| R. S. M. BOUCHETTE, |  |  |  |  |
| Commizsioner of Customi. |  |  |  |  |

No. 16.-AN ACCOUNT of the Gross and Net Revenue derived from Canal Tolls for the Fiscal Year endod 30th June,

|  | Years. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1864. | 1865. | 1866. | 1867. | 1868. | 1860. |
| Gross Amount of Tolls....................................................... Refunded and Free.................... .................. ..................... | $\$$ cte. <br> 358,881  <br> 86  | $\begin{array}{r}\$ 8 \\ \text { cts. } \\ 282,757 \\ 12 \\ 1,723 \\ \hline\end{array}$ | $\begin{array}{r}\text { \$ cts. } \\ \text { 318,954 } 74 \\ 14,002 \\ \hline 18\end{array}$ | $\begin{array}{r}\$ 8 \\ \hline \mathbf{c t s} \\ \mathbf{3 3 6 , 2 0 5} \\ \hline 167 \\ 16,562 \\ \hline\end{array}$ | $\begin{array}{r}8 \text { cta } \\ 380,207 \\ \hline 14,431 \\ \hline 88\end{array}$ | $\begin{array}{rr} \$ \quad \text { cts. } \\ 390,482 & 10 \\ 22,925 & 28 \end{array}$ |
| Net Tolls colleoted.............................................................................................................. | 358,89156 121,040 | $\begin{array}{r}281,034 \\ \hline 88858 \\ \hline 8\end{array}$ | 304,35221 <br> 129,537 <br> 1 | 319,643 <br> 130,885 | 365,77632 <br> 125,297 | 367,556 82 <br> 138,441 90 |
| Net Revenue trom Tolls (Incidental Exp. and Repairs not deducted). | 237,815 02 | 182,175 64 | 174,814 90 | 188,658 62 | 240,478 35 | 229,114 92 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

No. 17.-AN ACCOUNT of Gross Revenue derived from Canal Tolls, during the Fiscal Year ended 30th June, 1869.


No. 18.-AN ACCOUNT of the Gross Amount of Tolls, as under the Tariff, and Net Revenue derived from all sources from the Canals of Canada, for the Fiscal Year ended 30th June, 1869.


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$$
\begin{aligned}
& \text { Province of Quebec . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . } 352 \text { to } 351 \\
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\end{aligned}
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[^0]To His Extellency the Right Honorable Sir Joun Youna, K.G.C., G.C.M.G., Governor General of Canada, \&ec., \&c., \&c.

## May it pledse Yotar Exceitency:

The undersigued has the honor to present to Your Excellency the Returns of the Inland Reivenue Department of the Dominion of Canada, for the Fiscal Year ending 30th June, 1869, as submitted by the Commissioner of Inland Revenue.

All of which is respectfully submitted,

> ALEXANDER MORRIS, Minister of Inland Revenue.

Ottawa, 28th February, 1870.

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| EX-WAREHOUSE FOR EXCISE DUTY. |  |  | EX.WAREHOUSE FOR EXPORTATION. |  | REMAINING IN WAREHOUSE. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Spirite at 60 and 63 cts. per gallon. | $\left\|\begin{array}{c} \text { Malt Liquor at } \\ 3 \text { and } 3 t \\ \text { cts. per gallon. } \end{array}\right\|$ | DUTY. | Spirits at 60 and 63 ots. per gallon. | Malt Liquor at 3 and 34 cts. per gailon. | Spirits at 63 cts. per gallon. | Malt Liquor at 3 cts. per galion. |
| Gallons. | Gallons. | \$ cts. | Gallons. | Gallons. | Guthons. | Gallons. |
| 2,335,214 | 251,624 | 1,411,312 23 | 180,366 |  | 918,800 | 5,600 |
| 1,633,752! | 5,000 | 1,029,432 08 | 286,838 | ................. | 1,606,231 | .... |
| SPIRITS AND MALT LIQUOR. |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

THOS. WORTHINGTON,
Commissioner.

No. $\overline{5}$.-YEARLY RETURN of the Description and Quantity of Grain used, the Malt Manufactured, and the Duty accruing thereon, for the Fiscal Year ending 30th June, 1869.


No. 6.-COMPARATIVE STATEMENT of the number of Maltsters and the Description and Quantity of Grain used in the Manufacture of Malt, the Quantity Manufactured and the Duties accruing thereon, for the Fiscal Years ending on the 30th June, 1868 and 1869, respectively.


THOS. WORTHINGTON,
Commissioner.
Ottawa, 17th January, 1870.

No. 7.-YEARLY RETURN of the Quantity of Malt Remaining in Warehouse from last year, Placed in Warehouse, Taken from Warehouse and Remaining in Warehouse, with the Duty collected thereon, for the Fiscal Year ending 30th June, 1869.


No. 8.-COMPARA'IIVE STATEMENT of the quantity of Malt remaining in Warehouse from last year, placed in Warehouse, taken from Warehouse, and remaining in Warehouse with the Duty collected thereon for the Fiscal Years ending on the 30th day of June, 1868 and 1869, respectively.


Ottawa, 17th January, 1870.

No. 9.-YEARLY RETURN of tho Description and Quantity of Tobacco and Quantity Manufactured, and the Duties accruing thereon,


Ottawa, 7th January, 1870.
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THOS. WORTHINGTON,
Commisssoner.

No. 10.-COMPARATIVE STATEMENT of the Number of Tobacco Manu used in the Manufacture of Tobacco, Cigars and Snuff, the Quantity 30th June, 1868 and 1869, respectively.


Department of Inland Revenue, Ottawa, 17th January, 1870.
facturers, and of the Description and Quantity of Tobacco and other substances manufactured, and the Duties accruing thereon, during the Fiscal Years ending


THOS. WORTHINGTON,
Commissioner.

No. 11.-YEARLY RETURN of the Quantity of Tobacco, Cigars and Snuff Warehouse, and Remaining in Warehouse, with the Duty


CIGARS.

|  |  |  |  |  |  |  |  |  |  | 遃 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Montreal $\qquad$ Halifax | ... | 49,500 | 59,700 10,000 | 2,500 5,000 |  |  | 45,900 | 163,400 | 13,100 |  |  | 81,300 |
|  |  |  |  |  | ..... |  |  |  |  |  |  |  |
| Total... |  | 49,500 | 69,700 | 7,500 |  |  | 45,900 | 163,400 | 13,100 |  |  | 81.300 |

## Inland Revenue Department,

 Ottawa, 17th January, 1870.Remaining in Warehouse from last year，Placed in Warehouse，Taken from Collected thereon，for the Fiscal Year ending 30th June， 1869.

HOUSE FOR EXCISE DUTY．


REMAINING IN WARE－
HOUSE．


CIGARS

|  |  |  | Daty， |  |  | 容 | $\begin{gathered} \dot{y} \\ \dot{\Delta} \\ \dot{\infty} \\ \dot{\omega} \\ \dot{\omega} \\ \dot{x} \end{gathered}$ |  |  |  | 永 |  | 砣 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 209，100 | 15，600 |  | \＄852 30 |  |  |  |  |  |  | 14，100 | 14，000 |  |  |
| ．．．．．．．．． |  |  |  |  |  | 2，000 |  |  |  |  | 8，000 | 5，000 |  |
| 209，100 | 15，600 |  | 52.30 |  |  |  |  |  |  | 14，100 | 22，000 | 5，000 |  |

THOS．WORTHINGTON，
Commissioner．

No. 12.-COMPARATIVE STATEMENT of the Quantity of Tobacco, Cigars, from Warehouse, and Remaining in Warehouse, with the Duty collected


TOTAL EXCISE DUTY ON
1868-Colleoted Fr -Manufactory and Ex -W arehoose.....
1889-Collocted Ex-Manufactory and Hx -Warehorae......

Inland Revenue Department, Ottawa, 17th Jannary, 1870.
and Snuff, Remaining in Warehouse from last year, Placed in Warehouse, Taken thereon, for the Fiscal Years ending 30th June, 1868 and 1869 respectively.

tobacco, claars and snupf.
$\qquad$
$\qquad$
THOS. WORTHINGTON,
Commissioner.

No. 13.-YEARLY RETURN of the Quantity of Crude Oil used by Refiners, the Quantity of Petroleum Manufactured, with the Duty and Inspection Fees accruing thereon, during the Fiscal Year ending on the 30th June, 1869.


# THOS. WORTHINGTON, Commissioner. 

Inland Revenue Department, Ottawa, '17th January, 1870.

No. 14.-COMPARATIVE STATEMENT of the number of Petroleum Refiners, the Quantity of Crude Uil used, the Petroleum Manufactured, and the Duties accruing thereon, during the Fiscal Years ending on the 30th June, 1868 and 1869 respectively.


THOS. WORTHINGTON,
Commissioner.

## Inland Revenue Department, <br> Ottawa, 17th January, 1870.

No. 15.-YEARLY RETURN of the Quantity of Petroleum remaining in Warehouse from last year, PJaced in Warehouse, Taken from Warehouse, and Remaining in Warehouse, with the Duty collected thereon, for the Fiscal Year ending on the 30th June, 1869.

| INLAND REVENUE DIVISIONS. | Remaining in Warehouse from last year. | Placed <br> in <br> Ware- <br> house. | Ex-Vare <br> for Excis | rehouse <br> se Duty, | Ex-Ware- <br> house <br> for Export- <br> ation, de. | Remaining in <br> Warehouse |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Gallons at 5 cents. | $\begin{aligned} & \text { Gallons at } \\ & 5 \text { cents, } \end{aligned}$ | Gallons at 5 cents. | Duty. | Gallons at 5 cents. | Gallens at 5 cents. |
|  | Gallons. | Gallons. | Gallons. | \$ cts. | Gallons. | Gallons. |
| Guelph. |  | 22,308 | 1,309 | 6545 |  | 20,999 |
| Hamilton |  | 62,271 | .............. | ........ ..... | 126,087 | 123,587 |
| London................................. | 22,172 | 659,986 | 184,902 | 9,245 10 | 393,605 | 51,746 |
| Paris |  | 63,493 | 36,658 | 1,832 90 | .............. | 26,835 |
| Sarnia............. ............... ...... | 32,264 | 826,257 | 221,280 | 11,064 00 | 190,356 | 66,471 |
| Toronto |  | 44,930 | 24,086 | 1,204 30 | 44,930 | 14,709 |
| Montreal .............................. | .... | 5,300 | 30,374 | 1,518 70 | .............. | 36,387 |
| Quebec ......... ........... ..... ........ | ............. | ............. | ............. | ............. | 2,416 | 7,311 |
| St. John, N. B. |  |  | 27,121 | 1,356 05 | ..... | 7,208 |
| Halifax, N. S......... ................ |  |  | 67,204 | 3,360 20 | 666 | 32,734 |
| Dominion, Total........... | 54,436 | 1,684,545 | 592,934 | 29,646 70 | 758;060 | 387,987 |

THOS. WORTHINGTON, Commissioner.

Inland Revenue Department, Ottawa, 17th January, 1870.

No.16.-COMPARATIVE STATEMENT of the quantity of Petroleum remaining in Warehouse from last Year, placed in Warehouse, Taken from Warehouse and Remaining in Warehouse, with the Duty collected thereon, for the Fiscal Years ending on the 30th day of June 1868 and 1869 respectively.


Total Excisa Duty on Prtroleum.
1868.-Collected Ex-Manufactory and Exx-Warehouse

1869- do do do 104,07808

THOS. WORTHINGTON,
Commissioner.

Inland Revenue Department, Ottawa, 17 Januarys 1870.

No. 17.-COMPARATIVE STATEMENT of the Number of Bonded Manufacturers and the Amount of Datyocollected on the rarious Articles Manufactured in Bond, during thp Fiscial Year ending 30th June, 1868 and 1869, respectively.


No. 17.-STATEMENT of Bill Stamps Supplied on Requisition, from 1st July, 1868, to 30th June, 1869.

| STAMPS. | value. | AMOUNT. |
| :---: | :---: | :---: |
|  |  <br> Less defaced Stamps replaced.. <br> Less 5 per cent discount. Net value | \$ cts. <br>  |
| Inland Revenue Department, Ottawa, 17th January, | THOS. WOR $1870 .$ | INGTON, ommissione |

No. 19.-YEARLY RETURN of the Quantity of Raw Leaf Tobacco remaining and Remaining in Warehouse, with the Duty collected


Inland Revenue Department,
Ottawa, 17th January, 1870.
in Warehouse, from last year, Placed in Warehouse, Taken from Warehouse, thereon, for the Fiscal Year ending 30th June, 1869.

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline \multicolumn{2}{|l|}{house for Excise Duty.} \& \multicolumn{2}{|l|}{Ex-Warehouse for Exportaiion, \&c.} \& \multicolumn{2}{|l|}{Ex-Warehouse. for Manufacture.} \& \multicolumn{2}{|l|}{Remaining in Warehouse.} \\
\hline Canadian. \& Duty. \& Foreign. \& Canadian. \& Foreign. \& Canadian. \& Foreign. \& Canadian. \\
\hline Lbs. \& \$ cts. \& Lbs \& Lbs. \& Lbs. \& Lbs. \& Lbs. \& Lbs. \\
\hline ............ \& 2730 \& \& \& 36,771 \& ................. \& 59,069 \& \(\cdot\) \\
\hline ..................... \& -................... \& ................... .. \& ................... \& 1,448 \& ......... . ...... \& .............. \& .... \\
\hline ................ \& ............... \& ................. \& ................. \& 1,746 \& ......... ........ \& ............... \& ................. \\
\hline \& \& .................... \& ..................... \& 1,128
1,070 \& 51,632 \& ... \& \\
\hline ................. \& . \(\cdot . . . . .\). \& \& ...... \& ....... .... \& 5,192 \& ................... \& 11,610. \\
\hline ................ \& 2170
1,69250 \& ...................... \& 7,649 \& 280 \& 130,582 \& 14,853 \& \\
\hline .............. \& \begin{tabular}{l}
1,692 \\
8,926 \\
\hline 60
\end{tabular} \& .... \& 7,649 \& 280 \& \& \& 90,625 \\
\hline 1,719 \& 8595 \& ... \& ........ ........ \& - \& . \& .. \& \\
\hline 5,599 \& 279

1850 \& ..........0. \& ................. \& .... \& ................ \& ......... \& <br>
\hline 370
50 \& 1850
250 \& .................... \& . \& - \& ................ \& ……............ \& $\cdots$ <br>
\hline \& \& \& \& \& . \& \& <br>
\hline ... $\cdot$.......... \& \&  \& \& 6,360 \& ........... \& \& <br>
\hline ............. \& ... \& ........... ...... \& \& 7,562 \& \& 494 \& <br>
\hline 35,257 \& 11,065 00 \& *................ \& 7,649 \& 57,898 \& 187,406 \& 74,416 \& 102,235 <br>
\hline
\end{tabular}

THOS. WORTHINGTON, Commissioner.

No. 20.-STATEMENT of the amount of Inland Revenue collected during the Fiscal Year ending on the 30th June, 1869.


THOS. WORTHINGTON, Commissioner.

Inland Revenue Department,
Ottawa, 17th January, 1870.

## GENERAL REPORT

# OF THE <br> <br> MINISTER 0F PUBLIC WORKS, 

 <br> <br> MINISTER 0F PUBLIC WORKS,}

FOR THE YEAR ENDING 30th JUNE,

## 1869.

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.


## OTTAWA:

printed by I. b. taylor, $29,31 \& 33$, Rideau street.

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## REPORT

OF THE

# MINISTER 0F PUBLIC W0RKS, 

FOR THE YEAR ENDING 30th JUNE, 1869.

To His Excellency the Right Honorable Sir Jonn Young, Baronet, one of Her Majesty's Most Homorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most distinguished Order of St. Michuel and St. George, Governor of Canada, \&c., \&., \&c.

## May it Please Your Excellency :

The following report is presented in compliance with the 19th section, 12th Cap, 31st Vic., (1867), and contains a record of all the transactions of the Department, and also a statement of its expenditure, during the fiscal year comprised between the lst of July 1868, and the 30th of June, 1869.

The details of this expenditure are given in Appendix No. 1, pages 3 and 4.

## CANALS.

The canals of Canada were designed for the purpose of overcoming the natural obstructions found on the following routes of Inland Navigatiou, viz:
1.-The St. Lawrence navigatiou.
2.--The Montreal and Kingston, via the Ottawa.
3.-The Richelieu and Lake Champlain navigation.
4.-St. Pcter's Canal-Nova Scotia.

## ST. LAWREWCE NAVICATION.

The St. Iawrence navigation extends from the Straits of Belle-Hle to Fond du Lac, at the head of Lake Superior, a distance of 2,384 statute miles.

The Canadian canals on this route are the Lachine, the Beauharnois, the Cornwall, the Farran's Point, the Rapide Plat, the Galops and the Welland. Their united length is $70 \frac{83}{100}$ miles, and the total lockage is $536 \frac{1}{2}$ feet, through 54 locks.

The Farran's Point, Rapide Plat ind Galops canals, are also known under the name of the " Williamstrurgh Canals."

The Sault Ste. Marie canal, $1_{1}^{\frac{1}{1}}$ miles in length and 18 feet lockage, avoiding the Sault Ste Marie, and uniting Lake Huron and Lake Superior, was constructed by a Company with the aid of the United States Congress. It lies ou the American side of the river. Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence, at Three Rivers.

> Table of Distances.

| SECIIIONS OF NAVIGATION. | STATUTE MILES. |  |
| :---: | :---: | :---: |
|  | Intermediate <br> Distances. | Total Distance from Belle-Ile. |
| From the Straits of Belle-Ile to the head of tide water (Three Rivers). | 300 |  |
| From head of tide water (Three Rivers) to the Lachine Canal. | 86 | 986 |
| The Lachine Canal. | $8 \frac{1}{2}$ | 994 ${ }_{\frac{1}{2}}$ |
| From Lachine Canal to Beauharnois Canal. | 154 | 10093 |
| The Beauharnois Canal | 114. | 1021 |
| From the Beauharnois Canal to the Cornwall Canal. | 323 | 1053这 |
| The Cornwall Canal. | 113 | 1065 |
| From the Cormwall Canal to Farran's Point Canal | 5 | $1070{ }^{3}$ |
| The Farran's Point Canal. | ? | 1071 |
| From Farran's Point Canal to Rapid Plat Canal. | $10 \frac{1}{2}$ | $1081 \frac{1}{2}$ |
| The Rapide Plat Canal. | 4 | 1085 ${ }^{2}$ |
| From Rapide Plat Canal to the Iroquois and Galops Canal. | $4 \frac{1}{3}$ | 1090 |
| The Iroquois and Galops Canal. | 7 | 10975 |
| From Iroquois and Galops Canal to the Welland Canal. | 2368 | 1334 |
| The Welland Canal. | 27 | 1361 |
| From the Welland Canal to Sault Ste. Marie Canal. | 625 | 1986 |
| 'The Sault Ste. Marie Canal. | 1 | 1987 |
| From Sault Ste. Maric Canal to Fond du Lac, head of Lake Surierior. | 397 | 2384 |

For details of intermediate distances between places on this route, and of the distances from Quebec and the head of Lake Superior to Liverpool-see Appendix No. 2, page 5.

Date of opening and closing of navigation on the St. Lawrence line, for the year 1868, and the date of opening for 1869 :-

| Name of Canal. |
| :--- |

## LACHINE CANAL.

Length of Canal.
81 statute miles
Number of locks.
The Lachine Canal avoids the St. Louis rapids.
There have been no works chargeable to construction this year.
The following works of repair were executed on the canal during the past year, viz:
-to locks Nos. 1, 2, $3, \& 4$-to the flour sheds and wharves, at basins 1 and 2-to the re-
gulating waste weirs above and below lock No. 4-to the watch-houses at the locks-to
the bridge keeper's-house at Wellington bridge,--to the slope walls and bank along the
entire length of the canal, and to the guide-booms at Lachine.

The entrance to the canal at Lachine was cleared of boulders, and the bottom of the canal cleansed in a few places.

A landing place for local trade has been provided on the north side above the bridge at St. Gabriel lock. Detached cribs were placed below the north wing wall of this lock to enable vessels approaching the entrance to avoid the difficulty caused by the current and eddy made by the discharge of water from the regulating weir and the tail races of the mills.

The cribwork below Brewster's bridge on the north side was rebuilt.
The traffic along the canal was only interrupted for two days throughout the season of navigation, viz : one day in November and one day in May, caused by the Wellington bridge being thrown off its pivot.

The waters of the St. Lawrence were lower during the summer and fall of 1868 than had been known for 20 years previously. The inconvenience and obstruction to navigation resulting from the two liberal use of water for milling purposes is particularly felt during these seasons of extraordinary low water.

For a description of the works and repairs executed during the year,-see Appendix No. 3, at page 6.

## BEAUHARNOIS CANAL.

| Length of Cana | $11 \frac{1}{4}$ statute miles. |
| :---: | :---: |
| Number of locks. | 9. |
| Dimensions of locks. | 200 feet $\times 45$ feet. |
| Total rise of lockage. | $82 \frac{1}{3}$ |
| Depth of water on sills. |  |
| Breadth of Canal at botto | 80 " |
| Breadth of Canal at water | 120 |

The Beauhamois Canal carries navigation round the Cascades, the Cedars and Côteau du Lac rapids.

The extreme low water of the St. Lawrence, in the season of 1868 , did not affect the navigation of this canal.

The following are the principal repairs executed during the last year--to the piers at the lower entrance of the canal-_to the bridges over locks Nos. 8.9.10.11. and 14, also to the bridge at St. Timothy - to the regulating weiss and raceways-to the canal banksto the dwellings for the lock and bridge tenders. There were also several minor repairs, such as the renewal of the scows, and the cleansing of the drains and culverts.

For further details-see Appendix No. 3, at page 8.

CORNWALL CANAL.

| Length of Canal | $11 \frac{1}{2}$ statute miles. |
| :---: | :---: |
| Number of locks | 7. |
| Dimensions of locks. | 200 feet $\times 55$ feet. |
| Total rise of lockage. | 48 |
| Depth of water on sills. | 9 |
| Breadth of Canal at bottom | 100 " |
| Breadth at water surface. | 150 |

The Cornwall Canal avoids the Long Sault rapids.
Navigation was uninterrupted throughout the season.
It was stated in last year's Report that "there is generally only a slight variation " observable in the water level of this part of the River St. Lawrence from season to sea"son and from year to year, but of late years, the water has been so low that much diffi"culty has been experienced in supplying this camal with sufficient water to maintain the "requisite height on the mitre sills of the locks.
"After considering various modes of remedying this evil, the Engineers of the de" partment have proposed to extend a pier from the $e_{3}$ head of the canal out into the current "with a view of embracing a larger volume of water, and conducting it into the canal.
"Under this suggestion, a contract was signed on the 28 th December, 1868 , for the " construction of a pier 350 feet in length, which it is expected, will not only give an in" creased supply of water, but will afford a greater protection to vessels entering the canal.
" Experience having shewn that a waste-weir was necessary at the lower end of the " canal, near lock No. 17, a contract for the construction of a substantial work in cut "stone, was signed on the 28th December, 1868.

The above works are progressing, but were not completed at the close of the fiscal year, on the 30th June, 1869.

For description of works and and repairs executed during the year-see Appendix No. 4, page 23.

## THE FARRAN'S POINT CANAL.



This canal avoids the Farran's Point rapids.
No works of construction were undertaken here during the year.
The repairs consisted of deepening the upper entrance of the canal by dredging, protecting the banks of the canal by stone, repairing the piers and ice-breakers at the upper entrance, and general repairs to the lock.
Navigation was uninterrupted during the season.
For further details-see Appendix No. 5, page 24.

## THE "RAPIDE PLAT" CANAL.

Length of Canal ....................................................... 4 miles.
Number of locks ........................................................ 2
Dimensions of locks................................................. 200 feet $\times 45$ feet.
Total rise of lockage................................................ $11 \frac{1}{2}$ "
Depth of water on sills.............................................. 9 "
Breadth of Canal at bottom......................................... 50 "
Breadth at surface of water........................................... 90 "
This canal overcomes the "Rapide Plat" rapids.
No works of construction here for this year.
Navigation uninterrupted.
The canal banks were protected with stone. Repairs to the locks and works generally.
For further details-see Appendix No. 5, page 24.

## THE GALOPS CANAL.

| Length of Canal | 75 miles. |
| :---: | :---: |
| Number of locks | 3 |
| Diminsions of locks | 200 feet $\times 45$ feet. |
| Total rise of lockage. | 1533 ${ }^{\text {c }}$ |
| Depth of water on sills | 9 " |
| Breadth of Canal at bottom. | 50 " |
| Breadth of Canal at surface of water | 90 " |

This canal avoids the Iroquois, the Cardinal and the Galops rapids.
There was no impediment to navigation during the season.
Repairs. A new swing-bridge was completed over lock No. 26, and general repairs to the Canal banks, locks, gates, \&c.
For details-see Appendix No. 5, at page 24.

## WELLAND CANAL.

MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.
Length of Canal. 27 miles and 1,099 feet.
Pairs of guard gates3
Number of lift locks ..... 27
Dimensions of locks........................... $\{$ $\left\{\begin{array}{cccccc}2 \text { locks of } 200 & \text { feet } & \times & 45 & \text { feet. } \\ 24 & " & 150 & \text { ". } & \text { " } & 26 \frac{1}{2} \\ \text { " }\end{array}\right.$330 feet.
Depth of water on sills. ..... $10 \frac{1}{4}^{\prime \prime}$
WELLAND RIVER BRANCHES.
Length of Canal-Port Robinson Cut to Welland River... 2,622 feet." from Welland Canal to Welland River, viâlock at Aqueduct.300 "
" Chippewa Cut to Niagara River. ..... 1,020 "
Number of locks, 1 at aqueduct and 1 at Port Robinson. ..... 2
Dimensions of locks ..... $150 \mathrm{ft} . \times 264$Total lockage, from Welland Canal down to Welland River 17 feet.Depth of water on sills9 ft .10 in.
GRAND RIVER FEEDER.
Length of Canal ..... 21 miles.
Number of locks. ..... 2
Dimensions of locks. ..... $\left\{\begin{array}{l}1 \text { of } 150 \times 261 \\ 1 \text { of } 200 \times 45\end{array}\right.$
Total rise of lockage. 7 to 8 feet.
Depth of water on sills $10 \frac{1}{4}$ feet.
PORT MAITLAND BRANCH.
Length of Canal ..... $1 \frac{3}{4}$ miles.
Number of locks ..... 1
Dimensions of lock ..... $185 \times 45$ feot.
Total rise of lockage. ..... $8 \frac{1}{2}$ feet.
Depth of water on sills ..... 11 "

This canal connects Lake Ontario with Lake Erie, separated by the Falls of Niagara, and the rapids above and below the Falls.

Navigation was interrupted on one occasion, during the season, for $4 \frac{1}{2}$ days, owing to the gates of the Allanburg lock being carriel away by the steamer St. Lawrence.

On the 20th of April 1869, the waters of the Grand River having risen to the height of 2 feet above the highest water mark previously recorded, a portion of the embankment on the south side of the dam at Dunnville was carried awary. Immediate steps weretaken to close up the breach, and the work, though attended with many difficulties, was accomplished without interrupting the traffic on the main line.

The terminus of the Welland Canal at Lake Ontario is known under the name of Port Dalhousie, and the works consist of iwo marllel wooden piers standing 200 feet apart and extending into the lake. The united length of these piers is 4,980 feet, the eastern pier being icarried out into the lake 220 feet further than the western pier. These piers are crib work, filled in with stone, and are 20 feet wide over the top, except at the lake ends, where the western pier is 30 feet wide at the top for a distance of 800 feet, and the eastern pier a similar width for about 1,000 feet. This latter pier terminates in a platform some 60 feet square, upon which stands a lighthouse. That portion of the piers which is above the water has been for some years past reported by the engineers of the department as in a state of decay, and the channel between them as obstructed by an accumulation of silt. On referring the question of renewing the piers to the Engineers it was ascertained that it would be more economical, calculating the principal and interest, to rebuild them in wood from time to tine, suy once in every 15 years, than to expend the larger suan that would be required for construct ing them of stone. On the 8 th of August 1868 the superstructure of the east pier was destroyed, by fire, to the water's edge. The following contract; were entered into for the restoration of these works ; viz : on August 10th, 1868, with John Brown for dredging between the piers; on August 17th, 1868, with Angus McDonald for rebuilding the superstructure of west pier ; on the 23rd August 1868, with Angus McDonald for rebuilding the east pier. The dredging was completed in the autumm of 1868 , and at the close of the present fiscal year on the 30 th of June, 1869, the works of the western pier were reported to be about half completerl.

Port Colborne is the terminus of the Wellaud Canal, on lake Erie. The works here, consist of two piers stretching into the lake, enclosing a channel leading into a basin of some 800 feet long by 350 feet in breadth.

It was found necessary to enlarge this basiu, and a contract for the execution of the works was entered into with Mr. Johm Brown on the 10th August 1868.

The extension of the basin embraces an area at bottom of about 20,000 superficial feet. The excavation is in the form of a triangle, 250 feet long, with an average width of 80 feet.

On the 30 th of June, 1863, the works were ahout half completed.
The Welland Canal was assumed by the Goverament of the Province of Upper Canada, by authority of an Act of Parliament of 1839 , and passed into the hands of the Government of the United Provinces of Upper and Lower Canaia in 1841. At this period it received its supply of water from the Grand River, but it soon became apparent that the water
obtained from this source was insufficient, and in 1843 it was decided that the summit reach of the canal should be lowered to the level of Lake Erie. The works were accordingly commenced in 1846, and are now in so advanced a condition that the Engineers contemplate the achievement of the task of bringing the Lake Erie water into the canal during the summer of 1870 .

The works required for the deepening of the summit level, in order to bring it to the same height as the lake, have been referred to in detail in previous reports. They may be briefly described as consisting of measures for lowering the summit reach by 8 feet throughout its length, viz: from Allansburgh to Port Colborne, a distance of 14 milea, and for widening the bottom to 50 feet.

The works that have been accomplished towards bringing the water of the lake and canal to the same level during the past fiscal year, are the completion of the excaration through the rock cut north of Port Colborne lock to Ramey's bend-the construction of the waste weir at the junction of the feeder with the canal-and the removal of a number of piles that projected from the bed of the canal ; those still to be accomplished are-further dredging operations-the removal of about 1,000 cubic yards of rock, lying at the bottom of the canal-the securing of the floating bridges above and below. Port Robinson-and the construction of booms to protect vessels in the rock cut.

Considerable progress has also been made with the works required for the strengthening of the embankment between the aqueduct and junction.

The summit reach of the canal passes over a ridge nearly two miles long, the highost point of which is 41 feet above the level of Lake Erie. The earth through which this section of the canal has been excavated is of a very unstable character, and has been one of the chief obstacles in the way of the Engineers and projectors of the canal.

This renders the undertaking of despaning the canal not easy of accomplishment, owing to the danger of slides taking place. Should this evil however be avoided, and a year or two pass over without any mishap of the kind, there is reason to believe that the banks of the canal through the cutting will solidify, and bacome more secure. The extensive slide which occurred here in the winter of 1836 would have resulted in the closing of the canal for several we3ks had it taken plase in the summor. During the season of navigation in 1869, signs of syttlomэnt were dissovered in four different parts of this cutting, but fortunately there is no accident to record.

There are no practicable means of preventing these slides, and should they occur on the occasion of lowering the water, recourse must be had to dredging, to repair the damage that may be caused to the works. In aaticipation of such an emergency the Engineers in charge propose to have two drelges, and the proper equipmont of steam tugs and scows, on hand at the time of the lowering of the water; and in order that these machines may not be idle, in the meantime, a certain amount of dredging has been left unfinished within the canal, equal to the working of one dredge for 5 or 6 months.

The repairs on this canal consisted of such works as arose from damage caused by vessels, protecting the embankments with stone, renewing lock gatex, cleansing the bottom of the canal, ditehing, and other minor repairs.

New offices were built for the collectors at Port Robinson and Dunnville.
For a description of the works and repairs executed during the year-see Appendix No. 6, pages 25 to 31 .

For a report by John Page, Chief Engineer, on the most economical mode of renewing the superstructure of the West Pier at Dalhousie,-see Appendix No. 6, page 32.

For a report by John Page on the breach in the embankment of the canal at Dunnville,-see Appendix No. 6, pages 33 to 35.

Table showing the size of the smallest locks on the canals of the St. Lawrence line of navigation, also the dimensions of the largest vessel which may pass through them.

| Name of Canal | Dimensions of Locks. in feet. |  |  | Dimensions of Vessel. in feet. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length. | Breadth. | Depth of water on sill. | Length. | Breadth. | Draught of water when loaded. | Tonnage <br> of Vebsels. |
| St. Lawrence Canals. | 200 | 45 | 9 | 186 | 443 | 3 | 600 |
| Welland Canal. | 150 | 261 | 10木 | 1421 | 264 | 10 | 400 |
| Sault Ste. Marie Canal. | \} 350 | 70 top 61 bottom | $\} 12$ |  |  |  | 2000 |

BURLINGTON BAY CANAL.
Length of Canal ................................................................ $\frac{1}{2}$ mile.
No locks on this Canal.
Average breadth between piers.................................................. 138 feet.
Narrowest ......................................................................... 108 "
Navigable for vessels drawing 10 feet of water.
This canal is simply a cutting through a sand bar, which has formed between Lake Ontario and Burlington Bay, and enables vessels to reach the city of Hamilton and the Desjardins Canal, a work belonging to a private Company, and which leads to the town of Dundas.

Navigation was uninterrupted during the season.
Repairs were made to the Ferry and Piers.
For details - see Appendix No. 7, page 36.

## TUG SERVICE.

This service has been subsidized by Government for the last 20 years, ( 1852 excepted), with a view of maintaining a reliable line of tug steamers on the intervening navigable reaches which connect the several canals between Montreal and Kingston, on the river St. Lawrence.

The annual subsidy amounts to $\$ 12,000$ and the contractor undertakes to tow vessels, at certain fixed rates, to provide not less than nine vessels for the service, and to make two trips daily, between the Lachine and Beauharnois Canals, and one trip daily on the other connecting reaches of the line.

The tug service was performed by Messrs. Calvin and Breck, during the season of navigation of 1868, under a contract dated 20th December, 1866, and during the season of 1869 , under another contract, dated the 26 th of February. This latter contract will expire with the close of navigation, in the year 1870.

The following statement shows the number of towages, and the amounts received from ship-owners, by Messus. Calvin \& Breck, from 1st July, 1868, to the 1st of July, 1869.

|  | 1st July to end of navigation 1868. |  | Opening of navigation in 1869 to 39th June of same year. |  | Totals. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No. of <br> Crafts. | Amount received. | No. of Crafts. | Amount received. | No. of <br> Crafts. | Amounts. |
| Upwards. |  | \$ cts. |  | \% cts. |  | - cts. |
| Lachine to foot of Beauharnois Canal. . . . . . . | 415 | 3,045 09 | 179 | 1,34965 | 594 | 4,594 74 |
| Head of Beauharnois Canal to font of Cornwall Canal | 361 | 4,562 13 | 327 | 3,033 37 | 688 | 7,595 50 |
| Head of Cornwall Canal to Kingston.......... | 205 | 7,486 21 | 163 | 5,338 58 | 368 | 12,824 79 |
| Total | 981 | 15,093 43 | 669 | 9,921 60 |  |  |
| Downwards. |  |  |  |  |  |  |
| Kingston to head of Cornwall Canal.......... | 144 | 3,473 52 | 119 | 2,880 32 | 263 | 6,353 84 |
| Canal | 273 | 2,303 28 | 134 | 1,288 32 | 407 | 3,591 60 |
| Foot of Beauhargois Canal to Lachine. ....... | 352 | 2,000 89 | 145 | 75403 | 497 | 2,754 92 |
| Total. | 769 | 7,777 69 | 398 | 4,922 67 | 2,817 | 37,715 39 |

## MONTREAL AND KINGSTON ria OTTAWA.

This second line of navigation extends from Montreal to Kingston, passing up the Ottswa river as far as Ottawa city. Its length is $246 \frac{1}{4}$ miles.

The canals on this route, after leaving the Lachine Canal, are as follows :-

```
The Ste. Anne, (known as the Ste. Anne Lock);
The Carillon;
The Chute al Blondeau;
The Grenville ;
The Rideau ;
```

Their united length is $142 \frac{7}{8}$ miles including the Lachine Canal, and in going from Montreal to Kingston the total lockage is $578 \frac{1}{4}$ feet, viz: $401 \frac{1}{4}$ rise and 177 feet fall, during seasons of high water.

The Carillon, the Chute à Blondeau, the Grenville and Rideau Canals were designed as military works.

GTABLE OF DISTANCES IN STATUTE MILES.

| SECTIONS OF NAVIGATION. | Intermediate Distances. | Total Distances from <br> Montreal. |
| :---: | :---: | :---: |
| The Lachine Canal. | $8 \frac{1}{2}$ | .................. |
| From Lachine Canal to Ste. Anne Lock. | 15 | $23 \frac{1}{2}$ |
| Ste. Anne Lock and Piers. | 3 | 23音 |
| From Ste. Anne Lock to Carillun Canal | 27 | 508 |
| The Carillon Canal. | 21 | 52, ${ }^{\text {a }}$ |
| From the Carillon Canal to Chute à Blondeau. | 4 | 56 |
| Chute à Blondeau Canal. | $\frac{1}{8}$ | 567 |
| From Chute à Blondeau Canal to Grenville Canal. | 17 | 584 |
| The Grenville Canal | 5 | 64 |
| From the Grenville Canal to the Rideau Canal. | 56 | 120 |
| Rideall Cansl, ending at Kingaton | 1264 | 2465 |

Date of opening and closing of navigation on this line for the year 1868, and the date of opening for 1869.

| Name of Canal. | 1868. |  |  | 1869. |
| :---: | :---: | :---: | :---: | :---: |
|  | Opened. | Closed. | No. of days open. | Opened. |
| Ste. Anne Jock. | 18th April. | 27th Nov. | 224. | 29 th April. |
| Carillon Canal. | 2nd May. | 30th do | 213. | 3rd May. |
| Chute à Blondeau Canal. | 2nd do | 30th do | 213. | 3rd do |
| Grenville Canal. | 2nd do | 30th do | 213. | 3rd do |
| Rideau Canal. | 1st May. | 30th do | 214. | 1st do |

## STE. ANNE LOCK



The St. Anne lock enables vessels to pass the St. Anne rapids at the mouth of the Ottawa.

The water was so low here during the autumn of 1868 , that great inconvenience was experienced by the owners of vessels navigating this line, and but for the removal of a number of large boulders in the fall of that year, the interruption to navigation, owing to the unusually low state of the water, would have been much more serious.

A boom has been provided for the protection of the guide piers on the south side of the channel, above the lock.

The ordinary repairs were executed.
For further details-see Appendix No. 3, page 9.

## THE " CARILLON" CANAL.

| Length of Canal..................................... $2 \frac{1}{8}$ miles. |  |  |
| :---: | :---: | :---: |
| Number of locks..................................... 3 (two rising-on |  |  |
| Dimensions of locks :-lift lock, No. 1............ 128 feet $\times 32 \frac{1}{2}$ feet. |  |  |
| do No. $2 \ldots \ldots \ldots \ldots . . .126 \frac{1}{2}$ " $\times 32 \frac{1}{2} "$ |  |  |
|  |  |  |
|  |  |  |
| Depth of water on sills............................. $6 \frac{1}{2}$ " |  |  |
| Breadth of Canal at bottom ....................................................... 50 "Breadth of Canal at surface. ................ |  |  |
|  |  |  |

This canal clears the Carillon rapids. It is supplied with water from the North River by a feeder $\frac{3}{4}$ of a mile in length.

Navigation was uninterrupted here during the year.
The repairs were of the ordinary kind occurring each season.
For details-see Carillon canal in Appendix No. 3, page 10.

## THE " CHUTE A BLONDEAU" CANAL.

| Length of Canal. | ... $\frac{1}{8}$ of a mile. |
| :---: | :---: |
| Number of locks. | 1. |
| Dimensions of lock | $\ldots . . . . . . .130 \frac{5}{6}$ feet $\times 32 \frac{5}{6}$ feet at upper end, and $36 \frac{1}{3}$ feet at lower end. |
| Total rise of lockage. | ... 33 feet. |
| Depth of water on sills. | 6 " |
| Breadth of Canal at bottom | 30 |
| Breadth of Canal at surface | 30 " |

This canal carries navigation round the Chute à Blondeau rapids. No repairs of any importance were made here last year.
For details-see Chute à Blondeau canal in Appendix No. 3, page 10.

## THE GRENVILLE CANAL.



The Grenville canal overcomes the Long Sault rapids.
The channel above the guard lock at the upper end of the canal was deepened and widened by dredging.

The inconvenience arising from the extreme lowness of the waters of the Ottawa river during the summer of 1868 , as already stated in this report, and the damage resulting to the owners of vessels detained in their passage through the Gienville canal, show how urgent is the necessity that early steps should be taken to enlarge it.

The "Carillon," the "Chute à Blondeau," the "Grenville," and the " Rideau" canals were all made by the Imperial Government.

The works were commenced in 1819 on a scale corresponding with the old Lachine Canal, the locks being 108 feet long by 20 feet broad, but in 1828, after three of the locks in the Grenville Canal had been completed, it was decided that the remaining locks of the line, should be made on a larger scale.

On reference to the table given herewith of the dimensions of the different locks on this canal, it will be seen how much they vary. The shortest lock is $106 \frac{5}{8}$ feet and the breadth of the narrowest lock is 19 feet.

Certain parts of these canals are exceedingly narrow and crooked. In one of the rock cuttings on the Grenville, for a distance of 2,500 feet, the canal is only 20 feet wide at bottom, with nearly vertical slopes, and with such sharp curves that even at this day, after all the improvements offected by the Department during the past two years, boats can pass only with difficulty.

In ordinary seasons the depth of water over the sills of the locks, as lately improved, is $6 \frac{1}{2}$ feet, but in seasons of unusually low water, and just at the period when the canal is most required, the depth of water along that portion of the canal between the guard lock at Grenville and the river Ottawa, (a distance of 1,500 feet), will be reduced to five feet or even less, thus compelling the boats used in the through tradeeither toaccommodate their load-
$i^{\text {ng }}$ to meet this light draft of water, or subjecting them, if loaded down to their full draftviz: 6 feet-to the trouble and expense of unloading and loading again. In either case the damage experienced by the forwarder is very serious, indeed there are persons engaged in the lumber trade who assert that the exportation of lumber from the Ottawa valley is obliged to be limited to the capacity of the Grenville canal.

With a view to facilitate the passage of lumber along this canal, it has been proposed to enlarge the three smaller locks to dimensions more nearly corresponding to the remaining locks, to widen and straighten the narrow and crooked portions of the canal, and to deepen the upper entrance.

A plan for increasing the depth of water in the "Grenville" canal, and also of the river between Grenville and Ottawa city, a distance of 56 miles, by means of a dam crossing the Ottawa opposite Grenville, so constructed as to retain the water about 3 feet above the low summer level, and providing for the free passage of water during the flood time, has also been proposed, and the opinion of two of the engineers of the Department on this subject has been obtained. Their reports thereon may be seen in Appendix No. 13, pages 46 and 47 .

For a description of the works and repairs executed during the year-see Grenville canal in Appendix No. 3, page 10.

## RIDEAU CANAL.



This canal connects the Ottawa river with the lower end of Lake Ontario, and extends from Ottawa city to Kingstou.

The Rideau Canal is simply a conversion of the Rideau and Cataraqui rivers into a continuous navigable channel.

TABLE OF DISTANCES, \&C.

|  | Nake of Station. | Distance <br> from <br> Ottaws. | Locks. |  | Dams. |  |  | Length of Artificial Canalateach station, in miles, |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | No. | Lift at <br> low <br> Water. | No. | Length. | Height. |  |
|  |  | miles. |  | ft. in. |  | ft. | ${ }^{\mathrm{ft}}$. |  |
|  | Ottawa. | 0 | 8 | 820 | 3 | $\{1.320$ | 33 |  |
|  | Hartwell's. | 4 | 2 | 220 |  | 100 | 28 | 4.00 |
|  | Hogsback: | 53 | 2 | 136 | 1 | 320 | 60 |  |
| 4 | Black Rapids. | -91 | 1 | $10 \quad 0$ | 1 | 300 | 12 | 0.13 |
|  | Long Island. | 14 | 3 | 270 | 3 | 850 | 68 | 0.13 |
| 6 | Burritt's. | 403 | 1 | 106 | 1 | 240 | 14 | 1.50 |
| 7 | Nicholson's. | $43{ }^{3}$ | 2 | 15 | 1 | 500 | 0 | 0.50 |
| 8 | Clowes | 441 | 1 | 106 | 1 | 481 | 16 | 0.05 |
| 9 | Merrickville | 468 | 3 | 250 | 1 | 150 | 6 | 0.33 |
| 10 | Maitland's. | 55 | 1 | 49 | 1 | 270 | 8 | 0.13 |
| 11 | Edmonds | 591 | 1 | 1010 | 1 | 343 | 8 | 0.06 |
| 12 | Old Slys. | 60. ${ }^{2}$ | 2 | 156 | 1 | 250 | 20 | 0.25 |
| 13 | Smith's Falls. | $61 \frac{1}{2}$ | 4 | $\begin{array}{ll}33 & 9\end{array}$ | 2 | 600 | 24 | 0.13 |
| 14 | First Rapide, or Poonamalie. | 64 | 1 | 79 | 1 | 260 | 5 | 1.25 |
| 15 | Narrows. | 834 | 1 | 40 | 1 | 600 | 9 | 0.0 |
|  | Total rise at low water. |  |  | 2923 |  |  |  |  |
| 16 | Isthmus | 871 | 1 | Fall. $40$ |  |  |  | 1.25 |
| 17 | Chaffey's. | 92 | 1 | 126 |  |  |  | 0.13 |
| 18 | Davis. | 94 | 1 | 90 | 1 | 300 | 15 | 0.06 |
| 19 | Jones' Falls. . | $97 \frac{1}{4}$ | 4 | 60.0 | 1 | 300 | 60 | 0.25 |
| 20 | Brewer's Upper Mills. | 1081 | 2 | 190 | 1 | 200 | 20 | 1.75 |
| 21 | do Lower Mills. | 110 | 1 | 142 | 1 | 200 | 12 | 4.25 |
| 22 | Kingston Mills. | 1201 | 4 | 468 | 1 | 6,042 | 14 | 0.25 |
| 23 | Kingston | $126 \pm$ |  |  |  |  |  |  |
|  | Total fall at low water. |  |  | 1654 |  |  |  |  |
|  | Total. |  | 47 |  | 24 | 15,472 |  | 16.46 |

There were no works chargeable to construction on this canal during the past year.

The canal was opened for navigation at each end on the 1st oi May 1869, but owing to a breach in the dam at Poonamalie, situate midway between the termini at Kingston and Ottawa, the through navigation was not opened till the 13th of May. No other interruption was experienced during the season of navigation.

The repairs were of a genemal character dhougtout the works, and are given in Appendix No. 8, page 37.

Table showing the size of the smallest locks on the cumals of the Montreal and Kingston line of navigation, via Ottawa; aliju the dimensions of the largest vessel which may pass through them.


THE RICHELIEU \& LAKE CHAMPLAIN NAVIGATION.

This third line of navigation extends from Sorei, at the month of the Richelieu river, a point 46 miles below Montreal and 114 above Quelee, and extends to Lake Champlain; thence through Americun canals and the Hudson river to New Yow.

The Canadian canals on this route are the St. Ours and the Chainoly ; the American canals betweon Lake Champlain and the Hudson are the Champlain and a portion of the Erie.

The total length of canal navigation hetween Montreal and New York, on this route, s 85 miles, and the total lockage, upwards and downwards, is 283 feet.
tuble of distances in statute miles.

| SECTIONSOF NAVIGATION. | Intermediate Distances. | Total Distances <br> from <br> Montreal. |
| :---: | :---: | :---: |
| Montreal to Sorel | 46 |  |
| Sorel to St. Ours Juck. | 14 | 60 |
| St. Ours Lock |  | 60 |
| St. Ours Lock to Chambly Canal | 32 | 92 |
| Chambly Canal | 12 | 104 |
| Chambly Canal to Province Line. | 23 | 127 |
| Boundary Line to Champlain ('anal. | 111 | 238 |
| Champlain Canal to Junction with Erie Canal. | 64 | 302 |
| Erie Canal from Juaction to Albany | 9 | 311 |
| Albany to New York. | 146 | 456 |

Date of opening and closing of navigation on the Richelieu and Lake Champlain navigation for the year 1868 , and the date of opening for 1869.

| NAME OF CANAL. | 1868. |  |  | 1869. |
| :---: | :---: | :---: | :---: | :---: |
|  | Opened. | Closed. | No. of days open. | Opened. |
| St. Ours Lock. | 30th March. | 2nd Dec. | 248 | 28th April. |
| Chambly Canal. | 5th May. | 2nd do | 212 | 28th do |

## sT. OURS LOCK AND DAM.



The lock and dam at St. Ours retain the waters of the Richelieu river, and give a navigable depth of 7 feet as far as the lower entrance into the Chambly canal.

No works of construction.

Navigation was interruptel for six hours in August while repairing the rollers of the lower gates, and three days in Noven'ser, owing to damages caused by collision from the steamer Chambly.

The ordinary repairs were executed.
For further details-see St. Ours Lock and Dam in Appendix No. 3, page 8.

## CHAMBLY CANAL.



The Chambly canal overcomes a succession of rapids on the Richelieu river.
There were no works chargeable to construction.
No interruption to navigation.
Several locks on this canal are in a state of décay, and extensive repairs must shortly be undertaken.

A considerable portion of the bottom of this canal was dredged out during the last season.

The ordinary repairs were executed.
For further details-see Chambly canal in Appendix No. 3, at page 9.

Table showing the size of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessel which may pass through them.

| Name of Canal. | Dimensions of Lock, in feet. |  |  | Dimensions of Veesela, in feet. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length. | Breadth. | Depth of water on sills. | Length. | Breadth. | $\left\|\begin{array}{c} \text { Draught of } \\ \text { water when } \\ \text { loaded. } \end{array}\right\|$ | Tomnage. |
| U. S.-Errie Canal. ...... | 110 | 18 | 7 | 102 | 171 | 6 | 210 |
| U. S.-Champlain Canal. | 97 | 14 | 4 | 89 | 132 | 34 | 70 |
| Cambly Canal. | 118 | 231 | 7 | 114 | 23 | $6 \frac{1}{2}$ | 230 |

## ST. PETER'S CANAL.

The length of the canal is about 2,400 feet.
Breadth " " at bottom 26 feet.
Number of locks, one. (Tidal lock, 4 pairs of gates.)
Dimensions " 26 feet $\times 122$ feet.
Depth of water on sills, 13 feet at lowest water.
Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.
The Island of Cape Breton is attached to the Province of Nova Scotia, and consists of two péninsulas, embracing a sheet of water, 400 miles in area, known as the "Bras d'Or" lake, and which communicates with the ocean at the north easterly end of the island. A narrowisthmus, of $\frac{1}{2}$ a mile only, separates the southern end of the "Bras d'Or" from St. Peter's Bay on the Atlantic ocean.

The cutting of a canal across this isthmus was commenced by the Nova Scotia Government in 1854.

The exact measurement of the isthmus on the line of the St. Peter's canal is 2,400 feet, and the greatest depth of the cutting is 74 feet, a considerable portion of which is in roek.

In St. Peter's Bay the rise and fall of the tide is about 9 feet, and there is no perceptible tide in the "Bras d'Or," its level being generally a mean between the high and low water of St. Peter's bay. These differences of level have rendered necessary the construction of a tidal lock.

Two years after the works had been commenced, (in 1854), they were suspended by the Nova Scotia Government, and were not again resumed till 1864. Since that date they have been pursued with diligence, and water was let into the canal on the 12th June 1869.

The following is a statement of the expenditure on this work up to the end of the fiscal year ending 30th June, 1869.

| By the Nova Scotia Government. |  |
| :---: | :---: |
| In 1854-55 and 56. | \$25,044 33 |
| " 1864 | 11,941 301 |
| " 1865 | 31,458 05 |
| Land damages from commencement.......................... | $3,41867 \frac{1}{2}$ |
| On the 20 th June 1866, a contract was entered into, between the Nova Scotia Govt. and Patrick Purcell for the completion of the canal, and up to Nov. 1867 the Nova |  |
| Scotia Govt. had paid to the contractor .................... | 88,949 39 |

$\$ 160,81175$
The payment of the above sums appears to have exhausted the appropriation made for the work by the Governof Nova Scotia.
The expenditure by the Dominion Government, including payments to contractors and others, during the fiscal year ending 30th June 1868, was. $\$ 22,10930$
During the fiscal year ending 30th June 1869 ................. 72,55733
$\$ 255,47838$
The above sums are all in Nova Scotia currency-the $\$ 94,666.63$ converted into Canada currency give $\$ 92,153.38$.

For further details-see Appendix No. 9, page 39.

## WORKS ON NAVIGABLE RIVERS.

ST. CROIX RIVER, N. B.

The river St. Croix is the dividing line for a considerable distance between the State of Maine and the Province of New Brunswick. The tide rises and falls here from 20 to 25 feet.

It is navigable by large vessels for 21 miles above East Port, (Maine), at the mouth of the river, in the Bay of Fundy, and for two miles higher, for vessels drawing 12 feet water ; it then gradually shoals in the next $\frac{1}{2}$ mile to a depth of $4 \frac{1}{2}$ feet at low tide.

The town of St. Stephens, on the New Brunswick side, and the town of Calais, in the State of Maine, are situate about one mile and at half further up, and were formerly approachable, at all times of the tide, by ressels drawing 12 feet water, but are now inaccessible, except at the top of high water, owing to the deposit of saw dust and slabs, created by the numerous saw mills existing on both banks of the river, but, as is alleged, chiefly out the New Brunswick side.

An Act was prassed in 1853, by the Legislature of New Brumswick, prohibiting the throwing of slabs, saw dust, de., in the St. Croix river, but it was declared to have no force until a similar law had been passed by the United States.

Mr: Page, the chief engineer, was instructed by this department to visit this river, on his tour of inspection of 1868 , and he reported that the probable cost of dredging a channel 100 feet wide, by 8 feet deep, at low water, from the present head of navigation to $\mathrm{S}^{\prime}$. Stephens and Calais, would cost about $\$ 88,000$.

In March, 1867, the Government of the United States granted an appropriation of $\$ 15,000$ towards this work, on condition that the Government of New Brunswick should contribute a like sum.

The Government of the United States, however, passed no law prohibiting its citizens from casting slabs, edgings, dec., into the river in future, and no further action has been taken in the matter.

For further details-see Appendix to annual report of this Department for 1868, at page 96.

## HARBORS AND PIERS.

## PORT DOVER HARBOR.

This harbor lies at the mouth of the Patterson Creek, on the north shore of Lake Erie, 49 miles above the upper entrance of the Welland Canal at Port Colborne.

The works consist of two parellel piers 75 feet apart, and projecting into the Lake about 1,000 feet. The channel between them is about 10 feet deep at low water.

The rebuilding of the inner part of the west pier, commenced in 1868, has been completed in a satisfactory manner.

For details-see Appendix No. 10, at page 40.

## RICHIBUC TO HARBOR AND RIVER.

The Richibucto is a river of New Brunswick, flowing from the west, having its outlet on the eastern coast, and discharging into the Straits of Northumberland. The spring tides here rise 4 feet, and the neap tides $2 \frac{1}{2}$ feet.

The Richibucto derives its importance from the quantities of lumber manufactured on its main stream and tributaries, for exportation, and the existence of several ship yards.

The attention of the department having been drawn, by a memorial from the ship owners and others interested in the lumber business, praying that a subsidy of $\$ 2,000$ might be granted by the Government towards procuring a steam tug to tow vessels in and out of the harbor, the chief engineer was instructed to visit Richibucto and report on its merits. In the summer of 1868 Mr . Page visited the harbor, and reports that its entrance is obstructed by a bar and shoals; that the passage through these is narrow, crooked and changeable, with only 13 feet at high water; that the difficulties attending the navigation of this crooked channel compel the shipping to load in the roadstead, where they are exposed to the violent north easterly storms that occur here, rendering the roadstead a dangerous anchorage, except in summer months. There is deep water and space for a large number of vessels.

Mr. Page enumerates the several schemes of breakwaters and excavated channels that have been proposed for the improvement of the entrance to this harbor, and states that the probable cost would vary, according to the plan adopted, from $\$ 40,000$ to $\$ 60,000$, and concludes his report by stating that the readiest way of affording relief to the memorialists would be by aiding them to procure the service of a tug boat.

For further details-see Appendix to annual report of this Department for 1868, at page 104.

## HERRING COVE HARBOR.

The Bay of Fundy lies between Nova Scotia and New Brunswick. It is about 150 miles long, by an almost uniform breadth of 36 miles.

In some of the inlets at the head of the bay, the tide rises and falls at times more than 60 feet. The rapid currents, consequent upon these extraordinary variations in the rise and fall of the waters in the bay, render its navigation so precarious that vessels are compelled to proceed to sea with great caution.

For a distance of 100 miles along the northern coast above the Harbor of St. John, there does not exist any place of refuge into which a vessel can enter at low water.

Herring Cove, on this coast, at the mouth of Chegnecto Bay, having been pointed out as a place possessing some advantages that might be improved, the chief engineer of the Department was instructed to visit it during his tour of inspection in the summer of 1868, and report on its capabilities.

The engineer describes this "cove" as lying about $11 \frac{1}{2}$ miles west of Cape Enrage lighthouse, and as being an angular indent in the shore, with a reef outside, which forms a natural break water, and at high tide affords some protection to vessels anchored within, but as the tide falls here from 30 to 40 feet, the cove is left dry at low water. He is of opinion that a breakwater might be constructed on the reef, and extended into the sea so as to shelter a space of one acre and a half, having from 3 to 14 feet water at low tide, the probable cost of which would be $\$ 30,000$.

For further details--see Appendix to Annual Report of this Department for 1868, at page 93.

## BATHURST HARBOR, NEW BRUNSWICK.

Bathurst Harbor, in the "Baie des Chaleurs," has a bar 250 feet wide, about 3 miles seaward of its entrance. There is a channel through it 120 feet wide, with a depth of from $11 \frac{1}{2}$ to 12 feet at low water.

There is also an imer bar one mile and a quarter beyond the outer line of the harbor at Alston and Carron points, which is about 180 feet across. The channel through this is about 90 or 100 feet wide, and 7 feet deep at low water.

The spring tides rise 7 feet, and the neap tides 4 feet.
The principal ohstruction to the harbor arises from the existence of two shoals, which lie in the channel inside the bars, over one of which there is only a depth of 5 feet 9 inches.

The imer basin is about $2 \frac{1}{2}$ miles long, and 18 miles wide, and the whole of this basin dries up at low water, with the exception of a narrow navigable channel in the middle, and the beds of some streams which empty into it.

The engineer is of opinion that, by dredging out about 4,000 cubic yards, a channel of about 100 feet wide could be obtained, with $8 \frac{1}{2}$ feet of water.

## NEIL'S HARBOR, CAPE BRETON.

This is known locally as Neil's Cove, and is described by Bayfield as " a good landing for boats."

It is situate about 21 miles south of Cupe Egmont, and 34 miles north of St. Ann's Harbor.

The cove is formed on the north side of a bay, and runs 2 miles inland, giving an area of about $3 \frac{1}{2}$ acres.

In the entrance, the soundings vary from $5 \frac{1}{2}$ to $25 \frac{1}{2}$ feet at low water.
The only improvement here consists of a small pier ruming out into the bay 53 feet, being 18 feet wide, and 13 feet high, at the outer end.

In its present condition the pier does not afford much shelter, and the chief engineer is of opinion that by extending it 100 feet further in its present direction, at an estimated cost of $\$ 3,000$ it would be found more advantageous to those engruged in the coast fishery.

For details--see Engincer's report at lage $^{29}$ of Appendix to Annual Report of this Department, for 1868 .

## COW OR MORIEN BAY.

This bay is about 18 miles sonth east of Sydney hator, 6 . B. and has become an important phace from the quantity of coal shiped there amually. It extends about 5 miles inland, but for a distance of 2 miles at the uper end there are sand banks and mod shoals.

It is comparatively easy of access being sheltered on three sides, but exposed to easterly gales. The depth of water is sufficient, in moderate weather, to admit of the largest class of vessels engaged in the coal trade anchoring in it.

The proprietor of the Gowrie Mine, in the loeality, finding that the numerous wrecks rendered the coal trade mprofitable, resolved on the construction of a break-water, and received some assistance from the (Govemment of Nova Scotia.

The chief engineer of the department visited this phaco in August 1868, and reports that the break-water is in crib work and has been carred out 1,380 feel -also that:
"The loading wharf comected with the Gowrie Mines is 1,133 feet in length, and " lies to the westward of the break-water. The position of the respective piers, and trend " of the coast on which they abut being such that a line from the head of, and at right ${ }^{6}$ angles to the loading wharf, would strike fully 750 feet within the outer end of the " breakwater. Between these structures a basin of an irregular shape is formed, measur" ing 950 feet obiquely along the shore line, and nearly 400 feet at the outer end-the " cast side being 1,380 feet, and the west side, 1133 feet, containing an area of fully 17 " acres.
"The inclination of the bottom is such, that at 300 feet from the shore there is a "depth of ahout 8 feet water at ell, tide, beyond this the depth gradually increases to $16 \frac{1}{2}$ "feet at the head of the loading wharf, and 20 feet at the outer end of the breakwater.
"The area of the basin outside this 8 feet line is about $10 \frac{1}{2}$ acres, and between it " and the shore there is an area of about $6 \frac{1}{2}$ acres."

He states that the hreakwater might be extended from 250 to 300 feet farther in order to accommodate the increasing coal trale as well as to furnish a shelter for fishing vessels.

For further details, see cugineer's report at page 86 of Appendix to Annual Report of this Department, for 1868 .

## MAPOU HARBOR, C. B.

The "Mabou" is a river of Cape Breton flowing from the east and discharging into the Gulf of St. Lawrence on the western side of the island. The ocem tide rises here only from 2 to 4 feet.

The river is obstructed at its month by sand banks, its entrance from the Gulf is narow and crookel, having in some parts only from 3 to 5 feet water, but after ascending a mile it opens into an expanse two miles long by $\frac{1}{2}$ mile broad, with a depth of from 12 to 48 feet.

It having been suggested to the Department that if this siace of water were connected with the Gulf by a mavighle chamel, an excellent harbor of refuge might be found here, the chief engineer was instructel to visit it, which he did in the summer of 1868 .

The engineer reports that a chamel through the sand formations, as proposed, could be made by dredging, that if a depth of 12 feet should be adopted, the length of the channel to be excavatel would be 2,400 feet, and that if 9 feet should be decided on, the length of the drelging would he 1,900 feet.

For estimates and letails--see Apenelix to Ammal Report of this Department for 1868, pages 98 to 101 .

## amherst and house harbors, (Magdalen islands).

The " Magdalens " are a group of islauds lying nearly in the middle of the gulf of St. Lawrence, the most important of which are the "Amherst," "Grindstone," " Alright," "Wolf," "Grosse Isle, "and "Coftin." These islands cover a space 42 miles long by 14 to 11 miles broad.

The Magdalens are stated to form, as a whole, one of the most important fishing stations in North America. They possess no accommodation for large ships, but there are three harbors for the use of small vessels--called respectively " Amherst," "House," and " Grand Entry," harbors, and one for bots called " Basque harhor."

The chief engineer of this department was instructed in the summer of 1868 to visit this group, and report on " Amherst " and " House" harbors.

Armherst island takes the form of a semi-circle, and encloses a space of water called "Pleasant Bay," and on the south side of this bay there is an anchorage called "Amherst harbor," and, though this is stated to be easier of access than the other, it has only a narrow and crooked entrance from the sea, through a channel with but 7 feet at low water, and from 9 to 10 feet at high water, over a rocky bar. The harbor affords shelter fiom all winds, and according to Capt. Bayfield's survey of 1833 , the depth of water is from 12 to 17 feet, with muddy bottom and shelter from all winds; but Mr. Page was informed by the residents that within the past few years sand banks have accumulated in such positions within it as to threaten to destroy its usefulness as a place of shelter, or resort, for vessels.

In the channel there are three spots where the rock stands up from 12 to 18 inches higher than the general hottom, in one place this elevation of the rock extends over a pace measuring about $50 \times 20$ feet, the other two elevations are each about 15 feet square.

The engineer is of opinion that the rocky elevations in the entrance of the chamel could be removed, but thinks further enquiry, as to the probability of the formation of sand banks, necessary hefore deciding on their remoral.

Mr. Page concludes his remanks on "Amherst " harbor as follows:
"Another mode of eftecting the object would be to dredge a chamel into the basin " on a line to the sonth of the rocky patches, still it is questionable whether such a " chamel would remain open, whilst its effects on the formation of banks in the basin " itself cannot be foreseen, or even approximated.
" In short, the whole of the soutlı and easterly sides of the eutrance being of sand " more or less liable to be noved by heavy northeasterly storms, it is to be feared that " by increasing the width, altering the course, or indeed attenpting any other extensive " interference with the natural channel might le found productive of injury, instead of a "benefit to the harbor."
" House Marbor," Between "Alright" and " Grindstone" islands there is a hasin of water which is called "House Habor ;" the eutrance to it, from the Gulf, is on the south side, and is very narrow and crooked, having a depth of only five feet at low water.

The engineer of the Department is of opinion that to enable moderate sized schooners to enter at low water it would be necessary to widen the channel leading into the basin to 200 feet, making it $\&$ feet deep, and to remove a shoal that lies within the harbor.

These works would be equal to a dredging of about 28,000 cnbic yards.
For further details--.see Appendix to Annual Report of this Department for 1868, at page 90.

PIER AT DIGBY. N. S.

The town of Digby is approached through the "Digby Gut, " and lies at the western end of the Annapolis basin, Bay of Fundy.

An appropriation of $\$ 3,000$. having been obtained from the government of the Dominion as an aid towards the reconstruction of this pier, which had been destroyed during the gales that prevailed in the Bay of Fundy in 1866 and 1867, the amount of the appropriation was transferred to "the Local Government of Nova-Scotia, under the authority of an Order in Council dated 22nd July, 1868.

## LIGHT-HOUSES.

The management, together with the furnishing of the supplies to the Light Houses, has been assigned to the Minister of Marine and Fisheries, but the Department of Public Works has continued to assist in the planning and construction of new works.

## CAPE TOURMENTINE AND CAPE JOURIMAIN, N. B.

The Minister of Marine and Fisheries obtained an Order in Council, (29th June, 1868), authorizing a survey by this Department for the purpose of ascertaining whether Cape Tourmentine furnished the most eligible spot for the erection of a light-house for the use of shipping passing through the Straits of Northumberland.

The engineer has reported that Cape Jourimain, N. B., a faw miles west of Cape Tourmentine, is the most desirable site for the proposed light-house, and anthority has been obtained for its erection there, and plans have been prepared.

## POINTE ST. LaURENT, (he d'orléans.)

This light-house is built on a pier connected with the shore. The heavy shove of the ice here has damaged the pier, and has shown that more weight must still be added to enable the pier to resist the heavy pressure brought against it every winter.

The light-house and pier were finished in the autumn of 1868, and handed over to the Minister of Marine in March, 1869.

## SIIDES AND BOOMS.

The slides and booms are works designed for the passage of timber to the sea-ports, and have been divided into four districts, as follows :-
1.-The Saguenay District.
2.-The St. Maurice District.
3.-The Ottawa District.
4.-The River Trent District.

## THE SAGUENAY DISTRICT.

The Saguenay river flows from the north into the St. Lawrence, 122 miles below Quebec.

The Government improvements are situate on one of its branches, called the " Little Discharge." These works are about 105 miles above the mouth of the Saguenay, and were constructed for the purpose of passing timber from Lake St. John to the Sirguenay river.

The works consist of :
1 slide...................................... 5,840 feet.
1 boom................................... 1,344 " with dams, piers
and bulkheads.
The works are reported in good order, and only slight repairs were required during the year.

For further details,-see Appendix No. 11 at page 41.

## THE ST. MAURICE DISTRICT.

## ST. MAURICE RIVER.

The St. Maurice discharges into the St. Lawrence at Three Rivers, 74 miles above Quebec. This river flows from the north, and its length is about 300 miles.

The Government slides and booms in this district are on the St. Maurice river, and on one of its tributaries, the Vermilion.

LiST of the names of the slide and boom stations on the st. maurice river, in the order in which they are met on ascending the river.

Distance from Mouth of River.

1. Mouth of River 0 miles.
2. Grès Falls.
3. Shawenegan Falls

20 "
4. Grand Mère Falls........................................................... 29 "
5. Little Piles Falls............................................................ $31 \frac{1}{2}$ "
6. La Tuque Falls.............................................................. 100 "
7. Plamondon's Eddy ..................................................... 106 "

The works at these seven stations consist of :-
43,181 lineal feet of booms;
$1,000 \quad$ " $\quad$ slides ;
$3,316 \quad$ dams and side piers ;
73 mooring piers;
64 anchor piers;
3 dweling houses for slide keepers ; and
6 store-houses.

No new works of construction here during the past year ; the ordinary repairs were executed.

A larger quantity of logs descended the St. Maurice than ordinarily, and owing to the unusual rise of the waters of the river in the spring of 1869 , the logs all came down together, necessitating the utmost vigilence to ensure their preservation.

Foi further details,-see Appendix No. 12 at page 42.

## THE VERMILON RIVER.

This river discharges into the St. Maurice from the north-west, at a point about 116 miles above the mouth of the St. Maurice. Its length is about 90 miles.

The works on the Vermilion extend from about one mile above its mouth to the Iroquois Falls, five miles farther up.

The works consist of :-
2,677 lineal feet of booms.
$550 \quad$ ". slide.
682 ". dams and side piers.
2 mooring piers.
1 anchor pier.
1 dwelling house for slide keeper.
1 store-house.

There were ordinary repairs executed here, but no works of construction. For details,-see Appendix No. 12, at page 42.

## THE OTTAWA DISTRICT.

The Government works connected with the discent of timber in this district are on the following rivers:

| On the | Ottawa, main river: |  | stations, |
| :---: | :---: | :---: | :---: |
| " | Gatineau. | 1 | " |
| " | Madawaska. | 15 | " |
| " | Coulonge. | 1 | " |
| " | Black. | 1 | " |
| " | Petewawa. | 31 | 6. |
| " | Rivière du Moine. | 11 | " |

## OTTAWA RIVER.

## List of Slide and Boom Stations on the Ottawa River.

The distances given are measured on the latest maps, following the channel through which lumber is floated down the river.Names of Stations.1. Carillon
2. Chaudière $\left\{\begin{array}{l}\text { north side, Hull. } \\ \text { south side, Ottawa. }\end{array}\right\}$Distance from mouth ofOttawa, at Ste. Anne.
3. Chaudière (little) ..... 100
4. Remous ..... 102
5. Deschènes rapids. ..... 1044
6. Chats Station ..... 131
7. Head of Chats. ..... 134
8. Chenaux ..... 152 "
9. Portage du Fort ..... 156 "
10. Mountain ..... 161 "
11. Calumet ..... 163 "
12. Joachim rapids. ..... 249 "

The works at these twelve stations consist of :-

| 2,000 | lineal feet of canal ; |  |
| ---: | :--- | :--- |
| 3,835 | " | slides; |
| 29,855 | " | booms ; |
| 8,656 | " | dams; |
| 346 | " | bulkheads; |
| 1,981 | " | bridges ; |
| 52 piers ; |  |  |
| 3 slide keeper's houses ; and |  |  |
| 3 store-houses. |  |  |

The waters of the Ottawa river were very low during the season of 1868.
The manufacture of lumber had of late years assumed such proportions at the Chandiere Falls, that the dams and works hitherto used to bring the water to the mills there, were found insufficient, and on every occurrence of lower water than usual, the operations of the mills were more or less retarded.

In 1868 a further difficulty arose, owing to the water becoming low at an unusually early period of the summer, and the mill owners, foreseeing that, unless something were done, their works must be completely stopped before the close of the season, constructed a dam immediately above the Chaudière Falls, at their own expense.

This dam consists of substantial crib work, properly secured to the bottom of the river, lying chiefly in the lowest part of the channel leading to the falls. To compensate for this obstruction to the passage of water during the time of flood, the high water channel was enlarged by excavation, the result of the works being that, during dry seasons, the waters are retained above'the falls, and during the seasons of flood the area afforded for the free passage is equal to what it was before the existence of the dam.

In a shallow portion of the channel the mill owners have provided, in connection with the dam, a certain number of stop logs, which are placed in position during low water, and are removable in high water seasons.

It has not yet been decided whether the Government will assume this dom as a public work.

The only work chargeable to construction executed during the past year was the extension of the St . Joachim slide. The water at the St . Joachim rapids falls 28 feet.

The ordinary repairs were executed at the various stations on the Ottawa river.
The present scale of the works on the Ottawa river was designed to aid the descent of timber many years ago when the annual supply of lumber was found in the vicinity of the works, and when it could all pass down to the river on the top of the spring freshets. But the increased distance of the tributaries, from which the lumber of the Ottawa is now obtained, is so great that a large proportion of the timber passes the slides after the floods have subsided, and that which comes from the greatest distance arriven when the water is low.

But there are seasons when the supply of water to the slides is insufficient, and the passage of timber is liable to delay. To meet this difficulty the engineerm in charge
of the works propose to raise the water by constructing dams at the head of the " Calumet," " Mountain," " Portage du Fort," and "Chats" stations.

For a description of the works and repairs executed during the year-see Appendix No. 13, at page 44.

For reports on the projected dam at the head of Long Sault rapids, by J. G. Sippell, Engineer, and H. Merrill, Superintendent.-see Appendix No. 13, at pages 46 and 47.

## GATINEAU RIVER.

In ascending the Ottawa, the Gatineau is the first tributary possessing Government works. The Gatineau flows from the north, and discharges into the Ottawa, at a point about 96 miles from the mouth of the Ottawa, at Ste. Anne. Its length is about 400 miles, and it drains an area af about 9,000 square miles.

The Government works are all at one station, about one mile from the mouth of the river.

These works consist of :-

| 3,071 lineal feet of canal ; |  |  |
| :---: | :---: | :---: |
| 4,138 | $"$ | booms; |
| 52 | $"$ | bridge ; |
| 10 piers ; and |  |  |
| 1 slide-keeper's house. |  |  |

## MADAWASKA RIVER.

The Madawaska is the second tributary, in ascending the Ottawa, on which the Government has provided works for the descent of lumber.

The length of the Madawaska is about 240 miles, and it drains an area of about 4,100 square miles. It flows from the south, and discharges into the $O$ ttawa at some 136 miles above Ste. Anne.

List of the names of slide and boom stations on the Madawaska, numbered from the mouth of the river upwards:-

1. Mouth of River; 9. High Falls;
2. Arnprior ;
3. Flat Rapids;
4. Balmer's Island;
5. Bunrstown ;
6. Long Rapids;
7. Springtown;
8. Oalabogie Lake;
9. Ragged Chute;
10. Boniface Rapids ;
11. Duck's Islands;
12. Bailey's Chute ;
13. Chain Rapids;
14. Opeongo Oreek,

The works at these stations consist of :-

| 1,750 lineal feet of slides ; |  |  |
| :---: | :---: | :---: |
| 18,179 | " | booms |
| 4,080 | " | dams; |
| 182 | " | bridges |
| 43 piers; |  |  |
| 1 slide keeper's house ; and |  |  |
| 1 work shop. |  |  |

At High Falls station on this river, although the foundation and superstructure of the slides had been thoroughly repaired during the previous winter and the spring, the freshet was so great that about 100 feet in length of the slides was damaged, interrupting the passage of timber for five days.

At the Arnprior station the flood also caused some damage, which delayed the passage of timber for one day.

The booms and piers at Springtown station were repaired.

## THE COULONGE RIVER.

The Coulonge is the third tributary in ascending the Ottawa, on which the Government have placed slides and booms.

This river drains an area of about 1,800 square miles, and its length is about 160 miles. It flows from the north and discharges into the Ottawa, 184 miles above the mouth of that river at Ste. Anne.

The following is a list of the Government works on this river :-

| Boom at mouth ........................... | 300 | feet long, and | 1 support pier. |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Boom at Romain's Rafting-ground ... | 400 | $"$ | 3 | $"$ |
| Booms at head of High Falls Slide ... | 1848 | " | 6 | " |

## THE BLACK RIVER.

Ascending the Ottawa, the Black River is the fourth tributary upon which works have been placed.

This river flows from the north and empties into the Ottawa at a point about 193 miles above Ste. Anne.

Its length is about 128 miles, and the area drained by it is about 1,120 square miles.
The works consist of,-

| 1,139 lineal feet of single-stick booms; |  |  |
| :---: | :---: | :--- |
| 873 | " | slide; |
| 346 | " | glance pier; |
| 135 | " | flat dam. |

THE PETEWAWA.
This is the fifth tributary, in ascending the Ottawa, upon which Government slides and booms have been made.

The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers some 2,200 square miles.

It flows from the south and discharges into the Ottawa, 218 miles above Ste. Anne. Seven miles from its mouth the Petewawa separates into two branches. On these seven miles there are five stations; on the north branch there are eighteen stations, and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur, reckoning from the mouth upwards :-

1. Mouth of the river ;
2. Third Chute;
3. First Chute ;
4. Bois dur.
5. Second Chute;

NORTH BRANCH.

1. Half mile Rapid ;
2. Crooked Chute;
3. Between High Falls and Lake Traverse, (a slide and a series of dams and booms);
4. Thompson's Rapids;
5. Sawyer's Rapids ;
6. Meno Rapids;
7. Below Trout Lake ;
8. Strong Eddy ;
9. Cedar Islands ;
10. Foot of Devil's Chute,
11. Devil's Chute ;
12. Elbow of Rapids ;
13. Foot of Long Sault ;
14. Middle of Long Sault;
15. Head of Long Sault;
16. Between Long Sault and Cedar Lake (south shore) ;
17. Between Long Sault and Cedar Lake (north shore) ;
18. Cedar Lake.
19. First slide ;
20. Fifth slide ;
21. Second slide ;
22. Sixth slide ;
23. Third slide;
24. Seventh slide ;
25. Fourth slide ;

The works at these 31 stations are as follows; -

> on the main river.

2,963 lineal feet of slides;
8,469 " booms;
2,077 " dams ; and
7 piers.
on the north branch.
480 lineal feet of slides:
2,671 " booms;

1,131 " dams ; and 23 piers.
on the south branch.
2,134 lineal feet of slides;
388 " dams.
The ordinary repairs of wear and tear were made good.

## RIVIÈRE DU MOINE.

The sixth and last tributary of the Ottawa upon which Government works have been executed is the "Du Moine."

The length of this river is about 120 miles, and it drains an area of about 1,600 square miles.

It flows into the Ottawa from the north, and empties into it at a point about 256 miles above St. Anne.

The works on this river consist of a pier and retaining boom at its mouth, a single stick slide, and a series of flat dams from the mouth upward; they may be detailed as follows, viz:-

| 300 | lineal feet of slide; |  |
| :---: | :---: | :---: |
| 800 | " | booms; |
| 1,324 | " | dams; and |
| 6 piers. |  |  |

For further details in reference to the works connected with the descent of timber on the Ottawa river and its tributaries-see Appendix No. 13, at page 44.

## RIVER TRENT AND NEWCASTLE DISTRICT.

The river Trent flows from the north-west and discharges into the Bay of Quinté Lake Ontario, at Trenton, a small town about sixty-seven miles above Kingston. In ascending from Lake Ontario to Lake Scugog, the chain of rivers and lakes which communicate with each other, occur in the following order :

The Bay of Quinté, River Trent, Rice Lake, Otonabee River, Clear Lake, Buckhorn Lake, Pigeon Lake, Sturgeon Lake, River Scugog and Lake Scugog.

The distance from the mouth of the Trent to Port Perry at the head of Lake Scugog is 190 miles.

The works on these waters are principally connected with the descent of timber. The difference of level between lake Ontario at the mouth of the Trent and the head of Lake Scugog is $570 \frac{1}{4}$ feet, and of the whole distance between the two points only 15214 miles are navigable, while $37 \frac{3}{4}$ miles are not practicable for boats.

The Government has works at the the following places :-
Distance in miles above the mouth of River Trent.
On the River Trent, at Nine mile Rapids (Widow Harris') 9
"، Chisholm's Rapids................................ 151 $\frac{1}{2}$
" Ranney's Falls........................................ 331
، Campbellford.......................................... $34 \frac{3}{4}$
، Fiddler's Island....................................... 36
" Middle Falls............................................. 37 37
" Crow Bay.................................................... 38
" Heely's Falls........................................... $42 \frac{3}{4}$
"، Crook's Rapids...................................... 541 $4 \frac{1}{2}$
On the River Otonabee-Whitlas Rapids................................ 93
" Little Lake................................................. 94
At the foot of Buckhorn Lake-Buckhorn Rapids.......................... 125
At the foot of Sturgeon Lake-Bobcaygean Rapids...................... $140 \frac{3}{4}$
On the River Scugog_Lindsay........................................................... $161 \frac{1}{4}$
The waters on this line of navigation were very low in the autumn of 1868, and very high in the spring of 1869.

Ordinary repairs were executed.

## THE NINE MILE RAPIDS.

The works here consist of a stone dam 1,265 feet in length, with.a base of 10 feet and an average of six feet in height.

## CHISHOLM'S RAPIDS.

At Chisholm's rapids the works are a dam 715 feet long, averaging six feet in height, a slide for the passage of lumber 100 feet long by 50 feet wide, and a navigable canal a little more than half a mile long with a stone lock $133 \frac{1}{6}$ feet long by $32 \frac{1}{2}$ feet wide, and 41 feet water on the sills.

The dam and slides are in a serviceable condition, but the gates and woodwork of the lock are much decayed; they are not repaired because the canal is never used.

## RANNEY'S FALLS.

At Ranney's falls the works consist of a dam 414 feet in length and averaging 12 feet in height, a slide 2,202 feet long by 33 feet wide, guide booms and piers above the dam extending 1,352 feet, all in working order.

## CAMPBELLFORD.

At Gampbellford there are guide booms.

## FIDDLER'S ISLAND.

At Fiddler's island there is a cross dam and a wing dam-the united length of which is about 400 feet.

## MIDDLE FALLS.

At Middle falls the works consist of a lower dam 97 feet long with a slide 455 feet long, by 33 feet wide.

An upper dam consisting of two short dams of 48 feet in length each, with a slide 60 feet in length and 33 feet in breadth.

## CROW BAY.

At the foot of Crow Bay and in connection with the Middle Falls slide, there is a rotaining boom to collect timber and logs and guide them to the slide.

## HEELY'S FALLS.

At Heely's falls there is a dam 488 feet long and averaging eight feet in height, also two slides, the lower one being 713 feet long and the upper one 300 feet long, 33 feet in breadth, and a guide boom conducting the timber from one slide to the other.

## CROOK'S RAPIDS.

The works consist of a dam 253 feet long, with a slide 79 feet long and 33 feet wide -booms and piers above the slides to conduct the timber-a short canal with cut stone locks, 134 feet long by 33 feet wide, and six feet of water on the mitre sill-and a swing bridge over the canal.

## WHITLAS RAPIDS.

At Whitlas rapids the works consist of a wing and cross dam, the united length of which is 483 feet, with a cut stone lock $133 \frac{2}{8}$ feet long by 33 feet wide, and four feet of water on the sills.

Since the construction of the Port Hope and Peterboro' railroad these works have fallen out of use and have not been kept in repair.

## LITTLE LAKE.

At Little Lake there are three piers and a boom $\frac{3}{4}$ of a mile long.

## BUCKHORN RAPIDS.

At Buckhorn rapids the works consist of a wooden dam 387 feet long, with stone work Extensions on each side 173 feet long-a slide sixty-five feet long by 33 feet wide, 900 feet of boom, and a bridge 600 feet long.

## BOBCAYGEAN RAPIDS.

At Bobcaygean rapids the works consist of two dams the united length of which is 1,262 feet, and averaging six feet in height-two slides, one for the passage of round logs and the other for the passage of square timber-a cut stone lock 134 feet long by 33 feet wide, with a depth of water on the sills of $4 \frac{3}{4}$ feet, and a swing bridge.

A fish why was erected here.

## LINDSAY.

At Lindsay the works comprise a dam 280 feet long averaging 9 feet in height, a slide 54 feet long by 33 feet wide, and a bridge 172 feet long.

The lock originally constructed at this place was converted into a slide in 1859.
It has already been stated in previous reports that a substantial bridge, on cut-stone abutments, was erected here by the Department in 1864.

At the instance of several steamboat proprietors, and others interested in the navigation of the river Scugog, a number of other bridges which they alleged would obstruct the passage of boats and rafts, were removed in 1867, by the municipal authorities, under orders issued by the Government.

In 1869, the municipal council of the town of Lindsay petitioned the Government for permission to reconstruct bridges in lien of those that had been removed on the representa. tions of the steamboat owners, the petitioners producing at the same time a written consent from the latter withdrawing their objections.

Under these circumstances, an Order in Council was obtained on the 25 th June 1869, permitting the municipality of Lindsay, to erect two temporary bridges over the river Scugog, at or near the town of Lindsay, the one above, and the other below, the Government bridge over said river, on the following conditions, viz :

1st. "That the mumicipality of Lindsay, shall build and maintain the proposed bridges " at its own cost."

2nd. "That the municipality will remove said bridges at any time that the Depart" ment of Public Works, of the Dominion, or of the Province of Ontario, shall require it.'

An Order in Council of the same date, 25 thJune 1869, authorized the municipal courcil of the township of Ops to construct a swing bridge over the river Sagog, near the division line between the 5th and 6th concession of the townslip, of $O_{p s}$, on the outskirts of the town of Lindsay, on certain conditions, to wit:
"That the municipal council of Ops shall build and maintain the said bridge at its " own expense, and shall also provide for the opening and closing, and for the general care " of said bridge, under such rules and regulations as the Government of the Dominion, or " of the Province of Ontario, may deem necessary in the interests of navigation; and that " the location and plans of said bridge and the breadth of its opening, should be subject " to the approval of the Minister of Public Works."

For further details--see Appendix No. 14, at page 49.

# ROADS AND BRIDGES. 

## THE MÉTAPEDIAC ROAD.

The Métapédiac road leaves the St. Lawrence at Ste. Flavie, 201 miles below Quebec, and extends to the Ristigouche river, at a point $10 \frac{1}{5}$ miles above its mouth.

This road was commenced in 1857 and completed in 1868.
Its entire length is $110 \frac{1}{2}$ miles.
For the space of 14 miles starting from Ste. Flavie and running west, and for the space of $14 \frac{1}{2}$ miles at the other end, starting from Ristigouche and running east, the maintenance of this road was transferred to the several municipalities through which it passes. The maintenance of the intervening 82 miles was confided by the Government to Mr. D. Fraser, the mail carrier on this road, who contracted to keep the road in repair for five years at the rate of $\$ 800$ per year.

The dressing of the bridges on this road with tar and sand, and other works necessary to its completion, have been executed during the present fiscal year.

For details-see Appendix No. 15, page 51.

## THE RISTIGOUCHE ROAD.

The Ristigouche road is a continuation of the Métapédiac road. It follows the north shore of the Ristigouche river from Sillars to Cross Point, at the mouth of the river, a distance of $10 \frac{1}{5}$ miles.

The works in progress at the date of the last Annual Report were completed in the summer of 1868 .

For details-see Appendix No. 15, page 51.

## THE TÉMISCOUATA ROAD.

The Témiscouata road is the main line of communication between Canada and New Brunswick.

Its length from Riviere du Loup to the boundary line between Canada and New Brunswick is 67 miles.

The present road was made to replace an older one. It follows the same general direction as the former one, but with many improvements in location.

No expenditure has boen incurred on this road during the past year.

## THE BATISCAN BRIDGE.

In pursuance of an Order in Council of the 18th March, 1809, a Proclamation, fixing the 23rd March, 1869, as the day from which this bridge should be no longer under the control of the Minister of Public Works, was issued, and the same was published in the Canada Gazette on the 19th March, 1869, (at page 643).

## HUNTINGDON AND PORT LOUIS ROAD.

This road leads from Port Louis, on Lake St. Francis, to Huntingdon, and extends over 8 miles. It was originally constructed by the Huntingdon and Lake St. Francis Road Company, organized in 1849 under the general Act for the formation of Road Companies, 12 Vic., cap. 6 , but was allowed to fall into decay.

The Commander of Her Majesty's Forces in Canada, having certified that this road should be maintained for defensive purposes, the Government directed that it should be repaired. The repairs were undertaken and executed by this Department in the summer of 1868 .

The Huntingdon and Lake St. Francis Road Company having expressed its willingness to transfer this road, it was assumed by the Dominion Government, under the authority of an Order in Council, dated the 9th of April, 1869.

For further details-see Appendix No. 3, at page 12.

## FARMER'S BRIDGE.

This bridge crosses the Gatineau River about 5 miles above its mouth. It was repaired during the past year.

For details-see Appendix No. 13, page 44.

## THE ANNAPOLIS AND LIVERPOOL ROAD, NOVA SCOTIA.

This road cosses the peninsula of Nova Scotia, and extor, from Annapolis, on the Bay of Func, , to the harbor of Liverpoul, on the Atlantic O:

An Order in Council, dated the 23 rid of October, 1868 , an ized the expenditure of $\$ 1500$ on the repairs of the road. These repairs hare been partally executed.

For details- see Appendix No 10, page 52.

## LAKE SUPERIOR AND RED RIVER ROAD.

There are no roads between the valley of the St. Lawrence and the British possessions in the North-West Territory.

At about five hundred miles to the north-west of Lake Superior is found Lake Winnipeg, one of the largest lakes to be ritet with on the continent of America-to which are tributary the three considerable rivers called the Saskatchewan, the Assinaboine, and ${ }^{t}$ he Red River, forming together, an immense extent of navigable water, which is discharged into Hudson's Bay through Nelson River.

Anticipating a future union with this territory, the Government of the late Province of Canada set on foot an exploration, as long ago as 1858 , with the view of ascertaining the best mode of establishing a direct line of communication between Lake Superior and these northern waters. An exploration was accordingly made and reported on.

In April, 1868, after Confederation, Mr. Dawson, who had conducted the previous survey, submitted, at the instance of the Minister of Public Works, a "Report on the line of route between Lake Superior and the Red River Settlement, with an estimate of the cost of opening the communication in the manner therein suggested."

In this report it was stated that in the fall of 1867 , six miles of the proposed road, ${ }_{5}{ }^{\text {tarting from Fort William, had been completed, under directions given by the Commissioner }}$ of Crown Lands of the Province of Canada previous to Confederation, the cost of the works to be charged against an appropriation that had been made for the Upper Canada colonization roads.

In May, 1868, an Order in Council was obtained authorizing further explorations, which were conducted by Mr. Dawson, and reported on by him in May, 1869. One of the most important features of this last report is the recommendation by Mr. Dawson to change a portion of the proposed route at the Lake Superior end of the line so as to pass by Lake Shebandowan, instead of by Dog Lake.

In these reports it is proposed to improve the navigable portion of the route by the erection of dams and other works, in order to diminish, as far as practicable, the distance to lee travelled by land, deviating at the same time as little as possible from the direct line. The engineer states that if the improvements he has suggested were carried out, the following would be the table of distances :-


The Government, having received information of the distress prevailing among the people of the Red River, consequent on the destruction of their crops by locusts, and of the great efforts that were being made, throughout Canada, by benevolent persons, to relieve them, by voluntary contributions of money and provisions, judged it wiser to aid in this work by commencing the construction of a road which, while furnishing the inhabitants of Red River with the means of eaming money, would at the same time be establishing a Public Work in their vicinity of admitted necessity to the Dominion in view of its future acquisition of the North-West Territory.

An Order in Council dated, September 14th, 1868, was therefore obtained by the Minister of Public Works, authorizing him to commence the construction of the section of the Lake Superior and Red River road which connects Fort Garry with the north-west angle of the Lake of the Woods, a distance of 90 miles. The works in question were commenced in the fall of 1868, and at the close of the fiscal year, ending 30th June, 1869, considerable progress had been made.

## RAILWAYS.

## NOVA SCOTTA.

LINE WORKED BY GOVERNMENT.
The line of railway worked by the Dominion Government, in Nova Scotia, extends from Halifax to Pictou, including 1 mile of ferry ............................ 113 miles.
with a branch line to Windsor
32 "
Total length............................. 145 "
The Windsor branch leaves the main line at $13 \frac{1}{2}$ miles from Halifax.
The total cost of the road up to the end of the fiscal year ending 30th June, 1868, was. \$6,699,647.59
The expenditure on construction, during the fiscal year ending 30th June, 1869, was as follows:-

Engineering....................................... \$ 2,598 24
Roadway and works............................ 37,480 00
Permanent way................................... 9,403 88
Rolling stock...................................... 41,971 27
Station and water service....................... 3,66373
Wharf and ferry service......................... 2,704 24
General expenses................................. 73681
Sundry services................................... 70905
99,267 22

- Less. -

Engines sold Intercolonial Coal Co. ....2,600 00
" " Windsor \& Annapolis R.4,900 00
Cash received from W. M. Dimock,
refunded on contract, building 12
coal cars................................ 1500
Refunded from Canadian Engine Com-
pany on draft remitted them ....... 12654
Received from Portland Co., refunded
on sale of Gold draft remitted ..... $1909 \quad 7,66063$
91,606 59
$\$ 6,791,25418$
Less this amoun over-credited Department of Public
Works, in converting currency, which will be corrected
in the Railway accounts of 1869-70.
24172
Total cost of road to end of fiscal $\left\{\begin{array}{cc}\text { Nova Scotia currency... } & \begin{array}{|c|c|c|}\hline 6,791,01246\end{array} \\ \text { or } & \\ \text { Canada currency........ } & \$ 6,609,91879\end{array}\right.$

The report of the General Superintendent, to the Minister of Public Works, shows that during the fiscal year ending the 30th of June 1869, the total receipts from the railway lines worked by the Dominion Government in Nova Scotia, amounted to . $\$ 272,23741$ the working expenses to ............................................................ 268,560 37

Difference
. $\$ 3,67704$
For details, see Appendix No. 17, at page 53.

## NEW BRUNSWICK.

## LINE WORKED BY GOVERNMENT.

The line of railway worked by the Dominion Government in New Brunswick extends from St. John to Shediac, 108 miles.

The total cost of this road up to the end of the fiscal year, 30th June, 1868, amounted to
$. \$ 4,644,90335$
The expenditure on construction account during fiscal year ending 30th June, 1869, was .................. \$30,496 89
Less earth waggons sold........................................ 59230
29,904 59
Total cost up to 30th June, 1869 .
$\$ 4,674,80794$
The report of the General Superintendent shows that during the fiscal year, ending 30th June, 1869, the

Receipts amounted to .......................................................... \$182,795 35
Working expenses to ........................................................ 126,149 71
Difference ........................ $\$ 56,64564$
For further information-see Appendix No. 18, page 70.

## SUBSIDIZED LINES.

Certain railway lines in the Provinces of Nova Scotia and New Brunswick were under subsidy from their respective Governments, by authority of Acts of Parliament, on certain conditions, the particulars of which were given in the last annual report of this Department.

LIST of Subsidized lines commenced and in course of construction in Nova Scotia.

| Line. | Length of line in miles. | Subsidy Capitalized. | Payments by Nova Scotia Government previous to Confederation 1st July, 1867. | Payments on subsidy by Dominion, during the year ending 30th June, 1869. | Total psyments by Dominion from 1st July, 1867 to 30th June, 1869. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Windsor and Annapolis. | 85 | $\begin{array}{cc} \$ & \text { cts. } \\ 1,103,000 & 00 \end{array}$ | $\$ \oplus_{123,500}{ }_{00}^{\text {cts. }}$ | $\begin{array}{cc} \text { \$ cts. } & \text { cts } \\ 422,497 & 46 \end{array}$ |  |

List of Subsidized lines commenced and in course of construction in New Brunswick.

| Liner. |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ | \$ | 8 | \$ | $\$$ | 3 |
| Weatern Extension. | 87 | 870,000 |  | 350,000 | 500,000 | 300,000 | 300,000 |
| Eastern Extension | $36 \frac{1}{2}$ | 365,000 | .... | 185,000 | 285,000 |  |  |
| Fredericton Branch. | 223 | 227,500 |  | 125,000 | 125,000 |  |  |
| Woodstock Branch. | 11 | 110,000 |  | 44,800 | 74,800 |  |  |
| St. Stephen's Branch. | 19 | 190,000 | 184,000 |  | 5,764 57 |  |  |
|  | 1764 | 1,762,500 | 184,000 | 704,800 | 990,564 57 | 300,000 | 300,000 |

## PUBLIC BUILDINGS

The Public Buildings of the Domimion are not all under the care of the Department of Public Works. Those enumerated below were under the Public Works Department of the late Province of Canada, previous to the Union.

Under "The British North America Act" several of these buildings will, most likely, be transferred to the Local Governments.

During the fiscal year ending 30th June, 1868, two of them were transferred by Order in Council, and during the fiscal year ending 30 th June, 1869, one more of these buildings was transferred.

## HOUSES OF PARLIAMENT.

## OTTAWA.

There has been no important work executed here during the past year.
Plans for finishing the Library and Main Tower have been under consideration.
Further progress has been made with the levelling of the grounds.
For details of these works-see Appendix No. 19, page 90.
Several additions and improvements of a permanent nature have been effected during the past year, and the fitting up of the offices with suitable furniture has been proceeded with.

From the complicated form of the roofs of the buildings, great difficulty is experienced in preserving them from the weather, and constant repairs are required.

The expenditure under the foregoing heads for the fiscal year ending 30th June, 1869, has been as follows:

1. For furniture
$\$ 12,040.80$
2. Alterations, additions, and permanent improvements
to the buildings .......................................... $9,050.20$
3. Repairs, maintenance, and cleansing .................... 5,658.25

$$
\text { Total ........................................... } \$ 26,749.25
$$

## TORONTO AND QUEBEC.

The Houses of Parliament at Toronto and Quebec are now in the occupation of the Local Governments, but had not, up to the 30th June, 1869, been transferred formally by Order in Council from the Dominion Government.

## GOVERNMENT HOUSES.

## OTTAWA.

Rideau Hall-The Governor General's Residence is in the village of New Edinburg, about two miles from the Parliament buildings.

The particulars connected with the purchase of this property were given in the annual report of the Department of last year.

The deed'of sale was executed and the purchase money paid on the 88th July, 1868.
A new lodge and gates at the entrance of the grounds, were designed and completed during the year.

The mansion, fencing, and outbuildings were maintained in a proper state of repair, and the grounds kept in order.

For details-see Appendix No. 19, p page 95.
"Spencerwood," at Quebec, and the Government Honses, it Montreal and Toronto are still in the hands of the Dominion Government.

## CUSTOM HOUSES.

The Custom Houses throughout Canada are in charge of the Dominion Government. The Custom House buildings formerly the property of the United Provinces of Upper and Lower Canada, but now in charge of the Dominion are :

| Seven Islands; | Dundee; | Port Dalhousie; |
| :--- | :--- | :--- |
| Quebec ; | Kingston; | Rondeau |
| Montreal ; | Toronto |  |
| St. Regis ; | Hamilton; |  |

For details see Appendix No. 19 at pages 90, 93, 98, 99, 100.

## POST OFFICES.

All the Post Offices of Canada are in charge of the Dominion Government. The following is the list of the Post Office buildings now in charge of this Department

Quebec ; Kingston ; Hamilton ;
Montreal ;
Toronto ;
London ;
The Post Office at Quebec is a very old building, and the Montreal and Toronto Offices are reported too small for the purposes for which they are required.

For details see Appendix No. 19, pages 91, 93, 99, 100, 101.

## HOSPITALS AND ASYLUMS.

These consist of :
The Grosse Ile Quarantine station ;
Immigrant Shed, Quebec ;
Marine Hospital, Quebec ;

They are the property of the Dominion Government and are placed in charge of the Minister of Agriculture and Enigration. The repaiss are executed under the supervision of this Department.

The Minister of Agriculture, who has charge of matters connected with Emigration, having reported that "Lawlors " Island, at the entrance of the harbor of Halifax, was well adapted for a Quarantine station, the Department was authorized to enter into negotiation for its purchase, and the Government have taken possession of the island, but owing to the absence of one of the proprietors, the deed of sale has not been executed.

## COURT HOUSES.

The Old District Court House, Quebec ; Sherbrooke Court House, Dis. of St. Francis District Court House, Three Rivers ; The New District Court House, Montreal.

These four buildings have not yet been formally transferred to the Government of Quebec.

## JAILS AND PRISONS.

The Néw District Jail, Quebec ; District Jail, Three Rivers; Sherbrooke Old Jail, District of St. Francis; The Reformatory Prison for Lower Canada, at St. Vincent de Paul.
The Sherbrooke Jail and Reformatory Prison at St. Vincent de Paul were transferred to the Government of Quebec by Order in Council, dated 6th April, 1868. The remainder have not yet been formally transferred.

## DISTRICT COURT HOUSES AND JAILS COMBINED.

1. Magdalen Islands
2. Montmagny ;
3. Iberville;
4. Percé (Gaspé) ;
5. Beauce ;
6. Beauharnois;
7. New Carlisle (Gaspé);
8. Arthabaska;
9. Richelieu ;
10. Bedford;
11. St. Hyacinthe ;
12. Saguenay (Malbaie) ;
13. Kamouraska ;

Sherbrooke New Jail, District of St. Francis ; The New District Jail, Montreal ;
transferred


## MISCELLANEOUS BUILDINGS.

The Sewell property, Quebec, (formerly Nautical School);
The Old Custom House, Quebec ;
The Geological Museum, Montreal, and
The Buildings at the corner of Notre Dame street and JacquesCartier square, Montreal, are still retained by the Dominion Govermment.

## ofFICIAL ARBITRATORS.

In conformity with the Act 31 Vict., Cap. 12, Sec. 31 and 33, the Honorable Philip Vankoughnet, of Cornwall, James Cowan, of Galt, Isidore Hurteau, of Longueuil, and Wm. Compton, of Halifax, Esquires, have been appointed members of the Board of Arbitration for the Dominion, and Mr. F. H. Ennis has been appointed Secretary to the Board.

Two cases were referred for their investigation and award in the month of June 1869, viz: Mr. James Goodwin's claim for work done to the Carillon and Grenville Canal, and Messrs. Ward and O'Leary's claims in connection with their contract at Rideau Hall.

The inquiries in relation thereto were being proceeded with at the close of the fiscal year and no decision therefore hal, at that period, been arrived at.

All of which is respectfully submitted.

H. L. LANGEVIN,<br>Minister of Public Works.

Department of Public Works, Ottana, February 3rd, 1870.

## APPENDIX TO THE REPORT

of the

## MINISTER OF PUBLIC WORKS,

FOR THE YEAR ENDING 30TH JUNE, 1869.

## APPENDIX No. 1.

## EXPENDITURE.

Statement showing the amount expended by Department of Public Worke, Dominion of Canada, during the fiscal year ending 30th June, 1869.

| NAME OF WORE. | Constraction. | Repairs. | Staff and maintemazec. | Routin, |
| :---: | :---: | :---: | :---: | :---: |
| Canals. | 0 cts. | 8 cta. | $\leqslant$ cta. | - ott. |
| Lachine ... | 200000 | 11,950 21 | 14,49465 |  |
| Beauharnois | 20500 10,692 | 6,498 <br> $\mathbf{3 , 8 5 9}$ <br> 14 | 19,77699 10,34790 |  |
| Williamsburgh | 10,692 04 | 5,670 88 | 5,76981 |  |
| Welland.... | 43,486 36 | 42,77306 | 39,060 61 | ............. |
|  |  | $\begin{array}{r}8000 \\ 577 \\ \hline 94\end{array}$ |  |  |
| Tug Service, Upper St. Lawrence |  |  | 12,00000 |  |
| Ste. Anne's (Lock). |  | 1,873 51 | 1,062 ${ }^{96}$ |  |
| Carillon and Grenville |  | 10,157 42 | -6,599 38 |  |
| Rideau... |  | 12,965 95 | 19,425 53 |  |
| St. Ours (Lock).. |  | 1,399 13,12097 | 1,755 8,460 15 |  |
|  | 70,71980 | 13,120 97 | 8,460 94 |  |
| Slides and Booms. |  |  |  |  |
| Saguenay District. |  | 16535 | 71205 |  |
| St. Maurice " |  | 3,305 58 | 9,621 57 |  |
| Ottawa | 3,243 60 | 17,644 32 | 14,419 70 |  |
|  |  | ,249 49 | 4860 |  |
| Harbors and Piers. |  |  |  |  |
| Port Dover |  | 1,210 45 |  |  |
|  | 2,920 00 | 1190 |  |  |
| Light Houses. |  |  |  |  |
| Pointe St. Laurent | 7,432 59 |  |  |  |
| Roads and Bridyes. |  |  |  |  |
| Témiscouata |  |  |  |  |
| Métapédiac and Ristigouche............... | 76830 | 80000 |  |  |
| Port Louis and Huntingdon.. | ${ }^{2,5688} 07$ |  |  |  |
|  | 19,113 13 |  |  |  |
| Public Buildings. |  |  |  |  |
|  |  |  |  |  |
|  | 38,045 $\mathbf{6 2}$ | 5,658 25 |  |  |
| " do do H |  |  | $\begin{array}{r} 25,343 \\ 3,443 \\ 360 \end{array}$ |  |
| " Rideau Hall... | 93,17885 | $\begin{array}{r} 1,46478 \\ 40000 \\ 200 \end{array}$ |  | 4,010 00 |
| Toronto Post Office. |  |  |  |  |
| " Public Buildings Generally |  |  | 5909 |  |
| Kingston Post Office... |  | $\begin{aligned} & 76440 \\ & 10000 \end{aligned}$ |  |  |
| Algoma Court House and | 2,52059 |  |  |  |
| Montreal, Leased Buildings. |  |  | 101 ¢0 |  |
|  |  |  |  |  |

## STATEMENT, \&c.-Continued.

| NAME OF WORK. | Construction. | Repairs, | Staff and maintenance. | Rents. <br> and Insurance. |
| :---: | :---: | :---: | :---: | :---: |
| Public Buildings.-Continucd. | \$ cts. | \$ cts. | \$ ets. | \$ cts. |
| Montreal, Old Government House |  |  |  | 3000 |
| Quehec, Spencer Wood............ |  | 9332 | 2,50055 1040 | 21000 |
| ، Public Buidaings generally |  | 1,231 01 ${ }^{\prime}$ | 1040 |  |
| " Observatory.... |  | -284 43 |  |  |
| * Ronner Property. |  | 13432 |  |  |
| "، Old Custom House |  | 6838 |  |  |
| "" Château St. Louib. |  |  |  | 7500 |
| Sherbrooke New Gaol. . . . . . . .... | 50000 |  |  |  |
| Kamouraska Court House and Gaol | 6180 |  |  |  |
| Port Neuf County Court House. Argenteuil do | 7200 |  |  |  |
| Argenteuil do | 1,37720 |  |  |  |
| Surveys, de. |  |  |  |  |
| Surveys generally. | 8,367 52 |  |  |  |
| Intercolonial Railway (not including $\$ 40,000$ by Finance Department). | 48,000 00 |  |  |  |
| Arbitrations............................... |  |  | 1,000 00 |  |
| Railways. |  |  |  |  |
| Nova Scotia Railway............ $\$ 268,86642$ Less charged to suspense account 1,306 05 |  |  |  |  |
| N.S. Currency . . . . . . . . . . . $\$ 268,56037$ |  |  | 261,396 78 |  |
| Less charged to suspense account $\begin{array}{r}110,86548 \\ 19,500 \\ 61\end{array}$ |  |  |  |  |
| N.S. Currency . . . . . . . . . . . \$91,364 87 | 88,928 47 |  |  |  |
| European and North American 154,817 30 Less charged to Suspense Account 4,76300 | 23,904 59 |  | 126,149 71 |  |
|  | 469,485 99 | 155,574 11 | 573,999 61 | 4,325 00 |
| Lotal expenditure by Department of Public Works.. |  |  |  | \$1,203,383 81 |

J. BAINE,

Accountant.

## Department of Public Works.

## APPENDIXNO. 2

## ST. LAWRENCE NAVIGATION-TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO FOND DU LAC, AT HEAD OF LAKE SUPERIOR.

| Trom | To | Sections of Navigation. | Statute miles. |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Intermediate. | Total to Straits of Belle-Ile. |
| Straits of Belle-Ile. | Quebec | River \& Gulf of St. Law'ee | 826 | 826 |
| Quebec | Three Rivers. | Riv.St.Law'ce to Tide-water | 74 | 900 |
| Three Rivers. | Montreal. | do do | 86 | 186 |
| Montreal | Lachine . | Lachine Canal | 8 ! | 994 |
| Lachine | Beauharnois | Take St. Louis. | 15 | 1,009 |
| Beauharnois | Ste. Cécile. | Beauharnois Canal | 11. | 1,021 |
| Ste. Cécile | Cornwall | Lake St. Francis. | 324 | 1,053 |
| Cornwall , | Dickinson's Landing | Cornwall Canal. | 112 | 1,065 |
| Dickinson's Landing | Farran's Point... | River St. Lawrence |  |  |
| Farran's Point............ | Upper end of Croyle's Island | Farran's Point Canal. | 3 | 1,071 |
| Upper end of Croyle's Island. | Williamsb'gh or Morrisb'gh | River St. Lawrence. | $10 \frac{1}{4}$ | 1,081 |
| Williamsburgh............. |  | Rapide Plat Canal. | 4 | 1,085 |
| Rapide Plat.. ${ }^{\text {Pribl. }}$ | Point Iroquois Village..... | River St. Lawrence. | $4 \frac{1}{2}$ | 1,090 |
| Point Iroquis Village | Upper end Presqu'Ile..... | Point Iroquois Canal | 3 | 1,093 |
| Presqu'Ile .... | Point Cardinal, Edwardsb'h | Junction Canal. | 28 | 1,095 |
| Gaint Caps Rapids. | Head of Galops Rapids. . . | Gallops Canal. |  | 1,097 ${ }^{1,106}$ |
| Prescott....... | Kinggton | River St. Lo | $50{ }^{8}$ | 1,164 |
| Kingston | Port Dalhousie | Lake Ontario | 170 | 1,334 |
| Port Dalhousie | Port Colborne | Welland Canal. | 27 | 1,361 |
| Port Colborne. | Amherstburgh | Lake Erie... | 232 | 1,583 |
| Amherstburgh | Windsor. ${ }^{\text {a }}$. | Detroit River. | 18 | 1,611 |
|  | Foot of Ste. Mary's Island. | Lake Ste. Claire | 25 | 1,636 |
| Lake Ste. Claire | Foot of St. Joseph's Island. | Ste. Claire River | 33 270 | 1,669 1,939 |
| Foot of St. Joseph's Island. | Foot of St. Joseph's 1sland. do Sault Ste. Marie... | Lake Huron.... | 270 47 | 1,939 1,986 |
| Sault Ste. Marie..... $:$.... | Head of do . | Sault Ste. Marie Canal. | 1 | 1,987 |
| Head of Sault Ste. Marie | Pointe aux Pins. | St. Mary's River. . | 7 | 1,994 |
| Pointe aux Pins. | Fond du Lac. | Lake Superior. | 390 | 2,384 |

Out of the 2,384 miles, from the Straits of Belle-Ile to the Head of Lake Superior, 713 miles are artificial navigation and 2,3124 open navigation.

Staits of Belle-Ile, to Liverpool, 1,942 geographical, or 2,234 statute miles.
The total ascent from Tide-water to Lake Superior is about 600 feet.

## APPENDIX No. 3.

# LACHINE, BEAUHARNOIS, ST. OURS, CHAMBLY, ST. ANNE, CARILLON, CHUTE-A-BLONDEAU, and GRENVILLE CANALS. 


#### Abstract

Description of the works and repairs executed on these Canals during the fiscal year ending Soth June, 1869, by J. G. Sippell, Engineer.


(No. 8,631.)
Lachine Canal Office,
Montreal, July, 1869.

F. Braln, Esquire,<br>Secretary Public Works, Ottawa.

Sir,-In compliance with your instructions, dated the 16 th inst., I have prepared and bog to submit the following report on tho works under my charge for the fiscal year ending 30th June, 1869.

These works consist of the Lachine and Beauharnois Canals, which form the two castern sections of the St. Lawrence River Improvement; the St. Ours and Chambly Canals on the Richelieu River and Lake Champlain routes; the St. Anne and Carillon and Grenville Canals on the Ottawa River route below the City of Ottawa.

## LACHINE CANAL.

From July to the close of navigation the River St. Lawrence was unusually lower than it had been for so protracted a season at any time during the past twenty years, which interfered materially with the supply of water required for navigation as well as for the milling interests on this canal. On the 31st day of October the gates in the guard-lock at Lachine, were opened during the day, which increased the supply and gave general satisfaction to all parties. These gates were kept open until the close of navigation, but as great inconvenience was experienced, by the millers and manufacturers, from low water, it was considered advisable to re-open them in order to afford as large a supply of water as possible during the winter. As considerable risk attended the proceeding, a triangular protection frame of strong timber was built and inserted in the stop checks below the lower gates, against which planks could be placed to assist in checking the flow of water until the gates could be closed, should any sudden rise occur in the river. This arrangement proved of undoubted benefit, for with the water standing at nine feet on the sill it afforded an additional sectional area of 400 feet to the supply weirs.

The repairs for the year were of the usual ordinary character, and consisted in replanking the Wellington street, Brewster and Côte St. Paul bridges, renewing the toe pieces in the St. Gabriel and Lachine bridges, placing now suspension cable on the Wellington bridge, renewing the rollers and the roller frames on the Wellington, St. Gabriel and Brewster bridges, all of which were thoroughly painted in June. New platforms were also placed on the gates at locks Nos. 1, 2 and 3, new knee quoins on the gates at lock No. 3, and new bumping-posts built at lock No. 2.

The wharves at basins Nos. 1 and 2, and at the flour sheds were repaired and partially renewed. Two cranes were rebuilt on the wharf at basin No. 2.

During the low water of last autumn several large boulders and stones on which vessels struck in entering the canal at Lachine, were raised from the channel and placed on the upper end of the wing dam. A portable derrick with hoisting apparatus was constructed for this and other purposes.

The booms enclosing the timber basin at Lachine were repaired and several new courses of timber and new snubbing posts placed in the guide piers to which the booms are secured.

During the winter months the carpenters and permanent men were employed in making the protection frame for the guard lock, preparing timber and building cribs for the pier below St. Gabriel lock, and making new platforms and knee-quoins for the lockgates.

The water was drawn off the canal on the 21st of April and let in on the first of May. During this time new working chains were attached to the gates at locks Nos. 1, 2 and 3, new rollers and new segment plates at locks Nos. 3 and 4, new bed plates put on the gates and the valves taken out, repaired and replaced. The bottom of the canal was also cleaned at a few places, the slope walls and banks along the entire line of the canal repaired, 200 feet of the crib work on the north side of the canal below Brewster's bridge rebuilt, the center pier of the bridge repaired and sheeted with new plank on the lower end and several repairs executed at the gates and mitre-sills of the locks.

The walls at locks Nos. 2, 3 and 4, were grouted and pointed. The regulating weirs and waste-weirs in the banks above and below lock No. 4 and the old lock walls at St. Gabriel were also pointed and repaired.

Vessels experienced much difficulty in approaching the lower entrance of St. Gabriel lock on account of the strong current and eddy formed by the discharge of water from the regulating weir in the old lock and the tail-races from the mills. This difficulty has been remedied by placing detached cribs below the north wing wall. These cribs are connected with timber above surface of water and furnish additional mooring facilities for vessels waiting at the lock.

A landing place has also been provided on the north side of the canal above the bridge abutment at St. Gabriel lock, which was much required for the local trade at this point.

After the water was let into the canal, the wharves, flour sheds, slope walls and banks were generally attended to, the bridge keeper's house at Wellington bridge was thoroughly repaired and some small repairs done to the lock-house at lock No. 3. The watch-houses at the locks were also repaired and painted.

The canal was closed by ice on the 5th December, and was fully opened to the trade on Monday the 3rd of May; the only interruptions during the year, being one day in November and one in May, caused by the Wellington bridge being accidently thrown off its pivot.

There was collected on this canal besides the regular tolls and rents $\$ 9,707.46$ viz :-
Fines and damages by order of the Superintendent. ..... $\$ 18133$
Do collected at Lachine ..... 4900
Dues on firewood at do ..... 13680
Do on timber in basin at do. ..... 1,192 39
Do for use of canal grounds for repairing vessels ..... 5200
Do do of graving dock at Montreal ..... 52575
Do on vessels from lower ports ..... 3,773 78
Wharfage dues on firewood and flowr. ..... 2,241 45
Storage in flour sheds ..... 66752
Wintering vessels on canal ..... 80725
Proceeds of sales of unclaimed property (sold by order of the Superintendent). ..... 8019

\$9,707 46

The total amount collected from the same sources last year was $\$ 7,47643$

## beauharnois canal.

The extreme low water during the autumn of 1868 did not affect the supply for this canal, which was efficiently and uninterruptedly maintained at a depth of nine feet on the sills throughout the navigable season.

This canal and structures are in good condition, a large portion of the expenditure for repairs being for cleaning off-take drains and ditches leading to and from the culverts passing under the canal. This cleaning is effected both in the fall and spring, often before the snow leaves the ground, to prevent an accumulation of surface water on the adjoining farming lands.

The piers at the lower entrance of the canal, which were seriously damaged by ice in the spring of 1868, were thoroughly repaired during the low water of August and September. The land or south pier was again badly damaged when the ice broke up last spring and will be repaired during season of low water.

The upper and lower gates at locks Nos. 6 and 8, and the upper gates at lock No. 11, have been thoroughly repaired and some minor repairs effected on nearly all the others. New friction rollers have been placed on the lower gates at lock No. 14.

The timbers in the swing bridges over locks Nos. 8 and 9 have been renewed and those over locks 10, 11 and 14, and the bridge at St. Timothy repaired. The planking on the bridge at lock No. 14 has been renewed, and the approaches to the bridge over lock No. 8 raised.

Several of the permanent bridges over the waste and regulating weirs, together with the small round bridges, have been repaired and replanked.

The dams and dykes at the head of the canal sustained no material injury last season, very little was therefore required to be done to them in the way of repairs.

The canal was emptied for repairs on the 13th of April, refilled on the 30th, and the navigation fully opened on the 3rd of May. During this time the walls of the locks regulating weirs and raceways were repaired and pointed where required and the bottoms of the locks cleaned. The slope walls were repaired at several places and the retaining walls at the upper entrance of lock No. 7, and below locks Nos. 10, 11 and 12 ; the abutment of the bridge over the weir at lock No. 12 rebuilt, and the embankment north side of the weir repaired and puddled. The waste weir at St. Timothy was also repaired.

The plank covering over the head race of the supply weir around the guard lock, which gave way under the weight of snow during one of the storms of last winter, was repaired with new sleepers and replanked. The platform over the culvert above lock No. 10, has also been replanked.

The canal banks and "towing-path were put in good order and new snubbing posts placed where required.

The dwellings for the lock and bridge tenders were painted and repaired. The watch houses on the locks have also been repaired and painted.

All the ditches and culverts were thoroughly cleaned and put in effective condition. The expense of this work was necessarily increased on account of the great quantity of snow which fell during the winter, and the heavy spring rains.

Two new scows were built last spring to replace the old ones employed at the ferries between locks 13 and 14.

The expenditure for repairs for the year amounted to $\$ 7,028.33$.
A statement of the fines and damages collected by order of the Superintendent, amounting to $\$ 80.36$, will also be found annexed.

The canal was closed by ice on the second day of December, 1868, and opened to the trade on the 3rd day of May, 1869.

## ST. OURS LOCK AND DAM.

The works at this station during the past season, consisted principally in repairing the piers above and below the lock, refilling them with stone ballast, repairing and strengthening the dam and protecting portions of the island with stones.

Now rollers were placed in the lower gates, and the valves in all the gates repaired.

The old house used as a collector's office has been repaired-part of the foundation wall rebuilt and the roof shingled. Some necassary repairs have also been made on the Superintendent's house, and the repairing scow put in working order.

During the month of November, while the lock and gates were obstructed by ice, the steamer "Chambly" broke the collar and otherwise damaged one of the lower gates. This accident caused a delay of nearly three days to the navigation, as a diver and diving apparatus had to be sent from Montreal, to repair the damage.

There was also a delay of seven hours on the 20th of August, while repairing the friction rollers, valves, de., on the lower gates.

The navigation was closed on the 2nd of December and fully opened on the 28th of April, although the river was free from ice on the 21 st, but owing to the high water passing over the lock-gates they could not be worked until the 28th.

The expenditure for remans during the year amounted to $\$ 136118$.
The fines and dauages collected by order of the Superintendent, amounted to $\$ 70.34$ as per statement herewith enclosed.

## CHAMBLY CANAL.

The repairs on this canal from the first of July to the close of navigation, were principally as follows:-

Repairing and raising the canal banks and protecting them with stones, repairing the towing-path and extending it about 540 feet on the river side of the canal above Jones' bridge at St. John's, removing accumulations in the bottom of the canal at several places with the steam dredge, and dredging the channel in front of the pier in the basin at Chambly ; inserting a new pair of lower gates at lock No. 9, and putting new fender posts on locks 2,4 and 5 .

During the winter months the permanent men were employed in constructing a pair of spare gates for lock No. 2, making new sluice gates for locks Nos. 3, 5 and 6, and prepairing timber for repairs to the lock-gates and bridges.

During the month of April the water was so high that very little could be done in repairs; the bottoms of the locks were cleaned, and such portions of the banks and slope walls as could be reached repaired. The wing walls of locks Nos. 3 and 5 were repaired and the chamber and wing walls of locks Nos. 7 and 8 pointed.

The west chander wall of lock No. 5 is in a very dilapidated condition and cannot possibly stand another season. A portion of the west wall of lock No. 3, must also be rebuilt. The material for rebuilding should therefore be provided before the close of navigation, and the walls rebuilt before opening the canal next spring.

A large force of laborers was employed during the high water in April, protecting the bank between the island of St . Therese and St . John.

Since the opening of navigation the laboring force has been employed in making and cleaning ditches, in further repairs to the canal tranks beloy St. John's, sinking snubbing posts and executing various other necessary repairs.

The canal was closed by ice on the 2nd December, 1868, and opened on the 28th April 1869.

This canal has been greatly improved by dredging and gives general satisfaction to the trade which was uninterrupedly maintained throughout the navigable season. The business is yearly increasing, which causes a corresponding increase in the cost of rupairs which amounted to $\$ 7,864.65$ for ordinary repairs, and $\$ 6,433.36$ for dredging, making a total of $\$ 14,298.01$ while the amount collected for tolls, de. was $\$ 31,962$.

A detailed statement of the fines and damages collected by order of the Suprintendent and for wharfage dues, amounting to $\$ 70.48$, will be found attached.

> ST. ANNE LOCK AND DAM.

The guide cribs above the lock were repaired and extended in the months of Auguat and September, and portion of the dam were also repaired.

Much inconvenience and damage was incurred during the low water of last season by vessels striking on the rocks and boulders in the chamel, above and below the lock. A lifting apparatus was provided when these olstructions were, to a great extent, removed and the channel deepened, which is now in better condition than at any previous period.

Since the opening of navigation a boom has been built for the protection of the guide piers on the south side of the channel, above the lock, and the damage done by ice to the piers and dam repaired.

A comparative statement furnished by the collector, of the traftic at this station for the year 1868 and 1869 will be found annexed.

The expenditure for repairs during the year amounted to $\$ 1,861.96$.

CARILLON CANAL.
This canal is in as goo: condition as it has been for several years; but the walls of all the locks leak badly. The water spreads from the sluices which are placed in the walls. These sluices will probably have to be closed up and placed in the gates; this has been done at one of the upper gates, at lock No. 3, which has materially checked the leakage.

The principal repairs were effected in the spring before the opening of navigation when the lock walls were pointed and grouted, the upper sill of lock No. 3 overhauled and thoroughly grouted; the bottom of the canal cleaned and the banks, road and fences along the line of the canal repaired.

The upper and lower wing walls on the south side of lock No. 3 are in a dilapidated condition and must soon be taken down and rebuilt.

The navigation during the past season was maintained without any serious interruption, except occasionally by the low water which could not be avoided.

The canal was closed by ice on the 30th of November and re-opened on the 3rd of May.

## NORTH RIVER FEEDER.

This feeder which supplies the Carillon Canal with water from the north river, was also maintained ingood order ; the unprecedentedly low water in the river affected the supply which was often short, and increased the expense of maintaining the dams.

## CHUTE $\lambda$ BLONDEAU.

No repairs of any importance have been effected at this station. The lock walls were pointed in the spring, and the fences around the Government property repaired.

The upper gates are old, but will last through the present season, when they will be removel and a pair of new gates, now in hand, inserted.

The only delays to navigation were caused by low water during the fall of 1868, when vessels drawing four feet of water often grounded in the rock cut above the lock.

## GRENYILLE CANAL.

The repairs in this canal have been confined to such works as were required to keep the, canal in navigable order from July till the cloje of the season. They consisted in repairing the banks, raising the towing-path, repaining the slope walls, repairing the fences along the line of the canal, \&c.

After the close of navigation the water was drawn off the canal and the work of repairs generally suspended.

As soon as the weather permitted in the spring, the work was resumed, when the walls of all the locks were repaired and pointed, a new pair of gates built and inserted at lock No. 7 , new watch houses built for locks 5 and 7 , the swing-bridge at lock No. 9 rebuilt and now mitre-posts and balance beams placed on the upper gates of the lock.

The lock-houses at locks Nos. 9, 10 and 11 have also been repaired and new fencing built to enclose the canal grounds at locks Nos. 9 and 11.

Before opening navigation, the prism of the canal throughout its entire length, was thoroughly cleaned and all obstructions removed, the banks and slope walls repaired, and the towing-path raised at different places.

With the exception of the leaky condition of the walls of locks Nos. 5, 6, 7 and 8, and three pairs of gates, this canal is in good order ; a new pair of gates for lock No. 5 , will have to be built before the opening of navigation next season.

A large portion of the outlay for renairs is applied to keeping the banks, slope walls, and towing-path in order, rendered necessary by the washing they sustain from the pagsage of steamers.

The extreme low water in the Ottawa last autumn caused delays and much difficulty at the upper entrance and in the reach between locks 10 and 11 . Late in the season a steam-dredge was employed, which removed the accumulations of deposit in the chaunel above the guard lock, and although working the dredge was attended with considerable inconvenience, the deepening was effected and the cut widened, greatly facilitating the passage of vessels-either in entering or leaving the canal.

The canal was closed by ice on the 30 th of November and opened for navigation on the 3rd of May, no interruption occurring during the season except from low water.

The expenditure for repaiss on the works comprising the Carillon and Grenville canals, for the year amounted to $\$ 9,028.38$.

A statement of fines and damages collected by order of the Superintendent, and a statement of the traffic for the past season, furnished by the collectors are forwarded herewith.

A comparative statement of the trade through these canals since 1864, is also appended, which shows the rapid increase and importance of the business over this route, all of which must pass through these canals that are now taxed nearly to their full capacity, showing conclusively that unless the work of enlarging them is immediately commenced, the business of the Ottawa valley must necessarily find some other outlets.

## Steam dredge (chambly).

The dredge was advantageously employed in cleaning the canal bottom at several places, viz:-Aloove and below lock No. 1 at St. John's, at Wood's Creek above lock No. 2 ; in the basin below lock No. 9 at Chambly, and since the opening of navigation at St. Thertse Island, where dredging to the extent of a mile in length has been effected, and also in dredging the bottom between lock No. 2 and lock No. 7.

A new discharging soow with derrick was built last season to work in connection with the dredge.

Before commencing work this spring, the dredge, engine, and scows were thoroughly repaired. A new anchor post and crank table were fitted to the dredge and several new dumping boxes made.

The cost of maintaining and working the dredge for the past year amounted to $\$ 6,433.36$.

## steam dredfe (grenville.)

This dredge arrived at Grenville on the 28th September and immediately commenced the work of deepening the cut betwean lock No. 11 and the river, which was completed in the month of November.

The dredge and scows were wintered in the canal above the lock, it being the intention to employ them in the further widening of the cut on the opening of navigation; but in consequence of the extreme high water in the month of May and early part of June, the dredge could not work to advantage until the water lowered in the river, when the cut was again cleaned.

Several repairs were effected to the dredge, engine and scows before they commenced work.

The sum of $\$ 2,230.84$ was expended on this work up to the end of the year.

## huntingeon and poht loitis road.

This road connects Huntingdon with Lake St. Francis at port Louis and is eight miles in length. Five miles of the road which pass through swamps having become quite impassable, were rehuilt and the road hed covered with three inch pine plank. The remaining three miles were repaired and pat in good order for a country road.

This work, which was considered a military necessity, was commenced in June and completed in July 1868.

I have the honor to be,
Sir,
Your obedient servant,
(Signed,)
John G. Sippell
Resident Engineer.

## LACHINE CANAL.

Statement of Fines and Damages, collected by order of the Superintendent, for the year ending 30th June, 1869.


## LACHINE CANAL.

Statement of fines collected at Lachine, for year ending 30th June 1869.

| Date. | Property fined. | Name of Owner. | By whom fined. | Amounts. |
| :---: | :---: | :---: | :---: | :---: |
| 1868. |  |  |  | \$ cts. |
| July 3. | Crib of Timber | Duquette | Keeper of Basin. | 400 |
| Sept. 1. | do | Tucker | Superintendent. . | 500 |
|  | Raft of Lumber | Gilmour | do | 500 |
| "\% 2. |  | McLean | do | 500 |
| "6 3. | Crib of Timber. | Philbin. | do | 500 |
| " 4. | do | McGauvran. | do | 500 |
| 44. | do | Macdonald. | do | 500 |
| Oct. 2 | do | Charette. | do | 500 |
| Nov. 14. | Barge Wren. | St. Louis | Lockmaster. | 500 |
| Dec. 11. | Crib of Timber. | Henderson | Superintendent. | 500 |
|  |  |  |  | 84900 |

Sub-Collector's Office,
J. DÜBREUIL,

Lachine, 5th July, 1869.

## BEAUHARNOIS CANAL.

Statement of the amounts collected for Fines and Damages by order of the Superintendent, for the year ending the 30th day of June, 1869.

| Date. | Name of Vebsel. | Owners. | Amounts. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| 1868. |  |  | 8 cts. |  |
| Aug. 20. | Steamer Kingaton. | Inland Nav. Co..... | 1600 | Damage to Lock No. 11. |
| Sept. 13. | do Passport. | do ..... | 680 | do No. 10. |
| " ${ }_{\text {" }}$ 24. | Propeller Magnet | Proctor ......... | 300 | do No. 11. |
| Oct. 81. | Steamer Grecian. | Inland dov. Co..... | 720 800 | $\begin{array}{ll}\text { do } & \text { No. } 10 .\end{array}$ |
| \% ${ }^{\text {at. }}$ | do L. Renaud. | St. Lawrence N. C ö. | 1246 | do No.8. |
| Not. 6. | do do | do .. | 355 | do No. 10. |
| May June 8. | $\begin{array}{ll}\text { do } \\ \text { do } & \text { Kuron.... }\end{array}$ | Jacques. <br> Inland Nav. Co. | 2000 335 | $\begin{array}{ll} \text { do } & \text { No. } 10 . \\ \text { do } & \text { No. } 7 . \end{array}$ |
|  | Total |  | \$80 36 |  |
|  |  | (Signed, | PIERE | E LAURENCEL, |
| Beaumarnois Canal Office, 30th June, 1869. |  |  |  |  |

## ST. OURS LOCK.

Statement of the amount collected for Fines and Damages by order of the Superintendent, for the year ending the 30th June, 1869.

| Date. | Name of Vessel. | Master. | Amounts. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| 1868. |  |  | \$ cts. |  |
| July 2. | Barge Billow, | Curran | 0075 | Damage to pier. |
|  | do Thomas... | Harris. | 0070 0072 | do do do do |
| Oct. 27. | do John Moore | Start. | 142 | do do |
| Nov. 18. | Steamer Chambly. | Lamoureux | 6000 | do to lower gates. |
| $\operatorname{June}_{4} \frac{5 .}{16 .}$ | Barge Reine des Anges Steamer Castor. . . . . . . . | Sauvageau. Wellan .... | $\begin{array}{r} 600 \\ 0075 \end{array}$ | $\begin{array}{ll} \text { do } & \text { do } \\ \text { do } & \text { to pier. } \end{array}$ |
| Total. |  |  | \$70 34 |  |

St. Ouns Lock, 2nd July, 1869.
LEVI LARUE, Superintendent.

## CHAMBLY CANAL.

Statement of the amounts collected for Fines and Damages by order of the Superintendent, and for Wharfage dues, for the year ending the 30th June, 1869.

| Date. |
| :---: |
| Name of Vessel. |
| 1868. |

Chambly Canal Office,
(Signed,)
Chambly, 30th June, 1869.

## STE. ANNE LOCK.

Comparative Statement of the number of Steamers, Sailing Vessels, \&e., that passed through the Ste. Anne lock and the amount of tolls collected during the fiscal years ending the 30th June, 1868, and 1869.

| Vesself. | 1868. |  |  | 1869. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number. | Tons. | Amounts. | Number. | Tons. | Amounts. |
| British Steamers...... Sailing and other craft. American Vessels..... |  |  | $\$$ cts. |  |  | 8 cts . |
|  | 1,541 | 71,055 | 8,046 12 | 1,276 | 56,234 | 8,034 14 |
|  | 4,962 | $\left.\begin{array}{r}384,661 \\ 19,228\end{array}\right\}$ |  | 5,065 204 | $\left.\begin{array}{r}408,268 \\ 14,660\end{array}\right\}$ |  |
|  | 6,765 6,545 | 474,944 | 8,034 14 | 6,545 | 479,162 474,944 | Increase in tonnage in 1869. |
| Decrease in 1869........ | 220 |  | \$1198 |  | 5,218 |  |



Ste. Anne Lock, 30th June, 1869.

## CARILLON AND GRENVILLE CANALS.

Statement of the amounts collected for Fines and Damages by order of the Superintendent, and for ground rent on cordwood, piled on canal banks, during the year ending the 30th June, 1869.

| Date. |
| :--- |
| Name of Vessel. |
| 1868. |

## CARILLON AND GRENVILLE CANALS.

Statement of the number, tonnage, \&c., of Vessels passing through the Carillon and Grenville Canals, and the amounts of Tolls collected during the fiscal year ending the 30th June, 1869.



## CARILLON AND GRENVILLE CANALIS.

Comparative Statement of the trade in the Carillon and Grenville Canals, for the following years, viz:


In July, August and Septemker, 1869, there were 103,774,000 feet of sawed lumber and 193,790 tons of freight passed through these canals, equal to 313,500 feet of lumber and 2,453 tons of freight per day.
(Signed,) WM. B. FORBES,
Suporintendent.
Carillon and Grentille Canals Office, Carillon, 19th October, 1869.

## LACHINE CANAL.

Statement showing the depth of river water on the mitre-sill of lock No. 1, at lower entrance and lock No. 5, at upper entrance, during the fiscal year ending the 30th day of June, 1869. (From Lockmasters' returns).

| Months. | LOCK No. 1. <br> Lower Sill. |  | LOCK No. 5. UPPRR SLLL. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July.. | 18.8 | 17.6 | 11.1 | 10.3 |
| August..... | 17.8 | 16.8 | 10.4 | 9.11 |
| September. . | 17.2 | ${ }^{16.7}$ | 10.5 | 9.9 |
| October.... | 16.11 | *16.0 | 10.2 | 9.4 |
| November.. | 17.10 | 16.4 16.8 | 10.6 | 9.1 |
| December... | 31.8 | 16.8 | 11.1 | 9.3 |
| 1869. |  |  |  |  |
| January | 31.0 | 26.10 | 11.0 | 9.3 |
| February. | 27.6 | 25.2 | 10.3 | 8.8 |
| March ... | 26.10 | 24.6 | +9.0 | 8.2 |
| April. | 40.5 | 24.9 | 14.11 | 9.1 |
| May.. | 26.10 | 23.11 | 16.0 | 14.0 |
| June. | 23.6 | 21.2 | 14.0 | 12.8 |

[^1]
## BEAUHARNOIS CANAL.

Statement showing the depth of river water on the mitre-sill of lock No. 6, at lower entfance and lock No. 14, at upper entrance, during the fiscal year ending the 30th day of June, 1869. (From Lockmasters' returns).

| Months. | LOCK No. 6. Lower Sill. |  | LOCK No. 14. <br> Upper Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July....... | 11.0 | 10.4 | 12.1 | 11.6 |
| August.... | 10.4 | 9.9 | 12.4 | 11.6 |
| September . | 9.9 9.6 | 9.6 9.2 | 11.10 | 11.5 |
| October N . ${ }^{\text {arember }}$. | 9.6 9.6 | 9.2 9.2 | 11.7 | 11.11 |
| December. | 11.6 | 9.6 | 12.5 | 11.2 |
| 1869. |  |  |  | 11.3 |
| January. | 14.0 | 12.6 | 12.5 |  |
| Februsry... | 16.0 | 14.0 | 12.0 | 10.10 |
| March ..... | 16.0 | 13.0 | 11.3 | 10.5 |
| April..... | 14.6 | 13.0 | 13.8 | 11.3 |
| May...... | 15.6 | 14.6 | 12.11 | 12.5 |
| June........... | 14.8 | 12.8 | 12.9 | 2.3 |

## ST. OURS LOCK.

Statement showing the depth of river water on the lower and upper mitre-sills of St. Ours Lock, during the fiscal year ending the 30th day of June, 1869. (From Superintendent's returns).

| Monthe. | Lower Sill. |  | UPprr Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July . | 10.2 | 8.8 | 10.11 | 9.7 |
| August.... | 8.10 | 7.8 | 9.8 | 8.10 |
| September. . | 8.7 | 7.9 | 9.4 | 8.9 |
| October.... | 8.1 | 7.0 | 10.0 | 8.9 |
| November... | 11.8 | 8.4 | 12.5 | 9.4 |
| December... | 12.9 | 9.2 | 10.8 | 9.8 |
| 1869. |  |  |  |  |
| January.... | 12.3 | 10.7 | 10.4 | 8.11 |
| February... | 12.0 | 10.10 | 10.1 | 9.8 |
| March... | 12.6 | 10.7 | 10.9 | 9.5 |
| April. | 23.4 | 13.4 | 19.9 | 10.9 |
| May. . | 20.5 | 18.1 | 17.11 | 15.1 |
| June . | 17.8 | 13.2 | 14.9 | 12.1 |

## Lachine Canal Office,

 Montreal, July, 1869.
## CHAMBLY CANAL.

Statement showing the depth of river water on the mitre-sill of lock No. 9, at lower entrance and lock No. 1, at upper entrance, during the fiscal year ending the 30th day of June, 1869. (From Lockmasters' returns).

| Months. | LOCK No. 9. <br> Lower Sile. |  | L,OCK No. 1. <br> Upper Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| $J_{0} l_{y}$. | 11.7 | 9.11 | 9.4 | 8.3 |
| August. | 10.1 | 8.8 | 8.7 | 7.7 |
| September. | 9.2 | 8.4 | 8.3 | 7.1 |
| October ... | 9.3 | 7.10 | 9.8 | 7.2 |
| November.. | 13.8 | 8.8 | 9.9 | 7.4 |
| December. | 13.10 | 10.6 | 9.5 | 8.9 |
| 1869. |  |  |  |  |
| Jannary... | 16.0 | 12.7 | 9.4 | 8.8 |
| Felmary. | 16.7 | 14.2 | 9.0 | 8.10 |
| March | 17.7 | 13.4 | 9.3 | 8.9 |
| April. | 23.8 | 14.0 | 13.10 | 9.4 |
| May.. | 22.1 | 18.0 | 13.10 | 12.3 |
| June.. | 17.10 | 13.0 | 12.2 | 10.2 |

[^2]
## STE. ANNE LOCK.

Statement showing the depth of river water on the lower and upper mitre-sills of Ste. Anne Lock, during the fiscal year ending the 30th day of June, 1869. (From Lockmasters' retirns).

| Month. | Lower Silla |  | Upper Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1368. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July . | 8.7 | 7.7 | 8.1 | 6.6 |
| August. | 7.7 | 7.3 | 6.6 | 5.10 |
| September. . | 7.5 | 7.2 | 6.1 | 5.8 |
| October .... | 7.1 | ${ }_{7} 6.10$ | 6.5 | 5.10 |
| December... | 8.10 | 7.1 | 6.8 | 6.3 |
| 1869. |  |  |  |  |
| January.... | 8.10 | 7.2 | 6.8 | 6.1 |
| February... | 8.9 | 6.10 | 7.5 | 6.4 |
| March ... | 7.0 | 6.8 | 6-9 | 6.3 |
| April . | 12.6 | 6.10 | 12.11 | 6.4 |
| May.. | 13.11 | 12.2 | 15.4 | 13.0 |
| June.. | 11.11 | 10.6 | 13.0 | 10.7 |

Lachine Canal Office, Montreal, July, 1869.

## CARILLON CANAL.

Statement showing the depth of river water on the mitre-sill of lock No. 1 , at lower entrance and lock No. 3, at upper entrance, during the fiscal year ending the 30 th day of June, 1869. (From Lockmasters' returns).

| Months. | LOCK $\mathrm{N}^{\circ} \mathrm{o} .1$. <br> Lower Sill. |  | LOCK No. 3. Uppeb Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July... | 9.0 | 6.0 | 8.0 | 5.8 5.0 |
| August.... | 6 | 5.10 | 5.3 | 5.8 4.9 |
| October... | 6.10 | 5.11 | 5.8 | 5.2 |
| November | 7.2 | 7.0 | 6.3 | 6.7 |
| December.... | 6.10 | 6.8 | 7.0 | 5.8 |
| 1860. |  |  |  |  |
| January.... | 7.0 | 5.11 | 7.8 | 5.4 |
| February... | 9.9 | 6.0 | 7.0 | 6.3 |
| March .... | 6.1) | 6.4 | 7.0 | 7.0 |
| April... | 14.9 | 7.15 | 15.3 18.10 | 5.5 |
| May.... | 17.0 | 14.5 10.8 | 15.6 | 12.1 |

[^3]
## CHUTE A BLONDEAU CANAL.

Statement showing the depth of river water on the lower and upper mitre-sills of lock No. 4, at Chute à Blondeau, during the fiscal year ending the 30th day of June, 1869. (From Lockmasters' returns).

| Months. | Lower Sill. |  | Upprer Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| 1868. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July. | 8.11 | 6.9 | 9.2 | 6.7 |
| August. | 6.5 | 6.0 | 6.7 | 5.11 |
| September . | 6.0 | 5.9 | 6.0 | 5.8 |
| October . . . | 6.8 74 | 6.0 7.1 | 6.3 7.4 | ${ }_{6.8}^{6.11}$ |
| December.. | 10.6 | 6.11 | 9.8 | 6.10 |
| 1869. |  |  |  |  |
| January.... | 13.10 | 8.0 | 12.6 | 7.10 |
| February.. | 15.4 | 12.6 | 14.8 | 10.8 |
| March .... | 9.6 | 8.4 | 16.10 | 8.10 |
| April..... | 16.6 | 6.1 | 16.0 | 6.6 |
| May...... | 20.5 | 16.5 | 20.0 16.0 | 16.0 |
| June .......... | 16.4 | 13.2 | 16.0 | 12.10 |

Lachine Caval Office, Montreal, July, 1869.

## GRENVILLE CANAL.

Statement showing the depth of river water on the mitre-sill of lock No. 5 , at lower entrance and lock No. 11," at upper entrance, during the fiscal year ending the 30th day of June 1869. (From Lockmasters' returns).

| Months. | LOCK No. 5. <br> Lower Sill. |  | LOCK No. 11. Upper Sill. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Highest. | Lowest. | Highest. | Lowest. |
| -1868. | Ft. in. | Ft. in. | Ft. in. | Ft. ih. |
| July. | 9.0 | 7.9 | 8.8 | 5.9 |
| August. | 7.0 | 6.4 | 5.9 | 4.2 |
| September | 6.7 | 6.3 | ${ }_{5.811}$ | 4.6 5 |
| October .... | 7.4 7.6 | 6.7 7.4 | 5.11 7.0 | 6.3 |
| November | 7.6 | 7.4 | 6.3 | 5.3 |
| 1869. |  |  |  |  |
| January. | 12.0 | 9.0 | 5.4 | 5.0 |
| February.. | 10.6 | 9.0 | 5.2 | 4.10 |
| March... | 14.0 | 9.0 | 4.8 | 4.5 |
| April... | 18.0 | 9.0 | 15.4 | 4.11 |
| May...... | 20.3 17.0 | 17.4 13.2 | 19.6 15.7 | 15.5 12.6 |
| June..... | 17.0 | 13.2 |  |  |

Lachine Canal Office, Montreal, July, 1869.

## APPENDIXNO. 4.

## CORNWALL CANAL.

Description of the works and repairs executed during the fiscal year ending soth of June, 1869, by D. A. McDonnell, Superintendent.
(No. 7,434.)
Corawall, July, 1869.
F. Braun, Esq., Secretary,

Department of Public Works, Ottawa:
Sir,--I have the honor to report as follows on the works under my charge upon the Cornwall Canal during the fiscal year ended on the 30th ultimo.

There was no interruption to the navigation on this canal until the 8th of last De-* cember when it was closed by ice. It was re-opened on the 3rd of May following, since which the traffic has been unimpeded up to the date of this report.

The works of greatest importance undertaken during the past year, are the regulating weir on the south side of the canal above lock No. 17, and the extension of the south embankment on the south side of the canal above the guard-lock at Dickinson's Landing by means of crib-work.

The weir has been in working order since May, but cannot be fully completed before next spring, as the water must be drained off in order to complete the side walls at the entrance to the head race.

The pier at Dickinson's Landing is well advanced, two thirds of it having been sunk successfully since the time it was commenced last April.

The repairs done to the canal works may be enumerated as follows, viz:
Raising embankment, repairing slope walls. clearing side ditches, drains and culverts, repairing lock-gates and supply-weirs, removal of five lock-gates, foot-bridges, making twelve new sheaves and making four new knees for quoin posts of lock-gates.

The outlay incurred on the latter amounts to the sum $\$ 3,860.14$.
I have the honor to be, Sir,
Your obedient servant,
(Signed,) D. A. McDonneĺl, Superintendent.

# APPENDIXNO. 5 . <br> WILLIAMSBURGH, RAPIDE PLAT AND GALOPS CANALS. 

Description of the works and repairs executed on these Canals during the fiscal year ending 30th June, 1869, by Isaac N. Rose, Superintendent.
(No. 7,441.)
Sir,-In compliance with instructions conveyed in your letter of 16th July, 1869, No. 4933, I have the honor to submit my annual report on the Williamsburgh Canals.

Navigation was uninterrupted from 1st July to 5th December, 1868, when the canals were closed for the winter. Being again opened on 1st May, 1869, they remained in satisfactory condition to 30 th June, no detention having occurred to vessels passing through them.

The works which have been in progress during the past year, may be classed under the head of ordinary repairs.

1st. Dredging. Under instructions from the chief engineer, John Page, Esq., the steam-dredge was towed from Point Iroquois Canal to Farran's Point Canal, at which latter place she continued at work up to 9 th September, and removed 436 scow-loads of material from the prism of the canal, which were deposited in deep bays adjoining. She was then handed over to J. G. Sippell, Esq., by instructions from the Department, and conveyed by steamer to the Grenville Canal, viâ Kingston.

2nd Protection of Canal Banks. The force employed consisted of one scow and horse for towing together with a foreman and four laborers. The work was confined to Rapid Plat and Farran's Point Canals, and continùed from 1st July to 1st December, 1868, and from 1st April to 30 th June, 1869. Some 250 cords of stone were used on repairs to the inside and to portions of the outside banks of the canals. It is imperative for the safety of the canals, that this work should be continued from year to year in order to counterbalance the wear and tear which constant navigation entails.
3. New Swing-bridge. The new bridge over lock No. 26, Galops Canal, was nearly completed at the close of the fiscal year.
4. Lock-gates \&cc. Repairs have also beeri done to lock-gates, bridges, snubbing, and bumping posts, sluices, ditches, scows, and booming connected with the several canals. Repairs on pier at upper entrance Farran's Point Canal were near completion on 30th June, viz : putting on a new covering of two courses of timber from the canal bank to the ice-breaker built last year.
5. Buoy Service. This important work, extending from Prescott to Dickinson's Landing, was performed in the months of May and June last and is now in perfect order.
6. Houses. The material for roofing the several lock masters and lock laborers houses has been procured and paid for.

The aggregate amounts of pay lists and accounts for fiscal year ending 30th June, 1869, are as follows:

For steam dredge, (including towage to Kingston,)......... $\$ 1,065.51$
For buoy service and ordinary repairs........................... 6,517.16
For staff certified..................................................... 5,661.83
All of which is respectfully submitted.
I have the honor to be, Sir,
Your obedient servant,
(Signed, ) Isanc N. Rose, Supt. Williamsburgh Canale:

# APPENDIX No. 6. 

WELLAND CANAL.

# Description of the works and repairs executed during the fiscal year ending Both June, 1869, by S. D. Woodruff, Superintendent. 

Welland Canal Office,<br>St. Catherines, July 24th, 1869.

F. Braun, Esquire, Secretary,

Department of Public Works, Ottawa.
Sir,-I have the honor to submit the following report of the works on this canal, for the fiscal year ending 30th June.

This canal was opened on the 21st day of April, and closed on the 9th day of December last.

Although the canal was opened on the above named day, vessels (except an occasional steamer, ) could not leave or enter it, in consequence of the great quantity of ice in Lake Erie, until about the first of May, when it was carried away by the easterly winds, and caused no further impediments to the navigation.

Previous to opening the canal an unprecedented flood arose in the Grand River, caused by a heavy fall of rain on the 18 th of April, by which some portions of the emlankments, on the south side of the dam at Dunnville, were carried away on the 20 th and 21 st, and that village, and the lands lying to the eastward of it, for a considerable area, were flooded.

The flood water rose nearly two feet above that of any previous high water, thereby causing much damage in carrying away the canal works, and inundating the village, and the low lands lying eastward of it.

In repairing the main breach in the embankment, much difficulty was experienced in consequence of the foundation being composed of quicksand material, and the delay attendant on bringing materials a distance of several miles to effect that object. Ultimately these difficulties were overcome, and the breaches made up, (under a force of six feet head of water,) without causing any interruption to the traffic through the main line of the canal, although it was necessary for a short time to suspend the navigation of of the feeder, in consequence of low water, and the overloading of scows which caused detention, and obstructed the transportation of materials used in making the repairs of these breaches. From the foregoing, it will be seen that the difficulties attending these repairs have been extraordinary, and I believe that I am safe in saying, without a precedent, as I am not aware of the repair of a breach upon any public work having been made while the navigation was maintained, and under so great a head and force of water.

On the 4th of November last, an interruption in the navigation was occasioned by a propeller running through the gates of the lock at Allanburgh, while a vessel was being locked. This casuality caused the vessel to sink in the channel below, and rendered its removal necessary before the spare gates could be brought up to the lock. The vessel was removed, the gates got up and hung, and the navigation resumed afte: four and a half days' interruption.

The cost of replacing the gates was levied upon the propeller.

## Construction.

Under the head of construction are embraced the new works required to complete the canal.

Towards finishing the canal, with a view to bringing the water in the canal down to the level of Lake Frie, there has been completed during the past year. :

The bottoming of the channel through the rock-cut, north of Port Colborne lock, to Ramey's Bend-the waste weir at the junction-the removal of some piles projecting above the canal bottom.

The progress made towards raising the embankments on section No. 22, between the Aqueduct and Junction, is satisfactory. The principal work remaining to be done, is the facing of it with stone and gravel, to protect it from wearing away by the action of the water.

The arrangement and progress made towards the removal of the rock standing above the canal bottom, north of Ramey's Bend, during the suspension of the navigation last winter, resulted in failure.

The contractor for it, Mr. John Brown, proceeded with putting in the dams, preparatory to unwatering the rock. But this work proved much more tedious than was calculated upon. For some length'of time after the dams were got above the water, they continued to settle away from day to day, requiring much longer time, and more materials in their formation, than was anticipated. After being raised a good height above the water, they were far from being completed.

As the space between them was being unwatered, they continued to settle, so that further raising of them was necessary.

Ultimately as the water was being lowered in the pit, the slopes of the banks, on each side of the canal, slipped in towards the channel, with indications of further settlement as the pit was unwatered. The contractor, not being prepared to execute so much additional work in so short a time before the opening of navigation, and as the spring was near at hand, considered further efforts useless, consequently, he discontinued operations, and proceeded with the removal of sufficient of the dams, to enable vessels to pass on the appointed day for opening the canal.

Towards the completion of this level, this work remains to be done, together with the removal of slides from the "Deep Cut", and other deposits from the canal bottom, as reported to you in my letter, No. 7570, of the 20th February, 1869; the securing of the float bridges above and below Port Robinson; preparing boom timbers in the rock cut, to protect vessels from being injured by the projecting rock, after the water is lowered; and facing the canal banks with gravel, to protect them from being worn away by the action of the water.

The probable cost of these works may be $\$ 82,000.00$.
The other new works completed during the year, are the dredging between the piers at Port Dalhousie, and offices for the collectors at Port Robinson, and Dunnville.

The rebuilding of the superstructure of the west pier at port Dalhousie, is in a forward state. What remains to be done to complete it, is the getting in some stone filling, planking, and putting on some protection timbers, with snubbing posts.

The work of extension of the basin at port Colborne was proceeded with until the winter closed further operations. The work remaining to be done to complete it, is the removal of some two to three feet of the bottom excavation, and putting in the protection walls.

Since the 1st of July, 1869, authority has been received for proceeding with the following works, viz:

To have "certain works done on, and shoals removed from, the summit level of the "Welland Canal, so that the water can be lowered to that of Lake Erie. The amount " at present authorised is $\$ 30,000$;" and the rebuilding of the superstructure of the east pier at Port Dalhousie, authorising for the execution of this work the sum of $\$ 21,000$, its estimated cost.

That authorised for the former being only part of the estimated cost, viz., the sum of $\$ 82,000$, set down for the completion of the works of the Lake Erie level.

## Repairs.

The canal repairs consist of the repairs, or replacing of such structures as have beon carried away by vessels, or the renewal in whole or part of those that have become unflt for further use, by decay ; raising and facing the embankments with stone and gravel, to
protect them from wash by the action of the water ; clearing out deposit from the bottom of the canal, ditching and such other works as are necessary for the maintenance of canal.

The renewals during the year consist of the completion of a pair of gates for No. 2 lock, 6 pairs for the mountain range of locks, 2 pairs for each of the Allanburgh Junction and Port Colborne locks, with the construction of a bridge over the canal at lock No. 2, and over the Beaver Dam Creek, together with the rebuilding of scows, for hanging of lock gates, and breaking ice.

During the past winter, the water was drawn off between Port Dalhousie and Allanburgh, when the canal between lock No. 2 and Allanburgh was thoroughly cleansed, and the locks and slope walls repaired.

The breaches in the embankments at Dunnville caused by the overflow on the 20th and 21st April last, have been got up to their full dimensions, but half their cost is included in the returns for the fiscal year, as the work has been completed since these returns were furnished.

## Rents.

| The annnal rental of the water power and other property leased on this canal is. |  |
| :---: | :---: |
| The amount collected during the fiscal year is. | 5,526.05 |
| The amount remitted is... | 78.00 |
| The amount remaining due on the 1st July | 18.595.36 |

Schedule No. 1, appended, gives a list of the several holdings, with the yearly ments, payments, and amounts standing due.

## Lands sold.

Since my last report, no payments have been made upon the purchase of the tracts of land, known as the "Great Cranberry Marsh," by the municipality of the county of Welland.

This tract comprises an area of 12,912 acres, situated in the township of Humberston and Wainfleet. Upon this purchase there remains due $\$ 10,329.60$, with interest at the rate of six per cent. per annum, from the 2nd day of May, 1854.

Damages, \&c., collected.
Schedule No. 2, appended gives a list of the vessels \&c., upon which penalties have been imposed, and collected, for damages done to the works, and for breaches of the canal regulations.

The amount collected is $\$ 3,361.00$.
I have the honor to be, Sir, Your obedient servant,
S. D. Woodruff, Superintendent.
WELLAND CANAL.-Continued.
SCHED U\&e No. l.-Statement showing the annual rents of water power, and other property situate on the Welland Canal, tog ther with payments made, arrears of rent, and rent remitted during the fiscal year ending 30th June, 1809, with bahanee due.

| Where situnt. | Name of Lessee. | Machinery, \&e. | Yearly Rent. | $\begin{gathered} \text { Arrears to } \\ \text { 30th June, } \\ 1869 . \end{gathered}$ | $\begin{gathered} \text { Payments } \\ \text { to 30th June, } \\ 1869 . \end{gathered}$ | 6 months rent remitted from 1st January, 1868 to 1st July, 1869. See lietter No. 2,217, 14th April. | $\begin{gathered} \text { Balance due } \\ \text { to } 18 t J u l y, \\ 1869 . \end{gathered}$ | Remarks. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Port Dahhousie | Robert Laurie \& Co. | Grist mill. | ${ }_{187}^{8} \begin{aligned} & \text { cts. } \\ & 30\end{aligned}$ | $\begin{array}{cc} 8 & \text { cts. } \\ 280 & 95 \end{array}$ | $\begin{array}{cc} \$ & \text { cts. } \\ 187 & 30 \end{array}$ | \$ cts. | \$93 ets. |  |
| Do | Q. J. \& W. Laurie. | ${ }^{\text {diolo }}$ | 24000 | 36000 | 24000 |  | 12000 |  |
| D | IR. ©J. Laurie . | Lot ${ }_{\text {a }}{ }^{\text {acra }}$ | 24000 | 3000 | 2000 |  | 1000 |  |
| Do | IL. Morrison. | Saw mill. | 12100 | 18150 | 6050 |  | 12100 |  |
| Do | Alezander Muir | 2 bock lots | 17600 | 20400 | 17600 |  | 8809 |  |
| Do | George A. Clark | 2 Wharf lots \$80 | 10000 | 14000 | 8000 |  | 6000 |  |
| Do | D.maldson \& Andrews | Dry dock | 10000 | 20000 | 15000 |  | 5000 |  |
| Do | Janes Mavor....... | L t . . . | 2000 | 8000 | 7000 |  | 1000 |  |
| Lock No. 2 | Michael Kearins | dis | 1000 | 2000 | 1000 |  | 1000 |  |
| Do | John L. Ranney | Floaing mill | 26000 | 1,040 00 |  |  | (a) 104000 |  |
| Locks 3 to 11. . | it. Catherines Water Power | Surples vater. | 50000 | -750 00 | 50000 |  | 25000 |  |
| St. Catherines. | Calvin Phelps . . . . . . . . . . | Flouring niil | 15000 | 22500 | 15000 |  | 7500 |  |
| Look No. ${ }_{\text {D }}$ | Calvin Phelps | Wharr dot... | $\begin{array}{r}40 \\ 167 \\ \hline 66\end{array}$ | 6000 25149 | 4000 16766 |  | 2009 8.35 |  |
| Do 10 | Thomas Bowers | Saw mill Griat mill | 167000 | 420 | 28000 |  | 14000 |  |
| Locks 11 t, 2 | Welland Canal Loan Co | Smahus water | 43000 | 72000 | 48000 |  | 24000 |  |
| Do 12, 13 \& 14. | Gordon \& McKay. . . . . | Cottan facuey | 24009 | 36000 |  |  | 33000 |  |
| Do 15....... | John Brown. .... | Cencent mill. ${ }^{\text {a }}$ | 16000 | 32000 | 16000 |  | 16000 |  |
| Do 20. | Win. B. Hendershet. | Saw mill... | 18100 | 54300 |  |  | (b) 54300 |  |
| Do 21 | Wm. Beatty. | do | 21600 | 54000 | 21600 |  | 32400 |  |
| Do 23. | Wm. Beatty.. | Tannery | 6360 | 15900 | 6360 |  | 9540 |  |
| Do 23 | Wm. H. Ward | Machine sha? | 5000 | 10000 | 5000 |  | 5000 |  |
| Do ${ }^{2} .3$. Do | Wm. H. Ward | Saw mill. ${ }_{\text {Whar }}$ | 14600 4000 | 29200 80 | 14600 4000 |  | 14600 4000 |  |
| Do 24. | Jacob Keefer | Flourint mill | 22.200 | 333 (0) | 22200 |  | 11100 |  |
| Do 24. | Brown \& Ross. | dos | 13000 | 195 C0 | 6500 |  | 13000 |  |
| Do 24. | A. B. Freeman, et al | d, | 16000 | 1,360 00 |  |  | (a) 136000 |  |
| Do 25 | John Brown.. | Cement will | 8000 | 160 00 | 8000 |  | 8000 |  |
| Do 25 | Alexander Christi | Flouring mill | 16000 | 1,528 37 | 8837 |  | (b) 144000 |  |
| Thorold......... $\{$ | Nutty \& Woodward now William Wait | Cotton factory | 10000 | 15000 | 5000 |  | 10000 |  |
| Allanburgh | Wright \& Duncan. | Flouring mill | 27067 | 1,624 06 |  |  | (b) 162403 |  |



## WELLAND CANAL.-Continued.

Schedule No. 2.-Statement showing the amounts collected from vessels, \&c., for damages done to the works, and for breaches of the Canal regulationa, during the fiscal year ending 30 th June, 1869.

| Date. | Name of Veasels, \&c. | Amount. | REMARKg. |
| :---: | :---: | :---: | :---: |
| 1868 |  | - cta, |  |
| July 3 . | Schooner Ada Medoro.. | 500 | Broke fenders, Burgess bridge. |
| " 16. | do Henry Booney. | 3300 | do bridge south end deep cut. |
| " 27. | do J. G. Beard...... | 4000 | Violation Welland Canal Regulations. |
| Aug. 13. | do Chas. C. Grisevole | 800 | Damage to bridge Port Robinson. |
| " 14. | do Ada Medora. . . . ${ }^{\text {do }}$ diosk | 1000 10 | do to approach bridge lock do No. 2. |
| " - 24. | do Parsian... | 500 | do to collar of gate lock No. 6. |
| Sept. 4. | do Volunteer | 500 | do to toe post bridge at Port Colborne. |
|  | do A. P. Hait | 4000 | do to abutments of bridge lock No. 2. |
| "6 9. | Scow John Beatty . | 1000 | do do do |
| " 14. | Schooner Mary J ane | 1000 1500 | Broke fenders, Burgess bridge. |
| " 22. | do James Platt | 2000 | do approach lock No. 1. |
| " 62. | do J. A. McDonald. | 200 | do collar of gate at Allanburgh. |
| " 24. | Propeller City of Boston. | 1000 | do abutment of bridge at lock No. 2. |
| Oct. 1. | Schooner Scud.. | 1000 4000 | do fenders, Burgess bridge. |
| " 1. | do Dispatch | 700 | Damage to abutment, bridge lock No. 2. |
| " 1. | Scow Maggie Minis. | 1000 | Violating Welland Canal Regulations. |
| " 8. | Schooner H. A. Richmond. | 4500 | Unshipped gate, \&c., at lock No. 25. |
| " 68. | do Bockaway | 500 | Broke fenders of bridge at Marlets. |
| " 17. | do China. | 1000 | Drew out piles to keep floats Coultem bridge. |
| " 19. | do Henry Howard | 2000 | Damaged bridge Port Robinson. |
| " 19. | Brig Saxon ...... | 1000 | Violating Canal Regulations. |
| "6 19. | do Henry Howard | 4000 | Damaged bridge at Port Robinson. |
| " 49. | Schooner Dispatch . do Hobotten. | 2500 2000 | do to floats, \&c., for raising timber. Broke stringers, \&c., bridge at lock No. 2. |
| " 24. | do Mary Taylor. | 500 | do fenders idle gate Allanburgh. |
| " 30. | do Camauche... | 1000 | Violating Canal Regulations. |
| Nov. 21. | Steamer Wm. Lawrie | 1600 | Broke bridge leading to lock No. 10. |
| " 20. | Propeller Nasau. . | 1000 | do abutment of bridge lock No. 2. |
| "1 21. | Schooner Fitzhugh. | 6000 1500 | do fenders, \&c., Quaker bridge. |
| " 25. | do White Squali | 500 | Violating Canal Regulations: |
| Dec. 13. | Propeller Lowrence. . | 2,188 00 | Deatroyed 4 gates at Allanburgh lock. |
| 1869 |  |  |  |
| May 1. | Schooner James Platt | 1500 | Broke fenders, Burgess bridge. |
| " 4. | do Dermemark. | 500 | do cap on piles, Burgess bridgo. |
| " 71. | Propeller Apron... | 2000 | Violating Canal Regulations. |
| 12. | Schooner Kate Henchman. | 1000 | do do |
| " 13. | do Pharalhope... | 1000 | do do Wella |
| 13. | do Prince Alfred. | 3000 | Damaged bridge at Welland. |
| June ${ }_{6} 1$ | do Wm. Sanderson. | 4000 | do do at Port Robinson. |
|  | do Rossman . | 2500 | do do do |
| " 4. | Propeller Michigan. | 4000 | Violating Welland Canal Regulations. |
| " 7. | do Cleveland. | 2000 | Struck head gates at lock No. 23. |
| 9 | Steamer Drummond. | 4000 | Running into piers at Port Dahousie. |
| 19. | Propeller Dominion . . Schooner Brooklyn. | 500 | Damaged Quaker bridge. |
| (\% 19 | Schooner Brooklyn......... do Henry Fitzhugh | 2000 | Violating Canal Regulations. |
|  | Carried over. | \$3,074 00 |  |


(Signed,) S. D. WOODRUFF, Superintendent. (Signed,) THOMAS ADAMS, Paymaster \& Clerk.
Wrlland Canal Office,
St. Catherines, July 24th, 1869.

## WELLAND CANAL.-Continued.

> Report on the most economical mode of renewing the superstructure of the west pier at Port Dalhousie, by John Page, Chief Engineer.
(No. 2,249.)
Ottawa, 16th January, 1868.

## The Secretary of Public Works:

Sir,-I duly received your letter, No. 1591, enclosing one from Mr. Woodruff, relative to the renewal of the superstructure of the west pier, at Port Dalhousie. In reply, I beg respectfully to state, that the question of constructing the upper portion of the existing pier work of a more durable class of material than timber, has frequently occupied attention.

Those of wood have been found to last on an average ajout 15 years; under favorable circumstances, the best class of timber in such a position, may stand 18 years; but there are instances in which the interior of the timber has been found to be completely rotten in about 12 years after it was placed in the work. This renders renewal at comparatively short intervals indispensable, and although the ballast in the old work can again be used in the new, the expense of first removing it, and replacing it in the new work, amounts to about as much in ordinary cases, as that of supplying entirely new materials.

To build a class of masonry adapted to such a purpose, capable of resisting the force of storms and the action of the frost, and at the same time afford the necessary accommodation on top, would cost from three to four times as much as that of a wooden superstructure.

Assuming this to be correct, the following statement will enable an opinion to be formed as to the most economical class of construction.

| Wooden superstructure, Woodruff's estimate for renewal. | \$1 | Masonry superstructure, estimated to cost...... Interest on outlay, at 6 | $\$ 60,000$ |
| :---: | :---: | :---: | :---: |
| Interest on outlay, at 6 per cent. per annum, for 15 years. | 15,300 | per cent. per annum for 15 years. | 54,000 |
|  | \$32,000 |  | \$114,000 |

It thus appears that the renewal of the wooden superstructure, together with six per cent interest on the outlay, would amount in the aggregate to $\$ 32,300$, or a little more than one half, of the cost of a masonry superstructure.

Moreover that the interest alone for fifteen years on the cost of a masonry superstructure, would be nearly double the cost of renewal and interest for fifteen years on a wooden superstructure

At the same time it may be stated that the cost of repairs would probably be less on the latter than on the former.

It will, therefore, be evident that, even with all the disadvantages of periodical renewals, wooden superstructure for piers will, for many years, continue to be the moat economical.

> I have the honor to be, Sir,
> Your most obedient servant,

John Page,<br>Chief Eng. P. Works

## WELLAND CANAL.-Continued.

Report on the breack in the embankment of the Cancel at Dunnville, by John Page, Chief Engineer.
(No. 7,014.)
Otrawa, 8th June, 1869.

## The Secretary of Public Works:

Sir,-Agreeably to instructions contained in your letter, No. 4,416, I recently visited the Welland Canal, and now have the honor to report as follows:

On or about the 21st April last a serious casualty occurred at Dunnville, which threatened for a time to interfere with the navigation, and has been found very detrimental to the milling interests on the line of canal. It is well known that the Welland canal has, since its first construction, been supplied with water from the Grand River ; this is effected by means of a dam built across the river at a point adjoining that where the town of Dunnville is now situated. At this place the river level has been raised about nine feet and a slack water navigation formed above it for about sixteen miles.

The banks being at many places comparatively low, the raising of the water inundated large tracts of land along the margin of the river, especially on the south side, in the immediate vicinity of the works.

The dam proper is about 564 feet lons, constructed of timber, staunched on the upper side by means of brush, gravel, stone, dic.

To allow freshets and flood water to pass, the top of the dam las been kept low, and two stone waste weirs, each 150 feet wide, with fifteen sluiceways in the respective breastwalls, are built on the south side of the river. An embankment fully one-third of a mile long, protected on the up-stream side by docking timbers, extends to the south shore, which, together with a bridge built over the dam, forms a continuous roadway across the river.

For many years the land $a t$, and in the vicinity of, Dunnville, has been more or less flooded at the time of spring freshets, but this year the river is said to have risen fully two feet higher than it was ever known before, consequently, the town was flooded to a greater depth, and the works subjected to a greater pressure than heretofore. This is understood to have been caused by the giving way of several private dams on the higher parts of the river, which would otherwise have retained the water until the latter peried of the season.

When the water was at its highest pitch a strong westerly wind raised a heavy surf, which, doubtless, tended to form the two breaches made in the embankment, and at other places in the banks on the south, or Haldiman side.

The latter were, however, soon repaived, and one of the breaches in the embankment partially stopped, but the other one was of such a nature and extent as rendered it extremely difficult to close. Although the water was drawn down from three to three and one haif feet below the usual height, there being still a head of from five and a half to six feet to contend with, the current continued to deepen and enlarge the opening, irrespective of the efforts made to stop it, until a dam of piles, brush, and stone, encircling the entire space, was constructed.

This eventually had the desired effect of controlling the water, but as everything required for the purpose had to be collected and brought from a distance, the work for a time was prosecuted under great disadvantages ; even stone had to be quarried and trausported fully fifteen miles.

Upwards of 7,000 cubic yards of embankment were carried away, besides a large portion of the protection docking on the upper side of it.

In order to facilitate the operations as much as possible, the superintendent judiciously procured the use of some trucks and railway iron, and laid down a track from the south side of the river along the embankment, by means of which the material is brought forward much more expelitiously than in any other way that could have been adopted.

There is reason to believe that between the 8th and 15 th of June the water can be gradually raised, and that about the 22 nd June, the embankment will be carried to its original height.

The lowness of the water caused by this occurrence rendered the feeder from Dunnville to the Junction unnavigable, and prevented the usual supply of water being furnished to the mills and factories situated along the line, but it did not in any way interrupt the navigation of the main canal.

As already stated, the present occurrence, so far as could be learned, may in great measure be attributed to the sudden destruction of dams on the higher part of the river ; still it is a well-known fact that the freshets in the Grand River have of late years been greater than formerly, although gemerally they have been of shorter duration. This, doubtless, arises from the larger extent of clearances along its banks and tributaries, a state of matters which there is reason to believe will be more likely to increase than diminish.

It therefore seems as if the safety of the works required that additional means should be provided for the more rapid discharge of these sudden floods. This is the more desirable as the retention of the water at a high stage is found very detrimental to the interests of the large, thriving town of Dunnville, which has, within a comparatively short period, grown up in the vicinity of the dam.

I am not in possession of sufficiently detailed information to enable an opinion to be formed as to whether this object could be best effected by increasing the width of the overflow of the dam, or by the construction of an additional regulating weir on the south side the river, and the enlargement of the waterway at the bridge over Sulphur Creek.

It is, however, quite probable that if the plan first mentioned could be adopted it would be the least expensive.

To guard against the recurrence of casualties of the nature above described, the embankment should in my opinion be raised from 12 to 18 inches higher. It might also be well to consider whether a regular slope, covered with stone, would not form fully as good a protection to the embankment as could be obtained by the timber docking.

This plan if carried out would certainly have the advantage of being more durable, less expensive, and free from the objections to which a vertical timber docking is liable in cases of high winds acting on the extensive sheet of water above the dam.

Since the breach at Dunnville the water in the feeder and main canal has been from $3 \frac{1}{2}$ to 4 feet below what is called the Grand River level, or at the height of from $4 \frac{1}{2}$ to 4 feet over the assumed line of Lake Erie level.

When constructing the lock at Port Colborne, the mitre sills were placed 20 feet below the Grand River level, or 12 feet below the assumed level of Lake Erie, and since that time all water levels, as well as the bottom line of the canal have invariably been referred to the depth of these sills.

On the 19 th May last the lake level at Port Colborne was 12.7 feet, and that of the canal 16.2 feet over the lock sills, so that on the day mentioned the canal was 4.2 feet over the assumed low water line of Lake Erie, or 3.8 feet below the Grand River level.

This reach, it may be proper to state, extends from Port Colborne to Allanburgh.
On examining the banks of the "Deep Cut" there were found to be recent indications of settlement at three different places on the east side, and one on the west side. These were observed to run obliquely from points near the top of the slope down towards the water line where they, in each case, embraced a space of several hundred feet parallel with the canal.

The indications are however so slight, that on any other part of the line they would have created no apprehension whatever, but on the "Deep Cut" the least appearance of sliding or settlement is a reasonable cause of alarm.

No reliable opinion can, however, be given by any one as to whether they will turn out to be of a light, or of an extensive nature. Moreover the bottom being a sort of quicksand, and the banks loaded with masses of spoil from the cutting, there is no known way of preventing the occurrence of slides after the pressure of the water is removed from the inside.

Still the failure of the Grand River at certain seasons to furnish the necemsary supply
has rendered the lowering of the water level to that of Lake Erie, a matter which it seems cannot judiciously be much longer delayed.

To do this will doubtless be attended with considerable risk, still the risk is of a nature which it is believed will neither be increased, nor diminished, whether the water be lowered this year or at a future time.

If Lake Erie continues at its present height, it seems there will be no difficulty in drawing a full supply from it, whilst vessels, it is said, can pass freely when some comparatively small bars and shoals have been removed from the channel.

From a report submitted by Mr. Woodruff, (dated 20th February 1869), and a profile which accompanied it, it appears that to clear out the prism of the canal at various points to a depth corresponding to Lake Erie level, would occupy a dredging machine about five months.

In a subsequent letter, dated 31st March, relative to the removal of a ledge of rock found at an unexpected place between the Junction and Port Colborne, this gentleman further states that from the "failure to remove this rock it does not necessarily follow that "the lake level cannot be brought into use this year." * * * * as "this rock only "stands some six inches above the floor of the aqueduct in the centre of the canal, and dips to the east and rises to the west of the centre line."

This being the case, it would be well that authority were granted as early as possible to make the necessary arrangements for carrying out this long contemplated scheme.

As stated by Mr. Woodruff, the services of three, or at least of two dredging machines, with a steam tug-boat, and a proper equipment of scows, should be procured, and in readiness, for the removal of any slides which may occur.

In the mean time the dredges could be advantageously employed in removing the bars and shoals which at present exist in the low level channel.

Mr. John Brown, of Thorold, is, I believe, the only person in the province who has a sufficient dredging fleet on hand, for this purpose. This gentleman was absent at the time of my visit, still there is every reason to believe that a satisfactory arrangement could be made with him to supply such dredges and plant as may be required.

When advising a trial test to be made of an undertaking which has from time to time occupied attention for fully a quarter of a century, it is not without some doubts of its immediate success arising, as already stated, from causes beyond control.

Still the trial will not entail a risk which cannot within a short time be overcome, for, if absolutely necessary, the old means of furnishing the supply from the Grand River can be resorted to, when there is very little doubt but that the navigation at least can be maintained.

Before closing this letter it is deemed proper to state that it is of the greatest importance to the success of the undertaking that authority for the expenditure should be granted at the earliest possible date.

> I have the honor to be, Sir,
> Your obedient servant,
(Signed,) John Page, $\quad$ C. E. P. Worke,

## APPENDIXNo,7.

## BURLINGTON BAY CANAL.

Description of the works and repairs executed during the fiscal year ending 30th Junc, 1869, by S. D. Woodruff, Superintendent. (No. 7,510.)

Welland Canal Office,

St. Catherines, July 24th, 1869.

## F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sir,-I have the honor to forward my report for the fiscal year ending the 30th of June, of the works connected with the Burlington Bay Canal.

The ferry recesses referred to in my last report, were repaired during the low water last fall, and some small repairs were made upon the piers, and in the maintenance of the ferry scow.

The cost of these repairm amounts to $\$ 577.94$.
I have the houor to be, Sir, Your obedient servant,
(Signed,)
S. D. Woodruff,

Superintendent.

# APPENDIX No. 8. 

RIDEAU CANAL.<br>Description of the works and repairs executed during the fiscal year ending 30th June, 1869, by J. D. Slater, Superintendent.

(No. 7,346.)

## F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sin,-I have the honor to submit the annual report of the state of the several works connected with the Rideau Canal, in accordance with general instructions of the Depart ment, dated 23rd January, 1865.

With the exception of the bulk heads at Hogsback, Black Rapids, Long Island and Burritts, damaged by the flood this spring, the canal is in fair working order, and in a better state of repair than it has been since its transfer to the Provincial Government; nearly all the swing bridges have been renewed, and furnished with new and improved turn-tables.

On account of the depth of snow and the lateness of the spring, a flood was expected, materials were furnished at the dangerous points, the water was withdrawn from the canal, every precaution was made that could be thought of, and exertions used during the flood to pass drift wood, and to save the works from destruction, by which means serious damage was prevented.

The sluices are sufficient to pass the water, except at Long Island, where the channel has been contracted by the mills at Manotic, and the water had to pass over the large stone dam for four days, for the first time. A new bulk head must be made at the locks next winter, and it would be desirable if some provision to pass more water at the mills, could be effected; the great danger is the bulk heads getting choked up with drift wood.

At Poonamalie, a break through the embankment above the lock, was made 150 feet long, and 10 or 12 feet deep, which flooded all the low ground above Smith's Falls; the works at this place, and some mills, were in danger for a time, but the people turned out and succeeded in making a temporary coffer dam, at the outlet of Rideau Lake, and stopping the water.

The break was repaired by contract for $\$ 625$, and the navigation opened throughout on the 13th May; it was opened at each end on the 1st May.

It was supposed that one side of the lower lock at Hogsback would have to be taken down and rebuilt, but it was fastened to timbers, anchored in the bank by iron straps and bolts, and it may stand for some time longer.

Some more accommodation for the dealers in fire-wood has been made at the basin, but much more is required; a little can be done each year in clearing out the basin and extending the wharf.

There has been no detention on the canal this season; the delay at Poonamalie caused little inconvenience, as there is not much through traffic ; the principal business is local, and is done at each end of the canal.

A more detailed statement of the repairs done on the canal is subjoined.
Ottawa. Three pairs lock gates renewed and put up ; two pairs sluice frames renewed and put in, about 150 feet of new wharf ; hoisting lower gate and sundry repairs made to sluices and machinery ; sundry minor repairs to iron-work machinery of gates, sills, coping block, \&c.

Hartwells. One new swing bar on lower gate ; one pair new sluice frames renewed and placed ; sundry small repairs to machinery and works, \&c.

Hogsback. New mitre post ; sundry repairs to centre gates, machinery, \&c. A number of men were employed during the high water in April protecting the works, removing and passing flood wood, \&e.

Black Rapids. New stop logs made and put in new by-wash; small repairs, de. A number of men were employed at this station protecting works, removing flood wood, \&c. Some damage was done at this station ; all in order again.

Long Island. One pair of lock gates renewed, two pairs new swing bars put on, new irons, \&c.; and some extensive repairs to other gates, \&c. One pair new sluice frames complete; rubbish removed from channel below locks. One new set of stop-logs, (7), dressed and fitted in, 4 sets man-hole gratings renewed and put in. At this station considerable damage was done by the ice and high water, and extensive repairs will be required; men were employed here to protect the works. There are at this station 16 pieces fine timber for swing bars and stop logs intended for other stations. Considerable damage was done by the ice to the bulk head at the mills at Manotic.

Burritts' Rapids. At this station some damage was done to the bulk head by the ice. An extra bulk head required, and the present one reconstructed; also repairs to machinery and works, \&c.

Merrickville. Gravel and stone were laid down for use in case of emergency ; small repairs to machinery and works, dc.; no damage was done to works at this station.

Old Slys. One pair of lock gates renewed ; new gratings over man holes; new machine blocks in bottom for opening gates; and sundry small repairs.

Smiths' Falls. One pair lock gates renewed ; new grating over man holes ; and sundry small repairs ; addition to lock masters quarters, used as collector's office; repairs to swing bridge, fences, dc.; some slight damage to embankment by the flood.

Smiths' Falls Detached. New chain blocks, and repairs to machinery. One bent was knocked out of dam at this station, and some small damage done by the flood, \&ce.

Poonamalie. Some small repairs to machinery of locks and sluices; a large quantity of flood wood drawn out to relieve the boom at the dam ; repair of breach described before.

At the Narrows, Isthmus, Chaffeys and Davis, only small repairs to machinery of locks were done ; at Chaffeys' the pointed sill was repaired by fitting in pieces of oak, and bolting the same.

Jones' Falls. At this station a small coffer dam was put in above the waste weir, and the sills repaired, some stone was procured and packed against the wall to secure it ; some repairs to sills of centre locks; and several minor repairs.

Brewers' Upper Mills. Several new coping blocks were made and put down ; embankment and approaches to new bridges raised; and sundry small repairs made to machinery.

Brewers' Lower Mills. The lower gates at this station were painted ; gravel procured for repair of dam ; a new flange for lower lock gate-not yet put in-and small repairs, de.

Kingston Mills. Two pairs of lock gates renewed, and three pairs painted; 100 yards of coarse stone for repair of embankment at the by-wash ; several new chain blocks, and other repairs to iron works ; the masonry underpinned in several places, and retaining rough wall pointed ; two knees put on centre gates, and gates raised and eased ; recess of upper lock renewed and sill of upper gate repaired and leakage stopped; the embankment repaired in several places.

An addition was made to the lock masters' quarters, providing an office for the toll collector. Owing to the unusual depth of snow last winter, the works on the repairs were considerably retarded, and the cost consequently increased.

I have the honor to be, Sir,
Your obedient servant,

## APPENDIX No. 9.

## ST. PETER CANAL, NOVA SCOTIA.

Description of the works and repairs executed during the fiscal year ending 30th June, 1869, by Alex. McNab, Engineer. (No. 8,042.)

## F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sir,-I have the honor to submit the following report for the fiscal year ending the 30th June, 1869, on the works connected with the construction of St. Peter Canal, Cape Breton, as called for in your circular, No. 4,927, dated the 16th July last.

Within the above period a total quantity of 20,050 cubic yards of rock were excavated and 1,537 yards of lock masonry, as well as 1,239 yards of retaining wall, were built, which, with the payments made on account of the erection of lock gates, pumping, and a few other items detailed in the monthly certificates, embrace an aggregate expenditure of $\$ 60,345.65$, from which sum ten per cent. is retained as security for the faithful performance of the contract.

- A force, averaging 183 men and 18 teams, was steadily engaged upon the work, and two steam pumps were continuously employed day and night in discharging the great body of water which flowed into the canal from countless springs in the rock cuttings, and from the heavy rains which prevailed throughout the spring.

On the 12 th June, the water was admitted into the canal, and within a few days thereafter, the dredging for the channel at either end was commenced and prosecuted vigorously until its completion on the 5 th ultimo, during which time 19,971 cubic yards of material were removed.

As an instance of the satisfactory working of the lock gates, it may be stated that on several occasions a vessel has passed through the lock, at the most unfavorable stage of the tide, within five minutes from the time the valves were opened. This work necessitated the opening and closing of four pairs of gates, and it was accomplished by one man, with little or no assistance.

It is gratifying to report the successful completion of the canal, projected as it was nearly half a century ago.

The work was first commenced, however, in September, 1854, and was continued, with one or two slight intermissions, until the latter part of 1856 ; it was then suspended and was resumed in June 1864, since which period the work has been carried on with unremitting activity.

It is hoped that the class of vessels for whose benefit the canal was specially intended and designed, will derive the greatest possible advantage from the expenditure which has been incurred, and that the most sanguine expectations of those who have favored its construction will ultimately be more than realized.

I have the honor to be, Sir,
Your obedient servant,
(Signed,)
Alex. McNab,
Engineer.

## APPENDIXNo.10.

## PORT DOVER HARBOR.

Description of the works and repairs executed during the fiscal year ending 30th June, 1869, ly S. D. Woodruff, Superintendent. (No. 7,511.)

Welland Canal Office, St. Catherines, July 24th, 1860.

## F. Braun, Esquire,

Secretary of Public Works, Ottawa.
SiR,-I have the honor to submit the following report for the fiscal year ending the 30th June, of the works connected with the harbor at Port Dover.

The work of rebuilding the inner part of the west pier, referred to in my last report, has been completed in a substantial manner.

The cost of it has been $\$ 1,210.45$. Arrangements have been made for the removal of the sand bar formed across the mouth of this harbor, as authorised by your letter, No. 4,649 , of the 15th June.

> | I have the honor to be, Sir, |
| :--- |
| Your obedient servant, |
| (Signed,) |

# APPENDIX No. 11. 

## SLIDES AND BOOMS-SAGUENAY DLSTRICT.

Desciption of worlis and repar's executed during the fiscal year ending 30th June, 1869. by D. Boulduyer, Superintewdent.
(No. 7,603.)

## F. Braux, Esquire,

Sir,--I have the honor to submit, for the information of the Honorable the Minister of Public Works, my annual report on the works accomplished under my superintendence during the fiscal year ending the 30th of June last. The cost of the repairs made on the slides of the Petite Décharge du Saguenay during last year, amounts to \$165.59, being fifty-nine cents over and above the sum which I was authorised to expend by a letter from the Department, dated 11th of December, 1868 ; the repairs in question being completed and entirely paid for by your Department.

The slides, buildings and other dependencies belonging to the Government, and under my care, are at present in good condition, with the exception of the boom, which will want repairing next spring. When I have made an estimate of these repairs, I will forward it to the Department.

T have also the honor to present the following report of the expenses incurred for the superintendence of the slide, together with the amount of the salaries paid to the persons employed thereon.

To wit :
Annual salary of the Superintendent $\$ 400.00$
Assistant for 8 months, (at $\$ 1.00$ per day)..................... $244 \cdot 00$
Messenger for same time, (at $\$ 5.00$ per month).................. 40.00
$\$ 684.00$
Resjectfully submitted.

Petite Décharge, Saguenay, 28th July, 1869.

Secretary, Department of Public Works, Ottawa.

I have the honor to be, Sir,
Your obedient servant,

$$
\begin{array}{cc}
\text { (Signed,) } & \text { D. Boulanger, } \\
\text { Superintendent of Slides Petite Déchurye du Saguenay. }
\end{array}
$$

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## SLIDES AND BOOMS--ST. MAURICE DISTRICT.

Description of the works aid repairs crecuted luaring the fiscal year eading $30 t h$ June, 1869, by IV. R. Symeness, Superintendent.
(No. 7,477,)

> Superintendent's Ofyice, St. Macrice Works, Three Rivers, 23rd July, 1869.

## F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sir,--I have the honor to submit, for the infomation of the Honorable the Minister of Public Works, the following report relating to the St. Maurice works, for the fiscal year ending 30 th June, 1869, showing what work hes been performed, the cost thereof, the cost of staff and working expenses, together with a few general remarks.

No works were made during the year, chargeable to construction.
The appropriations and cost of repaiss for the year aro as follows:
Appropriation, August 20th, 1858....... \$2,652.85 Expenditure.... \$2,590.28
do January 30th, 1869............ 1,200.00 do ...... 922.27
Total....... $\$ 3,852.85$ Total......... 8 3,512.55
The repairs may be described as under:
Station No. 1, at mun Moutif of the River.
For lulf year culizg 30th Novenber, 1868.
Widening and strengtheniag 1,024 lineal foot of boom.
Renewing 3 mooring piers on land.
Putting new guards and making sundry repairs to piers.
Fifteen new tamarac posts in piers.
Forty five new head blocks on booms.
For half year ending 31st May, 1869.
1,200 lineal feet of single boom $20 \times 20$ inches square.
Windless and sundry repaims to "Chalons."
Station No. 3, Shawinagin.
For half year endivg 30th November, 1868.
Renewing 300 lineal feet of conducting boom.
do bottom of slide.
Station No. 6, Latuque Falls.
For half year einding $301 /$ Nowmber, 1868.
Two anchor piors, and sundry repairs to booms and piers.
For half year ending 31st May, 1869.
Three anchor piers, $15 \times 15$ feet square and 8 feet high.
Station No. 8, Ihoquolis Falle.
For half year eading 30th November, 1868.
Sundry repairs to slide.
do do dams in "Big," and "Litlle" Vermilion rapids.

## General Remaris.

A much larger quantity of logs has been taken out of the St . Maurice this year than usual, and what is more remarkable-a circumstance heretofore unknown-the state of the water has been such that nearly all the logs came out in a body. Last year the "drive" continued until the middle of November; this year the main "drives" are already ended. This sudden rush of logs to the mouth tested the booms severely. From day to day as the "jam" increased, I was obliged to fortify the booms with chains. The value of the logs in danger of being lost was very great, prolably a million of dollars; and although the chains caused a considerable additional expense, the amount will be compensated by the shortness of the drives reducing the monthly expenditure for working expenses. The means adopted undoultedly prevented the breaking of the booms, and the loss of a large quantity of logs.

I have several times brought before the notice of the Department the fact, that the sand had accumulated near the booms at the mouth of the river to such an extent, that in low water, logs can hardly be taken out. The only vemedy heretofore proposed, was to make a new boom further up the riva, ou to take the sand away. I am now, however, investigating another mode of getting over the difficulivy, which, if found to be practicable, will obviate almost wholly the great expense which would attend the carrying out of the former plans.

It is hardly necessary to add after the foregoing, that the works this year have been successfully operated. No serious dianage has been done to any of them. The usual wear and decay has, however, been considerable, and many repairs will be required ; an estimate of which will be forwayded as soon as possible. The cost of staff and working expenses for the year was $\$ 9,621.57$. All of which is respectively su'mitted.

> I have the honor to be, Sir, Your obedient servant, $\begin{array}{ll}\text { (Signed,) } & \text { S. R. Symmes, } \\ \text { Superintendent. }\end{array}$

## APPENDIX No. 13.

## SLIDES AND BOOMS-OTTAWA DISTRICT.

Description of the works arul repains executed during the fiscal year ending 30th June, 1869, by II. Merrill, Superintemdent.
(No. 7,436.)

Otrawa River Works, Superintendent's Office,<br>Ottawa, 21st July, 1869.

F. Bradx, Esquire,

Secretary, Department of Public Worlss, Ottawa.
Sir,-I have the honor to submit to the Department the following report, on the works under my charge, for the year from the 1st July, 1868, to 30th June last.

The pitch of water in the Ottawa and its tributaries, was low throughout the season of 1868 , so that timber was later in reaching market than usual. In the fall of the year, late rafts were with difficulty passed at the lower stations, and in the month of September, when some of them reached the Chaudière slide, it would have been impossible to run the cribs through, had not all the saw-mills in the neightorhood been shut down in order to furnish the slide chamels with an additional supply of water. At this phace, no delay need be anticipated in future, however, as since the construction of the hydranlic dam, there has been an abundant supply for all purposes.

The works were not damaged to a much greater extent than usual, by the season's lnsiness of 1868, although in many instances the wear and tear, especially on the improvements that have been long in use, necessitated considerable outlay on the part of the Government in effecting repairs jreparatory to the "running" season of 1869.

There are now so many improvements at stations on the Ottawa, and its principal tributaries, that even a moderate expenditure in keeping up the works at each place, amounts to a considerable sum in the aggregate.

The works of repair consisted of strengthening the bridge at Farmer's Rapids on the Catincuu river, at an expense of $\$ 959.81$; this was rendered necessary by the bridge having three very long main spans, with piers standing in a rapid, and liable to be damaged hy flood-wood and jams of logs carried down by the spring freshets.

During the season of lowest water, all the works under my charge were inspected, and an estimate of the cost of repairing them was sent to the Department. On December 29th, I was authorised to expend the sum of $\$ 17,254.00$ in renairing the works at Joachim, Calumet, Mountain, Portage du Fort, Deschénes and Chaudière stations on the Ottawa; the slide on Black River, the slide boom and piers on the Coulonge River, the slide and piers at High Falls, the boom and piers at Springtown, and the slide and piers at Amprior, on the Madawaska river.

## The New Works

Consistal of the extension of the Joachim slide at a cost of $\$ 3,243.60$.
The works of repair and construction were camied out in due time, and were ready for the basiness season of 1860 .

There was an unprecolsted depth of snow in the Ottawa valley last winter, and the divers were in such ia state of flood in the spring as has seldom been witnessed by the oldest inhalitants. Breaks might therefore be expected to take place in the works, and such did occur at three of the stations, viz:
$\therefore t$ High Falls, on the Madawaska rive', where the superstructure and foundations of the slide were renew al and thoroughly overhauled last winter and sping, a break
took place at the season of the highest water, interrupting the passage of timber for five days; it was caused by the splitting of a sill by iron spikes at a place where the slide passes through a rock cutting on an island near the foot. The great pressure of water caused a leak through the crevice of sufficient strength to raise the slide for about 100 feet ; hence the damage. The men in charge set about the repairs vigorously, and the defect was remedied in the remarkably short time above stated, such assistance as was available having been pressed into the service at Arnprior. In consequence of the great floods in the Ottawa and Madawaska rivers this spring, there were 7 feet of back water on the floor of the slide, which tore up some of the bottom planking, shortly after the slide was put in operation. The repairs were executed with all possible despatch, and the actual delay to the lumbermen did not exceed one diay, as the weather was foul for the rumuing of timber for a portion of the time the repairs were being executed.

When the spring flood was at its height, a small boom pier was upset in the Joachim slide channel, but the obstruction was removed as speedily as possible, and no serious delay was experienced by the trade.

That action may as soon as possible be taken towards the consummation of the following very necessary improvements, I respectfully call attention toan extract frommy report dated 24th Dec., 1868 : "The lumbermen are gradually extending their operations into the " interior, consequently, in many cases their rafts do not arrive at the lower stations until "the water has fallen; I have therefore, in addition to the repairs that are absolutely " necessary before the passage of timber can be effected in the spring, made provision for "raising the water at Calumet, Mountain, Porbage du Fort, and Chats stations on the "Ottawa, so that the timber from the more remote limits may be passed through these slides " at the season of low water.
"I may mention that river works that were well enough adapted for the accommoda"tion of the trade twenty years ago, are now, from the incrased business and other causes, " altogether unsuitable as regards the supply of water for the duty required of them; and " in proof of this I need only call attention to the fact, that last summer the late tim"ber was either prevented from passing the above named slides or had to be broken up " and run over the chutes, a circumstance which, in cither case, was attended with great " loss and inconvenience to the parties interested. I pronose to raise the water by construct"ing dams at the head ; and at the Calumet and Mountain stations, where there might be " a possibility of flooding lauds in the spring, were permanent structures used, I have " provided for openings which will only be closed for raising the river at the season of low " water, when no damage can ensue."

These can scarcely be considered new works, as the improvements at the stations referred to are incomplete without the dams.

I have the lonor to be, Sir,<br>Your nost obedient servant,

(Signed,) $\quad$| Horace Merrill, |
| :---: |

## APPENDIX No. 13.-(Continued.)

## OTTAWA RIVER WORKS.

Report on the projected dan at the hecd of Long Sault Rapids, by J. G. Sippell, Eagineer. (No. 6,321.)

Lachine Canal Office,<br>Montreal, 8th April, 1869.

F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sir,-With reference to your latter, No. 3,455, dated 10th October, 1868, stating that a petition from J. M. Currier, Esq., M. P., and othors interested in the navigation of the Ottawa River, anking for the construction of a dara at the head of the Long Sault rapids, for the purpose of improving the narigation of the river between Grenville and Ottawa, and for fumishing a greater depth of water at the upper entrance of the Grenvilie canal during the liy seasons, had been referred for the joint report of Mr. Merrilt and myself, with whom I was to arrange for meotins, \&c.

I beg to state that we met at Greaville a few days lator, when we proceeded to the site of the proposed dam, and examined the bed of the river, by sounding between the main shore, opposite Grenville and island refered to in petition, the distance being 1,000 feet; the grcatest depth of water found being 19 feet width, $5^{\prime} 10^{\prime \prime}$ on upper sill of the guard-lock, (seo enclosed section.) [Not priater.] The bottom is solid rock, covered to some extent with bouldors, with a strong current in the channel.

We met again at Ottawa on the 23xd and 24th March; but on comparing views and discussing the subject fally, we could not agree on a joint report, and thorefore, decided to each report separately.

Raising the water three feet at this point by the construction of a flat dam, appears practicable. Raising the water three feer at Grenville will also raise it about the same height at Green Shoal and Ottawa, as well as the morihs of the tributaries during season of low water, and at the same time greatly improve the Grenville canal, by giving a full supply of water throughout the season. The cost of constructing the dam and the removal of a portion of the island and main shore, to provide a high-water outlet, as proposed by the petition, is approximately estimated at $\$ 130,000$-the material taken from the excavation, which consists principally of boulders and rock, to be used in the construction of the dam ; this, of course, does not include leud or other damages that may be caused by the dam, there being a large extent of lottom land on the banks of the Ottawa and branches, that would be more or less damaged. The season was so far advanced that we were not able to make an cxamination of the banks of the river, but on referring to Mr. Clark's report on the "Ottawa Ship Canal," dated 1860, referring to this ptrtion of the river, he says that " from Grenville to Ottawa, the river runs through a level valley, with low "shores of blue tertiary clays; a considerable extent is overflowed by high water, and "covered with sand deposited by the river."
"The width is from one to two thousand feet, and the channel depth thirty feet, until " we get to Green Shoal, some eight or nine miles below Ottawa city. Here a calciferous "sandstone reef runs accoss the river, diminishing the depth at low water to eight feet, "for a length of 500 feet." Between this shoal and Otiawa, he says: " there are some sand "shoals which must be dredged, but no rook." If this statement be correct, this is the best portion of the river between Othawa and Lachine, and the difficulty at Green Shoal, where the channe! is narrow, only requires to be properly shown by bnoys or guide piers, and, perhaps, a few boulders raised, whioh would cost very little, there being more water there than at the canals and at several other points on the river between Grenville and Lachine, where long and serious delays occur. Raising the water three fect at Grenville, would, no doubt, greatly improve the Grenville canal in its present condition, but it would not do away with the necessity of its enlargement, especially the narrow portion at Grenville, where the greatest delay occurs; it being quite as much the want of capacity for
passing vessels, as the want of water. Wers this portion of the canal enlarged, the supply of water equal to the present scale of narigation would be naintained without the dam, and the cost oi the latter, and land damages, would do much towards enlarging the narrow portion of the canal, which is muel requard, and ander any circumstances must be done to meet the wants of the trade.

The construction of a dam that would raise the water tirree feet in this portion of the river in the dry season, would have litt little effect duaing the spring freshets, or extreme high water; but its effects woul be felt from modium to low water mark, when the water would remain much longer on the ground in consequence of the draft being checked by permanently raising the water in the bed of the river and tributaries, besides drowning out a certain portion of ground that is now more or less productive.

> I am, Sir,
(Signed, John G. Sippele,
Res. Enginéer.

Report on eane sulject by H. Merrill, Suporiatewlant, Ottawa River Works.
(No. 6,455.)
Ottawa River Works, Superintendent's Office, Ottawa, 23rd April, 1869.

F. Braun, Esquire,<br>Secretary, Depariment of Pullic Works, Ottawa.

Sir,--I have the honor to acknowledge the receipt of your communication, No. 3,454, dated 19 th October last, referring, for the joint report of Mr. J G. Sippell and myself, the petition of J. M. Curier, Jisq., M. P., and other lumber mexchants and forwarders, praying for the construction of a dam at the head of the Iong Sault Rapids, with the view of improving the navigation of the Ottawa river, between this city and Grenville, and of furnishing aditional facilities for passing river cralt through the Grenville canal at the season of low water.

We procecded to the site of the proped dam, and made a thorough examination of the bed of the river on the line of cross section, at distances of 10 feet apart; and having disagreed on some points as to the effect of damming the river, it was deemed advisable that we should report separately ; the following on my part, is therefore respectfully submitter.

The greatest depth of water was found to be 19 feet, with a strong current in the main chamel. It would be practicable however, to build a dam at this place that would raise the water three feet above the level we found at the guard-lock of the canal, and the most feasible means of providing for the esaape of the surplus water when the river is at Alood height, would be by excavating for a certain distance from the shore, the north bank of the river, and a portion of the island lying on the southerly side of the head of Long Sault Rapids. This dam, I think, should be constructed by throwing out from either shore a wing, composed principally of boulders, leaving the deep channel unobstructed. Three feat added to the depth of the water in the reach of the river between Ottawa and Grenville, during the months of July, August, September and October, for navigation purposes, weuld be of immense benefit to all interested in the lumbering and forwarding trade of the Ottawa ; and would in a great measure render umecessary the large expenditure recommended by Mr. Clarke, C. E., for increasing the depth of water at Green Shoal, as part of the Ottawa Ship Canal schome. Such an improvement would probably cost not less than $\$ 125,000$; as from a rough approximate estimate it appears that upwards of 100,000 cubic yards of earth, coarse gravel and boulders, would have to be removed to provide for a high water outlet.

It may also be as well to mention, in this comection, that, bofore full cargoes of through freight, that had been taken down the improved reach of the river, could pass through the lower canals, certain works would have to be rudertaken to afford an additional supply of water to them.

Then the question of land damages will have to be considered. On the Quebec side of the river more especialiy, late crops of a certain kind of hay are obtained from low lying lands that are entirely submerged at high water; and if the river be dammed as proposed, portions of this marshy land will be covered with water throughout the year, and consequently, rendered worthless. However, from the doubtful tenure on which these lands are held, and the fact of their being above water only a few months in the year, it is not at all probable that heavy damages would be awarded to the occupants.

In order to ascertain without much expense, the area of the lands that would be flooded, I would recommend that the banks of the river be examined next summer, when the water has fallen to such a pitch as it would be desirable to maintain, by the construction of the dam, and if pickets were then set along the shores, the area of the banks between them and low water mark, would indicate the extent of the damage to be done.

As I am not yet in possession of sufficient information to enable me to determine the height of the dam, and the quantity of materials likely to be required for its construction, I have deemed it advisable to submit this interim report, but at the proper season of the year, should the Department then desire it, a further examination will be made, to furmish data for the completion of the report. From the unevenness of the bottom of the river at this point, and the consequent difficulty of approximating the discharge of water in a given time, it would seem to me to be the safest course to put in a section of a dam in one season, in such a way that if the required height of water were not obtained dnring the following dry period of the year, an addition might be made to the work, which would bring about the desived result.

Mr. Sippell was furnished from this office with a copy of the cross section of the river, which I understood was to be trinsmitted to the Department along with his report ; however, should a plan now be required, I will cause a tracing to be mal: oas hearing from you to that effect.

I have the honor to be, Sir,
Your most obedient servant,

> (Signed,) Horace Merrill,  Supt. O. R. Works.

## APPENDIX No. 14.

SLIDES, BOOMS, AND NAVIGATION-RIVER TRENT AND NEWCASTLE DISTRICT.

Description of the works and repairs executed during the fiscal year ending 80 th June, 1869, by G. W. Ranzey, Superintendent.
(No. 7,497.)

## F. Braun, Esquire,

Secretary, Departmentof Publc Works, Ottawa.
Sir,--In compliance with general instructions to make semi-annual reports, I have the honor to submit the following. The Trent works under my charge have suffered to some extent from the extreme high water this last spring, but no interruption or delay of navigation to boats or timber occurred. At Burleigh Rapids, on the same line of communication, a dam and slide gave away, which detained navigation a few days, but all the timber and logs are likely to get to market.

The lumber trade in square timber having decreased, and the sawn lumber trade increased very much this year, some alterations and improvements were required in the works provided for the timber trade, which have been done by the Committee of Management, Trent Slides.

No new works with the exception of a tish pass at Bobcaygeon, have been made during this year, by the direction of the Department. At the western end of this line of communication the increased lumber trade, together with the increase of general business, demands better facilities of navigation.

In further compliance with instructions, I anmex an abstract statement of appro priations and expenditures from 1st January to 1st July, 1869. The repairs are hardly descriptive, as they consisted of so general a character to all parts of the works.

The expenditure on tops of the lock gates, and working machinery at Bobicaygeon forms the largest item in the amount.

Having furnished an approximate estimate of the probable cost for maintenance \&c., for the half year ending 1st January, 1869, I do not recapitulate.

I would again suggest that tolls should be collected at Lindsay, Bobcaygeon, Buckhorn and Hastings, to create a revenue for the maintenance and improvement of that end of the line of communication. In respectfully submitting the same,

I have the honor to be, Sir,
Your obedient servant,
(Signed,) G. W. Ranney, Superintendent Trent Works.

| Abstract Statement of amounts appropriated for and expended on the River Trent, and for the half year ending 1st July, 1869. |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Date of letters of appropriation. | No. of letters | $\begin{array}{ll}\text { Sums } & \text { na- } \\ \text { med } & \text { in }\end{array}$ letters. | Stations where to be appropriated. | Amount spent at each sta- tion. | $\begin{aligned} & \text { Total } \\ & \text { amounts. } \end{aligned}$ | For what expended. | $\left\{\begin{array}{c} \text { Amounts } \\ \text { unex- } \\ \text { pended to } \\ \text { date. } \end{array}\right.$ | $\begin{gathered} \text { Cost of } \\ \text { new } \end{gathered}$ | REMARKS. |
| January 20th <br> March 1st <br> 83 March 6th <br> June 17th. | $\begin{aligned} & 3,896 \\ & 4,037 \end{aligned}$ |  | Bobcaygeon. <br> Lindsay <br> Bobcaygeon. <br> Buckhorn <br> Hastings. <br> Superintendance expenses. Babcaygeon Chisholm's Rapids. | $\$$ cts. 8096 6415 12067 4032146217 | \$ cts. <br> 8096 <br> 58803 <br> 46217 | Fish Pass... ..... | $\$$ cts. 12904 9000 1415 4000 2067 | $\begin{aligned} & \$ \mathrm{cts} . \\ & 8096 \end{aligned}$ | To be cancelled. <br> \} These sums to be carried |
|  | $\begin{aligned} & 4,054 \\ & 4,687 \end{aligned}$ | $\begin{array}{r} 700 \\ 60 \\ 60 \end{array}$ |  |  |  |  | $\begin{array}{r} 19679 \\ 23783 \\ 6000 \end{array}$ |  | works. |
|  |  | \$1,850 00 |  |  | \$1,131 16 |  | \$788 48 | 88096 |  |
| (Signed,) G. W. RANNEY, $\underset{\text { Superintendent, Trent }}{\text { R }}$ |  |  |  |  |  |  |  |  |  |

## APPENDIXNO. 16.

## MÉTAPÉdIAC AND RISTIGOUCHE ROADS.

Description of the works and repairs executed during the fiscal year ending 30th June, 1869, by Joseph Rosa, Superintendent.
(No. 7,492.)
Quebec, 24th July, 1869.
F. Braun, Esquire, Secretary,

Department of Public Works, Ottawa.
SIr,-I have the honor to submit herewith the annual report of the works executed under my superintendence, during the fiscal year comprised between the 1st of July, 1868, and 30th June, 1869.
metaptediac road.
Construction. The lots or sections Nos. 11, 38 and 70, in the central division of the road, forming a total of $22{ }^{\frac{33}{10} 0}$ acres, have been completed.

The bridges over the rivers Métis, Métapédiac, Cansapscal, and Assametquagan have been tarred and sanded.

Repairs. During the year repairs have been made on the 30 th and 31 st miles.

## RISTIGOUCHE ROAD.

Construction. The bridge over the Little river has been completed. The bridge was begun in the autumn of 1866 , it is 2,180 feet long, and its average height is 12 feet, the two principal spans over the two branches of the river are-one 45 feet broad, and the other 70 feet broad.

The bridge is made of cedar in the bark. The roadway is made of round cedar, except over the two principar spans, where the cedar is hewn down to six inches in thickness. A guard-rail has been put up through the whole length of the bridge on each side.

The above works were executed in obedience to the instructions contained in your letter to me of date 29th May, 1868, (No. 2,156,) and the sum of $\$ 1,881.48$, appropriated for that purpose, has been expended thereon.

Humbly submitted.
I have the honor to be, Sir, Your obedient servant,
(Signed, Joseph Rosa.

## APPENDIX No. 16.

## MAIL ROAD BEIWEEN ANNAPOLIS AND LIVERPOOL, N. S.

Report on the repairs to the road made during the fiscal year ending 30th June, 1869, by Alex. McNab, Engineer.

Halifax, N. S.,
21st September, 1869.

## F. Braun, Esquire,

Secretary, Department of Public Works, Ottawa.
Sir,-I have the honor to submit the following report on the repairs made during the year ended the 30th June, 1869, to the mail road between Annapolis and Liverpool, in this Province, in accordance with the instructions contained in your circular; (No. 4,927 ,) dated the 16 th July last.

On the 30 th October, 1868 , I was notified by letter that the Government of Canada had granted ${ }^{4}$ the sum of $\$ 1,500$, for the repairs of this road, and that I had been appointed to exercise supervision over the work.

A copy of a letter addressed to the honorable the Postmaster General by A. WoodgateEsq., Post Office Inspector for Nova Scotia, on his examination of the road, was also enclosed for my information. 1.wne Within a few days subsequent to the receipt of these documents, I procoeded to Annapolis, the eastern end of the road, and went as far as Milford, 15 miles distant, and reported on the 14 th of November, the result of my inspection, at the same time recommending that the repairs should be deferred until May of the following year, as the season was too far advanced to admit of a judicious and economical expenditure of the grant, which suggestion was approved by the Department.

In the latter part of last April, I again visited the road, going, on this occasion, as far as Maitland, near the boundary of Annapolis and Liverpool counties, and distant from Annapolis 27 miles.

The greater portion of this distance I found to be in an exceedingly bad condition, and in many places actually unsafe for the travelling public.

As the road from Maitland to Liverpool, a distance of 41 miles, was, as stated by Mr. Woodgate, in tolerably good repair, and over which a speed of from $4 \frac{1}{2}$ to 5 miles an hour could be maintained, it was decided to expend the whole of the grant in the county of Annapolis, and so far to improve that portion with the limited means at my disposal, as to secure an average rate of speed over the whole line of road, and to facilitate the regular arrival of the mails between Liverpool and Annapolis.

The repairs which have been made, consist in the removal of huge granite boulders from the centre, and at the sides of the road, raising the centre in such places as were scoured away by the spring and fall rains; forming, where necessary, suitable water courses at the sides, and in filling with small stone low and miry places, some of which extended for many hundred yards on the line of road.

The expense incurred in effecting these repairs amounted to $\$ 633.62$, vouchers for which have been obtained in duplicate, leaving an unexpended balance of $\$ 866.32$.

I have the honor to be, Sir,
Your obedient servant,
Alex. Macnab, Engineer, N. S. Railway.

# APPENDIX No. 17. 

NOVA SCOTIA RAILWAYS.<br>Repart by Leuris Carvell, General Superintendent.

(\$0. 1422.)

Nova Scotia and Nef Brunswick Railways, General Superintendent's Office,<br>Halifax, N. S., 9th October, 1869.

To the Honorable
Tae Mprister of Public Works.

Sir,-I have the honor to submit, as requested, a report of the operations of the Nova Scotia Railway, for the fiscal year, ending 30th June, 1869,
The traffic receipts were................................................................... $\$ 272,237.41$
against the previous year............................................................... 259,994.16
Gain.
. $\$ 18,243.25$
whilst the working expenses are shown to have been................ $\$ 268,560.37$
against the previous year................................................. 255,530.51
$13,029.86$
shewing the net gain over the previous year to be............................... $\$ 5,213.39$
which appears in the deficiency, shewn the previous year........................ $\$ 1,536.35$
Net revenue last year... ...... ........................... ..................................... $3,677: 04$
Total as above............................. ...... \$5,213.39
Not having been appointed to the charge of this line until June, my personal supervision covers but a few days of the fiscal year, I must therefore refer you, for any details of the trunsactions of the year, to the statements and reports herewith, which are as follows :-

First-The general balance sheet.
Second-The capital account, with a statement of the stores on hand.
Third-The revenue account, with abstracts of the working expenses.
Pourth-Report by the traffic superintendent, with monthly statements of receipts from the various sources of revenue, and comparative monthly receipts, and of passengers carried for 1868 and 1869.

Fifth-Report by the locomotive superintendent, accompanied by a statement of the engines, and a list of the rolling stock, as well as statements showing mileage of engines and consumption of stores, and the average cost therefor, per mile run.

Sixth-Report by the road inspector.
The accounts for the past year have been furnished monthly with vouchers for all receipts and expenditure.

The working expenses have been 98.65 per cent. of the gross earnings, against six-tenths of one per cent., which the expenses exceeded the earnings of the previous jear.

The per centage which the passengers, freight, and other earnings bear to the gross receipts, and that which each division of the working expenses bear to the whole cost of operating, is as follows :

| RRERNUE. |  | EXPEMSES. |  |
| :---: | :---: | :---: | :---: |
| Passengers. | 46.70 | Locomotive power | 36.20 |
| Freight.. | 47.08 | Merchandize and passenger cars | 25.34 |
| Horse and waggon. | 1.35 | Maintenance way and buildings, 24.03 |  |
| Mails and sundries. | 4.37 | Renewals do. do. 4.46 |  |
|  | 100.00 |  | 100.00 |

The earnings, per mile of railway in operation, have been $\$ 1,870.60$ against $\$ 1,751.68$ the previous year, whilst the operating expenses, per mile of road, was $\$ 1,852.14$ against $\$ 1,762.28$ the year before.

The receipts and expenses, per mile run, of the locomotives, for the past two years, compare as follows :

| WOREINGEXPENSES. | 1868. | 1869. |
| :---: | :---: | :---: |
| Inocomotive power. | 32.57 | 29.60 |
| Merchandize and passenger cars. | 21.49 | - 20.71 |
| Maintenance of way and buildings. | 34.68 | 23.29 |
| General charges. . . . . . . . . . . . . . . | 9.68 | 8.15 |
| Total expenses. | 98.42 | 81.75 |
| Total receipts. | . 97.83 | 82.87 |
| Deficiency... | . 69 | 112 |

The locomotives ran 328,494 miles the past year, against 259,621 miles the year before.

No account has ever been kept of the mileage of the cars, nor of the weight of trains moved, nor have the books been so kept as to afford other statistical information.

I have the honor to be, Sir,
Your obedient servant,

Lewis Carvelle, General Superintendent.

Dr.

Dr.

*


LOCOMOTIVE POWER. (1)

| Year ending, 30th June, 1868. | Particllars. | Year ending 30th June, 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 12,128 50 | Wages of drivers, firemen and cieaneis. | 14,146 54 |
| 31,202 77 | Firewood consumed in running. | 32,393 70 |
|  | Coal do do | 1,587 76 |
| 2,013 18 | Oil.. | 3,478 16 |
| 1,791 91 | Tallow | 2,686 50 |
| 1,035 26 | Waste. | 1,249 58 |
| 2,415 10 | Salary loco. superintendent, clerks and office expenses | 2,443 61 |
| 8,740 87 | Materials for repairing engines .. | 14,611 01 |
| 10,874 42 | Wayes for repairing engines .. | 12,467 88 |
| 2,910 88 | Work not done by railway department for do. | 2,50183 |
| 2,121 89 | Repairs to machinery, workshops and engine houses | 2,178 25 |
| 3,064 96 | Repairs and renewals of tools .. | 1,750 15 |
| 4,517 61 | Water pumping, wooding up woodshed, \&c., repairs | 4,700 82 |
| 1,744 10 | Miscellaneous . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 1,045 63 |
| 84,561 45 |  | 97,241 43 |

MERCHANDISE AND PASSENGER CARS.
(2)

| Year ending, 30th June, 1868. | PAMTICLL.ARS. | Year ending, 30th June, 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 16,132 17 | Wages, conductors, brakesmen, porters, \&e. | 17,593 13 |
| 51745 | Oil consumed for packing. | 1,087 18 |
| 40896 | Waste do. do. | 19023 |
| 4,392 49 | 'Traffic superintendent's salary, clerks and office expenses | 4,287 00 |
| 11,832 56 | Salaries of station masters and freight agents ........... | 11,47608 |
| 8,095 37 | Materials, \&c. for repairing cars . . . . . | 19,965 02 |
| 5,315 83 | Wages do. do. | 6,807 98 |
| 1,097 65 | Work not done by railway for do. ................... | 1,087 83 |
| 64088 | Repairs to workshops and repairs and renewals of tools. | 31255 |
| 1,228 63 | Small stores used on the trains. | 69436 |
| 42893 | Fuel do. do. | 29906 |
| 1,595 18 | Wages to switchmen, signalmen, \&c. | 1,919 75 |
| 2,76640 1,34000 | Drawbacks and overcharges on goods forwarded | 74740 |
| 1,340 00 | Miscellaneous. | 1,574 26 |
| 55,792 50 |  | 68,041 83 |

## MAINTENANCE OF WAY AND BUILDINGS.

(3)

| Year ending, 30th June, 1868. | partioulars. | Year ending, 30th June, 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 28,634 05 | Maintenance way by section.. | 33,843 96 |
| 2,829 96 | Salaries of inspector and roadmasters. | 2,793 96 |
| 20,298 24 | Chairs, spikes, sleepers, \&c...... | 18,403 35 |
| 25134 2,20488 | Small stores.............. | 19454 |
| 2,204 88 | Repairs and renewals of tools. | 1,193 10 |
| 5,653 93 | Repairs to stations, wharves, buildings, \&c | 3,210 19 |
| 3093 216717 | Repairs to snow ploughs. | 2033 |
| 2,167 17 | Repairs to bridges, culverts, \&c | 41293 |
| 1,755 7,069 90 | Repairs of fencing ... Clearing snow and ice | 1,904 42 |
| -384 63 | Miscellaneous. . . . . . | 2,11602 44678 |
| \$71,280 51 |  | \$64,539 58 |

RENEWALS OF WAY AND BUILDINGS. (4)

| Tear ending, 30th June, 1868. | Particllars. | Year ending, 30th June, 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | $\%$ cts. |
| 18,775 41 | New rails used for relaying . | 8,963 20 |
|  | Chairs, spikes, sleepers, \&c., for ditto | 2,209 63 |
|  | Wages for ditto... | 19317 |
|  | Renewals of bridges, culverts, \&c. | 15005 |
|  | Renewals of stations and slidings. | 44595 |
| \$18,775 41 |  | \$11,962 00 |

GENERAL CHARGES. (5)

| Year ending, 30 th June, 1868. | particulars. | Year ending. 30th Junt, 1869. |
| :---: | :---: | :---: |
| * cts. |  | $\$$ cts, |
| 7,054 44 | Salaries, commissioner, accountant, clerks, and office expenses. | 7,376 21 |
| 4,469 26 | Printing, advertising, and tickets. | 4,810 81 |
| 2,007 92 | Books and stationery. ......... | 1,657 77 |
| 73536 | Damages to men, and loss of animals and goods | 43589 |
| 1,185 61 | Station watchmen ${ }^{\text {a }}$................. | 1,033 65 |
| 3,142 15 | Fuel, oil light, and incidental expenses at stations. | 3,509 20 |
| 2,488 65 | Telegraph operation............................ | 1,909 86 |
| 2,654 38 | Ferry nervice across Pictou Harbor. | 4,484 22 |
| 1,382 87 | Miscellaneous | 1,557 92 |
| \$25,120 64 |  | \$26,775 53 |

STATEMENT (A) OF STORES ON HAND, 30th JUNE, 1869.

|  | \$ cts. | \$ cts. |
| :---: | :---: | :---: |
| 385 tons rails. | 7,659 68 |  |
| 1,401 chairs.. | 2,659 76 | 13,306 54 |
| 17,844 sleepers. | 2,855 04 |  |
| 1,549 clips | 1,851 20 |  |
| 7,372 spikes | 17586 |  |
| Frogs. | 10500 |  |
| Stores in general store at Richmond. | 22.93878 |  |
| Do. repair shop do. | 20,924 14 |  |
| Stationery and tickets general office. | 47999 |  |
| Stores at stations. . | 34614 |  |
| 4,409 cords wood at various stations 7,983 bushels coal ilo. | 13,227 00 | 44,689 05 |
|  | 1,197 45 |  |
|  |  | 14,424,45 |
|  |  | \$72,420 04 |

Report by the Traffic Superintendent.

Nova Scotia Railway,<br>Richmond, December 1869.

Sir,-In accordance with your letter, dated 26th October last, I have the honor to submit the following report and returns, shewing the various sources of revenue, for the financial year ending 30th of June, 1869.

RETURNS.
Statement, showing the various sources of revenue.
Monthly statement, receipts from passengers.
Monthly statement, receipts from freight.
Monthly statement, receipts from horses and waggons.
Monthly statement, receipts from mails and sundries.
Comparative monthly statement for 1868 and 1869.
Comparative monthly statement, passengers carried.
The returns attached to this report shew that the total earnings for the past year, after deducting other companies' proportion, amount to $\$ 272,237.41$.

In addition to this, sundry services have been performed for which no credit is shewn in the returns, viz. : Travel of Members of Legislative Council and House of Assembly, militia and volunteers, Her Majesty's troops, (to and from Bedford Rifle Range), and immigrants.

Subjoined is a comparative statement of receipts :-


The above figures exhibit an increase of $\$ 20,925.47$ over the previous year.
The improvement in the passenger and freight business is very satisfactory, and indicates prosperity.

The decline in the horse and waggon traffic was not altogether unexpected. For several years, parties in charge of teams were allowerd to travel free-this, latterly, became a subject of considerable discussion, and created a good deal of dissatisfaction between those parties who forwarded their goods in the cars, and those who brought their waggons on the trains, as the rates for the description of goods were invariably the same. The practice now established for all parties paying their fare appears equitable.

The number of passengers carried over the lines during the past year was 187,762 , or an increase over last year of 21,506 .

The weight of goods moved, including loaded teams, is 100,330 tons-or an increase over last year of 8,560 tons ; in addition to this 41,654 tons of coal were run from Acadia Mines, viz:

| To Pictou Landing for shipment | 35,630 | tons. |
| :---: | :---: | :---: |
| Run east for home consumption.. | 1,294 | " |
| Run west for home consumption. | 4,730 | " |
| Minerals. | 41,654 | " |
| Goods. | 100,330 | " |
| Making a total of. | 141,984 | " |

It is satisfactory to notice the steady growth of the business on both lines.
The passenger and goods traffic between Halifax and the Provinces of Quebec and Ontario, (via Pictou), has largely increased-every care should be taken to encourage and foster the business by this route.

The coal traffic forms a large item, notwithstanding the high duty of admission into the United States; if this tariff was removed, or even abated, doubtless the trade would double. In view of meeting more promptly and satisfactorily the requirements of this traffic, arrangements have been made to lay down a siding half way between New Glasgow and Pictou Landing, which will largely obviate delays. The arrangements made for putting in sidings at several points will be completed on an early day.

On the first of June the speed of the trains was further reduced; "passenger" or " mail" trains were regulated at about nineteen miles per hour-and that of " mixed" or "freight" trains to thirteen miles per howr ; these rates of speed I consider sufficiently slow for trains that carry passengers. Express trains have been run between Halifax and Windsor, connecting with the steamer to and from St. John-thereby obviating detention to passengers at Windsor.

The trains, with one exception, have been run with regularity; this delay occurred on 8th March during a very heavy snow storm, which continued for two days; the train from Pictou to Halifax was detained one day, and the train from Halifax to Pictou seven hours.

In view of meeting the rapidly increasing business at Pictou Landing additional accommodation is indispensable.

I regret to have to report an accident which occurred to a mixed train at Enfield Station, on the 23rd October, by which Mrs. E. Jones had her ankle badly injured. The particulars are contained in my report, dated 26 th October, herewith appended.

With this exception, (which was most unfortunate and to be lamented), no other accident has taken place during the past year.

> I have the honor to be, Sir, Your obedient servant,

## George Taylor,

Thewis Carvell, Esq.,
General Superintendent N. S. and N. B. Railways.
Traffic Superintendent.

# Enclosure referred to in Traffc Superintendent's Report on preceeding page. 

Nova Scotia Railway,
Superintendent's Office, Richmond, October 26th, 1868.
Sir,-I regret that it becomes my duty to report an accident which occurred at Enfield Station, on 23rd inst., to number seven train, Richmond to Truro, James E. Geldert, conductor.

Report No. 1, conductor No. 7 train.-You will perceive from this report, which is corroborated by telegraph, that this train left Windsor Junction at 3.50 p . m., ten minutes late, and arrived at Enfield at 4.46, twenty-one minutes late ; detained at Fletcher's taking loaded cars from siding. About three minutes after arrival at Enfield, a wood train, which was to follow from Junction to Truro, Maurice Fitzgerald, conductor, was heard approaching. As there is a sharp curve at this place, the train could only be seen a very short distance. The conductor apprehending that the wood train was approaching too fast, gave signals to start, but as the train was very heavy, (consisting of ten loaded and six empty cars), this could not be done quickly ; but fortunately was moving when the engine attached to wood train collided with passenger car. There were only five passengers in the car at the time, two of whom were slightly injured, viz: Mrs. E. A. Jones, from Londonderry, had her ankle injured, bnt fortunately not seriously, and a Miss Pearson, belonging to Enfield, received a slight cut on the side of the head.

Report No. 2, conductor of wood train.-From this report it would appear that the wood train was thirty-five minutes after No. 7 train in leaving Windsor Junction, which would be 4.25 , and the collision took place at 4.50 , this would only allow the wood train twenty-five minutes to run from Junction to Enfield, (fifteen miles), which is at the rate of thirty-six miles per hour. The agent's telegraph train report states that number seven left at 3.50 , and wood train at $4 \mathrm{p} . \mathrm{m}$. This report, I believe, is correct, calculating the time of arrival at Enfield.

Report No. 3, engine driver, wood train.--The driver's statement, so far as the departure from Junction is concerned, appears to agree with that of the conductor. He complains that brakes were not applied after steam was shut off; and even when called for he alleges the signal was not promptly obeyed. On examination of the brakeman on wood train, he stated that he had one brake on, and that he observed number seven train before any whistle was given for brakes. The statements of the men on the wood train appear to be to a certain extent conflicting-each, I presume, endeavouring to exonerate himself. When the intelligence was communicated to me I immediately made arrangements to have the injured passengers cared for, and the passengers of number seven and eight trains taken to their destinations, arriving about five hours late. The passenger car has received considerable damage, the baggage car was also slightly damaged, and several of the drawbars in the other cars were broken and bent. The engine tender, and three empty cars on wood train, were thrown off the track, but not seriously damaged. Mr. Johnston, with a force of men, proceeded to the spot and had the engine and cars put on the track. The men in charge of the wood train have all been suspended.

After a careful examination of the particulars as furnished, there is no doubt on my mind but the officers in charge of wood train violated orders in leaving Junction five minutes too soon after number seven train; and I consider the train was run without due consideration, and further I am satisfied that Enfield Station was approached in a most reckless manner, and in direct violation of the rules of the Department. Under these circumstances it becomes my duty to recommend the immediate dismissal from the service of the Department, of Maurice Fitzgerald, the conductor, and Wm. Johnston, the engine driver. While I consider this cousse imperative, I may mention that both these men have been in the service of the Department for nearly six years, and have hitherto borne unimpeachable characters for care and steadiness, and have at all times shewn a desire to perform their duties properly.

Your obedient servant,
Geo. Taylor.

[^4]Report by the Locomotive Superintendent.

# Nova Scotia Railway, Locomotive and Car Department. 

 Richmond, July, 1869.Sir,--Herewith I beg to submit the returns in comection with the Locomotive and Car Department, for the year ending 30th June, 1869.

Return No. 1 shows the number of miles rum, and wood, coal, oil, tallow, and waste consumed, in running, by each locomotive, together with the averages and comparison of the same with the previous year.

Return No. 2 shows the average cost per mile run, for locomotive power for the years ending 30th June, 1868 and 1869. The cost of locomotive power has increased $\$ 12,679.98$; but at the same time the cost per mile run has decreased by 2.97 cents, owing to there having been 68,873 more miles run than during the previous year.

Return No. 3 gives a full description of each locomotive, together with the total number of miles each one has run to date.

Return No. 4 shews the number of each class of locomotives and cars, comprising the rolling stock, together with the increase and decrease of the same during the year.

I beg to state that the locomotives generally are in a good state of repair ; but the time that some of them have been on the road, and the yeurly increase of mileage, necessitates that when they come into shop a greater time for repairing and renewing them in parts, that have not heretofore been required.

The use of coal for fuel on six locomotives for some time, has proved a success, and I have no doubt that when all the locomotives are using it, will be a great deal cheaper than wood, and much more convenient.

I beg to state that a greater number of passenger cars are required, and also a shed to keep them in from exposure to the weather, when not in use, and to keep them clean.

The Car rolling stock generally is in good order, but a greater number will have to be renewed in the wood work than have been heretofore. I would recommend that a shed be put up to keep them in.

A new shop for building cars, together with the proper machinery for facilitating the work, has now become absolutely necessary : as we are, everything has to be worked by hand, at a much greater expense that if we had the proper kind of shop and machinery.

The quantity of every class of cars to be built year by year is rapidly increasing, as also the number to be renewed in wood work, making the necessity for this shop of the greatest inportance upon the grounds of economy.

Your obedient servant,

Willinm Johnston,<br>Locomotive Superintendent.

Lewis Carvell, Esq.,
General Superintendent N. S. and N. B. Railways.

Return No. 1.-Showing the mileage and consumption of stores by locomotive engines, together with the averages, for the year ending 30th June, 1869.

|  | miles run. |  |  |  |  |  |  | CORSUMPTION OF |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Extra freight trains. |  |  | Maintenance of way. |  | Total miles. | 圱 |  |  | 突 |  |
| 1 | 278 |  | 12,446 |  |  |  | 12,724 | 15275 |  | 14550 | 794 | 361 |
| 6 | 9,347 | 2,837 | 1,937 | 30 | 1,450 |  | 15,601 | 52575 | 1,069 | 17550 | 975 | 448 |
| 7 | 16,437 | 381 | 1,720. |  |  |  | 18,478 | 28500 | 5,329 | 20825 | 1,100 | 532 |
| 8 | 13,813 | 204 | 338. |  |  |  | 14,355 | 31300 |  | 15975 | 891 | 409 |
| 9 | 11,227 |  | 6,586 |  |  |  | 17,793 | 55875 |  | 20050 | 1,112 | 511 |
| 10 | 4,350 | 9,148 | 1,528 | 732 | 980 |  | 16,738 | 54400 | 6 | 18750 | 1,044 | 481 |
| 11 | 10,362 | 1,063 | 1,475 |  |  |  | 12,900 | 36625 | 2,333 | 14425 | 806 | 367 |
| 12 | 18,977 | 2,487 | 1,782 | 260 | 156 |  | 23,662 | 88775 |  | 29275 | 1,481 | 688 |
| 13 | 18,288 | 90 | 1,030 |  | 238 |  | 19,646 | 56200 |  | 21700 | 1,225 | 568 |
| 14 | 21,640 | 162 | 2,501 |  |  |  | 24,303 | 1,000 00 | 12 | 27050 | 1,519 | 709 |
| 15 | 983 | 8,848 | 955 | 428 | 296 |  | 11,510 | -62 25 | 4,389 | 12600 | 719 | 325 |
| 16 | 9,410 | 250 | 4,948 |  |  |  | 14,608 | 58600 |  | 16050 | 912 | 418 |
| 17 | 2,787 | 7,818 | 1,658 | 122 |  |  | 12,385 | 50700 |  | 13500 | 775 | 349 |
| 18 | 2,608 | 3,273 | 375 |  | 2,348 | 3,385 | 11,989 | 51425 | 6 | 13125 | 750 | 340 |
| 19 | 2,346 | 13,105 | 1,084 |  | 316 | 442 | 17,293 | 57850 |  | 19100 | 1,081 | 417 |
| 20 | 15,429 | 648 | 4,839 | 165 |  | 2,112 | 23,193 | 93200 | 7 | 35525 | 1,450 | 676 |
| 21 | 9,468 | 35 | 450 |  |  |  | 9,953 | 30875 | 7 | 10900 | 625 | 280 |
| 22 | 24,698 |  | 1,029 |  |  |  | 25,727 | 79725 | 53 | 28550 | 1,606 | 751 |
| 23 | 22,747 |  | 1,276 | 90 |  | 35 | 24,148 | 70700 |  | 26800 | 1,512 | 703 |
| 24 | 1,428 |  | 60 |  |  |  | 1,488 | 175 | 595 | 1350 | 94 | 25 |
|  | 216,623 | 50,289 | 47,997 | 1,827 | 5,784 | 5,974 | 328,494 | 10,190 00 | 13,807 | 3,776 50 | 20,471 | 9,358 |
|  | Miles run to 1 cord wood, 1 bushel coal, 1 gal. oil, \} <br> 1 lb. tallow, 1 lb. waste....................$\}$ |  |  |  |  |  |  | 2973 | 184 | 8698 | 1604 | 3510 |



WILLIAM JOHNSTON,
Locomotive Superintendent.

Return No. 2.-Showing the average cost per mile for locomotive power, for years ending 30th June, 1868 and 1869.

Return No. 3-Statement of locomotives, 30th June, 1869.


## particulars.



## NOVA SCOTIA RAILWAYS.-Continued.

## Report by the Road Inspector.

Richmond, 15th July, 1869.
Sir,- I beg leave to submit the following report on the state and condition of the Nova Scotia Railway, for the year ending 30th June, 1869.

The cuttings on Windsor branch, and partially upon the main line, have been cleaned out and the road is in fair rumning order.

There have been eighteen thousand two hundred and fourteen, $(18,214)$, new sleepers, three thousand five hundred and twenty, $(3,520)$, joint chairs, and ten thousand and thirteen, ( 10,013 ), intermediate chairs, replaced on main line ; also nine thousand eight hundred and seventy-two, $(9,872)$, new sleepers, one thousand eight hundred and forty-five, $(1,845)$, joint chairs, and four thousand five hundred and forty-six, $(4,546)$, intermediate chairs replaced on Windsor branch.

Towards the fall of last year the pile bridge near Mount Uniacke was filled with earth taken from side cutting, but on the opening of the spring the embankment subsided materially, and a large force of men were employed to clean out cuttings on Windsor branch so as to keep the road in running order. The small bridge near Windsor Junction, and the small pile bridge at Blackburn's, have also been partially filled with materials taken from cuttings.

All the cross beams and longitudinal timbers of the Sackville River bridge have been renewed, and the iron girders painted and new rails laid on bridge. The painting of the girders of Shubenacadie and Stewiacke bridges were commenced last fall, but not finished.

The abutment of the Dartmouth Road bridge has been taken down and rebuilt and new stringers put on. The wing walls of Hall's accommodation road bridge hes also been taken down and rebuilt.

The masonry of the west abutment of the Fleming Wardrop's accommodation bridges, and west abutment of the Halifax and Truro road bridge, is in a very delapidated condition, and requires to be taken down and rebuilt.

The timbers of pile bridge near Polly Pog have been strengthened with additional braces, but they should be renewed.

I would also recommend that the longitudinal timbers of the Shubenacadie and canal bridge near Enfield, and canal bridge near Fletcher's on main line, also the longitudinal timbers of the Jordan and St. Croix bridge be renewed during the ensuing year.

The platforms at Four Mile House and Grand Lake stations have been taken down and renewed. The platforms at Windsor Junction, Elmsdale, Wickwire's and Johnson's road, on main line, also Mount Uniacke and Newport, on Windsor branch, require to be renewed.

The station houses upon the main line as far as Truro, and on the Windsor Branch, gre in a delapidated condition, and need extensive repairs.

A new siding to Boggs, and Tremaine's plaster quarry, one mile east of Truro road, is finished, and is 2850 lineal feet in length.

A new siding has been constructed at Riversdale 420 feet in length, for loading and unloading freight.

A branch siding, 850 feet in length, has been laid down at Mr. Adams' mill, for loading timber.

Messrs. Dimock and Sweet have completed the grading of therextension of Mr. Pellow's siding to plaster quarries, and the rails will be laid down and ballasted, in terms of agreement, early this fall. The length of siding is one mile and three chains; also siding for shunting cars 675 feet in length.

The damaged ends have been cut off upwards of four miles of old rails, and relaid on Windsor hranch. I find that wherever the clips have been used the road is smoother,
and the breakage of the intermediate chairs is less than on the portions similarly relaid with cut rails, and the joint chair used.

All the timber work at Richmond reservoir has been dispensed with, and a substantial wall, built of brick and cement, substituted. A new tank has also been erected inside of engine house at Pictou Landing, with an additional supply of water for the use of locomotives.

I am, Sir, Your old't servant,

Wm. Marshall,
Road Inspector.

# APPENDIX No. 18. 

## NEW BRUNSWICK RAILWAYS.

Report by L. Carvell, General Superintendent.

(No. 1,410.)

Nova Scotia and New Brunswick Railway,<br>General Superintendent's Office,<br>St. John, N. B., 10th September, 1869.

To the Honorable the Minister of Public Works,
Sir,-I have the honor to submit, as requested, a report of the operations of the " European and North American Railway," for the fiscal year ending 30th June last.

The account, in detail, with proper vouchers for the revenue and expenditure, were duly forwarded monthly to the Department at Ottawa.

The results of the transactions of the year will be best shewn upon reference to the balance sheet, as well as the capital and revemue accounts, which are as follows:-

GENERAL BALANCE.

| To arrears:- | \$ cts. | \$ cts. |  | \$ cts. | * cts. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| At stations. | 1,286 24 |  | By capital account. |  | 38,603 09 |
| Post Office Department...... | 1,675 30 |  | " revenue account |  | 4,327 21 |
| Unclaimed baggage . . . . . . . . | 168 |  |  |  |  |
| Militia Department......... | 471 | 2,967 93 | Miscellaneous liabilities :International Steam ship Co. | 11800 |  |
| Provincial accounts:-- |  |  | P. E. I. Steam Nav : Co..... | 9075 |  |
| Freehold property | 1,398 70 |  | Provincial Board of Agricul- |  |  |
| By roads.. | 69189 |  | ture................... | 7753 |  |
| Provincial railway. . | 30844 |  | Q. and Gulf Ports Steam-ship |  |  |
| Post Office Department. | 1,977 06 |  | Co..................... | 24640 |  |
| Suspense account. . . . . . . . . . | 1,154 76 |  | Richelien Co. | 1250 |  |
| Woodstock railway. . . ${ }^{\text {Norto.... }}$ | $\begin{array}{r}7,700 \\ 12,583 \\ \hline 68\end{array}$ |  |  |  | 54518 |
| Norton and Apohaqui bridges <br> Apohaqui bridge.. | $\begin{array}{r\|r\|r\|} 12,583 & 67 \\ 3,011 & 58 \end{array}$ | 28,826 13 |  |  |  |
| Miscellaneous debts:- |  |  |  |  |  |
| Flemming and Humbert..... | 10,334 43 |  |  |  |  |
| Eastern Extension railway... | 93042 |  |  |  |  |
| Department Public Works suspense account. | 15000 |  |  |  |  |
|  | 24657 | 11,681 42 |  |  |  |
|  |  | 43,475 48 |  |  | 43,475 48 |

St. John, N. B., 30th June, 1869.
(Signed,)
A. M'Naughton, Accountant.

| Dr. |  | CAPITAL ACCOUNT. |  |  | Cr. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} 1869 . \\ \text { June } 30 \end{gathered}$ | To cost of road and equipment per abstract (A.)............. | \$ cts. | 1867 |  | \$ cts. |
|  |  | 4,674,807. 94 | June 30 | By Provincial Treasury....... | 4,761,979 90 |
| * | "، General stores (A.A.) ...... <br> " Balance | 82,203 11 | June 30 | " Dept. of Public Works. . . | 8,963 24 |
| ، |  | 38,603 09 | June 30 | " Dept. of Public Works.... | 24,671 00 |
|  |  | 4,795,614 14 |  |  | 4,795,614 14 |

St. John, N. B., 30th June, 1869.

## A. M'Naughton,

 Accountant.Dr.
REVENUE ACCOUNT.
Cr.


ABSTRACT A.
STATEMENT SHEWING cost of Railway and Equipment to 30 th june, 1869.
Expenditures the past year.


## LESS.

For painting.
$75.00 \quad 13,6 \geqq 500$
Paid W. H. Tuck, legal advice about engines and sidings.
Lamps, tools, \&c., \&c., supplied engine "Robert Jardine,"

Brought forward................... | $\$ 0,49689$ |
| ---: |

DEDUCT.

| Earth waggons sold Ross and others. | 59230 |
| :---: | :---: |
| Cost of road to 30th June, 1868. | $\begin{array}{r} 29,904 \\ 4,644,903 \\ 35 \end{array}$ |
| Cost of railway and equipment. | 4,674,80794 |
| Classified as follows : |  |
| Engineering. . | 216,878 62 |
| Permanent way. | 3,647,021 40 |
| Buildings.. | 167.96775 |
| Wharves. | 93,483 15 |
| Fencing... | 88,000 09 |
| Rolling stock and machinery | 380,986 01 |
| Miscellaneous stock | 15,512 0: |
| Miscellaneous.... | 65,008 93 |
|  | 4,674,807 94 |

## A. A. <br> Statement of Stores on hand, 30th June, 1869.

|  | \$ cts. | \$ cts. |
| :---: | :---: | :---: |
| 3,170 xails, per inventory | 33,306 42 |  |
| 1,470 chairs... | 1,274 17 |  |
| 13,658 sleepers. ......... | 2,194 39 |  |
| 7,700 ${ }^{16 \frac{1}{2}}$ tons pine timber . . . . . . . . feruce logs. . . . . . . $\}$. . . . . . . . . . . . . . . . . . . . . . . | 17313 | 36,948 11 |
| 7,700 feet spruce logs........... ${ }_{25}$ pieces pine scantling ..................... ......... |  | 36,943 11 |
| Inventory of railway supplies in general store, St. John. | 6,67332 |  |
| Iron, steel and other supplies at repair shop, do. | 5,388 71 |  |
| Iron, steel and other supplies at machine shop, Shediac. | 16,089 42 |  |
| Stationery and tickets in geperal office, St. John....... | 2,547 73 | 30,699 18 |
| 2,467 $\frac{14}{\frac{1}{5}} \frac{\pi}{0}$ cords sawn..........\} wood at various stations per state$1,040 \frac{2}{106}$ cords unsawn. $\square$ ment |  | 13,661 26 |
| Inventory of stores on hand at several stations : St. John. | 21130 |  |
| Rothesay. | 4991 |  |
| Ossekeag. | 4286 |  |
| Norton. | 6021 |  |
| Apohaqui. | 4464 |  |
| Sussex. | 4171 |  |
| Penobequi | 4641 |  |
| Anagance. | 5217 |  |
| Petitcodiac | 4501 |  |
| Salisbury. | 6962 |  |
| Moncton. | 7558 |  |
| Shediac........ Point du Chene | 8594 6920 | 89456 |
| Pont du Chene. |  |  |
|  |  | \$82,203 11 |

WOOD at the several stations, 30TH JUNE, 1869.

| STATIONS. | Cords of 160 feet sawn and unsawn. | CUBIC FEET. |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Sawn. | Unsawn. | Total. |
| Saint John. | 240136 | 29,576 | 8,960 | 38,536 |
| Rothesey | $3 \frac{30}{60}$ | 500 |  | 500 |
| Ossekeag. | $885 \frac{10}{160}$ | 80,730 | 60,880 | 141,610 |
| Norton. | $19 \frac{6 .}{166}$ | 430 | 2,672 | 3,102 |
| Apohaqui. | $12 \frac{114}{160}$ | 1,170 | 864 | 2,034 |
| Sussex. | $742 \frac{71}{10}$ | 80,519 | 38,272 | 118,791 |
| Penobsquis. | $3 \frac{120}{1020}$ | 600 |  | 600 |
| Anagance. | $165 \frac{84}{160}$ | 26,484 |  | 26,484 |
| Petitcodiac. | 33010 | 52,904 |  | 52,904 |
| Salisbury . | $42 \frac{40}{180}$ | 6,766 |  | 6,769 |
| Moncton. | 410150 | 65,731 |  | 65,931 |
| She diac. | $308 \frac{150}{160}$ | 40,430 |  | +9,430 |
| J. B. Belyea | 25.740 | 4,074 |  | 4,074 |
| Wood on line. | $316 \frac{180}{180}$ | 50,680 |  | 50,680 |
| Totals. | 3,507 $\frac{14}{700}$ | 394,860 | 160,402 | 561,262 |

ABSTRACT B.
LOCOMOTIVE POWER.

| 1868. | particulars of baplinses. | 1869. |
| :---: | :---: | :---: |
| - cts. |  | \$ cts. |
| 8,224 15 | Wages of drivers, firemen and cleaners | 7,880 17 |
| 17,165 04 | Fuel. | 15,549 53 |
| 1,262 76 | Oil, tallow and waste | 1,203 63 |
| 9,944 25 | Repairs to engines and tenders | 14,779 76 |
| 17446 | Repairs and renewal of tools, lamps, \&c. | 15489 |
| 17492 | Repairs to work shops and engine houses | 8481 |
| 1,586 79 | Water, including pump and tank repairs. | 1,809 32 |
| 92117 | Miscellaneous. | 1,023 77 |
| 39,453 54 |  | 42,485 88 |

ABSTRACT C.
CAR EXPENSES.

| 1868. | particulars. | 1869. |
| :---: | :---: | :---: |
| \% cts. |  | \$ cts. |
| 7,472 11 | Wages to conductors, train bagrage masters and brakemen. | 7,077 80 |
| 94143 | Oil and waste for packing. | 89080 |
| 11,974 89 | Repairs to passengers, post office, baggage and freight cars. | 14,041 10 |
| 550368 | Small stores and fuel . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 51053 |
| 38715 1,35084 | Repairs to work shops, car sheds and repairs and renewal of tools, lamps, \&c. <br> Miscellaneous. | 28169 1,61879 |
| 22,680 10 |  | 24,420 70 |

## ABSTRACT D. <br> MAINTENANCE OF WAY AND WORKS.

| 1868. | pabticulars. | 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 25,837 21 | Wages in repairing roadwoy cmid fences. | 21,268 80 |
| 18,029 29 | Iron chairs, spikes and sleepers......... | 9,782 45 |
| 2,025 25 | Timber and lumber for repairs to bridges, cattle guards and fencirg. | 62733 |
| 64244 | Repairs to wharves. | 50207 |
| 483 7:9 | Repairs and renewal of hand-cars, tools, \&c. | 24935 |
| 15557 | Repairs to snow plows and flange cleaners | 7558 |
| 1,039 54 | Miscellaneous. . . . . . . . . . . . . . . . . . . . . . . . | 1,251 20 |
| 42,213 07 |  | 33,756 78 |

## ABSTRACT E.

STATION EXPENSES.

| 1868. | particulars. | 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 11,275 67 | Salaries and wages of station masters, clerks, switchmen and laborers | 12,284 49 |
| $\begin{aligned} & 2,48826 \\ & 20 \end{aligned}$ | Repairs to buildings............................................. | 1,366 23 |
| $\begin{array}{r} 3,07023 \\ \text { 1. } 40 \end{array}$ | Fuel, oil light, stationery, tickets and other incidental expenses. Miscellaneous. | $\begin{array}{r} 2,88771 \\ 600 \end{array}$ |
| 16,835 56 |  | 16,544 43 |

## ABSTRACT F.

GENERAL CHARGES.

| 1868. | particolars. | 1869. |
| :---: | :---: | :---: |
| \$ cts. |  | \$ cts. |
| 5,274 73 | Salaries of general officers, accountants and clerks. | 4,255 68 |
| 51705 | Printing and stationery. | 53016 |
| 78117 109383 | Advertising. ........... | $\begin{array}{r}1,307 \\ \hline 369 \\ \hline 9\end{array}$ |
| 1,058 50 | Insurance.. | 1,058 50 |
| 1,797 42 | Miscellaneous. | 1,42006 |
| 10,502 70 |  | 8,941 92 |

The following statement will shew the "Gross receipts from all sources," and the manner in which they have been disposed of :

Gross receipts from all sources.

| 1868 Balance arrears at stations | $\underset{1,864}{\$} 72$ |
| :---: | :---: |
| ${ }^{\text {Jnne 30. }}$ 1869. Cash received for balance due by H. G. C. Ketchum ........ .......... | 1844 |
| June 30. Cash received for balance due by Post Office department.......... ... | 81294 |
| Freight traffic................................................... $\$ 97,08980$ |  |
| Passenger traffic............................................... 75,695 11 |  |
| Mails ant sundries ........................................... 10,010 44 |  |
|  | 182,795 35 |
| Cash from Eastern Extension Railway for stores and labour | 8,070 70 |
| Cash received for thro' tickets sold, viz, |  |
| International Steamers | 86612 |
| P. E. Island Steamers | 4,780 50 |
| Q and G. Ports Steamers | 63080 |
| Richelieu Line | 1250 |
| Steamer Emperor | 13250 |
| P. E. Island Steamer for proportion cartages through freight............ | 15495 |
| Cash for old wagons sold......................... ... ........ | 59230 |
| Cash from station agents for wood and oil | 29997 |
| Cash for stores sold | 2,846 28 |
| Cash from store-keeper for charges on baggage claims. | 460 |
| Cash from Fleming \& Humbert and H. G. C. Ketchum for stores and labour $\qquad$ | 83675 |
| Cash from L. Carvell for stage hire for Minister | 1800 |
| Cash from McDonald for expenses of cattle strayed | 400 |
|  | 204,741 42 |
| which amount has been disposed of as follows :- |  |
| Deposited to credit of the Receiver General. | 193,127 12 |
| Loss on Commercial Bank paper sold | 16784 |
| Paid Steamer " Emperor," through tickets | 13250 |
| Paid P. E. Island steamers do | 1,907 12 |
| Paid Q. \& G. steamers do ............................ | 15940 |
| Railway freight bills .................\} \} Class ifiedand charged \{ \$3,946 34 |  |
| Railway charges for engines ditching $\}$ the various services. $\left\{\begin{array}{l}\text { 900 }\end{array}\right.$ |  |
|  | 4,846 34 |
| Due by Post Office department | 1,675 30 |
| Due by D. C. King.. | 15000 |
| Due by Militia department. | 471 |
| Due by Fleming \& Humbert. | 35443 |
| Due by Eastern Extension railway | 93042 |
| Arrears at stations... | 1,286 24 |
|  | 204,741 42 |

In the appendix to this report will be found :-
First,-A classified monthly comparative statement of receipts (g).
Second.-A classified monthly comparative statement of expenses (h).
Third.-A statement shewing the business and expenses of the several stations (i).
Fourth.-A passenger statement ( k ).
Fifth..-A freight statement (l).

Sixth.-A report by the Locomotive and Car Superintendent ( m ), with a " monthly abstract of Locomotive returns" (c c) ; a "Statement of Engines" (d d) ; and other "Rolling Stock" (e e), with their mileage to that date.

Seventh.-A report by the Resident Engineer (n), upon the condition of the roadway and works.

Reverting to the statements in relation to the revenue and ex-penses-it will be found that the receipts for the past year were.......... $\$ 182,78535$
against the receipts for the previous year....................................... 166,758 42
shewing the gain in gross receipts to have been.............................. $\$ 16,036$ 93
whilst the expenses were.......... ................................. $\$ 126,14971$
against the previous year....... .................................... 131,684. 97
derease in expenses
$5,535 \quad 26$
thus giving upon the year's transactions an increased net revenue of...... \$21,572 19
the net revenue the past year being..................................................664564
against the previous year ....................................................... 35,073 45
net increase as before stated................................................... \$21,572 19
The increase in revenue was in :-


The expenses were increased in :-
Locomotive power......................................................... 7.68 "
Car expenses.................................................................. 7.67 "
Total .................................................................. 7.68 "
And increased in :-
Maintenance ................................................................. 20.03 .
Station expenses........................................................... 1.72 "
General charges ............................................................ 14.86. "
Total ................................................................. 14.82
Whilst the next revenue increased....................................... 61.50 "
The following statement will give comparatively for 1868 and 1869 , the percentage which the passengers, freight and other earnings bear to the gross revenue-and that which each division of the working expenses bears to the whole cost of operating.

| REVENUE. | 1868. | 1869. | EXPENSES. | 1868. | 1869. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Passenger: | 42.38 | 41.41 | Locomotive power. | 29.96 | 33.68 |
| Freight. | 52.75 | 53.11 | Car expenses.. | 17.22 | 19.36 |
| Mails and sumbries. | 4.87 | 5.48 | Maintenance, way \& works. | 32.05 | 26.76 |
|  |  |  | Station expenses. . . . . . . . . . | 12.79 | 13.11 |
|  |  |  | General charges. | 7.98 | 7.09 |
| Total. | 100.00 | 100.00 | Total | 100.00 | 100.00 |

The expenses were 69.01 per cent of the gross receipts against 78.96 , the previous year. The earnings were $\$ 1,691.62$, and the expenses $\$ 1,168.05$ per mile of railway the past year, against earnings $\$ 1,544.06$, and expenses $\$ 1,219.30$ in 1868 .

The first and second class passengers carried the past and previous year, compare:-

| CLAASS. | 1868. |  |  | 1860. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Local. | Through. | Total. | Local. | Through. | Total. |
| First. | 116,054 | 5,742 | 121,796 | 121,351 | 6,137 | 127,488 |
| Second. | 46,839 | 2,818 | 49,657 | 38,744 | 2,826 | 41,570 |
| Total. | 162,893 | 8,560 | 171,453 | 160,095 | 8,963 | 169,058 |

The decrease in the number, and increase in mileage and receipts, is in percentage as follows :-

|  | PASSENGERS. | PISSENGERS, | MILEAGE. | RECEIPTS. |
| :--- | :---: | :---: | :---: | :---: | :---: |
| SPECIFICATION. | Decrease. | Increase. | Increase. | Increase. |
|  |  |  |  |  |

The average distance travelled and the receipts per passenger and per passenger per mile, compare as follows :-


The per centage of first and second class passengers as well as those travelling east and west, is as follows :-

| YEARS. | 1st Class. | 2nd Class. | Local. | Through. | East. | West. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1868. | 71.04 | 28.96 | 95.01 | 4.99 | 50.60 | 49.40 |
| 1869. | 75.42 | 24.58 | 94.69 | 5.31 | 50.68 | 49.37 |

The tons of freight carried and the receipts therefirom compare

| YEARS. | Tons. | Tons carried one mile. | Receipts. |
| :---: | :---: | :---: | :---: |
|  |  |  | \$ cts. |
| 1869. | 67.430 | 3,677,494 | 99,089 80 |
| 1868. | 63.450 | 3,328,535 | 87,970 24 |

The increase is in per centage as follows :-

| DESCRIPTION. | Tons. | Tons per mile. | Receipts. |
| :---: | :---: | :---: | :---: |
| Local. | 3.82 | 6.13 | 4.31 |
| Through | 16.92 | 17.54 | 18.33 |
| Total. | 6.27 | 10.48 | 10.36 |

The average distance per ton, and receipts per ton, and per ton per mile compare :-

| SPECIFIOATION | LOCAL. |  | THROCGH. |  | total. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. |
| Average distance per ton in miles. | 39.90 | 40.78 | $107 \cdot 14$ | 10771 | $52 \cdot 46$ | $54 \cdot 41$ |
| Average receipts per ton. | $1 \cdot 11$ | $1 \cdot 13$ | $2 \cdot 59$ | $2 \cdot 61$ | $1 \cdot 38$ | $1 \cdot 44$ |
| Average receipts per ton per mile in | 278 | $2 \cdot 78$ | $2 \cdot 41$ | $2 \cdot 43$ | $2 \cdot 64$ | $2 \cdot 64$ |

The proportion of through and local freight carried east and west, and that which each class bears to the whole quantity forwarded, may be stated comparatively as follows :-

| Year. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | Local. | Through. | East. | West. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1868. | 2.99 | 5.66 | 2.97 | $88: 38$ | 81.33 | $18 \cdot 67$ | 32.95 | 67.05 |
| 1869. | $3 \cdot 31$ | $6 \cdot 35$ | $3 \cdot 3$ | $87 \cdot 11$ | $79 \cdot 45$ | $20 \cdot 5$ | $30 \cdot 71$ | $69 \cdot 29$ |

The following gross weight of cars and freight moved per mile comparatively for the past nine years, and the per centage which the dead weight bears to the useful load:-

| YEARS. | GROSS TONS MOVED ONE MILE. |  |  | PER CENTAGE. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | freight. | CARS. | totals. | treight. | CARS. | TOTALS. |
| 1861. | 1,446,536 | 3,833,701 | $5,280,237$ | 27.39 | 72.61 | 100 |
| 1862. | 1,337,873 | 3,084,800 | 4, 122,67 , | 30.25 | 69.75 | 100 |
| 1863. | 2,295,419 | 4,205,504 | 6,500,923 | 35.30 | 64.70 | 100 |
| 1864. | 2,790,283 | 4,562,987 | 7,353,270 | 37.95 | 62.05 | 100 |
| 1865. | 2,379,594 | 4,383,455 | 6,763,049 | 35.19 | 64.81 | 109 |
| 1866. | 2,741,881 | 4,915,327 | 7,657,208 | 35.81 | 64.19 | 100 |
| 1867. | 2,944,560 | 5,052,718 | 7,997,278 | 36.82 | 63.18 | 100 |
|  | $3,328,535$ $3,677,494$ | $5,722,970$ $6,313,298$ | 9,051,505 | 36.77 36.81 | 63.23 63.19 | 100 |
|  | 3,61, ${ }^{\text {a }}$ | 6,33,248 | 9,39,792 | 30.81 | 63.19 | 100 |

Assuming that a car will weigh 15,000 lbs. and is permitted to carry freight to the extent of 18.000 lbs., the maximum per centage would be 45.46 weight of car and 54.54 its load, but if run empty one way, it would then be 625 the car against 37.5 weight of freight.

It will appear upon reference to the report of the locomotive superintendent, that the engines ran 185,967 miles, which is 2.06 per cent further than 1868 ,-and that the mileage made by the cars was $1,262,994$, or an increase of 9.22 per cent over the previous year.

The total gross tons, moved one mile by the locomotives were $15,680,670$ or 8.94 per cent more than during the previous year.

The averages compare as follows :-

|  | 1868. | 1869. |
| :---: | :---: | :---: |
| Cubic feet of wood per ton per mile.. | . 0032 | . 0028 |
| Pints of oil per ton per mile.. | . 00052 | . 00047 |
| Pounds of waste per ton per mile | . 0001 | 00012 |

The cost per mile run of the cars for their packing and repairs, and per hundred tons drawn one mile by the engines, is as follows :-

| SPECIFICATION. | Per mile ben. |  | per 100 tons per mile |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1869. | 1868. | 1869. |
| Oil and waste for packing. | . 08 | . 06 | . 65 | . 56 |
| Repairs................... | 1.07 | 1.05 | 8.59 | 8.52 |
| Both.......... | 1.15 | 1.11 | 9.24 | 9.08 |

The following table will show comparatively the expenses, receipts and net revenue per mile run of the engines and per hundred tons hauled one mile:-

| CLASSIFICATION. | fer mile run. |  | PER 100 TONS WEIGHTMOVED ONE MILE. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1869. | 1868. | 1869. |
| Drivers, firemen and cleaner's wasts | 4.51 | 4.52 | 5.71 | 5.03 |
| Firewood used by locomotives. | 9.42 | 8.95 | 11.93 | 9.98 |
| Oil, tallow and waste. | 0.69 | 0.69 | 0.88 | 0.77 |
| Repairs to locomotive. | 5.65 | 8.63 | 7.15 | 9.57 |
| Water, including punp and tank repairs. | 0.87 | 1.03 | 1.10 | 1.15 |
| Small stores and miscellaneous. . . . . . . . | 0.51 | 0.58 | 0.64 | 0.65 |
| Locomotive power. | 21.65 | 94.40 | 27.41 | 27.09 |
| Car expenses..... | 12.45 | 14.03 | 15.75 | 15.5\% |
| Maintenance of way and works | 23.16 | 19.39 | 29.38 | 21.53 |
| Station expenses. | 9.25 | 9.50 | 11.70 | 10.59 |
| General charges. | 5.76 | 5.15 | 7.30 | 5.70 |
| Total expenses. | 72.27 | 72.47 | 91.49 | 80.14 |
| Total receipts. | 01.51 | 105.02 | 115.86 | 116.57 |
| Net revenue. | 19.24 | 32.55 | 24.37 | 36.13 |

The additions to the rolling were one engine, one first class and two postal cars.
A siding from the Petitcodiac station to the river was provided for the accommodation of the mills in that vicinity.

A small freight house was erected on the wharf at Point Duchene, and a block was built in the angle of the whaf to strengthen it, and afford alditional accommodation.

That portion of the Eastern Extension Railway which lies leetween Painsec Junction and Dorchester having been opened for traffic on the 10th December last-was afterwards operated by this Railway for acconit of the contractors for that line.

The engines of this line ran 11,911 miles upon the Eastern Extension Railway-which was operated at a loss to the contractors of $\$ 1,783.81$.

The accidents of the year were confined to that of David Lang, who was killed at Point Duchene-on the night of the 18 th August, 1868. He fell off the platform of the first class car as the train was being backed down the wharf, and was run over by the engine.

An inquest was held and a verdict of accidental death rendered.
The changes in the staff were as follows:-James W. Pitfield was appointed station master at Moncton in the place of Robert Cochrane, who was appointed to be foreman of track.
R. H. Armstrong was made ticket agent at Saint John in the place of Oliver T. Stone, who resigned.
W. J. Mcloe was appointed station master at Rothesay in the place of Miss Davidson.
R. Davidson was appointed station master at Norton in the place of E. A. Leonard, promoted to Eastern Extension, and afterwards removed to Saint John station.
J. J. Wallace was appointed station master at Salisbury in place of I. S. Colpitts who resigned.

George H. Pick, was appointed a conductor in the room of Robert Bustin-and W. B. Knight was appointed a conductor in the room of John S. Trites-removed to Eastern Extension.

The trains have been run during the year with great regularity, but the absence of proper facilities for doing the freighting business at Saint John and Point Duchêne, continues to prevent the traffic being further developed upon the European and North American Railway.'

I have the honor to be,
Sir,
Your obedient servant,
(Signed ${ }^{\prime}$
Lewis Carvell, General Superintendent.
Classified monthly comparative statement of receipts.

| MONTHS | Passavagrs. |  | Freight. |  | Mails and Sundries. |  | Total, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. |
|  | cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| ${ }^{5}$ July... | 8,22284 | 9,366 85 | 6,48451 | 7,587 80 | 1,322 70 |  |  | 17,72690 |
| August. | 8,585 <br> 73449 <br> 27 | 8,570 7 7 51561 | 6,180 <br> 5 <br> 5878 | ${ }^{6}, 59962$ | 75050 | 1,18150 | 15,517 95 | 16,351 38 |
| October.. | 9,507 74 | 7, | 5,781 <br> 9,395 <br> 18 | 7,46138 | 90200 879 | 1,101 1,372 48 | 14,028 <br> 19 <br> 19828 <br> 18 | 16,108 <br> 20 <br> 2093 <br> 88 |
| November | 5,904 49 | 6,579 30 | 8,947 79 | 9,885 73 | 76550 | ,788 15 | 15,617 78 | 17,254 18 |
| December | 4,96842 | 5,574 13 | 7,85149 | $8,42 \pm 86$ | 56720 | 78032 | 13,387 11 | 14,779 31 |
| January. | -3,110 76 | 3,92152 2,990 | 7,743 <br> 5,472 <br> 80 | 7,299 6,252 02 | 58147 | ${ }_{580}^{679} 29$ | 11,435 91 | 11,900 18 |
| March. | ${ }_{3,776}^{2,06}$ | 4,12008 | 6,591 ${ }^{5}$ | - 7,6415 | 43367 <br> 504 <br> 14 | 580 64712 | 8,58123 10,87182 | 9,82231 12,408 79 |
|  | 4,213 85 | 5,03266 | 5,73633 | 6,480 19 | 48471 | 65936 | 10,434 89 | 12,172 21 |
| May. | 5,83084 6,53382 | 7,112 <br> 7,516 <br> 18 | 8,504 <br> 9,278 <br> 804 | 9,280 8,619 | 41100 | 72443 | 14,746 56 | 17,117 81 |
| Tot |  |  |  |  |  |  |  |  |
|  | 70,669 01 | 75,695 11 | 87,970 24 | 97,089 80 | 8,119 17 | 10,010 44 | 166,758 42 | 182,795 35 |

Classified monthly comparative statement of expenses. (H)

| MONTHS. | Locomotive Power. |  | Car Expenses. |  | Maintenance of Way and Works. |  | Station Expenses. |  | General Chargbs. |  | Total. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. | 1868. | 1869. |
|  | \$ cts. | \% cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July. | 2,930 87 | 3,171 86 | 1,648 39 | 2,072 58 | 4,091 14 | 3,530 30 |  |  |  | 56824 |  |  |
| August.. Septembe | 3,150 <br> 2,995 | 3,1094 <br> 4,380 | 2,232 55 | 1,778 81 | 5,457 58 | 3,119 51 | 1,340 72 | 1,384 70 | 53820 | 56824 <br> 553 | 10,511 12,719 26 | 10,733 989 $\mathbf{9 , 9 3 0}$ $\mathbf{9 9}$ |
| Septembe | 2,995 <br> 3,909 <br> 62 | 4,380 3,569 3,52 | 1,64756 2,64596 | 1,592 1,653 54 | 5,536 33 | 2,986 68 | 1,583 31 | 1,303 88 | 76609 | 1,036 29 | 12,528 49 | 11,298 91 |
| November | 3,736 93 | 3,636 24 | 1,528 74 | 1,653 54 | 6,25284 3,592 | 3,91127 <br> 2,987 | 1,607 <br> 1,480 <br> 00 | 1,401 55 | 77202 556 | 51881 885 | 15,188 04 | 11,054 89 |
| December | 3,664 94 | 3,678 69 | 1,261 88 | 1,571 47 | 2,11600 | 1,418 24 | 1,363 77 | 1,663 1,3198 | 556 59159 | 885 1,11927 | 10,89435 8,998 8 | 10,845 04 |
| January | 3,331 27 | 3.30598 | 1,634 81 | 2,000 90 | 1,340 30 | 1,381 29 | 1,299 60 | 1,247 61 | 591 524 94 | 1,680 54 | 8,99818 8,13092 | 9.10756 8,616 |
| February | 3,329 04 | 3,416 44 | 1,860 99 | 2,209 66 | 1,216 62 | 1,316 44 | 1,216 73 | 1,21897 | 23141 | 604 73 | 8,854 79 | 8,61632 8,76624 |
| March | 2,849 88 | 3,414 82 | 1,908 95 | 2,380 71 | 2,120 12 | 2,188 07 | 1,231 02 | 1,178 58 | 76960 | 60596 | 8,879 57 | 8,768 9,76814 |
| $\xrightarrow{\text { Mapy }}$ | 2,664 <br> 2,910 <br> 14 | 3,257 33 | 2,352 31 | 2,399 61 | 3,261 78 | 3,032 81 | 1,076 62 | 1,239 46 | 2,215 50 | 63499 | 11,571 20 | 10,564 20 |
| June | 3,980 45 | 3.19270 | 2,076 56 | 2,052 83 | 3,336 69 | 4,16884 3,768 | 1,940 87 | 1,360 54 | 1,234 94 | 450 03 | 19,869 98 | 13,330 18 |
| Total | 39,453 54 | 42,485 88 | 22,680 10 | 24,420 70 | 42,213 07 | 33,756 78 | 16.83556 | 16,544 43 | 10,502 70 | 8,941 92 | 131,684 97 | 126,149 71 |

Statement shewing the husiness and expenses of the several stations．（I）

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Passenger Statement. (K).

| MONTHS. | LOCAL |  |  |  | througa. |  |  |  | вотн. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | East. | West. | Total. | Mileage. | East. | West. | Total. | Mileage. | East. | Wert. | Total. | Mileage. |
| $\infty$ July | 12,038 | 11,018 | 23,056 | 382,963 | 689 | 640 | 1.329 | 142,262 | 12,727 | 11,658 | 24,385 | 525,225 |
| ${ }^{\circ}$ August. | 14,301 | 14,124 | 28,425 | 449,285 | 555 | 621 | 1,176 | 125,656 | 14,856 | 14,745 | 29,601 | 574,941 |
| Septembor. | 8,097 | 7,860 | 15,957 | 313,584 | 448 | 699 | 1,147 | 122,722 | 8,545 | 8,559 | 17,104 | 436,306 |
| October. | 5,859 | 5,588 | 11,447 | 272,384 | 470 | 641 | 1,111 | 119,068 | 6,329 | 6,229 | 12,558 | 391,452 |
| November | 5,826 | 5,437 | 11,263 | 276,946 | 387 | 468 | 855 | 91,410 | 6,213 | 5,905 | 12,118 | 368,356 |
| December. | 4,524 3,660 | 4,272 3,404 | 8,796 | 269,694 | 151 | 136 | 287 | 30,422 | 4,675 | 4,408 | 9,083 | 300,116 |
| February.. | 3,105 | 2,932 | 6,037 | 143,944 | 105 | 85 | 190 | -30,140 | 3,795 3,210 | 3,017 | 6,227 | 220,246 164 |
| March... | 3,338 | 3,298 | 6,636 | 188,698 | 98 | 116 | 214 | 22,684 | 3,436 | 3,414 | 6,850 | 211,382 |
| April. | 5,678 | 5,764 | 11,442 | 253,265 | 176 | 206 | 382 | 40,604 | 5,854 | 5,970 | 11,824 | 293,869 |
| May. | 7,766 | 7,757 | 15,523 | 310,892 | 384 | 550 | 934 | 99,902 | 8,150 | 8,307 | 16,457 | 410,794 |
| June | 7,303 | 7,146 | 14,449 | 309,956 | 498 | 585 | 1,083 | 115,988 | 7,801 | 7,731 | 15,532 | 425,944 |
| Total, 1869. | 81,495 | 78,600 | 160,095 | 3,360,827 | 4,096 | 4,867 | 8,963 | 961,888 | 85,591 | 83,467 | 169,058 | 4,322,715 |
| do 1868 | 83,118 | 99,775 | 162,893 | 3,182,673 | 3,640 | 4,920 | 8,560 | 914.012 | 86,758 | 84,695 | 171,463 | 4,096,685 |

Freight Statement. (L)

| MONTHS. | locail. |  |  |  | throvgh. |  |  |  | вотн. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | East. | West. | Total. | Mileage. | East. | West. | Total. | Mileage. | Esat. | West. | Total. | Mileage. |
| July. | 1,051 | 3,017 | 4,068 | 195,290 | 327 | 457 | 784 | 84,402 | 1,378 | 3,474 | ${ }^{4,852}$ | 279,692 |
| Cotugust | 800 2,236 | 2,073 | 2,873 4,170 | 128,202 | 260 288 | 779 1,452 | 1,039 1 | 1197,981 | +1,060 | 3,852 | 5,909 3,912 | 248,183 30681 |
| October. | 2,264 | 2,615 | 4,879 | 214,603 | 564 | 1,996 | 2,560 | 276,143 | 2,828 | 4,612 | 7,440 | 490,746 |
| November | 1,929 | 2,562 | 4,491 | 154,772 | 422 | 1,380 | 1,802 | 194,140 | 2,351 | 3,942 | 6,293 | 348,912 |
| December | 1,004 | 4,328 | 5,332 | 225,488 | 98 | 551 | 654 | 69,908 | 1,102 | 4,884 | 5,986 | 295,396 |
| January. | 1,083 | 4,344 | 5,427 | ${ }_{231,842}$ | 113 | 311 | 424 | ${ }^{44,967}$ | 1,196 | 4,655 | 5,851 | 276,809 |
| February | 1,145 | 3,721 | ¢ | 202,054 | 122 | 337 | 458 | 48,663 | 1,266 <br> 1,298 | 4,058 | 5 5,324 | 250,617 312685 |
|  | 1,153 | $\xrightarrow{4,693}$ | 4,847 4,164 | 145,837 | 149 290 | 440 | ${ }_{730}$ | ${ }_{77,769}$ | 1,971 | ${ }_{2,93}$ | 4,894 | -323,606 |
| May | 1,207 | 2,114 | 3,321 | 129,308 | 492 | 1,319 | 1,811 | 195,262 | 1,699 | 3,433 | 5,132 | 324,570 |
|  | 1,594 | 2,543 | 4,137 | 178,798 | 440 | 867 | 1,307 | 140,799 | 2,034 | 3,410 | 5,444 | 319,597 |
| Total tons, 1869. | 17,147 | 36,428 | 53,575 | 2,185,161 | 3,560 | 10,295 | 13,855 | 1,492,333 | 20,707 | 46,723 | 67,430 | 3,677,494 |
| do 1868. | 17,485 | 34,115 | 51,600 | 2,058,935 | 3,421 | 8,429 | 11,850 | 1,269,600 | 20,906 | 42,544 | 63,450 | 3,328,535 |

# NEW BRUNSWICK RAILWAYS.-Continued. 

Report by the Locomotive and Car Superintendent.
Locomotive and Car Superintendent's Office. Shediac, N. B., 24th July, 1869.
Lewis Carvell, Esq.,
General Superintendent.
Sir.-I beg to submit a report concerning the rolling stock of this railway for the year ending 30 th June last.

Appended hereto will be found, first, a monthly abstract of locomotive returns, (CC). Second, a statement of Engines, (DD), and other rolling stock, (EE), on hand with mileage to that date.

Engine "Hercules," (No. 1), was at the date of my last report, stated, as now to require large outlay. This engine is now in the shop and has had the repairs nearly completed. The tubes have been removed and the interior of the boiler examined, a new head sheet and additional stays have been put in. The boiler has been tested to 185 lbs. per square inch, evincing no symptom of weakness. New pistons and slide valves have been put in and the engine generally has had a thorough overhauling, new tires however, are yet to be put on and the engine is to be painted.

Engine "Sampson," (No. 2), last reported as in the shop for repairs, has had a thorough refitting, the tubes and head sheets have been removed and new ones supplied, the boiler was examined inside, additional stays put in, and inspected under a pressure of 185 lbs per square inch, with a satisfactory result. New slide valves were put in and eight tender wheels furnished. This engine is in good order.

Engine "Kennebecasis," (No. 4), has had no outlay for repairs. The tires reported nearly worn out will require renewal during the present year. The engine is in fair order but the tender will soon need large repairs.

Engine "Petitcodiac," (No. 5), was turned out of the shop last April after undergoing complete repairs. The tubes all removed and the boiler examined inside, it presented a good appearance, not showing the least sign of corrosion or furrowing, a new iron cab was built, the tires were turned off, two new truck wheels were put under, and the engine was painted. Is now in good order.

Engine "Scadone," (No. 6), is in fair order, the chief outlay to this engine during the year was in furnishing new Krupps steel tires. Considerable repairs will be required before the year expires, as the tender needs a new frame and trucks and some new wheels, as well as to be painted.

Engine " Anagance," (No. 7), is now in the shop for repairs. The tubes and head-sheet have been removed, the interior of the boiler examined and tested to 188 lbs per square inch, and found in good condition. Considerable expenditure will yet be necessary to complete the repairs required including painting.

Engine "Loostank," (No. 8). The outlay tpon this engine has been considerable, chiefly last spring to fit her for the season's work. New slide valves were put in and other necessary repairs made, including painting. The engine is now in good order and will not need much outlay for some time excepting to remove the tubes, which it is proposed to do the ensuing winter.

Engine "Ossekeag," (No. 9), is in very good order at present. This engine has sixtysix inch driving wheels with 8,637 lbs on each, fitted with Krupps steel tires. They ran 60,495 miles, (chiefly in winter), with only $\frac{3}{18}$ of an inch wear, while a similar engine with Low-moor tires ran only 29,013 miles with samie wear. Ten wheels have been supplied. This engine should be painted.

Engine "Apohaqui," (No. 10), has been in almost constant use during the past year and is yet in fair condition, while the outlay has been moderate. Four new truck wheels have been supplied since my last report.

Engine " Prince of Wales". (No. 12), is in fair condition. Repairs have not cost much during the year. Eight new wheels have been supplied. It is proposed to remove the tubes during the current year in order to examine the boiler, this will be the chief outlay required, excepting painting, which is much needed.

Eagine "Norton,". (No. 13), was at the time of my last report undergoing repairs which were large. New slide valves, new Krupps tires and six new wheels were supplied, and the engine in every respect put in complete order, including painting, and is now in very good condition, but will before long need some new wheels.

Engine "Prince Alfred," (No. 14), was overhauled and painted, has had new slide valves, and is yet in good order, though the tires are quite thin and will require to be renewed the current year. The tender too, will need slight repair.

Engine "Robert Jardine," (No. 15), was received from the builders in July 1868, and is the largest engine in use upon the line. Some trouble has been experienced in keeping the tubes tight, but they are to be made good by the makers, in other respects she has worked satisfactorily.

The engines have all worked well and have met with no serious mishaps, excepting in the case of the "Norton," the piston rod of which broke and let the piston through the cylinder head.

Thiree of the engines have had the tubes removed during the year to examine the interior of the boilers, and it is deemed advisable still further to pursue this course, as fast as they come in for general repairs, taking the oldest, or those that have made the greatest mileage, first.

This method, (though expensive), together with a judicious inspection under hydrostatic pressure will insure the greatest possible degree of safety from explosion, and is altogether the best course to pursue. Five engines are in good order, four are in fair condition, and two require large outlay. Four engines were painted, and six still require it. Some wrought iron wheels, with steel tires have been ordered for engines and tenders, which though expensive at first, will no doubt prove to be cheaper in the end, than those we have been using.

Ninety-five of the Harris, and two of the Toronto wheels, have been furnished the cars. Twenty-eight of Harris, four Washburns, and eight Lobdell, wheels have been put under the engines and tenders-a few have proved defective but these were replaced by the manufacturers.

The cars are generally in good order. They have undergone large repairs during the year. Some of them have been newly topped, and others have been completely renovated. New "monitors" have been constructed upon five of the first class cars, whilst three of the first class, five of the second class, two of the express cars, twenty-two bore freight and twenty-seven platform cars have been newly painted. The additions to the stock, have been one first class, and two postal and smoking cars.

I have the honor to be,
Sir,
Your obedient servant,
(Signed,)
H. A. Whitney,

Locomotive and Car Swperintendent.

## NEW BRUNSWICK RAILWAYS.-Continued.

(N)

## Report of the Resident Engineer.

Engineer's Office,
St. John N. B., 20th July, 1869.

## Lewis Carvell, Esq., <br> General,Superintendent, N. S. and N. B. Railways.

Sir,-I have the honor to submit the following report on the repairs and condition of the European and North American Railway, for the year ending 30th June last:-

The number of new rails put into the track during the year has been 451-about 90 tons-in value $\$ 2,203.12$. The number of new chairs 2,177 , value $\$ 1,128.60$. In order to lessen the expense caused by the constant breakage of the cast iron chairs, and the section of the rail not admitting of the use of the ordinary fish plates, the steel scabbard joint has been partially adopted, 329 of these joints have been put in at a cost of $\$ 263.20-20,015$ sleepers, about 81 per cent of the whole number in the main track, have been renewed during the summer, at a cost of $\$ 4,082.90$. The expense of repairs to wooden bridges has been $\$ 474.66$, the principal part of which was expended on the trestle bridge at Salmon Creek. This bridge is in good order now, probably better than it ever has been, but it has been an expensive structure to keep in repair, and should at some future time be replaced by an arch culvert.

The only expenditure on the iron bridge was $\$ 37.83$, in some slight repairs to the abutment of Trout Creek bridge.

The cost of repairs to buildings has amounted to $\$ 1,366.23$. Rothesay station has been thoroughly repainted and repaired, and the roof tarred, as recommended in the report of last year. The same is being done to such of the other stations as require it, with the exception of a small freight shed at Point Duchêne; no new buildings have been erected, but plans and estimates have been prepared for a new freight shed, and extension of the passenger station at St. John, both of which are much required.

Having already submitted plans for new shops at Saint John, and made a special report on the subject, it is unnecessary to refer again to the state of the present repair shops at Shediac, further than to say that they were again repaired sufficiently to make them tenantable last winter, but they are in a most unsatisfactory condition, and cannot be made any better, without an expenditure, which the generally decayed state of the frames will not warrant.

The blocking recommended in my last report, for the protection of Point Duchêne pier, has been built, and I have no doubt will render the wharf safe. The sea worms are however so destructive in Shediac harbor that any wooden structure must in time yield to their attacks.

## I have the honor to be, Sir, <br> Your obedient servant

# APPENDIXNo. 19. 

## PUBLIC BUILDINGS.

Report on the several public buildings of the Dominion under the control of the Department of Public Works, by F. P. Rubidge, Assistant Engineer.
(No. 8,595,)
F. Braun, Esquire,

## Secretary.

Sir,--The very full and characteristic description given of the several Government buildings and public edifices of the Dominion, as to locality, architectural design, building materials, dimensions, area of ground occupied, as well as cost of construction, and other particulars, having been so recently and ably set forth in the printed report, and appendices thereto, for the year ending 30th June, 1867, as laid before the closing Parliament of the united Provinces of Lower and Upper Canada, will render it unnecessary for me on this occasion to repeat those details and characteristics, when alluding to such edifices of Canada as now form the subject of this report.

By the British North America or Confederation Act of 1867, many buildings and erections, together with their conservation, repair or reconstruction, (of which heretofore the Department of Public Works of the United Provinces of Canada had the general orsole charge and control,) since the passing of that Act, have been, or are shortly to be, made over to the administrations of the separated Provinces of Ontario and Quebec, respectively; of which lunatic asylums, normal, model and high schools ; court houses, or halls of justice, prisons and common Jails, reformatories, hospitals, other than the Marine hospital at Quebec ; Royal Institution, Montreal, local or provincial Parliament buildings, residences or offices of Lieut.-Governors, and other properties either have been transferred by the Dominion Government, or are about to be transferred.

My remarks, therefore, will be found principally to apply to the custom houses, post offices, and other public buildings of Canada, as respects their present condition, recent reparations or future wants, inasmuch as these will remain without controversy the property of the Dominion Government, under the charge of the Honorable the Minister of Public Works, and his delegated subordinates. Nevertheless other properties and buildings, over which the general Government has lately exercised, or still exercises control, having been recently visited, will elicit a few passing observations.

The following buildings herein reported on and not otherwise classed, are taken in the order the respective cities were visited, commencing at Quebec, and journeying westward. Remote stations and minor parts, where inexpensive or leased tenements are occupied for public purposes, form the subject of departmental correspondence with the local officers, for their necessary repairs, dc.

Quebec Custom House. This imposing edifice remains in excellent condition since its restoration in the year 1866, requiring but little outlay for present or prospective wants, beyond pointing up the joints of entrance steps, which, owing to the disturbing effects of rain storms, frost, and thaws, upon masonry and stone work, call for these occasional repairs. Some improvements are suggested in the basement and cellar portions of the building for better ventilation of the water closets, also providing window shutters to apartments occupied by the fireman and family. The tinned surface of the tambour or story below the dome, I observed much stained and discolored, and required to be painted. The gravelled surface around the base of the building outside, has settled eighteen inches, exposing the foundation courses of stone to the action of the weather. This subsidence should be remedied by spreading new material thereon.

The collector of the port, J.W. Dunscomb, Esquire, has frequently to order the replacing a worn out or broken plank upon the surrounding platform, and in the course of another year there will probably arise the necessity for relaying with three inch cull deals the whole extent of outside planked approaches to the custom house.

Marine Hospital, Quebec. Very considerable repairs have been made to this pile .of buildings during the past season. The roof of the central block, and the older built wing had received an entire new covering of sheet tin; at the same time the metaled surface of the new wing was examined and made perfect. The eave troughs, down-conducting rain pipes, dc., were put into good order ; the joints of all out-side cut stone masonry stopped and pointed with oil putty, and the lead flats of portico and plumbing work in other parts, carefully gone over, soldered, and made water-tight.

The interior of the hospital at the time of my ex.mination presented a clean and satisfactory appearance. No painting or whitewashing walls or ceilings seemed necessary, as portions of the basement and upper story had undergone a certain extent of painting and coloring early in the year, the expense being defrayed by the Commissioners of the Marine Hospital, out of funds at their command.

The Fever and Cholera Hospital, a detached wooden building in rear, I likewise found in a satisfactory state. The roof staunch, and no evidence of leakage upon walls or ceilings observed; the whole premises being in a perfectly clean condition. The only works calling for future attention that met my notice, were, the iron railing and gates enclosing the grounds in front of the building, showing signs of rust, and for their preservation they should have two coats of oil paint this ensuing summer.

Also, the front foot-walk, of three inch deal plank, was utterly decayed, and required renewal. The cost of supplying fresh planks by the Department would be about twenty dollars ; the laying them down, I understood, would be done by the corporation of Quebec, at the expense of the city.

Quebec Post Office. That antiquated, well known stone building, near the Prescott gate, Quebec, in use for the past quarter of a century, as the city post office, has, on one or two former occasions, been altered and adapted by the Department for postal purposes at the public expense, to keep pace with the demands of this important commercial city and sea port.

The District Inspector, Mr. Wm. Shephard, had recently reported to the Post Master General many further changes and improvements which were considered desirable, for obtaining more space, better light, and improved ventilation, as well as providing for the new requirements of saving's bank depositors, the sale of stamps, \&c.

These alterations, among other matters, necessitated the removal of certain stone piers on the ground floor and sorting office, and substitutiug iron columns to support an interior wall of solid masonry. The great confusion, risk, cost, and interruption to the mail service, which this proposition involved, and which, if effected, would leave a nero post office building as much as ever called for by the people of Quebec, hardly seemed to justify an expenditure of probably three thousand dollars for this and other ameliorations, upon so unsuitable and delapidated an edifice.

Certain urgent wants, however, connected with the actual preservation of the building against wet and cold, and the comfort of the inmates on the approach of winter, have received the sanction of the Minister of Public Works. Such as providing new frames and glazed window sashes, to replace fourteen partially rotted, and the repairs of several others; also ten new donble winter sashes in front of the building; a new glazed door and outer door for delivery office, a two-flap door and frame to cellar out side; and further to repair and staunch a bad leak at the eave on the north-east angle of roof, now injuring the walls and ceilings,--for all of which service, under contractors, an expenditure of three hundred and four dollars has been authorised.

The Old Custom House, Champlain Street, Quebec, is now in use for the following public purposes:

The Department of Marine and Fisheries, occupies two rooms and large store room on the upper story, as offices.

The Government Emigration office, also occupies two rooms on the upper story. The Shipping Master's office, two rooms on the ground floor. River police office, four rooms on ground floor, and a "lock-up" in the basement.

The exterior stone work of the building is in fair preservation. The sheet-tin covering of the roof has been wholly renewed this past year, under the charge of the Department of Public Works. In the interior the large entrance hall has been well painted and colored anew, also, architraves, skirtings, and other woodwork have been refreshed with one coat of paint-oak doors varnished, walls and ceilings colored or whitened, and the whole building may be pronounced in a good state of repair.

The outlay for painting, \&c., has been defrayed, mutually, by the Marine and Fisheries, and Emigration offices.

The front painted picket fence will required to be renewed a year or two hence, as it is fast decaying.

The wooden erection or emigrant shed on the wharf is partly used as a smithy, and store-house for the Government steam vessels, and a portion is divided off for the shelter of emigrants. The planked wharf was found in tolerable condition.

Other Public Buildings in Quebec The two astronomical observatories, situated, the one at Bonner's Hill, near the Plains of Abraham, and the other within the walls of the citadel, whereon public money had formerly been expended by the Departuent, were both recently inspected. No repairs thereon have been undertaken within the past year.

The Provincial Armory buildings occupying a site in rear of the former Sewell property, St. Lewis Street, and comprising two long and narrow structures of brick and stone covered with tin, were also visited and examined. These were found, severally, in use as stores and depositories for cavalry equipments, and harness, clothing for rifle and artillery volunteers, small arms, rifles, field guns, tumbrils, and harness of the field battery, dc.

The roofs of both buildings, which show leakage at chimnies and junctions, underwent some outlay by this Department about fifteen months ago, and again want the tinners' attention. Two windows in small armory require to be broken out in the rear wall for light and ventilation, and made secure with iron bars.

These buildings, as likewise the wooden drill sheds on the St. Louis road now in use by the Provincial corps of volunteers, are, it is believed, under the control of the Militia Department, by whom any expenditure for repairs is assumed to be defrayed.

The Lieutenant Governor of the Province of Quebec has established his public and private offices in the Sewell building fronting on the Esplanade. Only a small expense for outside repairs and newly shingling a neighbouring shed, paid for by the Local Government, has taken place upon this Dominion property. Any works or expenditure upon the old Chateau St. Louis, situated near the Terrace, or upon the local Parliament buildings, on the Grand Battery, have, as I understand, been executed and paid for either from funds of the Educational Department or by the Provincial Government of Quebec, under whose uuthority all requisitions for these buildings are now carried into effect.

Spencer Wood. This favorite wooded retreat on the north bank of the St. Lawrence, overlooking the timber coves and shipping, has been for a short season occupied by their Excellencies Sir John and Lady Young, and staff; and more recently by H. R. H. Prince Arthur and suite.

The residence, rebuilt in the year 1863, was in June last surveyed by an architect in the employ of the Government, who reported two thousand two hundred and eighty-eight dollars necessary to renovate the house, out-offices and premises; a larger sum than was deemed prudent to incur thereon.

The outlay was accordingly restricted to remedying defective leakage, newly shingling a large portion and repairing the roofs elsewhere, putting in order pumps, water closets, bells and other fixtures, removing carpets and house fittings, cleaning these articles from dust, and re-fixing ; washing floors, blinds, windows, and painting ; whitening ceilings ; mending and polishing furniture; and putting the dismantled apartments into the best order for occupation. Outside works and labors were at the same time done in re-qrecting
the barrier fence on the edge of the high cliff, which had in great part fallen or been carried off by depredators-and rebuilding the brick garden wall, thrown down by frost. The avenues, paths and pleasure grounds, also required extra labor to trim and put into a state of neatness and good preservation. In the event of the Dominion Government retaining possession of this valuable estate within the Province of Quebec, a considerable outlay would no doubt be wanted to prevent the buildings falling into decay. The stables, barracks, laundry, out-buildings and fences, being wooden structures many years erected, demand attention shortly, or they will inevitably go to ruin from neglect of repair. The house and grounds, with the valuable movables in the former, are in charge of resident care-takers paid by the Department.

Montreal Custom-House. This building has so frequently of late been reported deficient in size and accommodation, as well as in architectural pretensions and appearance, suited to the purposes and large amount of revenue therein collected, as the chief commercial port of the Dominion, that it will be unnecessary to do more than refer to the subject here.

By universal admission, the present custom-house is deemed behind the requirements of modern times. . A few repairs to the roof and eaves gutters, sundry plumbing, \&c., have nevertheless been made by the collector of customs during the past summer, chargeable to the local contingencies of his office.

A valuable lot of land as the proposed site for a future custom-house had been acquired, and is referred to in the departmental report of 1868: which lot is situated on Common street, westward of the present custom-house, and in the vicinity of the Queen's basin and entrance lock of the Lachine Canal. By a large and influential section of the mercantile community this new location is deemed unfavorable to the general business of the port and harbour of Montreal as not being sufficiently central. An opinion so expressed has doubtless tended to keep the subject of a new edifice in abeyance. By common consent the present position of the old custom-house is approved of, and nothing but the limited plot of ground on which the present building stands can be advanced as an argument for seeking a site elsewhere.

The agent of the Royal Insurance Company of London and Liverpool, has in the interim made overtures for the disposal to the Government of their Montreal property known as the Royal Insurance block, an imposing first class pile of Italian architecture, conspicuously fronting the harbor, and in the immediate vicinity of the old customhouse.

The interior is handsomely finished, and could be adapted to the requirements of the revenue collection without any great outlay for alterations becoming necessary ; in which opinion, I believe, I may affirm the chief officer of the port fully concurs, after recently examining the premises in my company.

The extensive and suitable warehouse accommodation forming the three story rear portion of the building offers great facilities as an examining warehouse, surveyors and appraisers' offices ; bounded as it is on three sides by streets convenient to the shipping, and for ready cartage of goods under examination.

The vaults and spare floors would answer admirably for Government stores, or might be rented to merchants as private bonded warehouses.

The objection to the site, as subject to flood water of the St. Lawrence at the breaking up of the ice in spring, will apply equally to the new situation at the canal lock, and also the old or present custom-house lot, adjacent to the Royal Insurance Buildings.

The edifice has been erected only a few years, is substantially built, and well drained, and covered on the flat roof with Vieille Montagne, or best Brussels sheet zinc. It moreover offers the advantage of early possession to the Government, without the inconvenience and loss of time consequent upon carrying up an entirely new structure, at an outlay which must necessarily be large, to compare favorably with the splendid structures in the vicinity.

Montreal Post Office. This building which was spacious enough for the wants of a
population under 60,000 in the year 1855, when it was completed, has become inadequate to the requirements of a community numbering probably over double that number in 1870, with an expanding postal system, and increased accommodation demanded for the business connected with the Saving's Bank, the issue of stamps and money orders, registration of letters, parcel and book post, \&c.

Much inconvenience therefore is at times felt by the Post Office employes, and thepublic, crowded and cooped within an edifice occupying a site almost incapable of enlargement.

Its advantageous position, however, at the south-west angle of Great St. James and St. François Xavier streets,and the great difficulty and cost of securing a larger plot of ground in an equally favorable part of the city, render any removal under present circumstances not advisable.

The Montreal City Post Office has recently undergone some exterior reparations involving an outlay of two hundred and sixty dollars, upon side and rear walls, decked roof, stone cornice, and rain water pipes. Upon the exposed upper face of the walling many bricks soddened with water and afterwards frozen, had crumbled away into holes, and required to be replaced with sound bricks. The cut stone coping and cornice admitted water at the open joints and had to be newly pointed with cement to save interior walls from further injury. The Post-master, Mr. Freer, drew my attention to remedying the damage sustained by leakage and damp upon walls and ceilings alluded to, an estimate for which, with outside wants and improvements called for in the mail delivery yard, is as follows :-Repairs to plaster work and lime-whiting the entire surface of interior, ground, and first floor stories; new hangard in yard for firewood; new gate and mail drive, St. François Xavier street; roof of old shed repaired and coated with felt and gravel, and space in front of hangard planked over ; in all $\$ 324$.

The former Royal Iustitution building, now the City Recorder's Court, Police Station, and Lock-up, on the north-east side of Place Jacques Cartier, Montreal, is an old edifice of masonry, built about fifty years since ; it is, however, in a tolerably good state of preservation at the present time. The premises were leased in 1860 by the corporation of the city of Montreal, for a term of three years, from the Government, at a rental of $\$ 800$ per annum, and they have remained in the same occupation ever since.

The annual repairs, paid by the civic authorities, about equal the amount of rent paid to the Government.

The old Desrivieres building forming the northeast angle of Place Jacques Cartier and Notre Dame street, has for many years presented a most delapidated aspect, in singular contrast to the Court House in its vicinity, and the many modern edifices everywhere springing up within the city. The outer walls, of French masonry, one story high, enclose a space 102 feet by 49 feet, a good yard covers about the same area. Frequent expenditure by the Department for the repairs of the high pitched shingle roof has taken place of late years; the last about twelve months ago. In 1865 permission was given to the Royal Engineer's Department to occupy the building on special service connected with the fortification of Montreal. The R. E. officer in charge has recently reported to his superior in command that the building is almost untenable from the leaky state of the roof, and general decay.

As the Military Survey is expected to be completed by the month of April, 1870, when the premises will be vacated, but trifling expenditure in patching up the roof once more, with other endeavors to keep out the weather, have recently been recommended, to the extent of eighty dollars. No rental is derived from this property.

The old Chateau and former Government House, on the south side of Notre Dame street, with the adjacent buildings and extensive wing in rear, until recently wholly occupied by the Education Department, are now the Jacques Cartier Normal and Model Schools for the Province of Quebec, under the charge of Professor Verreau and assistants.

The main front building is a very ancient one-story edifice covered with sheet iron; the brick addition in rear, in which are held the Normal and Model Schools, has been erected about twenty-two years.

Repairs for the past two or three years have been paid for by the Education Bureau, from funds at their command.

The buildings, floors, woodwork, dc., as might be expected, exhibit ${ }^{\top}$ traces of great wear and tear from long usage ; the walls, plaster work, painting, \&c., are nevertheless clean and in good condition.

Recent repairs have been made this summer to the iron roof covering, gutters and cemented front of the outside walls.

The Recorder's office, (Royal Institution Building), the Desrivières property, and the old Chateau, above reported on, form together an unbroken and extensive block of highly valuable land in the heart of the city of Montreal, on the south side of Notre Dame street and Place Jacques Cartier, embracing an area of 55,823 English feet, or nearly one and two-thirds French arpent, and in the event of disposal by the Dominion Government should realize a large amount of purchase money ; or, otherwise, might be hereafter available as the site of some important public edifice.

The Museum and Office of the Geological Survey, St. Gabriel street, fronting the west end of the Champ de Mars, is an old three story cut stone building, formerly the property and residence of the late Honorable Peter McGill.

The premises, generally speaking, are in good repair ; the house having been substantially built originally.

All the repairs for years past, not exceeding $\$ 100$ annually, have been paid for out of the legislative appropriation under Sir Wm. Logan's charge, the Department of Public Works not having incurred any expenditure upon this property for the past eight or ten years.

The McGill Protestant Normal School, (formerly High School), Belmont street, Beaver Hall, a cut stone gothic edifice, has very recently undegone renovation and interior repairs, including painting walls and woodwork, whitewashing ceiling, staunching roof, dc., to the amount of about four hundred dollars. Of late years, however, any outlay for repairs of this nature has been a charge on the legislative grant for educational purposes.

The building may be reported in a satisfactory condition at the period of my visit.
Military Barracks, Garrison Hospital, dc., City of Ottawa.-The expenditure authorized by the Hon. the Minister of Militia and Defence, and defrayed by his Department, but carried into execution by officers of Public Works, has been limited to the provision of new latrines at George street barracks, erecting a new guard house near the magazine at Point Nepean, adapting and fitting up the late Mr. McKinnon's house on the bank of the river Ottawa, and now leased from Thos. Reynolds, Esq., as the Garrison hospital ; the former hospital, in York street, having been vacated, and is henceforth to be occupied as married men's quarters. The above, with sundry other minor requisitions and services, complete the operations under this Department for military service.

Rideau Hall, the residence of His Excellency the Governor General of the Dominion of Cancula.-Upon the departure of Lord and Lady Monck and family to reside at Spencer Wood, Quebec, in the autumn of 1868 , previously to their contemplated return to England, the house and domestic offices on the Rideau Hall estate were completely dismantled of furniture, carpets, curtains and other upholstery fittings, in order to make ready for the reception of His Excellency's successor. A large amount of mechanical and day labor in whitewashing, repairing, painting, and putting the entire premises in thorough order devolved therefore upon this Department.

Upon Sir John Young's arrival in Ottawa, His Excellency's steward made application to have the American cooking apparatus, which had become partially burnt out, replaced with English kitchen-grates, ranges, smoke-jack and other approved appliances. Request at the same time was made through the proper channel, to enlarge a sitting room by taking down partitions and enclosing a passage to form a new and more spacious apartment, with French windows opening into the conservatory ; and other alterations enteeiling
considerable expense in new fittings, draperies and furniture. Subsequently, an addition at the end of the main corridor has been made, to form a glass house for plants, and a portion of the vinery converted into a stoving room for forcing flowering plants in winter, with the necessary heating arrangements for the above. Open coal grates have moreover been fixed in the men-servants' rooms basement, to obviate damp; and provision made for nearly one mile in extent of post and wire fencing, to enclose off pleasure grounds and pasture lands.

The leased property upon which the residence, with its extensive and costly improvements, stands, having been acquired by the Dominion Government as described in the last departmental yearly report, it became necessary to fence in the uninclosed portion of nine acres of river frontage, to prevent it becoming a waste open common, and to divert its public use as a daily ferry and scow landing for the opposite Gatineau shore to another landing in the neighborhood of the New Edinburgh Mills. The post and rail palisading was therefore completed around the enlarged estate, including the bay aforesaid.

The highway to Rock-cliff and back road to the Governor's stables, were moreover changed in direction, elevated, levelled, macadamized, and fenced in, and a new framed timber bridge erected, affording a private road to the water's edge through the Government property by an excavated passage under the bridge, for the use of the occupants of Rideau Hall. Much quarrying of rock and removal and cartage of earth and gravel was resorted to, together with sinking a new well for gate house, the erection of wood sheds \&c., \&c., at or near the entrance into, and upon the public domain.

In February last a contract was made to clear all roofs, roads and walks from snow, and to level with the horse-roller, all avenues and approaches, after every storm.

Four wells sunk into the rock in various spots, furnish an abundant supply of hard water for the stables, scullery and garden purposes; nevertheless water permeating limestone being unfavorable for laundry, culinary, and other house wants, a large supply of soft river water is found to be indispensable; from 12 to 1400 gallons are therefore carted up daily, stored in reservoirs, and from thence pumped by manual labor to the tanks in the attics of the mansion. This daily water service was contracted for by the same party removing snow.

The water supply, and pumping involve an annual expenditure of some eight hundred dollars, and the question has arisen, whether a more economical system could not be adopted in procuring water from the river.

The proximity of the Rideau falls as a pumping power, might be advanced, but apart from obstacles arising from frost and ice during the winter months, the whole water power of the Rideau river in the possession of private individuals is, I believe, barely sufficient during the low water of summer, for running the several mills and manufactories of the place.

The erection of a small building convenient to the river Ottawa, with an engine and steam pump, of sufficient power to force water through a three-inch iron main to the house and offices, has likewise been considered, but the annual charge in the shape of interest on outlay for building, laying pipes, engine, fuel, wages for attendance and repairs, would exceed the above sum. The matter, however, will be more fully enquired into, in connection with putting up a small retort house for private manufacture of gas to supply Rideau Hall.

Improving Grounds-Public Buildings. By a return to an address of the Senate, dated 19th May, 1869, an estimate was laid before the legislature for surface levelling, grading, clearing and improving the grounds in the vicinity of the public buildings, city of Ottawa; together with forming roads and walks, planting forest trees and ornamental shrubs, turfing, grass plots, \&c. The amount estimated being twenty thousand dollars.

In carrying on the improvement of the grounds, preparatory works were commenced in former seasons, but during the past years of 1868 and 1869 , more extensive operations were proceeded with in the removal of large piles of stones and refuse building material arising out of the construction of the public buildings; catting down and reducing the
rocky surface inequalities; the setting out and formation of drives and foot paths; shaping and trimming banks, sodding and gravelling, fo., with other minor works, all done and performed under the supervision of Mr. Alpine Grant, a practical Scotch gardener.

During the past summer, laborers under his charge, have blasted or removed with pick and crow-bar, about 2,500 cubic yards, alone, of limestone rock ; while fully 3,000 yards of earth have been lifted and spread over adjacent parts, requiring filling or raising. The loose waste quarried masses and large boulders gathered from the surface, have been utilized and built up into solid retaining walls at the edge of the cliff, or were otherwise broken to form road foundations or macadamized stone.

A pleasant retired foot walk has been cut and embanked along the almost perpendicular face of Barrack Hill, winding through the natural brushwood, at little expense of time and labor. The north-easterly slope of the bank near the canal, enclosed with a board fence; the old powder magazine removed; with many other services.

The total expenditure for the past two years will be under six thousand dollars, and the bulk of the general grading and earth work within the precincts of the Parliament and Departmental buildings, may be considered as accomplished.

Hitherto an objectionable practice existed with lumberers rafting up timber along the bays of the river Ottawa, in tieing and making fast hawsers or chains to the trees at the foot of the bank, destroying thereby the younger growth and saplings bordering the Government property at the river's edge.

The Minister of Public Works, to prevent future injury and destruction to the beautiful vegetation clothing, the hill-side, ordered and caused to be inserted into the limestone rock, twelve or more large iron ring bolts, and in their vicinity painted notice boards in the French and English languages, and figured numbers also were fixed up, to point out the several mooring stations to raftsmen and others.

Central Tower, Parliament Buildings. Instructions have recently been issued to complete the upper portion of the principal or central tower of the Parliament buildings, conformably to the original design, but in as economical a manner, and with as light materials as is consistent with strength and stability, in such an elevated and exposed position.

The architect's intention as shown on the contract drawings, was to carry up the octagonal story and lantern above the clock gables in heavy masonry. By a calculation of quantities taken from the sectional drawing, the weight in stone work, superadded to the substructure supporting it, would be from nine hundred to a thousand tons. It is proposed to substitute a safer load of about thirty tons, consisting of a frame work of pine timber, sheeted over with galvanized iron and tin. The height of tower yet to be erected, independent of the iron cresting and lofty terminal and vane, would be fully fifty feet.

Tenders for completing the tower are about being obtained from competent practical builders, whose experience, plant, and business appliances would best recommend them for this hazardous and peculiar class of work, in reference to which, indiscriminate proposals would not be desirable.

A far more important measure, however, in the completion of roofing over the unfinished library, is at present engaging the serious attention of the Department.

The Honorable Mr. McDougall, when last in England, submitted the project, with the drawings of the unfinished building, to a scientific English engineer, whose report and estimate are still under consideration.

The mode recommended in the English report is to throw a domed roof or spherical polygon of ninety feet span, carried upon sixteen wrought iron trussed ribs, estimated to weigh thirty cwt. each, from the corresponding external stone buttresses. The outer or exposed surface of roof being sheeted over with "Vieille Montagne," or Brussels shoet minc, No. 16 guage, of the very best quality; and the inner vaulting coated and finished in gothic compartments, with "Patent Canvas Plaster," so highly approved and patronized by men eminent in the profession in Great Britain; as their names; and the buildinge where this composition has been applied, fully testify. See the accompanying extract.

The roof is calculated to be fire-proof. The iron framing, lattice work and metal lan-
tern, are represented to weigh 110 tons; the interior finishing in "Canvas Plaster," twenty tons; probably one hundred and forty tons may be assumed as the total weight of the proposed roof.

In the Dominion of Canada no instance of any metal-constructed dome, or indeed, of wood, of similar magnitude, (much less of stone and brick, as originally contemplated,) can be referred to as successfully overcoming and complying with the difficulties and climatical extremes of great heat and cold, varying, in Ottawa, during a pe:iod of twelve months, from $30^{\circ}$ below to $90^{\circ}$ above, zero, of Fahrenheit. It may, therefore, rightly be considered a bold and anxious undertaking to roof over the library with iron frame work, as proposed ; and this or any other scheme, will require careful deliberation and the best skill in labor and supervision successfully to carry into execution.

The London engineer gives the cost of his projected covering and super-imposed lantern, (but cxclusive of the masonry and stone work to the springing base of the poligon roof,) at $£ 5,820$ sterling, prepared in England for shipment-a comparatively low estimate, and which, I am of opinion, should be doubled, to include freight, transport, fixing and superintendence, or say in Canadian currency, $\$ 50,000$.

The estimate submitted to Parliament for completion of library, embracing stone work and roofing in, de., at rates given in the contract with R. H. McGreevy, is one hundred and forty-five thousand dollars, exclusive of fifteen per cent. additional for contingencies and superintendence ; in all, therefore, $\$ 166,750$.

The public buildings in Great Britain and elsewhere in which the "Patent Canvas Plaster" has been adopted, with the names of the superintending architects, are as under, viz: Cloth-Workers' Hall, ceiling in Court Drawing-room. G. Angell, Esq. Charing Cross Hotel, ceilings. E. M. Barry, A. R. A.

City Terminus Hotel, Canon Street, ceiling, large hall, de........E. M. Barry, A. R. A.
Star and Garter Hotel, Richmond, ceiling in coffee room
E. M. Barry, A. R. A.

Free Masons' Hall, ceilings in great hall and dining rooms F. P. Cockerell, Esq. Agra Bank, (Calcutta,) ceilings.............................................W. W. L. Granville, Esq. Cambridge Heath Chapel, (Hackney,) ceiling......................................J. James, Esq.
45, Oxford Street, ceiling.......................................................... Owen Jones, Esq.
Victoria Club, ceilings............................................................C. O. Parnell, Esq.
White Hall Club, ceilings, drawing-room and billiard room...............C. J. Parnell, Esq.
Public Record Office, stair case dome.......................................J. Pennethorne, Esq.
Drapers Hall, ceiling, de., in drawing-room....................................H. Williams, Esq.
India Office, dome of grand staircase,................................M. Digby Wyatt, F. S. A.
South Kensington Museum, arches, beams, de.,
New Opera House, (Malta,) ceiling, proscenium, de................... E. M. Barry, A. R. A.
Covent Garden Theatre, box fronts........................................ M. Barry, A. R. A.
Drury Lane Theatre, box fronts,......................................Messrs. Nelson \& Innes.
Glasgow, (Theatre Royal,) box fronts. Messrs. Potts \& Son.
New Amphitheatre, Holborn, box fronts and cove...........................Messrs. Smith \& Son.
Stockton on Tees, Theatre, box fronts. Messus. Potts \& Son.
Prince of Wales Theatre, Liverpool, box fronts, ceiling, de. E. Solomons, Esq. Gaiety Theatre, box fronts, ceiling, arches, \&o C. J. Phipps, Esq., F. S. A. Her Majesty's theatre, ceiling, box fronts and proscenium...................C. W. Łee, Esq., with many other private buildings not enumerated.

Kingston Custom House. Upon this building, the present or following season's wants may be thus enumerated: The parapet wall and stone cornice require pointing closely to prevent the penetration of water and injury to the walls beneath. The flat tin covered roof needs soldering, and the flashings made tight where they connect with the stone work. The whole exposed surface of the roof to be coated with "Canadian Cement," recommended as a protective measure ; the leaden gutters, cloak flashings and deck, over portico, to be made staunch by the plumber ; the stone chimnies, where open joints admit the weather, to be carefully pointed and secured.

The four ventilating metal cowls on roof to be taken down and replaced with new
ones; the outer entrance doors, icc., to be grained oak and varnished ; the front ornamental iron railing to be painted, also the yard gate on Clarence street; the ceiling of portico in plaster to be repaired; the ceiling of long room to be scraped and fresh coated with lime putty ; a fuel shed for coal also applied for; the two Chilson furnaces in basement to be cemented at the plates and joinings, for winter service; two wood shutter valves to be fixed in the cold air shafts, to regulate the supply, and small lead pipes to supply water to the vaporizing cisterns in the hot air chambers.

The staunching of roof, stopping joints of masonry and repairs of furnaces ought not to be delayed.

An application of the Collector of the Port to heat the building by steam pipes, on the score of economy in the consumption of fuel, has yet to be reported on.

Kingston Post Office.-Sundry tradesmen's contract works have been authorized and carried into effect this year in general repairs for the preservation of this building, such as pointing the exterior ashlar and stone cornices, repairs to eave troughs, water pipies and other metal works ; interior and outside painting and joiner's work, te., involving an expenditure of $\$ 139.21$, including supervision.

The additional demands to which my attention has been called, are-applying the same composition to the flat roof as proposed for the neighbouring Custom House ; fixing new oak steps ; painting outside doors ; and other minor matters. This fine building, save in the last mentioned wants, is otherwise reported in good condition.

On all public edifices having fiat or horizontal roof coverings, however such may be preferred by architects, for appearance sake, to the old high pitched roof, it may be taken for granted, as the result of long experience, that frequent repairs will be called for on this class of roof to obviate the damaging effects of contraction and expansion under extreme changes of temperature, frost, thaw, rain storm, and the consequent leakage and delapidation therefrom.

Toronto Custom House.-This edifice, now some twenty-four years erected, built with the white brick of the locality; presents at this date a weather stained front at the terminus of Yonge street on the harbor of Toronto ; either the lapse of time, or, as in older cities, the coal smoke pervading the atmosphere, has produced the discoloration observed.

In order to impart a bright and cleanly appearance to this public edifice, otherwise so unpretending in style of architecture, I would propose that the entire elevation, front, flank and rear should receive two coats of oil paint of the color of the brickwork originally, and the surface finished without any attempt at lines or joints representing pointing.

The outside painting should also include the four chimnies, the tinned roof covering, the sunk area dwarf wall; and side walls, doors, \&cc., as well as the plinth course and iron railing of the front enclosure.

Other works necessary to be done are as follows:-Some of the upper courses of brickwork near the cornice have perished from wet and frost, and require to be cut out and replaced with new sound bricks.

The limestone walling of basement should be pointed with blue mortar, and the surface washed over with stone color.

The sandstone coping to area walls ought to be newly set and levelled in good lime mortar.

The joints of masonry at entrance steps, cornice of front portico, and stone base of iron railing, to be well pointed.

The wooden verandah in rear calls for repairs, and painting the upper side of its roof.
The entrance door to be grained oak and varnished.
The outlay for which services I set down at six hundred dollars, for future execution, if anthorized.

During the year nowpast the Collector of the Port has effected sundry works of improvement in painting and whitewashing the ceilings, walls and woodwork of the offices and passiages, chargeable to his contingencies.

About forty feet south and in rear of the Custom House, a clapboarded frame building 36 feet by 24 feet and two stories in height, is rented and made use of as the Examining Warehouse.

This wooden tenement, barely weather tight, is wholly too small, insecure, and unworthy the purposes for which it is required in the opening and appraising fine goods and merchandize.

I did not consider it necessary to report any expenditure thereon.
Post Office, Toronto.-Upon application of the City Post Master and the District Inspector to the Hon. the Postmaster General, sanctioned in January of the present year, a contract was entered into with Messrs. Withrow \& Hillock, of Toronto, to make certain alterations and repairs on the local Post Office building, situated on the west side of Toronto street, in that city. From the limited area appropriated to the public and general delivery office, it was deemed advisable to alter and advance the entrance doors and outer porches so as to enclose as much additional space as possible, including the street steps. The glazed screens and partitions were also shifted and enlarged to suit the new arrangements for delivery of letters, and the number of pigeon holes greatly increased thereby. A large amount of lime whiting, coloring, painting, and hanging walls with paper, was resorted to for improving the deficient light, and imparting cleanliness to the interior.

The outlay thereon covered $\$ 1,032.93$.
These improvements it is hoped will enable the employes of the present Post Office to carry on their public duties within the old confined edifice, until such time as the proposed new building elsewhere can be erected and made ready for their better accommodation, thereby keeping pace with improved postal wants and the increasing correspondence of the growing population of this chief city of the province of Ontario.

The land acquired for the new building, is in the vicinity of the existing Post Office, and will extend 120 feet frontage on the north side of Adelaide Street, by 180 feet deep to Stanley Street in rear, and any architectural structure thereon, will form a conspicuous object, seen from King Street, terminating the vista at the bottom of Toronto Street.

Hamilton Post Office.-A few inconsiderable items of expenditure, were brought under my notice by the resident Postmaster, as desirable, to wit: Two additional down conducting pipes of galvanized iron, at the inner angles of the City Post Office, to discharge surplus rain water from overflowing the eaves upon the roofs and to pass into the nearest drain. An iron frame and bars to be fixed at the window of safe vaults, for greater security. Also, at main entrance, inside, a falling iron bar, staples and padlock, to be put on the door for safety purposes, and a latch lock to Postmaster's private entrance.

Hamilton Custom House.--This edifice has been put into a satisfactory condition for the service of the Revenue, since the improvements sanctioned were carried into effect last summer.

The Examining Warehouse and division walls have been strengthened, as recommended, with iron tie rods and oaken supporting columns, from the basement upwards.

In the Surveyors, Appraisors and Collector's Office, much whitewashing, painting and papering the walls have been accomplished in a tradesmanlike manner. In the hall and passages, the woodwork, grained doors, architraves, \&c., have been freshened with a coat of varnish. The tinned covering on the roof was also pointed with Warren's cement as proposed.

The estimated new works for the ensuing spring, are the construction of a dwarf wall of cut stone and ornamental cast iron railing, painted and fixed in front of the Custom House, say :


London Post Office.-This building when recently surveyed was found in a satisfactory state of repair, having undergtone certain ameliorations the year preceding the present one.

I may therefere remark that upon my examination of the interior the roof continued staunch and dry, the walls, ceilings, paint and woodwork clean and sound, and as a favorable consequence I have to report to the Department no outlay apparently necessary.

London Custom House.- The collection of duties on importations at this Inland Station is carried on within a leased block of stone buildings near the Post Office and Banking institutions of the city. The premises in rear, in the occupancy of other parties, I observed had sometime previously been on fire, and the Custom House, its books and documents, must have been in imminent danger. A very desirable location, forming the opposite corner of Richmond and North streets, being also part of the English Church property, had been offered to the Government as the site for a new Custom House ; the only objection that has since arisen being that were the lot acquired, it might hereafter be found too limited as a Custom House site for the growing commerce of this improving city.

Another desirable property of larger extent and less cost, on the opposite side of the street to the Cathedral lot, is now offered to the Government for acceptance, and the selection of this latter, or some other eligible site, will form an item on the estimates to be laid before the Legislature,

> I have the honor to be, Sir, Your obedient servant, $$
\text { F. P. Rubridge, }
$$ A.E. P.W.

APPENDIXNo. 20 .
GENERAL STATEMENTS showing : 1st. Water Power and other property leased on Canals, \&c., during the fiscal year

2 nd. Property purchased or sold by the Department during the fiscal year ending 30th.June, 1869.

APPENDIX No. 20.-Continued.



[^0]:    IN THE
    DOMINION OF CANADA,

    FOR THE FISCAL YEAR ENDING 30th JUNE,

    ## 1869.

    ## COMPILED FROM ORIGINAL RETURNS.

    
    ALEXANDER MORRIS,
    Mmister of Likamd Revimet.
    

    OTTAWA:
    PRINTED BY HUNTER, ROSE AND COMPANY.

[^1]:    * Nots.-On 31st October, at 7 P. M., the water stood 15 feet 10 " in lower Sill. (Lowest water on record).
    + Only three days in this month on which the water stood 9 feet.
    Lachinr Canal Office,
    Montreal, July, 1869.

[^2]:    Lachine Canal Office, Montreal, July, 1869.

[^3]:    Lachine Canal Office, Montreal, July, 1869.

[^4]:    A. Longley, Esq.,

    Chief Commissioner, N. S. R. R.

