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1891

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VOLUME II.

FOURTH SESSION OF THE FIRST PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1871.



VOLUME IV

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

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Sessional Papers (No. 3.)

A. 1871

TABLES

OF THE

TRADE AND NAVIGATION

OF THE

DOMINION OF CANADA

FOR THE FISCAL YEAR ENDING 30TH JUNE,

1870.

COMPILED FROM OFFICIAL RETURNS.

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

S. L. TILLEY, MINISTER OF CUSTOMS.



OTTAWA:

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

1871.

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

MAY IT PLEASE YOUR EXCELLENCE:

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

All which is respectfully submitted.

S. L. TILLEY,
Minister of Customs

OTTAWA, 1st February, 1871.

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

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

Statements Nos. 12 and 13, on pages 380 and 381—which exhibit in a condensed form the commerce of the Dominion with other British and with Foreign countries—the tonnage employed in that commerce and the revenue derived from importations from, or exports to, such countries—show that the gross value of goods imported during the last Fiscal Year was \$74,814,339; that the goods entered for consumption during the same period was \$71,237,603; and that the value of exports was \$73,573,490. We have thus a sum of \$148,887,820 representing the gross aggregate value of the trade of the Dominion with countries outside of its boundaries.

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

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

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

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

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

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

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

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

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

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

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

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

Increase in 1869-70 over 1868-9.

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

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

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

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

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

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

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

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

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

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

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

Equal to 190 per cent.

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

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

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

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

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

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

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

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

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

All which is respectfully submitted.

R. S. M. BOUCHETTE,

Commissioner of Customs.

January 80th, 1871.

NOTE.—A difference of \$29.40 will be found between the gross amount of duties collected in the Dominion, as shown by the Public Accounts (\$9,462,969.84), and that which is shown (\$9,462,940.44), by Statements Nos. 12 & 13 of these Tables.

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

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

It is also to be observed that these Tables take no notice of miscellaneous receipts which are merely incidental to the collection of Customs Revenue, and are not, therefore, duties of customs. The aggregate sum of these miscellaneous receipts, as shown by the Public Accounts for the year referred to, is \$17,678.72, swelling the gross receipts to \$9,480,646.56.

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

R. S. M. B.

TARIFF OF CUSTOMS,

1870

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

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

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

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

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

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

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

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

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

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

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

ERRATA:

	Dutiable Goods. <i>for</i>	Total.	Dutiable Goods. <i>read</i>	Total.
Page 107—“Copyrights”.....	3,035	3,035	1,451	1,451
” 107—“Grand Total”.....	22,113,426	32,167,072	22,111,842	32,166,288
” 227—“Foreign Reprints of British Copyright Works”	3,035	3,085	1,451	1,451
” 227—“Grand Total”.....	32,885,500	32,167,872	32,883,916	32,166,288
” 310—“Abstract of the Value of Goods,” &c., <i>for</i> “Exported from the Province of Ontario,” &c., <i>read</i> “Exported from the Province of Quebec,” &c.				

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

No. 1.

GENERAL STATEMENT

(BY PROVINCES)

OF THE

PRINCIPAL ARTICLES

OF

BRITISH AND FOREIGN MERCHANDISE

IMPORTED INTO THE

DOMINION OF CANADA;

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

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

PROVINCE OF ONTARIO.

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING SPECIFIC DUTY.								
Horses	Great Britain.....	Number. 4	Number. 35	Number. 21	\$ 1,873 8,947	Number. 4 79	\$ 1,873 8,947	\$ 60 00 1,085 38
	United States.....	23	35	21				
		27	35	21	10,820	83	10,820	1,145 38
Horned Cattle	United States.....	3	9	11	23	4,889	23	4,889
	United States	4	113	31,233	31,350	456,501	425	6,836
Swine	Great Britain.....	15	31	12	15	438	15	438
	United States.....	1	31	47	794	47	794	15 00
		19	31	12	62	1,232	62	1,232
								43 80
Sheep	United States.....	158,647	552,775	1,040,478	Lbs. 1,751,900	40,015	Lbs. 1,721,122	39,338
								8,605 70
Acid, Sulphuric	United States.....	Galls. 55	Galls. 2	Galls. 3	Galls. 55	42	Galls. 84	91
					10	58	10	58
Cordials	Great Britain.....	10 $\frac{1}{4}$	6	16	120	522	241	547
	United States	5	.....	5	5	10	5	10
	France	166	19	5	190	632	340	706
	British West Indies.							407 46

Perfumed Spirits, not in flasks.		Great Britain.		United States.			
Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
25	25	2	2	27	2	95	40
25	25	2	2	101	6	20	72
Number. 2,214	Number. 796	Number. 36	Number. 36	251	3,010	251	120
2,214	796	36	3,046	8	36	8	41
Tinctures.	United States.	Galls. 2	Galls. 6	259	3,046	259	121
Brandy.	Great Britain.	Galls. 3,391	Galls. 729	Galls. 8	61	Galls. 8	77
	United States.	64	793				
	France.	58,449	72,364				
		13,915	80,150				
		61,904	51,575				
Gin.	Great Britain.	Galls. 1,505	Galls. 70	Galls. 1,595	1,147	Galls. 1,247	997
	United States.	99	56	70	37	895	50
	France.	5,676	199	155	86	264	300
	Germany.	5,634	1,379	5,875	9,172	28	80
	Holland.			6,913	11,388	4,727	7,337
		12,904	1,634	70	14,608	6,701	6,110
Rum.	Great Britain.	Galls. 12,732	Galls. 64	Galls. 12,782	6,881	Galls. 13,876	11,100
	United States.	64	64	64	39	64	45
	France.	2,832	2,832	2,832	65	39	51
	British West Indies.	1,251	1,251	1,251	1,694	3,346	30
	Spanish West Indies.				670	804	52
		16,929		16,929	9,284	18,155	40
Whiskey.	Great Britain.	Galls. 20,811	Galls. 11	Galls. 20,811	16,140	Galls. 19,136	2,676
	United States.	10	2	23	42	23	78
		20,821	2	20,834	16,182	19,159	18,60
			11				15,326

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
		Galls.	Galls.	Galls.	\$	Galls.	\$	\$ cts.
GOODS PAYING SPECIFIC DUTY.— <i>Continued.</i>								
Spirits and Strong Waters.....	Great Britain.....	156	Galls.	Galls.	156 14	183 86	90 86	112 80 12 60
United States.....	.....	6	.....	8	.....	14	14	14 40
France.....	.....	.....	.....	.....	.....	18	14	
Oil, Coal and Kerosene, distilled, purified, and refined,.....	United States.....	162	.....	8	170	269	126	190
Benzole, Naphtha, and Refined Petroleum.....	United States.....	198	Galls.	Galls.	Galls.	Galls.	Galls.	139 80
Products of Petroleum.....	United States.....	302	Galls.	Galls.	Galls.	Galls.	Galls.	
Crude Petroleum.....	United States.....	33	1,021	4,542	2,352 3,675	718	3,675	718
Coffee, green.....	Great Britain.....	213,464	Lbs.	Lbs.	213,464 41,675	26,942 47,675	188,861 47,675	23,555 54,558
United States.....	United States.....	148,121	5,784	258,685	119	48,675 37	119	5,659 83 14,178 83
Germany.....	.....	.....	119	.....	.....	.....	119	3 56
361,585	5,903	258,685	626,173	75,654	651,409	78,150	651,409	19,842 22

Coffee, ground or roasted	Lbs. 1,219	Lbs. 166	Lbs. 85	Lbs. 1,219 251	444 61	Lbs. 420 251	32 61	16 80 10 06
Great Britain	1,219	166	85	1,470	505	671	93	26 86
United States								
Chicory, raw or green	Lbs. 2,240	Lbs. 100	Lbs. 2,240 100	Lbs. 2,240 12	105 12	2,240 100	105 12	67 20 3 00
Great Britain	2,240	100	2,340	117		2,340	117	70 20
United States								
Chicory, roasted or ground	Lbs. 37,868	Lbs. 428	Lbs. 37,868 3,600	Lbs. 37,868 161	1,610 161	Lbs. 35,256 3,600	1,618 161	1,110 24 144 00
Great Britain	37,868	428	41,468	1,771		38,856	1,679	1,554 24
United States								
Common Soap	Lbs. 5,757	Lbs. 20,309	Lbs. 5,757 23,153	Lbs. 5,757 1,896	384 23,153	Lbs. 6,157 23,153	384 1,896	57 57 231 53
Great Britain	5,757	20,309	20,309	20,309		20,309	2,280	289 10
United States								
Starch	Lbs. 7,029	Lbs. 20,309	Lbs. 7,029	Lbs. 7,029	53 3,962	Lbs. 428 53,371	31 3,802	8 56 1,071 41
Great Britain	7,029	20,309	28,910	2,280		28,910	2,280	289 10
United States								
Cigars—value not over \$10 per Mille	Mille. 20	Mille. 372	Mille. 20 532	Mille. 73 2,643	30 387	Mille. 149 2,349	90 31 1,161 30	
Great Britain	20	30	30	170	50	277	150 32	
United States								
France	140	40	40	844	4,363	5,755	4,227 34	
Germany	804							
Cigars—value over \$10 and not over \$20 per Mille	Mille. 1,124	Mille. 70	Mille. 372	Mille. 1,566	7,788	Mille. 1,876	8,530	5,629 27
Great Britain	1,124	70	372	1,566		1,876		
United States								
Germany								
Spanish West Indies								
	150	70	100	320	5,198	350	5,547	1,398 00

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING SPECIFIC DUTY.—								
Cigars—value over \$20 and not over \$40 per Mille	United States.....	Mille.	Mille.	Mille.	\$ 4,504	129	\$ 4,430	\$ 645 70
Germany.....	1	1	130	32	175	3	74	15 73
Spanish West Indies.....	5	.....	.....	5	.....	5	175	25 70
	6	1	130	137	4,679	137	4,679	687 13
Cigars—value over \$40 per Mille	United States.....	Mille.	Mille.	Mille.	2,471	50	2,471	300 00
Spanish West Indies.....	11	.....	50	50	510	11	510	65 70
	11	.....	50	61	2,981	61	2,981	365 70
Cigars—New tariff from 7th April only.....	Great Britain.....	Lbs.	Lbs.	Lbs.	439	.....	.....	.....
United States.....	285	.....	1,121	1,246	1,413	458	252	206 20
Germany.....	125	.....	.....	6,502	3,250	1,437	1,192	646 75
Spanish West Indies.....	6,502	22	758	780	1,123	780	1,123	351 11
	6,934	758	1,121	8,813	6,225	2,675	2,567	1,204 06
Butter.....	United States.....	Lbs.	Lbs.	Lbs.	183	37	Lbs.	7 32
	73	67	43	.....	.....	.....	183	37
Cheese.....	Great Britain.....	Lbs.	Lbs.	Lbs.	326	1,796	Lbs.	53 88
United States.....	1,796	12,599	482	1,531	1,612	1,632	2,289	326
Germany.....	455	.....	.....	455	76	455	76	322
	14,850	482	1,531	16,863	1,934	4,540	734	136 16

	Lard and Tallow.....	Lbs. 11,282	Lbs. 3,079	Lbs. 43,092	Lbs. 57,453	5,461	Lbs. 57,453	5,461	Lbs. 574 54
Fish, salted or smoked	Great Britain.....	Lbs. 2,580	Lbs. 10,508	Lbs. 211,430	Lbs. 233,853	164 13,769	2,580 233,853	164 13,769	25 80 2,338 53
	United States.....	11,915	10,508	211,430	236,433	13,933	236,433	13,933	2,364 33
Malt.....			Bush. 30		Bush. 30	33	Bush. 30	33	12 00
Meats, fresh, salted, or smoked	Great Britain.....	Lbs. 5,129	Lbs. 39,273	Lbs. 3,058,220	Lbs. 3,390,746	406 338,134	Lbs. 5,129 2,612,746	406 338,834	51 29 26,127 47
	United States.....	293,253	39,273	3,058,220	3,395,875	338,540	2,617,875	339,240	26,178 76
Coal and Coke—from 7th April, under new tariff	United States.....	Tons. 30,463	Tons. 2,010	Tons. 1,583	Tons. 34,056	169,533	Tons. 31,725	156,479	15,862 57
Salt—from 7th April, under new tariff	United States.....	Bush. 2,518	Bush. 558	Bush. 79	Bush. 3,155	1,127	Bush. 3,155	1,127	157 75
Hops—from 7th April, under new tariff	United States.....				Lbs. 530	93	Lbs. 530	93	26 50
Vinegar and Acetic Acid—from 7th April, under new tariff	Great Britain.....	Galls. 5,601	Galls. 1,033	Galls. 7,809	Galls. 81	5,601 8,943 2,232 2,250	Galls. 1,736 1,330 320 347	Galls. 1,165 7,933 2,502 225	951 1,197 449 35
	United States.....	632	1,600	1,600	81				133 25 210 10 92 84 22 50
	France	2,250							
	Germany								
		9,536	9,409	81	19,026	3,733	11,825	2,632	458 69
Rice—from 7th April, under new tariff	Great Britain.....	Lbs. 138,108	Lbs. 112,921	Lbs. 10	Lbs. 233	138,108 113,164	Lbs. 3,056 2,396	Lbs. 259,236 22,668	5,845 540
	United States.....	251,029	10	233	251,272	5,451	281,904	6,385	2,818 88

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

Ties, black	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	334,734	13,506	334,734	123,536	383,220	132,349	33,264	60
United States	14,98	.....	13,506	13,604	10,124	3,224	837	48
China	14,563	.....	14,563	5,178	9,821	2,115	690	52
349,395	13,506	362,901	131,881	403,165	137,688	34,762	60	
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
25,235	877	45,827	71,939	17,726	92,630	21,701	16,878	19
103	.....	103	103	8	103	8	15	85
25,338	877	45,827	72,042	17,734	92,733	21,709	15,894	04
Gall.	Gall.	Gall.	Gall.	Gall.	Gall.	Gall.	Gall.	
32	891	5,517	32,891	46,837	14,805	19,281	5,545	28
4,394	100	.....	10,011	8,955	7,247	6,625	2,140	05
41,898	17,744	6,217	35,642	28,082	41,604	26,473	9,984	25
23	805	2,139	.....	30,022	9,534	11,578	4,379	2,086
1,166	2,324	36	3,305	4,238	5,961	7,759	2,755	80
12,593	7,324	.....	20,117	16,748	24,108	29,518	8,426	80
29	36	.....	36	34	36	34	10	40
97	.....	.....	29	86	22	22	5	20
116,873	33,760	5,517	156,150	114,769	105,344	94,346	30,535	38
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
955,770	.....	955,770	53,127	1,045,288	60,011	25,455	13	
2,114,144	90	4,670,165	365,111	6,028,704	328,719	142,719	99	
16,493	.....	16,493	1,205	16,493	1,205	466	18	
585,408	.....	585,408	26,855	619,557	29,222	13,501	07	
1,101,361	4,372,379	.....	5,437,740	264,126	5,443,635	266,564	121,077	05
4,773,116	4,372,469	4,670,165	13,845,750	710,424	13,153,647	685,793	302,379	42
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
305	283	109,914	110,502	5,342	118,741	5,698	2,315	05
276,326	59,418	.....	276,326	13,682	276,326	13,682	5,992	94
276,631	59,701	109,914	446,246	21,699	454,485	22,065	1,114	55
Sugar—below No. 9, Dutch Standard	United States	British West Indies	Spanish West Indies					
					

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.								
Cane Juice, Melado, &c	Great Britain	Lbs. 13,044	Lbs. 7	Lbs. 13,044	\$ 353	Lbs. 13,044	\$ 353	\$ 16,75
	United States	49,480	506	49,993	1,093	97,766	2,372	1,254 23
		62,524	7	506	63,037	1,446	110,810	2,925
Sugar Candy and Confectionery.	Great Britain	Lbs. 3,603	Lbs. 782	Lbs. 3,603	875	Lbs. 5,294	1,040	312 94
	United States	1,397	7447	9,826	1,867	9,826	1,867	564 88
GOODS PAYING 25 PER CENT. AD VALOREM.								
Mace and Nutmegs	Great Britain	Lbs. 15,983	.....	Lbs. 15,983	5,932	Lbs. 18,995	6,599	1,649 75
	United States	15,983	.....	15,983	5,932	1,095	365	91 05
Spices—including Cassia, Cinnamon, Ginger, Pimento, and Medicinal Pepper, ground	Great Britain	Lbs. 992	Lbs. 10	Lbs. 992	138	Lbs. 992	138	34 33
	United States . . . . .	.....	22	32	6	32	6	1 50
		992	10	22	1,024	144	1,024	144
Patent Medicines, and Medicinal Preparations	Great Britain	Pkgs. 16	Pkgs. 50	Pkgs. 16	437	Pkgs. 16	437	109 25
	United States	474	2	1,293	1,817	18,536	1,799	4,612 40
	France	1		3	131	3	131	32 30
		491	52	1,293	1,336	19,104	1,818	4,753 95

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Playing Cards	13	13	13	1,372	13	1,372	343 00
Great Britain.....			3	8	3	8	2 00
United States.....	1		1	102	1	102	25 27
France	14		3	17	1,482	17	1,482
Perfumery, not elsewhere specified.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	54		54	3,039	54	3,039	759 95
United States.....	290	1	304	938	249	859	214 95
France	3		3	522	3	522	130 68
Perfumed and Fancy Soaps.....	347	1	13	361	4,519	306	4,420
Great Britain.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United States.....	6,305		6,305	1,359	4,901	1,143	285 66
Germany	546		1,460	434	1,460	434	108 43
France	183		183	50	183	50	12 47
Molasses, other than for refining purposes	7,034		914	7,948	1,843	6,544	1,627
Great Britain.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United States.....	58,184		58,184	1,363	12,904	303	75 75
Spanish W. Indies.....	1,410,897	71,940	1,120,007	2,602,844	2,172,767	59,548	14,887 00
France		34,730		34,730	83,690	1,815	453 76
GOODS PAYING 15 PIB ONT. AD VALOREM.	1,469,081	106,670	1,120,007	2,695,758	70,048	2,269,361	61,666
Bagatelle Boards and Billiard Tables	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	10	2	114	10	1,033	10	1,033
United States.....	8			124	5,750	124	5,750
France	18	2	114	134	6,783	134	6,783
Blacking	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	1	17	145	1	2,277	3	24
United States.....	52			214	214	2,277	3 60
	53	17	145	215	2,280	217	2,301
							345 10

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Brooms and Brushes	Great Britain	Pkgs. 15	Pkgs. 20	Pkgs. 22	Pkgs. 15	\$ 1,900	Pkgs. 15	\$ 1,900
United States	United States	20	22	22	64	869	64	869
France	France	2	2	2	2	364	2	364
Germany	Germany	1	1	1	1	172	1	172
		38	22	22	38	3,305	82	3,305
Cabinet Ware or Furniture	Great Britain	Pkgs. 20	Pkgs. 1,510	Pkgs. 445	Pkgs. 20	\$ 1,018	Pkgs. 20	\$ 1,018
United States	United States	672	1,510	445	2,627	14,244	2,627	14,244
		632	1,510	445	2,647	15,262	2,647	15,262
Candles	Great Britain	Lbs. 1,915	Lbs. 1,071	Lbs. 3,485	Lbs. 1,915	446	Lbs. 2,395	Lbs. 2,395
United States	United States	4,046	1,071	4,046	8,602	1,844	8,602	1,844
		5,961	1,071	3,485	10,517	2,290	10,997	2,489
Carpets and Hearth Rugs	Great Britain	Pkgs. 868	Pkgs. 16	Pkgs. 44	Pkgs. 870	\$ 158,074	Pkgs. 864	\$ 157,736
United States	United States	16	16	44	86	1,776	90	1,758
		884	46	26	956	159,850	954	159,494
Carriages	United States	Pkgs. 43	Pkgs. 70	Pkgs. 157	Pkgs. 270	11,468	Pkgs. 270	11,468

<i>Coach and Harness Furniture</i>	<i>Great Britain</i>	Pkgs. 202	Pkgs. 279	Pkgs. 193	Pkgs. 1,726	Pkgs. 1,726	Pkgs. 202	2,198	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198	Pkgs. 202	2,198		
	<i>United States</i>																								
<i>Chandeliers, Girandoles, Gas Fittings</i>	<i>Great Britain</i>	Pkgs. 29	Pkgs. 21	Pkgs. 4	Pkgs. 4	Pkgs. 79	Pkgs. 79	Pkgs. 79	Pkgs. 104	Pkgs. 104	Pkgs. 1,452	Pkgs. 3,479	Pkgs. 29	Pkgs. 1,452											
	<i>United States</i>																								
<i>Chinaware, Crockery, and Earthenware</i>	<i>Great Britain</i>	Pkgs. 3,762	Pkgs. 333	Pkgs. 837	Pkgs. 17	Pkgs. 306	Pkgs. 17	Pkgs. 8	Pkgs. 17	Pkgs. 8	Pkgs. 3,762	Pkgs. 1,476	Pkgs. 96,290	Pkgs. 10,772	Pkgs. 3,741	Pkgs. 96,380									
	<i>United States</i>																								
<i>Clockes</i>	<i>France</i>																								
	<i>Germany</i>																								
<i>Oider</i>	<i>United States</i>	Pkgs. 4,120	Pkgs. 837	Pkgs. 306	Pkgs. 306	Pkgs. 5,263	Pkgs. 5,263	Pkgs. 108,086	Pkgs. 108,086	Pkgs. 108,086	Pkgs. 5,242	Pkgs. 5,242	Pkgs. 108,276												
<i>Clothing or Wearing Apparel</i>	<i>Great Britain</i>	Gals. 417	Gals. 2,867	Gals. 380	Gals. 380	Galls. 3,964	Galls. 3,964	Galls. 495	Galls. 495	Galls. 495	Galls. 3,664	Galls. 3,664	Galls. 495												
	<i>United States</i>																								
<i>Cocas and Chocolate</i>	<i>Great Britain</i>	Pkgs. 9	Pkgs. 805	Pkgs. 60	Pkgs. 2	Pkgs. 1,319	Pkgs. 1,319	Pkgs. 2,184	Pkgs. 2,184	Pkgs. 2,184	Pkgs. 544	Pkgs. 23,192	Pkgs. 2,117	Pkgs. 64	Pkgs. 1,213	Pkgs. 1,213	Pkgs. 64								
	<i>United States</i>																								
<i>Clothing or Wearing Apparel</i>	<i>France</i>																								
<i>Clothing or Wearing Apparel</i>	<i>Great Britain</i>	Lbs. 12,298	Lbs. 12,298	Lbs. 3,800	Lbs. 3,800	Lbs. 12,298	Lbs. 12,298	Lbs. 2,185	Lbs. 2,185	Lbs. 2,185	Lbs. 3,800	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	Lbs. 12,098	Lbs. 3,800	
	<i>United States</i>																								

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

	Pkgs. 5,973 248 46	Pkgs. 2 140 40	Pkgs. 2 1,055 86	Pkgs. 5,975 1,443 86	Pkgs. 6,293 25,426 1,741	Pkgs. 82,421 1,411 92	Pkgs. 12,362 26,295 1,232	Pkgs. 95 85 75
Drugs.....	Great Britain.....	200	.....	200	2,827	100	1,807	270 53
	United States.....							
	France.....							
	Other Foreign Countries							
	Engravings and Prints	6,467	182	1,055	7,704	98,957	7,896	111,755
	Great Britain.....							
	United States.....							
	France							
Fancy Goods	Great Britain.....	90	28	359	477	10,656	477	10,656
	United States.....							
	France							
	Germany.....							
	Engravings and Prints	2,468	131	228	575,426	581,462	581,462	87,219 09
	Great Britain.....			1,043	43,197	43,197	6,473	31
	United States.....			3	1,402	1,402	30,525	4,578
	France			3	119	114	14,888	35
	Germany.....			253	253	253	2,233	00
	Engravings and Prints	2,932	207	1,043	4,242	664,668	4,157	670,072
	Great Britain.....							
	United States.....							
	France							
Foreign Newspapers	United States.....							
	United States.....							
	France							
Fireworks	United States.....	29	13	Pkgs. 152 18	Pkgs. 194 18	3,448 1,068	194 18	3,448 1,068
	Great Britain.....							
	United States.....							
	France							
Flat Wire for Crinolines, covered	Great Britain	29	31	132	212	4,516	212	4,516
	United States.....							
	United States.....							
	United States.....							
Lbs. 4,387	Great Britain.....	5,717	7,815	245	13,777	3,482	33,777	6,724
	United States.....							
	United States.....							
	United States.....							
Gunpowder.....	Great Britain.....							
	United States.....							

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Pkgs.	\$	Cts.
		Pkgs.	Pkgs.						
GOODS PAYING 15 PER CENT. AD VALEUR.— <i>Continued.</i>									
Guns, Rifles, and Firearms of all kinds	Great Britain.....	44	43	44	3,004	\$ 3,004	44	\$ 450	60
	United States.....	17	25	85	2,024	2,024	85	303	51
	Germany.....	3	.....	3	17	17	3	2	55
		64	25	43	5,045		132	5,045	756 66
Glass, plate and silvered.....	Great Britain.....	Pkgs. 35	Pkgs. 12	Pkgs. 18	1,378	Pkgs. 31	870	130	50
	United States.....	6	7	7	1,478	20	732	109	80
	France	5	.....	5	1,112	7	1,112	106	84
	Germany	46	7	12	65	652	5	652	97 80
		Pkgs. 3,746	Pkgs. 8	Pkgs. 30	3,620		63	3,366	504 94
Glass, Window, stained	Great Britain.....	Pkgs. 657	Pkgs. 151	Pkgs. 695	Pkgs. 3,746	Pkgs. 3,748	6,163	924	45
	United States.....	365	546	151	1,472	695	1,172	175	80
	France	1,391	860	911	2,111	151	211	31	65
	Germany	6,159	1,565	2,261	1,434	911	1,434	215	10
	Holland			30	2,906	2,251	2,906	435	95
		Pkgs. 1,447	Pkgs. 956	Pkgs. 18,727	7,754	11,632	7,756	11,886	1,782 95
Glassware	Great Britain.....	2,710	89	22,393	Pkgs. 1,447	Pkgs. 1,612	20,602	3,089	80
	United States.....	132	705	221	18,727	22,326	123,628	18,544	25
	France			705	1,950	221	1,960	292	50
	Germany	4,289	1,750	18,727	1,750	1,133	705	1,133	169 75
							25,664	147,313	22,096 30

	Pkgs. 344 144	Pkgs. 1 51	Pkgs. 1 4,429	Pkgs. 345 4,624	Pkgs. 40,725 146,299	Pkgs. 343 4,646	Pkgs. 40,564 149,366	Pkgs. 6,084 70 22,405 03
	498	52	4,429	4,969	189,024	4,989	189,930	28,489 73
Hosiery.....	Pkgs. 203 6	Pkgs. 1 5	Pkgs. 1 13	Pkgs. 204 24	Pkgs. 51,484 1,601	Pkgs. 205 23	Pkgs. 51,724 1,361	Pkgs. 7,758 50 203 99
	209	6	13	228	53,085	228	53,085	7,962 49
Inks of all kinds, except Printing Ink.....	Pkgs. 75 22	Pkgs. 4 135	Pkgs. 75 161	Pkgs. 1,079 676	Pkgs. 75 161	Pkgs. 1,079 676	Pkgs. 1,079 103	Pkgs. 161 77 101 30 15 45
	3	.....	3	.....	3	.....	3	
	100	4	135	239	1,888	239	1,888	278 52
Cutlery of all kinds.....	Pkgs. 134 23	Pkgs. 186	Pkgs. 134 498	Pkgs. 46,949 6,924	Pkgs. 134 498	Pkgs. 46,949 6,924	Pkgs. 46,949 6,924	Pkgs. 7,042 05 1,039 68
	157	289	186	632	53,873	632	53,873	8,081 73
Japanned and Planished Tin, and Britannia Metal Ware	Pkgs. 55 30	Pkgs. 7	Pkgs. 55 562	Pkgs. 2,179 5,713	Pkgs. 55 562	Pkgs. 2,179 5,713	Pkgs. 2,179 5,713	Pkgs. 326 65 856 66
	85	7	525	617	7,802	617	7,892	1,183 31
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 56 352	Pkgs. 8 370	Pkgs. 1,205	Pkgs. 64 1,927	Pkgs. 1,803 11,371	Pkgs. 64 1,927	Pkgs. 1,893 11,371	Pkgs. 283 95 1,705 77
	408	378	1,205	1,991	13,264	1,991	13,264	1,089 72
Spikes, Nails, Tacks, Brads, and Springs.....	Pkgs. 459 53	Pkgs. 87	Pkgs. 328	Pkgs. 459 468	Pkgs. 6,811 5,971	Pkgs. 459 468	Pkgs. 6,811 5,971	Pkgs. 1,021 65 895 69
	512	87	328	927	12,732	927	12,732	1,917 34

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Stoves, and all other Iron Castings.....	Great Britain..... United States.....	Pkgs. 427 450	Pkgs. 1,137 2,588	Pkgs. 427 4,170	\$ 2,151 61,272	\$ 427 4,170	\$ 2,151 61,272	\$ 323 15 9,192 70
	877	1,137	2,588	4,597	63,423	4,597	63,423	9,515 85
Other Hardware.....	Great Britain..... United States..... France..... Germany.....	Pkgs. 9,995 2,288 6 12	Pkgs. 157 922	Pkgs. 10,152 19,417 6 12	Pkgs. 205,073 341,353 147 514	Pkgs. 10,152 19,022 6 12	Pkgs. 205,073 338,393 147 514	Pkgs. 30,760 38 50,767 55 21 93 76 90
	12,301	1,079	16,207	29,587	547,087	29,192	544,127	81,616 76
Jewellery and Watches.....	Great Britain..... United States..... France..... Germany.....	Pkgs. 206 15 6 1	Pkgs. 22 306	Pkgs. 206 343 6 1	Pkgs. 69,483 26,386 6,386 3,266	Pkgs. 215 343 5 1	Pkgs. 82,679 26,386 3,380 3,266	Pkgs. 12,401 74 3,967 70 508 45 489 90
Lumber—Sawn and 'Plank, not being of Mahogany, Rosewood, Walnut, Chestnut, or Cherry, or not imported from B. N. A. Provinces.....	United States.....	228	306	556	104,470	564	115,721	17,357 79
							14,931	2,239 46

Leather	1,165 31	Pkgs. 29 1	Pkgs. 29 1	Pkgs. 145 322 1	Pkgs. 48,410 13,001 356	Pkgs. 47,838 13,001 356	Pkgs. 7,175 1,949 75 63 21
Great Britain.....	29	29	29	322	322	322	75
United States.....	1	1	1	1	1	1	21
France							
Leather—Sheep, Calf, Goat, and Chamois Skins—dressed	176	30	262	468	61,767	467	9,178 06
Great Britain.....	29	5	5	29	16,294	29	2,443 97
United States.....	4	2	2	9	216	9	32 40
France				2	1,336	2	200 40
Linen	35		5	40	17,846	40	2,676 77
Great Britain.....	Pkgs. 1,482 13	Pkgs. 12	Pkgs. 31	Pkgs. 1,482 56	Pkgs. 261,388 3,906	Pkgs. 1,506 56	Pkgs. 39,511 3,906
United States.....							15 78
Great Britain.....	1,495	12	31	1,538	265,294	1,562	267,317
United States.....							40,096 93
Locomotive Engines and Rail-road Cars.....			Number.....	Number.....	Number.....	Number.....	
Great Britain.....			2	2	20,900	1	1,959
United States.....				2		2	293 85
							3,000 00
Maccaroni and Vermicelli	Lbs 217 276		Lbs 217 276	Lbs 30 21	Lbs. 217 276	30 21	4 50 3 09
Great Britain.....							
France	493			493	51	493	3,293 85
Maps, Charts, and Atlases.....	Pkgs. 6 30	Pkgs. 8	Pkgs. 101	Pkgs. 6 139	Pkgs. 6 139	Pkgs. 6 139	
Great Britain.....							
United States.....							
Manufactures of Marble or Limestone, or other than rough Slabs or Blocks	Pkgs. 56 907 2	Pkgs. 15	Pkgs. 4,525	Pkgs. 56 5,447 2	Pkgs. 353 12,079 292	Pkgs. 56 5,447 2	Pkgs. 353 12,079 292
Great Britain.....							
United States.....							
Italy	965	15	4,526	6,505	12,724	6,505	12,724
							1,907 67

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

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

Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone or Willow, not elsewhere specified	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	135	.....	135	12,962	135	12,962	1,944 20
	6	42	651	12,117	630	12,219	1,832 85
	12	2	14	602	14	602	90 30
	153	44	583	780	26,281	779	25,783
Manufactures of Bone Shell, Horn, Pearl, and Ivory.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	80	3	17	80	5,680	80	5,680
	3	3	23	1,802	23	1,802	852 00
	83	3	17	103	7,482	103	7,482
	164	19	340	164	35,319	164	35,319
Manufactures of Gold, Silver, or Electro Plate, &c.....	71	19	340	430	11,537	430	11,537
	235	• 19	340	594	52,856	594	52,856
	46	75	175	46	6,827	46	6,827
	72	1	.....	322	9,086	322	9,086
	119	75	175	1	363	1	363
Manufactures of Brass or Copper	Great Britain.....	.....	369	16,278	369	16,278	2,441 97
	United States .....	.....	.....	.....	.....	.....	.....
	France .....	.....	.....	.....	.....	.....	.....
	49	68	253	49	11,830	49	11,830
	78	3	.....	399	16,004	399	16,004
Manufactures of Leather, or Imitation of Leather	Great Britain.....	.....	3	1,502	3	1,502	1,774 70
	United States .....	.....	.....	.....	.....	.....	2,400 91
	France .....	.....	.....	.....	.....	.....	225 30
	130	68	253	451	29,336	451	29,336
	206	76	697	206	28,658	206	28,658
Boots and Shoes	55	.....	828	24,160	828	24,150	4,298 20
	261	76	697	1,034	52,808	1,034	52,808
							7,920 36

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Harness and Saddlery.....	Great Britain.....	Pkgs. 5	Pkgs. 111	Pkgs. 91	Pkgs. 5	\$ 833	Pkgs. 5	\$ 833	\$ 127 95
	United States	Pkgs. 43	Pkgs. 111	Pkgs. 91	Pkgs. 245	\$ 4,840	Pkgs. 245	\$ 4,840	725 81
		Pkgs. 48	Pkgs. 111	Pkgs. 91	Pkgs. 250	\$ 5,693	Pkgs. 250	\$ 5,693	853 76
Manufactures of Wood, not elsewhere specified.....									
	Great Britain.....					702			105 30
	United States					100,314			100,314 15,047 75
						101,016			101,016 15,153 05
Mowing, Reaping, and Threshing Machines.....									
	Great Britain.....	Pkgs. 1	Pkgs. 14	Pkgs. 16	Pkgs. 1	\$ 29	Pkgs. 1	\$ 29	4 35
	United States	Pkgs. 40	Pkgs. 14	Pkgs. 16	Pkgs. 70	\$ 5,744	Pkgs. 70	\$ 5,744	861 79
		Pkgs. 41	Pkgs. 14	Pkgs. 16	Pkgs. 71	\$ 5,773	Pkgs. 71	\$ 5,773	866 14
Musical Instruments.....									
	Great Britain.....	Pkgs. 48	Pkgs. 57	Pkgs. 701	Pkgs. 48	\$ 5,022	Pkgs. 72	\$ 11,108	1,866 20
	United States	Pkgs. 81	Pkgs. 5	Pkgs. 31	Pkgs. 839	102,394	Pkgs. 823	99,236	14,885 80
	France.....	Pkgs. 11	Pkgs. 3	Pkgs. 3	Pkgs. 11	2,412	Pkgs. 11	2,412	381 80
	Germany.....	Pkgs. 28	Pkgs. 3	Pkgs. 3	Pkgs. 31	3,702	Pkgs. 37	4,662	639 31
	Prussia.....					305	Pkgs. 3	305	45 75
		Pkgs. 168	Pkgs. 63	Pkgs. 701	Pkgs. 932	\$ 113,835	Pkgs. 946	\$ 117,723	17,858 86

Mustard	Great Britain.....	Lbs. 71,036 3	Lbs. 20.....	Lbs. 371.....	Lbs. 71,036 394	10,056 30	Lbs. 80,943 394	11,419 30	1,713 450
	United States.....	71,030	20	371	71,430	10,086	81,337	11,449	1,717 81
Machinery, not elsewhere specified	Great Britain.....	Pkgs. 149	Pkgs. 241	Pkgs. 3,069	Pkgs. 149	7,897 146,515	Pkgs. 149 3,772	7,897 147,243	1,184 22,086
	United States.....	446	.....	3,756	.....	.....	.....	.....	55 53
Oil Cloths	Great Britain.....	595	241	3,069	3,905	154,412	3,921	155,140	23,271 08
	United States.....	72	44	291	Pkgs. 329 407	20,860 12,006	Pkgs. 329 407	20,860 12,006	3,128 1,800
Oils, rectified or prepared.....	Great Britain.....	401	44	291	736	32,866	736	32,866	4,928 87
	United States.....	10,756	614	4,337	Galls. 10,750 8,505 5,065 245	7,915 8,268 4,877 242	Galls. 13,549 13,410 13,248 245	9,047 9,059 12,833 242	1,357 1,359 1,924 242
Oils, of all kinds Crude, except Whale Oil and others, elsewhere specified	France	3,564	2,506	.....	.....	.....	.....	.....	05 02
	Italy	2,559	245	.....	.....	.....	.....	.....	95 30
Opium	United States.....	17,108	3,120	4,337	24,565	21,302	40,452	31,181	4,677 32
	.....	.....	.....	Galls. 168	Galls. 168	88	Galls. 168	88	13 20
Packages	United States.....	Pkgs. 1	Pkgs. 1	Pkgs. 5	Pkgs. 7	4,524	Pkgs. 7	4,524	678 59
	.....	.....	.....	.....	.....	11,832 18,024 13,050 3,011	.....	.....	41,075
.....	Great Britain.....	.....	.....	.....	.....	11,166 11,549 9,342 1,217	.....	.....	.....
	United States.....	.....	.....	.....	.....	.....	.....	.....	2,632 1,401 1,182 148
	France .....	.....	.....	.....	.....	.....	.....	.....	27 27 55 05
	Germany .....	.....	.....	.....	.....	.....	.....	.....	72 75 30 45
	Spain .....	.....	.....	.....	.....	.....	.....	.....	8 10 9 45
	Holland .....	.....	.....	.....	.....	.....	.....	.....	60
	Portugal .....	.....	.....	.....	.....	.....	.....	.....	60
	Prussia .....	.....	.....	.....	.....	.....	.....	.....	60
	British West Indies .....	.....	.....	.....	.....	.....	.....	.....	60
	Spanish West Indies .....	.....	.....	.....	.....	.....	.....	.....	60
	British North American Provinces .....	.....	.....	.....	.....	.....	.....	.....	60

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	\$	\$	cts.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Paints and Colors	Great Britain	1,060	Pkgs.	Pkgs.	1,060	18,523	20,043	3,006	25
	United States	363	118	118	2,141	18,442	2,147	19,176	14
		1,423	118	1,660	3,201	36,965	3,306	39,219	39
Paper	Great Britain	932	Pkgs.	Pkgs.	932	18,678	1,129	20,233	5
	United States	61	226	502	789	7,918	789	7,918	85
	France	29	.....	.....	29	1,336	29	1,336	40
		1,022	226	502	1,750	27,932	1,947	29,487	30
Paper Hangings	Great Britain	621	Pkgs.	Pkgs.	621	24,053	629	25,685	58
	United States	79	100	280	459	14,117	459	14,117	34
	France	1	.....	.....	1	53	1	53	7
		701	100	280	1,081	39,123	1,089	39,855	87
Parasols and Umbrellas	Great Britain	62	Pkgs.	Pkgs.	62	16,125	62	16,125	87
	United States	1	.....	1	7	383	2	7	105
	France	64	.....	.....	1	1	1	383	57
					65	15,515	65	15,515	45
									57
									37

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Lbs.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Spices, including Ginger, Pinen-	Great Britain.....	Lbs.	Lbs.	Lbs.	\$	\$	\$	\$	\$
to, and Pepper, unground	United States.....	43,483	68,389	43,483	3,838	60,015	5,491	823	72
		25,693	724	94,966	8,038	71,496	6,119	917	89
	69,176			68,389	138,289		131,511		1,741
							11,610		61
Spirits of Turpentine,.....	United States.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		
		13,408	197	8,098	21,703	7,914	21,703	7,914	1,186
Stationery	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.		
	United States.....	2,444	92	689	2,444	118,300	2,515	121,077	18,161
	France	7	3	96	877	12,325	877	12,325	45
	Germany				7	888	7	888	1,848
					3	363	3	363	133
									15
									54
									35
	2,546		96	689	3,331	131,876	3,402	134,653	20,197
Steam Engines, other than Lo-	United States.....	No.	No.	No.	No.	No.	No.	No.	No.
cotractive		3	1	2	6	7,304	6	7,304	1,095
Small Wares.....	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
	United States.....	1,411	255	2,476	1,411	316,561	1,402	316,966	47,544
	France	212	10	1	2,943	68,949	2,940	58,794	98
	Germany	9			10	1,881	10	1,881	8,804
					10	1,179	10	1,179	10
									282
									10
									176
									82
	1,642		256	2,476	4,374	378,570	4,362	378,720	56,807
									92

Tobacco Pipes	Great Britain.....	Pkgs. 7 2 3	Pkgs. 1 1 1	Pkgs. 14 11 14	Pkgs. 7 17 4	411 860 686	411 860 686	61 128 102	65 95 85
	United States.....	12	2	14	28	1,957	28	1,957	293 45
Toys	Great Britain.....	Pkgs. 42 54 48	Pkgs. 62 55	Pkgs. 11 11 11	Pkgs. 42 230 103	1,358 2,708 3,760	Pkgs. 42 230 103	1,358 2,708 3,760	203 80 406 27 564 09
	United States.....	144	117	114	375	7,826	375	7,826	1,174 16
Varnish—other than Black or Bright	Great Britain.....	Pkgs. 11 160	Pkgs. 28	Pkgs. 18 18 18	Pkgs. 11 624 7,499	Pkgs. 16 376	Pkgs. 16 376	990 7,499	148 50 1,125 03
	United States.....	171	28	188	387	8,123	392	8,489	1,273 53
Woollens	Great Britain.....	Pkgs. 6,675 216 4	Pkgs. 196 1	Pkgs. 77 5 9	Pkgs. 6,675 1,186 5 9	1,964,201 62,535 1,976 3,905	Pkgs. 6,769 1,129 5 9	1,983,412 56,672 1,976 3,005	297,512 50 8,501 30 296 50 451 14
	United States.....	6,904	197	774	7,875	2,031,717	7,912	2,045,065	306,761 44
Unenumerated Articles	Great Britain.....	.....	.....	.....	.....	37,773 167,494 2,430 13 45 135	.....	43,113 165,549 2,388 13 45 135	6,467 92 24,833 25 368 80 2 00 7 05 20 65
	United States.....	.....	.....	.....	.....	207,850	.....	211,243	31,659 67
GOODS PAYING 10 PER CENT. AD VALOREM.	Sole and Upper Leather.....	Pkgs. 160 6 1 2	Pkgs. 19	Pkgs. 160 25 1 2	Pkgs. 34,312 157 1 2	Pkgs. 160 25 1 2	Pkgs. 34,312 157 1 2	3,431 20 15 70 54 20 110 31	3,611 41
	Great Britain.....	169	19	.....	188	36,114	188	36,114	3,611 41

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.	
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Duty.
GOODS PAYING 10 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.	Pkgs.	\$	\$	\$ cts.
Fruits of all kinds, green	Great Britain.....	29	435	29	44	44	4 46
	United States.....	1,203	634	5,024	18,161	18,161	1,816 25
	Italy.....			634	988	988	98 85
		1,238	1,069	3,380	19,193	19,193	1,919 56
Hay, Straw, and Bran		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
		15	.....	16	9	16	0 93
Seeds—other than Cereals	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
Great Britain.....	43	48	43	847	32	746	74 55
United States.....	15	26	28	1,761	238	1,761	176 02
France			26	68	26	68	6 72
	58	74	175	307	2,676	296	2,575
Vegetables .....		.....	.....	.....	14,440	.....	14,440
Trees, Plants, and Shrubs	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
Great Britain.....	9	236	563	9	206	9	206
United States.....	277	236	1,076	23,194	1,076	3	23,194
Germany	3		3	32	3	32	3 28
	289	236	563	1,088	23,432	1,088	23,432

GOODS PAYING 5 PER CENT. AD VALOREM.													
Printed Books, Periodicals, and Pamphlets.....		Great Britain.....		Pkgs.		Pkgs.		Pkgs.		Pkgs.		Pkgs.	
United States.....	428	428	4,648	2,037	5,564	2,037	5,564	202,690	148,159	2,037	202,690	10,134	70
France	1	1	2	488	1	1	3	99	223	5	148,159	7,408	35
Germany	1	1	2	1	1	1	3	99	223	1	99	5	10
Iron	2,527	430	4,648	2,527	430	4,648	7,605	351,171	7,605	351,171	7,605	11	20
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	388,570	62,583	.....	387,458	19,373	57
United States.....	.....	.....	.....	.....	.....	.....	.....	62,583	.....	62,583	3,129	55	
Type	584	25	4	Pkgs.	Pkgs.	Pkgs.	Pkgs.	21,303	8,327	Pkgs.	616	1,001	08
Great Britain.....	.....	.....	184	25	4	584	213	8,327	213	.....	8,327	416	35
United States.....	.....	.....	184	609	4	184	797	29,630	829	.....	21,823	1,507	43
FREE GOODS.						Pkgs.	Pkgs.			Pkgs.	616	1,507	43
ARTS AND SCIENCES.							Pkgs.			Pkgs.	8,327		
Anatomical Preparations							4	4	97	Pkgs.	4	97	.....
Busts, Casts, and Statues.....							Pkgs.	1	150	Pkgs.	1	150	.....
Drawings (not in oil)							Pkgs.	11	159	Pkgs.	11	159	.....
Gems and Medals							Pkgs.	8	973	Pkgs.	8	973	.....
Great Britain.....							1	16	423	.....	16	423	.....
United States.....							9	15	24	.....	24	1,396	.....
Paintings in Oil.....							Pkgs.	1	100	Pkgs.	1	100	.....
Great Britain.....							1	7	351	.....	10	351	.....
United States.....							2	2	451	.....	11	451	.....

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.	Duty.
FREE GOODS.—ARTS AND SCIENCES. <i>Continued.</i>		Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.....	Great Britain.....	6	1	125	6	104	104	
United States	United States	11	1	137	3,118	137	3,118	
DRUGS, DYE STUFFS, OILS, AND COLORS, NOT ELSEWHERE SPECIFIED.		Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	
Acids, Alum, Antimony, and Argol	Great Britain	531	8	69	531	6,658	6,658	
United States	United States	76	8	69	153	1,293	1,293	
France	France	1	1	1	144	1	144	
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	Great Britain	608	8	69	685	8,095	8,095	
United States	United States .....	.....	.....	.....	.....	15,799	15,799	
.....	.....	.....	.....	.....	.....	46,312	46,312	
.....	.....	.....	.....	.....	.....	62,111	62,111	
Bleaching Powders and Borax ..	Great Britain	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
United States	United States	8,875	.....	1,576	8,875	1,522	8,875	
.....	.....	8,875	.....	1,576	1,576	1,36	1,576	
Colors and other Articles imported by Room Paper Makers and Stainers	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
United States	United States	63	.....	31	63	3,339	63	
.....	.....	63	.....	31	31	1,199	31	
.....	.....	.....	.....	.....	94	4,538	94	

Cream of Tartar in Crystals	Great Britain	Lbs. 4,495	Lbs. 14,633	Lbs. 4,495	Lbs. 14,633	Lbs. 958	Lbs. 4,495	Lbs. 958
	United States	4,495	14,633	14,633	14,633	439	14,633	439
Indigo	Great Britain	Lbs. 2,719	Lbs. 1,417	Lbs. 2,719	Lbs. 2,021	2,082	2,719	2,082
	United States	604	1,417	1,417	1,597	1,597	2,021	1,597
	3,323	1,417	4,740	3,679	4,740	4,740	3,679	3,679
Lead—red and white, dry	Great Britain	Cwt. 1,139	Cwt. 1,139	Cwt. 15,293	Cwt. 1,139	15,293	1,139	1,139
	United States	14	14	279	14	279	14	279
	1,153	1,153	15,572	1,153	15,572	1,153	15,572	15,572
Nitre, Sal Ammoniac, Sal Soda, Sulphur, Soda Ash, Soda Crustic, &c.	Great Britain	Cwt. 3,195	Cwt. 3,195	Cwt. 10,503	Cwt. 3,195	10,503	10,503	10,503
	United States	31	22	747	2,707	777	2,707	2,707
	3,226	22	694	3,942	13,210	3,942	13,210	13,210
Ochres and Metallic Oxides, dry, ground or unground, &c.	Great Britain	Cwt. 33	Cwt. 33	Cwt. 409	Cwt. 33	409	409	409
	United States	1	9	10	10	115	115	115
	France	130	130	130	646	130	646	646
	164	9	173	1,170	173	1,170	1,170	1,170
Oils—Ocoanut, Palm, and Pine, in their natural state	Great Britain	Galls. 251	Galls. 12,551	Galls. 251	Galls. 13,198	90	251	90
	United States	253	394	12,551	3,597	13,198	13,198	3,597
	504	394	12,551	13,449	3,687	13,449	13,449	3,687
Phosphorus, Brimstone, and Sul- phur, in roll or flour	Great Britain	Lbs. 225,199	Lbs. 232,000	Lbs. 225,199	Lbs. 232,825	6,921	225,199	6,921
	United States	358	466	232,000	23,804	5,115	232,825	5,115
	France	23,804	466	232,000	481,828	1,296	23,804	1,296
	249,362	466	481,828	13,302	481,828	13,302	481,828	13,302

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

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

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

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Hundred. \$	Hundred. \$
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>				Hundred.			
Drain Tiles	United States		4		4	49	99
Duck for Belting and Hose	United States	Pkgs. 24		Pkgs. 12	Pkgs. 36	Pkgs. 3,318	3,318
Emery Glass, and Sand Paper, and Cloth	Great Britain	Pkgs. 9		Pkgs. 9	Pkgs. 112	Pkgs. 112	
	United States	17		246	2,113	2,113	
		26		246	272	272	
Farming Implements and Utensils imported by Agricultural Societies	Great Britain	Pkgs. 1		Pkgs. 1	Pkgs. 39	Pkgs. 39	
	United States	1		1	304	304	
		2		2	343	343	
Fire Brick	Mille. 8	Mille. 15		Mille. 8	Mille. 254	Mille. 254	
	Great Britain			89	9,677	9,677	
	United States			280	280	280	
	176						
	184						
Fire Engines—Steam, imported by Municipal Corporations	United States	No. 1		No. 1	No. 1	No. 1	695

Fishing Hooks, Nets and Seines, Lines and Twines.....	Pkgs. 98 134	Pkgs. 28 228	Pkgs. 98 233	Pkgs. 98 595	Pkgs. 15,718 19,811	Pkgs. 98 595	Pkgs. 15,718 19,811
Goldbeaters' Brin Moulds and Skins.—Gold, Silver, and Plates' Leaf	Pkgs. 2 11	Pkgs. 2 59	Pkgs. 2 70	Pkgs. 2 70	Pkgs. 2,056 3,585	Pkgs. 2 70	Pkgs. 2,056 3,585
Junk and Oakum	Cwt. 3 210	Cwt. 3 98	Cwt. 3 78	Cwt. 3 1,096	Cwt. 9 6,264	Cwt. 3 1,096	Cwt. 9 6,264
Junk and Oakum	Cwt. 3 213	Cwt. 3 98	Cwt. 3 78	Cwt. 3 1,099	Cwt. 9 6,273	Cwt. 3 1,099	Cwt. 9 6,273
Hoop Skirt, Manufacture—Arti- cles for	Pkgs. 2 2	Pkgs. 2 176	Pkgs. 2 176	Pkgs. 2 176	Pkgs. 338 13,801	Pkgs. 2 176	Pkgs. 338 13,801
Lithographic Stones.....	M. Feet. 349	M. Feet. 12	M. Feet. 1	M. Feet. 1	M. Feet. 10,515	M. Feet. 481	M. Feet. 10,515
Lumber—Plank and Sawed, of Mahogany, Rosewood, Wal- nut, Cherry, Chestnut, and Pitch Pine	Pkgs. 9 1	Pkgs. 9 1	Pkgs. 9 7	Pkgs. 9 8	Pkgs. 3,294 491	Pkgs. 9 8	Pkgs. 3,294 491
Material for Hats, Boots, and Shoes.....	M. Feet. 349	M. Feet. 12	M. Feet. 1	M. Feet. 1	M. Feet. 10,515	M. Feet. 481	M. Feet. 10,515
Machine Linen Thread and Silk Twist.....	Pkgs. 91 9	Pkgs. 91 1	Pkgs. 91 28	Pkgs. 91 38	Pkgs. 35,857 2,123	Pkgs. 91 38	Pkgs. 35,857 2,123
	100	1	28	129	37,980	129	37,980

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

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

<i>Straw Plaits, Tuscan, and Grass, fancy</i>	<i>Great Britain.....</i>	Pkgs. 74	Pkgs. 74	Pkgs. 74	Pkgs. 74	Pkgs. 74	Pkgs. 74
<i>United States.....</i>	<i>United States.....</i>	6	67	67	67	11,054	11,054
		80	.....	67	147	20,810	147
							20,810
<i>Veneering of Wood or Ivory</i>	<i>Great Britain.....</i>	Pkgs. 2	Pkgs. 2	Pkgs. 2	Pkgs. 2	Pkgs. 2	Pkgs. 2
<i>United States.....</i>	<i>United States.....</i>	33	2	66	101	11,184	101
		35	2	66	103	11,233	103
							11,233
<i>Wire Cloth of Brass or Copper</i>	<i>Great Britain.....</i>	Cwt. 5	Cwt. 5	Cwt. 5	Cwt. 5	Cwt. 5	Cwt. 5
<i>United States.....</i>	<i>United States.....</i>	3	.....	56	59	1,102	59
		8	.....	56	64	1,336	64
							1,336
<i>SHIP'S MATERIALS.</i>							
<i>Anchors, Chain Cables, Shackles, Riders and Sheaves</i>	<i>Great Britain.....</i>	Cwt. 192	Cwt. 192	Cwt. 192	Cwt. 192	Cwt. 192	Cwt. 192
<i>United States.....</i>	<i>United States.....</i>	5	163	17	175	1,681	175
		197	153	17	367	3,879	367
							3,879
<i>Binnacle and Signal Lamps, Dead Eyes and Dead Lights</i>	<i>United States.....</i>	No. 8	No. 2	No. 10	No. 92	No. 10	No. 92
<i>Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and travelling Trucks</i>	<i>Great Britain.....</i>	Pkgs. 40	Pkgs. 15	Pkgs. 75	Pkgs. 40	Pkgs. 40	Pkgs. 40
<i>United States.....</i>	<i>United States.....</i>	86	.....	75	176	3,176	176
		126	15	75	216	5,381	216
							5,381
<i>Bunting and Wire Rigging</i>	<i>Great Britain.....</i>	Pkgs. 65	Pkgs. 15	Pkgs. 65	Pkgs. 4,319	Pkgs. 65	Pkgs. 4,319
<i>United States.....</i>	<i>United States.....</i>	65	.....	15	407	15	407
<i>Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails</i>	<i>United States.....</i>	Pkgs. 4	Pkgs. 3	Pkgs. 7	Pkgs. 51	Pkgs. 7	Pkgs. 51

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Total Value.	Value.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>								
Cables, Hemp and Grass, Cordage and Sail Cloth, when used for ships only	Great Britain..... United States.....	Pkgs. 87 117	Pkgs. 29	Pkgs. 439	Pkgs. 87 585	\$ 5,871 25,232	\$ 87 585	\$ 5,871 25,232
Varnish, bright and black, when used for ships only	United States.....	Pkgs. 204	Pkgs. 29	Pkgs. 439	Pkgs. 672	\$ 31,103	\$ 672	\$ 31,103
Varnish, bright and black, when used for ships only	United States.....	Galls. 5	Galls. 4	Galls.	Galls. 9	12	Galls. 9	12
METALS.								
Brass, Bar, Rod, Sheet and Scrap	Great Britain..... United States.....	Cwt. 27 1	Cwt.	Cwt. 50	Cwt. 27 51	\$ 1,032 1,774	Cwt. 27 51	\$ 1,032 1,774
Crank and Shafts for Steam-boats and Mills, rough	United States.....	Cwt. 28	Cwt.	Cwt. 50	Cwt. 28	\$ 2,806	Cwt. 27 51	\$ 2,806
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing, etc.	Great Britain..... United States.....	Cwt. 811 41	Cwt. 7 25	Cwt. 368	Cwt. 62	\$ 818 434	Cwt. 2,877	\$ 2,877
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain..... United States.....	Cwt. 852	Cwt. 32	Cwt. 368	Cwt. 1,252	\$ 27,630	Cwt. 1,252	\$ 27,630
88								
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing, etc.	Great Britain..... United States.....	Cwt. 26,700 1	Cwt. 30	Cwt. 14,230	Cwt. 26,700 14,261	\$ 47,467 54,611	Cwt. 26,700 14,261	\$ 47,467 54,611
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain..... United States.....	Cwt. 26,701	Cwt. 30	Cwt. 14,230	Cwt. 40,961	\$ 102,078	Cwt. 40,961	\$ 102,078

<i>Locomotive Engine Frames, Axles, Crank, Hoop Iron, or Steel for Tires, Bent and Welded Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.</i>	<i>Great Britain</i>	15,395	15,395
	<i>United States</i>	20,920	20,920
		36,515	36,515
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>3,307</i>	<i>5</i>	<i>3,307</i>	<i>3,307</i>
		<i>747</i>	<i>752</i>
<i>8,307</i>	<i>5</i>	<i>4,059</i>	<i>4,059</i>
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>363</i>	<i>189</i>	<i>363</i>	<i>363</i>
		<i>2,519</i>	<i>22,338</i>
<i>19,933</i>	<i>189</i>	<i>2,519</i>	<i>22,701</i>
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>4,161</i>	<i>2</i>	<i>4,161</i>	<i>4,161</i>
		<i>1</i>	<i>3</i>
<i>4,161</i>	<i>2</i>	<i>1</i>	<i>4,164</i>
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>6,208</i>	<i>415</i>	<i>6,208</i>	<i>6,208</i>
		<i>1,291</i>	<i>23,156</i>
<i>6,217</i>	<i>415</i>	<i>867</i>	<i>7,499</i>
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>507</i>	<i>1</i>	<i>45</i>	<i>507</i>
			<i>46</i>
<i>507</i>	<i>1</i>	<i>45</i>	<i>553</i>
<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
<i>2,924</i>	<i>53</i>	<i>2,924</i>	<i>2,924</i>
		<i>294</i>	<i>364</i>
<i>2,941</i>	<i>53</i>	<i>294</i>	<i>3,288</i>
<i>Tin, in Bar, Blocks, Pig, or Granulated</i>	<i>Great Britain</i>	19,241	19,241
	<i>United States</i>		
<i>Tubes and Piping of Brass, Cop- per, or Iron (Drawn)</i>	<i>Great Britain</i>		
	<i>United States</i>		

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS— METALS .—Continued.		Cwt.		Cwt.	Cwt.	\$	Cwt.	\$
Type Metal, in Blocks or Pigs ..	United States.....	2	.....	1	3	131	3	131
Wire, of Brass or Copper, Round or Flat	Great Britain.....	Cwt. 454	.....	Cwt. 434	Cwt. 434	2,910 2,855	Cwt. 434	2,910 2,855
	United States.....	4	.....	124	128	128	128	128
		458	.....	124	562	5,765	562	5,765
NATURAL PRODUCTS.		Pkgs.		Pkgs.	Pkgs.		Pkgs.	
Bristles	Great Britain.....	Pkgs. 28	.....	Pkgs. 28	Pkgs. 28	9,124 5,255 290 303	Pkgs. 28	9,124 5,255 290 303
	United States.....	1	.....	26	27	1	27	1
	France	1	.....	.....	1	.....	1	.....
	Germany	1	.....	.....	1	.....	1	.....
		31	.....	26	57	14,972	57	14,972
Broom, Corn	United States.....	Pkgs. 231	.....	Pkgs. 2,727	Pkgs. 2,994	84,363	Pkgs. 2,994	84,363
Catgut, or India Rubber and Gutta Percha, unmanufactured	Great Britain.....	Pkgs. 1	.....	Pkgs. 1	Pkgs. 1	45	Pkgs. 1	45
	United States.....	1	.....	9	10	683	10	683
		2	.....	9	11	728	11	728
Coal and Coke	United States.....	Tons. 60,314	Tons. 11,142	Tons. 43,283	Tons. 114,739	499,660	Tons. 114,739	499,660

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	1	1	1	1	1	1	1
Diamonds and Precious Stones							
Great Britain							
United States	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
206	323	700	1,711	359	206	359	103
688	323	700	1,711	9,563	1,711	9,563	45
894	323	700	1,917	9,922	1,917	9,922	148
Eggs							
Great Britain							
United States	60	210	391	604	94	60	94
3	210	391	604	174	604	174	174
63	210	391	664	268	664	268	268
Emery							
Great Britain							
United States	20	20	20	20	20	20	20
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes							
Great Britain							
United States	89	89	89	1,799	89	1,799	1,799
5	259	234	234	5,132	234	5,132	5,132
94	220	323	323	6,931	323	6,931	6,931
Fire Clay							
Great Britain							
United States	17	12	109	17	17	86	86
17	12	109	121	452	121	452	452
Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
17	12	109	138	538	138	538	538
Fire Wood							
United States	1,781	6,923	8,704	19,319	8,704	19,319	19,319
Fish, fresh							
United States	47	416	560	9,469	1,023	9,489	9,489

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Flour of Wheat and Rye	United States.....	Brls. 2,969	Brls. 2,460	Brls. 2,910	Brls. 8,339	\$ 41,087	Brls. 8,339	\$ 41,087
Flax, Hemp and Tow, undressed	Great Britain.....	Cwt. 990	Cwt. 31	Cwt. 1,206	Cwt. 990	3,130	Cwt. 990	3,139
	United States.....	227	31	1,206	1,464	28,223	1,464	28,223
Furs, Skins, and Tails, undressed	Great Britain.....	1,217	31	1,206	2,454	28,362	2,454	28,362
	United States.....							
Grain of all kinds, except Indian Corn and Wheat.....	United States.....	Pkgs. 1	Pkgs. 39	Pkgs. 13	Pkgs. 1	51	Pkgs. 1	51
		12	39	13	64	5,098	64	5,098
Gravels	Great Britain.....	13	39	13	65	5,149	65	5,149
	United States.....							
Grease and Grease Scrap	United States.....	Bush. 99,557	Bush. 104,216	Bush. 990	Bush. 204,763	199,100	Bush. 204,763	199,100
		Tons. 6	Tons. 7	Tons. 6	Tons. 7	38	Tons. 6	38
Gypsum and Plaster of Paris, not ground nor calcined	United States.....	Lbs. 26,493	Lbs. 7,075	Lbs. 5,254	Lbs. 38,822	2,762	Lbs. 38,822	2,762
		Tons. 1,833	Tons. 14	Tons. 1,847	Tons. 5,148	Tons. 1,847	Tons. 5,148	Tons. 5,148

Hair		Great Britain		Lbs.		Lbs.		Lbs.		Lbs.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	1,651 440	70	4,900	1,651 5,410	1,617	496	1,651 5,410	1,617	496	1,651 5,410	1,617
United States	2,091	70	4,900	7,061	2,113	7,061	7,061	2,113	7,061	7,061	2,113
Hay	Tons. 50	Tons. 4	Tons. 54	686	Tons. 54	686	Tons. 54	686	Tons. 54	686
Hides, Horns and Pelts	Cwt. 4 2,227	Cwt. 4 1,604	Cwt. 4 6,879	80	Cwt. 4 10,710	80	Cwt. 4 10,710	80	Cwt. 4 10,710	80
Great Britain
United States
Hops	Lbs. 3,903 3,725	Lbs. 6,141	Lbs. 22,674	3,903 32,540	Lbs. 3,903 4,376	1,330 32,540	Lbs. 3,903 32,540	1,330 32,540	Lbs. 3,903 32,540	1,330 32,540
Great Britain
United States
Indian Corn	Bush. 7,628	Bush. 6,141	Bush. 22,674	36,443	Bush. 6,141	5,706	Bush. 6,141	5,706	Bush. 6,141	5,706
Indian Meal	Bush. 320,661	Bush. 259,269	Bush. 35,912	375,290	Bush. 615,842	375,290	Bush. 615,842	375,290	Bush. 615,842	375,290
Manilla Grass and Sea Grass	Brls. 3,336	Brls. 1,342	Brls. 778	13,980	Brls. 5,456	13,980	Brls. 5,456	13,980	Brls. 5,456	13,980
Manures	Cwt. 5	Cwt. 2	Cwt. 897	904	Cwt. 4,113	904	Cwt. 4,113	904	Cwt. 4,113	904
Marble, unwrought
United States
Italy
Marble, unwrought	Pkgs. 54 3,795	Pkgs. 98 93	Pkgs. 3,556	54 7,450	Pkgs. 54 27,857	783 3633	Pkgs. 54 7,450	783 3633	Pkgs. 54 7,450	783 3633
United States
Italy
Marble, unwrought	3,943	98	3,556	7,597	29,003	7,597	29,003	7,597	29,003	7,597

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

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

Salt.....	Bush. 918 215,647	Bush. 33,762	Bush. 949	Bus. 250,358	Bus. 66,824	Bus. 679	Bus. 250,358	Bus. 66,824	Bus. 679
Seeds, for Agricultural, Horticultural, or Manufacturing Purposes.....	Pkgs. 4,904 221 1	Pkgs. 90	Pkgs. 2,099	Pkgs. 4,904 2,410 1	Pkgs. 27,039 23,807 164	Pkgs. 4,904 2,410 1	Pkgs. 27,039 23,807 164	Pkgs. 27,039 23,807 164	Pkgs. 27,039 23,807 164
Stone, unwrought, and Slate.....	United States.....			7,315	51,010	7,315	51,010	7,315	51,010
Tanner's Bark	United States.....				15,374			15,374	
Tar and Pitch	Great Britain..... United States.....	Cords. 205	Cords. 205	1,184	Cords. 205	1,184	Cords. 205	1,184	Cords. 205
Teasels	United States.....	Brls. 3 .497	Brls. 23	Brls. 3 843	Brls. 51 2,402	Brls. 3 843	Brls. 51 2,402	Brls. 3 843	Brls. 51 2,402
Tobacco, unmanufactured	United States.....	Lbs. 14,821	Lbs. 137,449	Lbs. 2,057,571 2,909,841	Lbs. 249,108	Lbs. 2,207,159	Lbs. 2,207,159	Lbs. 2,207,159	Lbs. 2,207,159
Trees, Plants, and Shrubs, Bulbs, and Roots	Great Britain..... United States..... Germany.....	Pkgs. 10 276 1	Pkgs. 81	Pkgs. 308	Pkgs. 10 665 1	Pkgs. 542 25,001 45	Pkgs. 10 665 1	Pkgs. 542 25,001 45	Pkgs. 542 25,001 45
Turpentine—other than Spirits of United States.....		Galls. 2,258	Galls. 2,258	Galls. 271	Galls. 2,258	Galls. 271	Galls. 2,258	Galls. 271	Galls. 2,258

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
FREE GOODS.—NATURAL PRODUCTS.									
<i>Continued.</i>									
Vegetables	United States					\$ 14,016		\$ 14,016	
Whale Oil	United States	Galls.	Galls.	Galls.	1,276		Galls.		
		572	832	205	1,609		1,609	1,276	
Wheat	United States	Bush.	Bush.	Bush.	3,876,700	4,238,721	Bush.	3,878,700	
Wood, unmanufactured	United States								
						136,837		136,837	
Wool	Great Britain	Lbs.	Lbs.	Lbs.			Lbs.		
	United States	591,545	54,742	1,292,945	591,545	154,262	591,545	154,262	
		335,268			1,632,955	277,804	1,632,955	277,804	
		926,813	54,742	1,292,945	2,274,500	432,066	2,274,500	432,066	
Other Articles	Great Britain								
	United States					964		964	
						50,336		50,336	
Coin and Bullion						51,300		51,300	
								2,869,793	
								2,869,793	

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

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
From Great Britain.....	\$ 8,694,745	\$ 1,143,140	\$ 9,837,885	\$ 1,407,454 66
United States	3,912,368	10,118,972	14,031,340	1,674,271 56
France	136,016	3,242	139,258	68,236 33
Germany	57,631	942	58,573	20,796 40
Ireland	9,345	.....	9,345	10,030 03
Spain	60,387	.....	60,387	13,058 54
Portugal	7,964	.....	7,964	2,306 55
Prussia	1,342	.....	1,342	36 10
Italy	1,708	.....	1,708	206 72
China	58,973	.....	58,973	20,377 09
Other Foreign Countries	1,807	.....	1,807	270 53
British North American Provinces	259	.....	259	61 30
British West Indies	45,014	.....	45,014	21,629 94
Spanish West Indies	273,916	.....	273,916	123,840 82
Additional Duty per New Tariff, from 7th April, 1870 .....	.....	.....	.....	26,565 33
Foreign Reprints of British Copyright Works	13,260,385	11,267,534	24,528,019	2,389,212 45
Totals	13,262,323	11,267,534	24,530,457	2,389,212 45

PROVINCE OF QUEBEC.

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

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ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.								
Horses	Great Britain	No. 14	No. 56	No. 14 56 10	\$89 4,821 1,233	No. 14 56 10	\$89 4,821 1,233	\$188 00 535 60 108 30
United States	France	No. 10	No. 24	No. 56	No. 80	No. 80	No. 80	
Horned Cattle	Great Britain	No. 9	No. 22	No. 9 22	2,774 1,189	No. 9 22	2,774 1,189	90 00 160 81
United States		No. 9	No. 22	No. 31	3,963	No. 31	3,963	250 81
Swine	Great Britain	No. 19	No. 2,638	No. 19 2,642	353 43,713	No. 19 1,172	353 15,967	35 00 2,297 48
United States		No. 4	No. 23	No. 2,638	44,066	No. 1,191	16,320	2,332 48
Sheep	Great Britain	No. 79	No. 10	No. 79 10	1,825 56	No. 79 10	1,825 56	79 00 10 00
United States				No. 79	1,881	No. 89	1,881	89 00

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

Tinctures.....	United States.....	Galls. 181	Galls. 181	Galls. 248	Galls. 181	Galls. 248	Galls. 114 60
Brandy.....	Galls. 8,035	Galls. 517	Galls. 8,035 517 163,720 3,734	Galls. 9,088 1,207 165,157 2,379	Galls. 8,196 983 128,378 1,557 211 730	Galls. 9,887 179 152,728 520 665	Galls. 6,556 80 234 40 102,703 40 1,245 80 168 80 584 05
Great Britain.....	Galls. 161,757	Galls. 2,222	Galls. 1,963 2,222	Galls. 165,157 2,379	Galls. 1,557 211 730	Galls. 179 520 665	Galls. 6,556 80 234 40 102,703 40 1,245 80 168 80 584 05
United States.....	Galls. 1,512	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
France.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Germany.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Spain.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Holland.....	Galls. 121	Galls.	Galls.	Galls. 121	Galls. 90	Galls. 769	Galls. 616 20
British West Indies.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
B. N. A. Provinces.....	Galls. 171,425	Galls. 4,185	Galls. 517	Galls. 176,127	Galls. 177,921	Galls. 140,134	Galls. 112,108 45
Cin.....	Galls. 45,103	Galls.	Galls. 937	Galls. 45,103 937	Galls. 19,031 530	Galls. 33,441 365	Galls. 15,810 336
Great Britain.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls. 2,336	Galls. 26,752 80 293 80
United States.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls. 1,082	Galls. 1,868 80
France.....	Galls. 2,206	Galls.	Galls. 8,928	Galls.	Galls. 11,133	Galls. 21,314	Galls. 17,051 20
Germany.....	Galls.	Galls.	Galls. 4,105	Galls.	Galls. 4,512	Galls. 11,175	Galls. 8,940 42
Belgium.....	Galls. 164,232	Galls. 864	Galls. 25,708	Galls. 186,940	Galls. 66,492	Galls. 219,005	Galls. 85,249 513 60
Holland.....	Galls.	Galls.	Galls.	Galls. 864	Galls. 576	Galls. 642	Galls.
B. N. A. Provinces.....	Galls. 212,404	Galls. 38,741	Galls. 937	Galls. 252,082	Galls. 92,889	Galls. 288,279	Galls. 114,925 230,623 62
Rum.....	Galls. 30,839	Galls.	Galls. 1,402	Galls. 30,839 1,402	Galls. 15,347 604	Galls. 29,364 884	Galls. 14,654 580
Great Britain.....	Galls.	Galls.	Galls. 188	Galls. 188	Galls. 44	Galls. 352	Galls. 707 20
United States.....	Galls.	Galls.	Galls. 14,399	Galls. 14,399	Galls. 8,373	Galls. 8,520	Galls. 281 60
France.....	Galls. 14,399	Galls.	Galls. 1,819	Galls. 1,819	Galls. 4,480	Galls. 2,552	Galls. 6,816 00
British West Indies.....	Galls. 2,661	Galls.	Galls. 9,367	Galls. 9,367	Galls. 1,464	Galls. 5,606	Galls. 1,070
Spanish West Indies.....	Galls.	Galls.	Galls.	Galls.	Galls. 4,800	Galls. 2,652	Galls. 2,041 60
B. N. A. Provinces.....	Galls. 57,454	Galls. 1,819	Galls. 1,402	Galls. 60,675	Galls. 30,632	Galls. 47,278	Galls. 24,007
Whiskey.....	Galls. 31,127	Galls.	Galls. 458	Galls. 31,127 458	Galls. 22,140 646	Galls. 27,149 458	Galls. 22,251 546
Great Britain.....	Galls. 168	Galls.	Galls. 283	Galls. 168 283	Galls. 80	Galls. 488 283	Galls. 390 40 277
United States.....	Galls. 283	Galls.	Galls.	Galls.	Galls. 80	Galls. 80	Galls. 366 40 226 40
B. N. A. Provinces.....	Galls. 31,578	Galls.	Galls. 458	Galls. 32,036	Galls. 22,766	Galls. 28,378	Galls. 23,154 22,702 40

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
GOODS PAYING SPECIFIC DUTY.—									
<i>Continued.</i>									
Spirits and Strong Waters	Great Britain	Galls. 1,300	Galls.	Galls. 76	Galls. 1,300 76 331 25 11	\$ 1,269 276 45 50	Galls. 382 16 231 36 45	\$ 440 66 122 50 46	
United States	United States								
France	France								
Germany	Germany								
Holland	Holland								
		Galls. 1,656	Galls.	Galls. 11	Galls. 76	\$ 1,640	Galls. 710	\$ 714	
Oil—Coal and Kerosene	United States	Galls. 1,018	Galls.	Galls. 13,619	Galls. 14,637	\$ 4,671	Galls. 14,620	\$ 4,673	
Oil—Benzole, Naphtha, and Re- fined Petroleum	Great Britain	Galls. 296	Galls.	Galls. 15,325	Galls. 206 15,325	\$ 188 3,743	Galls. 18,811	\$ 4,758	
	United States								
		Galls. 206	Galls.	Galls. 15,325	Galls. 15,531	\$ 3,743 3,931	Galls. 18,811	\$ 4,758	
Products of Petroleum	United States	Galls. 459	Galls. 3,449	Galls. 7,204	Galls. 13,112	\$ 2,548	Galls. 13,112	\$ 2,548	
Molasses, for refining purposes . . .	United States	Lbs. 312,577	Lbs. 802,648	Lbs.	Lbs. 1,115,225 680,380	\$ 20,168 14,567	Lbs. 374,694 1,319,576 246,119	\$ 6,026 24,051 4,889	
British West Indies	British West Indies								
Spanish West Indies	Spanish West Indies								
		Galls. 993,157	Galls. 802,648	Galls.	Galls. 1,795,905	\$ 34,735	Galls. 1,940,389	\$ 34,966	

Coffee, green.....	Lbs.	L	Lbs.	Lbs.	257,719 47,705	228,962 15,165	257,719 283,247 15,165	34,438 36,855 2,223	238,465 334,727 11,737	30,349 42,645 1,782	7,153,93 10,041,81 352,11	
United States.....												
Germany.....												
British West Indies.....												
Spanish West Indies.....												
B. N. A. Provinces.....												
Belgium.....												
Brazil.....												
327,290	22,199		228,962		578,451		76,388		626,986		79,715	18,809,56
Coffee, ground or roasted	Lbs.	Lbs.	Lbs.	Lbs.					Lbs.			
Great Britain.....	18	10	10	10					571 10	19 1	40 22	84
Germany.....												
	18	10	10	10					581	20	23	24
Chicory, raw or green									Lbs.			
Great Britain.....									1,563	41	46	89
Chicory, roasted or ground									Lbs.			
Great Britain.....									90,388 14,829 9,314	4,026 564 330	3,613,52 593,16 372,56	
United States.....												
Germany.....												
	77,984	20	20,700	20			98,704		3,739	114,481	4,920	4,579,24
Common Soap									Lbs.			
Great Britain.....									197,522	7,945	1,975,22	
United States.....									2,494 4,810	176 477	244 241	94 30
Germany.....												
	96,382	2,430	2,494	2,494			101,306		5,000	202,446	8,362	2,024,46
Starch									Lbs.			
Great Britain.....									38,737 533	2,994 23	774,74 10,66	
United States.....												
	22,779								533	23,312	1,487	3,017
	22,779											

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

	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.
Cigars—New tariff, from 7th April only.....	United States.....	United States.....	United States.....	United States.....	United States.....	United States.....	United States.....
Germany.....	3	38	30	30	41	12	12
Spanish West Indies.....	3	38	30	30	2,247	54	54
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	249	3,415	249	201	249	2,721	321
United States.....	.....	.....	3,415	8,106	2,948	12	60
France.....	21,440	.....	38,861	24,622	497	3,012	1,50
Germany.....	17,421	.....	1,375	4,718	10,709	56	336
British West Indies.....	7	.....	1,375	48	1,375	5,745	10
Spanish West Indies.....	.....	.....	.....	.....	.....	.....	.....
Butter.....	United States.....	.....	50	50	10	10	2 00
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	35,480	.....	35,480	6,685	35,480	6,685	1,064
United States.....	3,766	.....	3,532	604	3,532	604	105
France.....	972	.....	3,766	489	3,160	414	94
Switzerland.....	40,218	.....	3,532	972	168	972	18
Lard and Tallow.....	United States.....	.....	2,189	2,189	382	2,189	21 89
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	23,960	51,631	150,292	23,960	1,401	23,960	239
United States.....	20,000	.....	.....	201,923	11,549	185,523	60
B. N. A. Provinces	43,960	51,631	150,292	20,000	375	.....	1,855
Malt.....	Great Britain.....	.....	.....	245,883	13,325	209,483	12,150
Bush 5,800	Bush.....	Bush.....	Bush.....	Bush.....	Bush.....	Bush.....	Bush.....
Great Britain.....	.....	.....	.....	.....	.....	.....	.....

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

Rice	Lbs. 854,854	Lbs. 112,000	Lbs. 854,854 112,000	Lbs. 19,583 2,655	Lbs. 617,486 44,240	15,598 987	6,174 86 442 40
	854,854	112,000	966,854	22,238	661,726	16,585	6,617 20
Wheat	Bush. 236,484	Bush. 133,527	Bush. 9,791	Bush. 379,802	Bush. 368,427	Bush. 8	10
Grain of all kinds	Bush. 20	Bush. 6	Bush. 371	Bush. 20 278 5 36	Bush. 20 371 6 120	23 278 5 120	60 11 13 18 3 60
	20	126	371	517	342	517	342
	Bls. 16	Bls. 6	Bls. 16 11,396	Bls. 114 52,445	Bls. 16 438	Bls. 114 1,984	4 25 97 72
	1,099	3,921	6,376	11,412	52,559	454	2,098
	1,115	3,921	6,376	11,412	52,559	454	2,098
Flour of Wheat and of Rye	Great Britain	United States	Galls. 2	Galls. 2	Galls. 2	Galls. 2	101 97
Flour and Meal of all other kinds	United States .....	.....				
Fruits preserved in Brandy or other Spirits	Great Britain .....	.....				
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.							
Ale, Beer, and Porter, in casks ..	Great Britain	United States	Galls. 2,990	Galls. 14 14	Galls. 2,990 14	Galls. 987 6 14	2,578 6 6
	2,990 .....	.....	2,990	14	3,004	993	2,584
	Galls. 44,685 35 .....	.....	Galls. 44,685 35	Galls. 51,376 35	Galls. 22,283 13	Galls. 22,845 13	6,881 82 2 75
	44,720 .....	.....	44,720	44,720	22,296	51,411	6,884 57

Sugar—equal to and above No. 9, Dutch Standard		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	1,954,515	.....	1,954,515	110,487	2,883,089	186,444	75,441	80	75,441
United States	69,960	842,532	912,482	40,565	1,093,263	50,970	23,675	13	23,675
Belgium . . . . .	.....	.....	.....	5,271	401	152,96	152,96	.....	.....
Holland . . . . .	.....	.....	.....	33,180	2,392	929,80	929,80	.....	.....
British West Indies	4,061,783	198,121	4,259,904	205,037	2,483,138	125,019	56,086	13	56,086
Spanish West Indies	9,163,121	4,492,679	13,661,800	635,394	14,137,933	669,776	308,823	66	308,823
B. N. A. Provinces	1,280,241	.....	1,280,241	63,260	1,786,564	80,946	38,027	14	38,027
16,465,660	4,760,760	842,532	22,068,952	1,054,743	22,422,438	1,115,648	503,136	62	503,136
Sugar—below No. 9, Dutch Standard		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	44,528	.....	2,374,107	2,418,635	104,224	188,035	8,970	3,627	76
United States . . . . .	.....	.....	.....	.....	3,075,793	132,386	56,214	95	56,214
Germany	2,258,100	32,254	2,290,354	97,435	4,400	123	116	25	116
British W. Indies	4,157,101	6,516,115	10,673,216	442,884	693,598	29,598	12,625	81	12,625
Spanish W. Indies	728,351	.....	728,351	34,720	10,297,707	429,988	183,729	91	183,729
B. N. A. Provinces . . . . .	.....	.....	.....	.....	1,607,555	69,902	29,532	16	29,532
7,188,080	6,548,369	2,374,107	16,110,556	679,263	15,866,938	667,377	285,846	84	285,846
Wines, of all kinds		Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Great Britain	43,943	.....	43,943	43,358	52,052	58,442	17,627	17	17,627
United States	517	3,501	2,676	6,694	5,159	4,886	4,949	35	4,949
France	160,740	62,815	225,555	97,149	188,356	88,748	38,418	05	38,418
Germany	50,132	52,833	102,965	29,821	54,035	18,350	9,396	00	9,396
Belgium . . . . .	.....	87	87	63	166	320	80	60	80
Holland	9,805	784	10,589	5,577	6,513	1,876	1,026	50	1,026
Spain	139,466	56,715	196,181	116,756	117,553	85,772	29,919	20	29,919
Portugal	29,518	28,276	57,794	58,273	28,246	31,936	9,850	55	9,850
Italy	3,518	78	3,936	1,562	2,139	840	415	15	415
Sicily	53,040	.....	53,040	24,183	44,566	18,326	8,766	55	8,766
B. N. A. Provinces	325	.....	325	693	300	395	147	00	147
497,004	205,089	2,676	704,769	382,600	498,802	310,904	117,103	12	117,103
Cane Juice, Melado, &c		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United States	1,558	455,663	1,128,614	37,491	2,911,078	91,201	40,994	48	40,994
British West Indies	14,255,392	2,759,013	1,558	50	1,558	50	22	23	22
Spanish W. Indies	14,261,150	3,471,974	455,663	18,188,777	505,335	16,610,506	479,742	223,751	27
						19,523,142	570,993	264,767	98

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 CONSUMPTION.			
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.		Total Value.		Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	\$	
Blacking	Great Britain.....	46	.....	166	46	807	101	1,293	193 95
	United States.....	46	.....	166	166	2,739	166	2,739	410 80
					212	3,546	267	4,032	604 75
		Pkgs.	Pkgs.	Pkgs.		Pkgs.			
12 Brooms and Brushes of all kinds	Great Britain.....	55	.....	50	55	6,359	69	6,991	1,048 54
	United States.....	5	.....	5	50	1,630	50	1,630	244 50
	France	60	.....	50	5	754	5	754	113 10
		Pkgs.	Pkgs.	Pkgs.		Pkgs.			
Cabinet Ware and Furniture	Great Britain.....	46	.....	728	46	3,029	46	3,029	454 60
	United States.....	1	.....	728	729	6,402	729	6,402	959 54
		47	.....	728	776	9,431	775	9,431	1,414 14
		Lbs.	Lbs.	Lbs.		Lbs.			
Candles and Tapers	Great Britain.....	66,412	.....	66,112	11,355	69,616	12,293	1,844 89	
	United States.....	3,600	.....	25,965	5,563	28,065	6,079	911 85	
	France	4,835	1,747	6,582	2,130	9,182	2,232	334 80	
	Germany	15	1,250	1,265	196	1,265	196	25 25	
	Belgium	600	.....	600	37	600	37	5 55	
		75,462	2,997	22,365	100,824	19,280	108,968	20,842	3,126 34

Carpets and Hearth Rugs	Great Britain		Pkgs. 673	Pkgs. 673	Pkgs. 673	Pkgs. 681
	United States	Spain	8	31	31	31
	United States	Spain	8	8	73	73
Carriages	Great Britain	United States	681	31	712	134,262
	United States	United States	8	31	712	720
Coach and Harness Furniture	Great Britain	United States	3	No. 3	No. 3	No. 3
	United States	United States	5	364	369	14,895
	United States	United States	8	364	372	15,087
Chandeliers, Girondoles, and Gas Fittings	Great Britain	United States	3	Pkgs. 3	Pkgs. 3	Pkgs. 3
	United States	United States	3	217	217	217
	United States	United States	3	217	220	7,332
Chinaware, Crockery, and Earthenware	Great Britain	United States	57	Pkgs. 57	Pkgs. 57	Pkgs. 57
	United States	United States	57	39	39	39
	United States	United States	57	39	96	9,537
Cider	Great Britain	United States	26,464	Pkgs. 26,464	Pkgs. 26,464	Pkgs. 26,434
	United States	France	13	64	64	64
	United States	Germany	37	5	13	13
	United States	Belgium	1	1	42	722
	United States	United States	26,515	5	1	1,248
	United States	United States	712	64	64	65
	United States	B. N. A. Provinces	6	435	435	1
	United States	B. N. A. Provinces	718	435	1,153	233
	United States	B. N. A. Provinces				

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

ARTICLES.		COUNTRIES.				QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	\$ cts.		
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs. 80		Pkgs. 80	\$ 969	Pkgs. 80	\$ 969	\$ 145.33				
Clocks.....	Great Britain	11,175	23	23,768	11,175	23	23,768	3,565.22				
United States .....	.....	25	25	188	23	23	188	28.20			
France .....	.....	25	25	297	25	25	297	44.55			
Germany .....	.....	128	11,175	11,303	25,222	11,303	25,222	3,783.32			
Clothing or Wearing Apparel, made by hand or sewing machine.	Great Britain	Pkgs. 224	Pkgs. 38	Pkgs. 224	23,769	Pkgs. 211	23,689	3,563.50				
United States .....	.....	8	1	8	946	38	946	141.05			
France .....	.....	1	1	1	3,632	8	3,632	514.80			
Italy .....	.....	1	1	1	100	1	100	15.00			
B. N. A. Provinces..	.....	238	1	38	38	38	1	38	5.70		
Cocoa and Chocolate	Great Britain	Lbs. 20,469	Lbs. 417	Lbs. 20,469	4,656	Lbs. 22,629	5,203	780.45				
United States .....	.....	450	40	450	94	417	94	14.10			
France .....	.....	.....	.....	40	95	180	36	5.40		
Germany .....	.....	20,919	40	417	16	40	16	2.40			
Cordage.....	Great Britain	Lbs. 37,606	Lbs. 8,122	Lbs. 37,606	7,755	Lbs. 36,502	7,570	1,135.51				
United States .....	.....	51	.....	8,122	8,122	9,417	1,715	257.25		
B. N. A. Provinces..	.....	37,657	.....	8,122	51	51	6	.90		
					45,779	9,269	45,970	9,291	1,393.66			

Cork.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	34	.....	.....	239	34	1,015	34	1,015	152	25	152
United States.....	300	.....	602	239	239	6,732	170	4,926	738	75	738
France.....	2	.....	51	.....	902	5,877	806	6,388	958	20	958
Germany.....	.....	.....	911	.....	911	1,300	53	1,300	195	00	195
Portugal.....	.....	.....	.....	.....	2,591	2,591	961	3,280	492	00	492
Spain.....	.....	.....	.....	.....	.....	50	50	432	64	80	64
	336	1,664	239	2,139	2,139	17,615	2,074	17,340	2,601	00	2,601
Cottons	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	14,529	30	.....	7,627	14,559	3,440,571	14,706	3,485,727	522,859	20	522,859
United States.....	23	.....	.....	7,627	7,627	140,683	7,641	141,652	21,232	80	21,232
France.....	1	.....	.....	.....	21	7,716	21	7,414	1,112	10	1,112
Germany.....	.....	.....	.....	1	4,261	4,261	1	4,251	637	65	637
Italy.....	.....	.....	.....	3	144	144	3	144	75	75	75
B. N. A. Provinces..	14,577	30	7,627	22,234	3,593,370	22,394	3,639,093	545,864	10	545,864	10
Dried Fruits, and Nuts of all kinds.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain.....	1,501,073	.....	122,691	233,068	1,501,073	66,871	1,430,738	64,043	9,606	45	9,606
United States.....	144,153	.....	172,953	.....	549,912	21,215	710,377	28,191	4,228	65	4,228
France.....	575,461	.....	31,341	.....	748,414	47,069	597,637	30,397	4,569	55	4,569
Germany.....	5,000	.....	45,430	.....	5,000	1,597	11,311	511	76	65	76
Italy.....	2,616,926	.....	42,840	.....	2,662,356	466	13,380	700	105	00	105
Sicily.....	.....	.....	.....	.....	42,840	3,420	2,085,726	10,310	16,290	84	16,290
Greece.....	56,000	.....	.....	.....	56,000	.....	944,	944,	141	60	141
British West Indies.....	4,972,794	341,074	283,068	5,596,936	207,062	2,667	3,655	47	7	06	7
Engravings and Prints	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain.....	37	.....	.....	89	37	5,150	37	5,150	772	40	772
United States.....	20	.....	.....	20	89	2,222	89	2,222	383	25	383
France.....	2	.....	.....	2	1,984	20	1,984	20	297	60	297
Italy.....	1	.....	.....	1	85	2	85	2	12	75	12
British West Indies.....	60	.....	89	149	9,463	149	9,463	149	9,463	1,417	80

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Fancy Goods	Great Britain	Pkgs. 1,635	Pkgs. 302	Pkgs. 1,635	\$ 271,413	Pkgs. 1,640	\$ 271,858	\$ 40,768 49
	United States	.....	40	302	10,970	302	10,970	1,645 40
	France	350	379	390	76,257	383	72,252	10,837 80
	Germany	312	1	691	28,700	699	28,230	4,235 72
	Belgium	4	65	5	334	5	334	50 10
	Italy	1	2	65	892	65	892	133 80
	China	.....	9	3	99	3	99	14 85
	Japan	.....	.....	9	420	9	420	63 00
		2,302	496	302	3,100	389,085	3,106	385,115
								37,767 46
Drugs not elsewhere specified . . .	Great Britain	Pkgs. 11,144	Pkgs. 2	Pkgs. 11,144	\$ 119,342	Pkgs. 11,383	\$ 119,645	\$ 17,946 81
	United States	14	2	561	12,101	560	11,449	1,717 40
	France	6	.....	16	810	15	777	116 55
	Germany	.....	.....	6	77	6	77	10 65
		11,164	2	561	11,727	132,324	11,984	131,942
								19,791 41
Foreign Newspapers	Great Britain	Pkgs. 2	.....	Pkgs. 10	3	Pkgs. 2	3	45
	United States	.....	.....	10	42	10	42	6 30
		2	.....	10	12	45	12	45
								6 75
Fireworks	Great Britain	Pkgs. 1	.....	Pkgs. 287	Pkgs. 1	Pkgs. 10	10	1 50
	United States	.....	.....	287	287	2,660	2,660	389 01
		1	.....	287	288	2,670	288	400 51

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.	Pkgs.		\$	Pkgs.	\$	\$ cts
Hats, Caps, and Bonnets	Great Britain	1,242	.....	4,201	1,242 4,261 55 42 1 1	175,453 120,870 525 6,713 65 8	1,239 4,261 5 42 1 1	174,943 120,526 526 6,713 65 8	26,241 18,130 78,90 1,006 95 9 1,250
United States .....	.....	5	60	.....	5				
France .....	.....	42	.....	.....	42				
Germany .....	.....	1	.....	.....	1				
Prussia .....	.....	1	.....	.....	1				
B.N.A. Provinces .....	.....	1,201	60	4,201	5,552	303,635	5,549	303,125	45,468 99
		Pkgs.	.....	.....			
		Pkgs.	4	.....			Pkgs.	4	
								
Hat Plush	Germany						Pkgs.	4	1,799
									269 85
Hosiery	Great Britain	324	.....	.....	324	83,810 1,499 6 20	329 16 6 31	84,952 1,499 6 7,089	12,742 224 140 1,063
	United States	6	.....	16	16				69 85 70 35
	France	19	1	.....	1				
	Germany	349	1	16	366	90,775	382	94,478	14,171 59
		Pkgs.	.....	.....			
		Pkgs.	.....	.....			Pkgs.	.....
		Pkgs.	257	113	257 576	4,345 576	256 113	4,318 576	647 86 70 30
Inks of all kinds, except Printing Ink	Great Britain	257	.....	113					734 00
	United States .....	.....	.....	113	370	4,921	369	4,894	

Iron and Hardware,—Cutlery of all sorts	Pkgs. 169	Pkgs.	Pkgs. 136	Pkgs. 169	Pkgs. 170	Pkgs. 170	Pkgs. 170
	Great Britain.....	.....	136	59,748	60,286	9,042	90
	United States.....	1	2,810	2,810	2,810	421	50
	France.....	9	32	32	32	4	80
	Germany.....	70	9	938	938	140	70
	Belgium.....	.....	70	298	298	44	74
249	.....	136	335	63,926	386	654	64
Jappened and Planished Tin, and Britannia Metal Ware	Pkgs. 24	Pkgs.	Pkgs. 91	Pkgs. 24	Pkgs. 25	1,644	246
	Great Britain.....	2	91	1,596	93	1,761	60
	United States.....	.....	1,761	1,761	1,761	264	15
	26	.....	91	117	3,357	118	3,405
	Pkgs. 268	Pkgs. 2	91	Pkgs. 270	Pkgs. 273	15,615	2,312
	Great Britain.....	1	1,398	1,449	1,479	1c,122	25
2	2	.....	2	42	2	42	6
271	52	1,398	1,721	30,929	1,754	31,779	4,766
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 2,032	Pkgs.	Pkgs. 703	Pkgs. 2,032	Pkgs. 1,945	16,375	2,456
	Great Britain.....	2	703	5,316	705	5,316	25
	United States.....	1	.....	1	14	.....	707
	France.....	.....	.....	22	40	161	40
	Germany.....	6	.....	6	196	196	24
	Belgium.....	44	4	48	48	48	16
2,085	4	703	2,792	22,301	2,738	22,048	21
Spikes, Nails, Tacks, Brads, and Sprigs	Pkgs. 31,010	Pkgs.	Pkgs. 1,323	Pkgs. 31,010	Pkgs. 31,033	38,373	5,755
	Great Britain.....	23	1,323	1,372	1,373	19,772	25
	United States.....	7	.....	7	7	448	90
	France.....	.....	.....	448	448	63	16
31,040	26	1,323	32,389	58,068	32,413	58,593	8,759
23,856	Pkgs.	Pkgs. 23,855	Pkgs. 13,418	Pkgs. 23,879	Pkgs. 13,384	92,169	76
144	44	12,860	36	256,940	36	254,440	00
24	12	.....	588	2,899	603	2,899	85
263	325	.....	.....	28,341	33	28,455	75
24,286	734	12,860	37,930	897,764	37,935	895,780	134,817
Other Hardware	Great Britain.....	.....	.....	611,073	614,465	92,169	76
United States.....	.....	.....	.....	256,940	256,940	38,106	00
France.....	.....	.....	.....	2,899	2,899	2,899	85
Germany.....	.....	.....	.....	28,341	33	28,455	75
Belgium.....	.....	.....	.....	511	511	511	65

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

Linen	Pkgs. 2,343	Pkgs. 62	Pkgs. 2,343	Pkgs. 409,134	Pkgs. 2,370	Pkgs. 411,696	Pkgs. 61,754
Great Britain	13	12	62	6,196	62	6,196	24
United States	6	1	1	604	13	604	40
France				1,968	6	1,968	90
Germany							60
							295
							20
2,361		-	63	2,424	417,902	2,451	63,069
No.	No.	No.	No.	No.	No.	No.	No.
38	38	1	38	4,632	38	4,632	694
38	38	1	39	12,472	38	4,632	694
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
49,470	9,150	90	90	9	90	161	24
49,470	9,150	90	58,620	3,334	9	9	15
				47,021		2,720	1
							35
							408
							00
Meat and Vermicelli	Great Britain	90	90	3,334	49,487	2,890	433
United States	United States						50
France	France						
Maps, Charts, and Atlases, not elsewhere mentioned	Great Britain	Pkgs. 12	Pkgs. 12	Pkgs. 12	Pkgs. 12	Pkgs. 741	111
United States	United States	40	40	40	40	771	00
France	France	2	2	2	2	771	115
Germany	Germany	1	1	1	1	133	52
						135	19
							95
							20
							25
15	15	40	55	1,889	55	1,780	266
Pkgs. 366	Pkgs. 71	Pkgs. 621	Pkgs. 366	Pkgs. 9,371	Pkgs. 361	Pkgs. 8,903	Pkgs. 1,335
2	5	5	694	3,765	684	3,765	65
1	2	2	6	65	6	65	564
			2	9	2	6	75
						9	9
							1
							35
369	78	621	1,068	13,210	1,063	12,742	1,911
Pkgs. 418	Pkgs. 307	Pkgs. 307	Pkgs. 418	Pkgs. 29,312	Pkgs. 418	Pkgs. 29,312	Pkgs. 4,396
2	2	2	2	13,901	307	13,901	50
				362	1	110	2,098
							65
							16
							50
420	420	307	727	43,665	726	43,413	6,511
							65

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Manufactures of Fur, or of which Fur is principal part	Great Britain	Pkgs. 145	Pkgs. 356	Pkgs. 145	\$ 48,891	\$ 48,039	7,205	95
United States	United States	6	6	356	33,459	28,361	254	16
France	France	9	9	6	3,085	3,085	462	70
Germany	Germany	1	1	9	2,939	2,939	440	85
Prussia	Prussia	449	35	9	796	796	119	40
B.N.A. Provinces	B.N.A. Provinces	610	35	484	9,535	484	1,430	35
Manufactures of Hair, or Mo-	Great Britain	Pkgs. 68	Pkgs. 370	Pkgs. 68	14,017	Pkgs. 68	14,017	50
hair	United States	6	6	370	7,139	459	9,970	50
France	France	2	2	6	38	6	38	50
Germany	Germany	76	76	2	1,211	2	1,211	65
Manufactures of Papier Maché .	United States				446	22,405	535	25,236
Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone or Willow, not elsewhere speci- fied	Great Britain	Pkgs. 18	Pkgs. 18	Pkgs. 18	74	Pkgs. 18	74	3,785
	United States							
	Great Britain	Pkgs. 39	Pkgs. 175	Pkgs. 39	\$ 3,217	Pkgs. 39	3,217	482
	United States	2	1,187	175	1,148	175	1,148	20
	France	4		2	429	2	429	64
	Germany	45	1,187	1,191	839	1,191	839	125

Manufactures of Bone, Shell, Horn, Pearl, and Ivory.....		Great Britain.....		Pkgs. 1.....		Pkgs. 1.....		Pkgs. 1.....		Pkgs. 1.....		Pkgs. 1.....		Pkgs. 1.....		
		United States.....		.....		.....		.....		.....		.....		.....
3-10	Manufactures of Gold, Silver, or Electro Plate, Argentine Alba, German Silver, and Plated and Gilded Ware of all kinds.	Great Britain.....	.....	Pkgs. 286.....	Pkgs. 234.....	Pkgs. 286.....	Pkgs. 234.....	Pkgs. 58,150.....	Pkgs. 273.....	Pkgs. 56,112.....	Pkgs. 56,112.....	Pkgs. 8,416.....	Pkgs. 8,416.....	975	140 85	
	United States.....	.....	18	3	.....	18	18	14,468.....	226	14,264.....	2139	80	2,139	80		
	France.....	.....	7	3	.....	10	10	4,184.....	18	4,184.....	627	60	4,184	60		
	Germany.....	.....	311	3	234	548	77,342	560	10	560	84	00	560	84		
	Manufactures of Brass or Copper	Great Britain.....	.....	Pkgs. 519.....	Pkgs. 108.....	Pkgs. 519.....	Pkgs. 108.....	Pkgs. 2,622.....	Pkgs. 519.....	Pkgs. 2,622.....	Pkgs. 519.....	Pkgs. 2,622.....	Pkgs. 5,587.....	Pkgs. 5,587.....	393 40	338 15
	United States.....	.....	3	1	.....	3	1	5,587.....	108	245	108	108	245	245	36 31	36 31
	France.....	.....	523	.....	108	108	1	1	139	1	139	1	139	139	23 85	23 85
	Germany.....	.....													
	Manufactures of Leather, or Imitation of Leather.....	Great Britain.....	.....	Pkgs. 57.....	Pkgs. 135.....	Pkgs. 57.....	Pkgs. 135.....	Pkgs. 17,144.....	Pkgs. 57.....	Pkgs. 17,144.....	Pkgs. 57.....	Pkgs. 17,144.....	Pkgs. 138.....	Pkgs. 138.....	571 60	571 60
	United States.....	.....	3	52	1	52	1	9,485.....	52	52	52	52	9,495.....	9,495.....	1,494	1,494
	France.....	.....						62,733.....	187	187	187	187	62,372.....	62,372.....	9,385	9,385
	Germany.....	.....						1,560.....	2	1,560.....	2	1,560.....	2	1,560.....	1,560	84
	Belgium.....	.....						3,106.....	2	3,106.....	2	3,106.....	2	3,106.....	3,106	90
	115	1	135	1	135	251	251	92,725	251	251	251	251	92,677	92,677	13,901	13,901
	Manufactures of Leather, Boots, and Shoes.....	Great Britain.....	.....	Pkgs. 116.....	Pkgs. 87.....	Pkgs. 116.....	Pkgs. 87.....	Pkgs. 18,265.....	Pkgs. 110.....	Pkgs. 17,478.....	Pkgs. 110.....	Pkgs. 17,478.....	Pkgs. 1,911.....	Pkgs. 1,911.....	656	656
	United States.....	.....	10	6	4	10	10	1,911.....	87	10	87	87	1,911.....	1,911.....	684	684
	France.....	.....						4,560.....	6	6	10	10	4,560.....	4,560.....	101	101
	Germany.....	.....						678.....	4	678.....	4	678.....	6	678.....	6	70
	B. N. A. Provinces.....	.....						132.....	4	132.....	4	132.....	4	132.....	4	19
																80
	136	.....	87	.....	223	25,546	25,546	217	217	217	217	217	24,759	24,759	3,713	3,713
	Manufactures of Harnes and Saddlery.....	Great Britain.....	.....	Pkgs. 102.....	Pkgs. 115.....	Pkgs. 102.....	Pkgs. 115.....	Pkgs. 5,473.....	Pkgs. 102.....	Pkgs. 5,473.....	Pkgs. 102.....	Pkgs. 5,473.....	Pkgs. 2,485.....	Pkgs. 2,485.....	821 05	821 05
	United States.....	.....	2	1	1	117	1	2,485.....	117	168	117	168	2,485.....	2,485.....	372 75	372 75
	France.....	.....	105	.....	115	220	220	8,126.....	220	220	220	220	8,126.....	8,126.....	25 20	25 20

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

ARTICLES	COUNTRIES.	QUANTITIES IMPORTED.				Duty.
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.						
Manufactures of Wood, not elsewhere specified.....		Pkgs.	Pkgs.	Pkgs.	\$	\$ cts.
Great Britain.....	303	716	13,000	303	2,549	2,279
United States.....	775	4	.....	14,491	31,958	31,958
France.....	1	223	.....	4	395	395
Germany.....	.....	417	.....	108	224	108
Norway.....	1,083	1,356	13,000	417	372	372
					15,439	15,382
Mowing, Reaping, and Threshing Machines.....	United States.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	20	.....	522	542	36,691	451
Musical Instruments, including Musical Boxes and Clocks.....	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	41	.....	331	41	4,354	41
	4	.....	.....	335	54,541	335
	16	.....	.....	16	1,911	16
	47	33	.....	80	8,898	80
	1	1	.....	1	37	1
	1	4	.....	5	304	5
	109	38	331	478	70,045	478
	Lbs.	Lbs.	.....	.....	.....	70,060
Mustard.....	Great Britain.....	124,916	.....	124,916	16,782	Lbs.
	France.....	1,603	360	1,963	264	136,656
	126,519	360	.....	126,879	17,046	2,836
					139,492	385
						19,020
						10,508 73

Machinery, not elsewhere specified		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain	134	2	1,105	1,124	8,240	140	8,469	1,270 14
United States	17	.....	.....	.....	54,752	1,121	51,600	7,740 00
	161	2	1,105	1,258	63,032	1,261	60,069	9,010 14
Oil Cloths	381	.....	.....	.....	27,836	382	27,982	1,083 55
United States	4	.....	166	170	7,465	187	7,223	4,197 37
	385	.....	.....	166	351	35,301	549	35,265
Oils, in any way rectified or prepared, not otherwise specified.		Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Great Britain	260,345	2,000	262,345	180,996	289,664	193,906	29,088 50	
United States	42,926	6,539	13,776	20,315	21,975	16,379	2,457 35	
France	14,978	.....	.....	57,904	48,914	45,617	5,768 40	
Germany	703	.....	.....	703	420	703	420	63 00
Spain	240	.....	.....	240	243	240	243	36 45
Italy	2,926	.....	.....	2,926	1,654	11	185	29 25
Sicily	400	.....	.....	400	333	400	333	49 95
British West Indies	2,000	.....	.....	2,000	889	1,500	670	100 50
B. N. A. Provinces	2,687	.....	.....	2,607	1,315	2,607	1,315	197 25
	312,147	23,517	13,776	349,440	250,072	362,717	251,917	37,790 65
Oils, of all kinds, Crude, except Whale Oil and others, elsewhere specified.		Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Great Britain	994	.....	.....	994	674	994	674	101 14
United States		.....	10	10	9	10	9	1 35
Opium	1	.....	.....	1	4,255	1	4,17	62 55
United States		6	6	683	1,004	2	2,263	330 45
	1	.....	6	7	4,672	3	2,620	393 00

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Packages.		Pkgs.	Pkgs.	Pkgs.	\$ 33,047	\$ 28,498	\$ 31,126	\$ 4,668 90
Great Britain	31,181	2,113	11,866	31,181	8,161	3,676	2,979	446 85
United States	1,672	1,726	.....	15,651	45,187	36,338	39,427	5,913 34
France	34,361	12,519	.....	36,087	11,666	10,618	12,501	910 20
Germany	2,187	2,389	.....	14,766	12,501	14,518	12,507	1,900 45
Holland	9,049	696	.....	11,438	1,631	1,568	5,548	4,278
Belgium	9,965	2,852	.....	7,421	18,636	3,776	3,954	1,403 10
Spain	4,539	160	.....	160	410	1,211	2,250	337 00
Italy	1,600	579	.....	3,241	3,861	943	2,135	320 25
Portugal	2,682	2,291	.....	2,291	4,611	680	1,409	211 35
Sicily	2,291	123	.....	123	536	92	315	47 38
British West Indies	123	73	.....	85	294	28	169	25 35
Spanish West Indies	12	2	.....	2	18	2	18	2 70
British Guiana	2	559	.....	559	1,123	461	831	124 65
B. N. A. Provinces	559	22,977	11,866	124,636	141,019	105,639	112,866	16,953 22
Paints and Colors.		Pkgs.	Pkgs.	Pkgs.				
Great Britain	20,980	211	816	20,980	112,326	20,272	118,080	17,711 95
United States	59	45	2	1,086	13,298	1,098	13,928	2,089 20
Germany	23	2	.....	68	1,010	62	845	126 75
Spanish West Indies .....	.....	.....	.....	2	9	2	9	1 35
21,071	258	816	22,145	126,643	21,434	132,862		19,929 25
Pkgs.		Pkgs.	Pkgs.	Pkgs.				
Great Britain	1,310	1,741	1,310	74,106	1,322	77,402	11,610 17	
United States	44	24	1,741	29,481	1,737	29,257	4,383 50	
France	47	3	.....	3,553	77	3,941	591 15	
Germany	29	.....	.....	2,294	50	2,234	344 10	
Belgium	1,430	27	1,741	197	197	197	197	29 55
Paper of all kinds				3,498	109,631	3,215	113,691	16,963 47

Paper Hangings	Great Britain.....	Pkgs. 1,439	Pkgs. 61	Pkgs. 1,500	Pkgs. 50,405	Pkgs. 1,754	Pkgs. 54,769	Pkgs. 8,215	Pkgs. 34
	United States.....	Pkgs. 35	Pkgs.	Pkgs. 117	Pkgs. 5,407	Pkgs. 117	Pkgs. 5,407	Pkgs. 811	Pkgs. 05
	France.....	Pkgs.	Pkgs.	Pkgs. 35	Pkgs. 1,353	Pkgs. 35	Pkgs. 1,353	Pkgs. 202	Pkgs. 95
		Pkgs. 1,474	Pkgs. 61	Pkgs. 117	Pkgs. 57,165	Pkgs. 1,906	Pkgs. 61,529	Pkgs. 9,229	Pkgs. 34
Parasols and Umbrellas	Great Britain.....	Pkgs. 75	Pkgs.	Pkgs. 75	Pkgs. 18,449	Pkgs. 75	Pkgs. 18,449	Pkgs. 2,767	Pkgs. 20
	United States.....	Pkgs. 10	Pkgs.	Pkgs. 3	Pkgs. 289	Pkgs. 3	Pkgs. 289	Pkgs. 44	Pkgs. 84
	France.....	Pkgs.	Pkgs.	Pkgs. 10	Pkgs. 3,313	Pkgs. 10	Pkgs. 3,313	Pkgs. 496	Pkgs. 95.
Plaster of Paris and Hydraulic Cement, ground or calcined.....	Great Britain.....	Cwt. 950	Cwt.	Cwt. 950	Cwt. 1,583	Cwt. 952	Cwt. 1,612	Cwt. 241	Cwt. 75
	United States.....	Cwt.	Cwt. 3	Cwt. 104	Cwt. 933	Cwt. 107	Cwt. 933	Cwt. 139	Cwt. 95
		Pkgs. 950	Pkgs. 3	Pkgs. 104	Pkgs. 1,057	Pkgs. 2,516	Pkgs. 1,059	Pkgs. 2,545	Pkgs. 381
Pickles and Sauces	Great Britain.....	Pkgs. 3,025	Pkgs.	Pkgs. 3,025	Pkgs. 20,818	Pkgs. 3,651	Pkgs. 23,314	Pkgs. 3,497	Pkgs. 12
	United States.....	Pkgs. 66	Pkgs.	Pkgs. 315	Pkgs. 812	Pkgs. 315	Pkgs. 812	Pkgs. 121	Pkgs. 80
	France.....	Pkgs. 3,091	Pkgs.	Pkgs. 315	Pkgs. 66	Pkgs. 74	Pkgs. 71	Pkgs. 117	Pkgs. 55
Preserved Meats, Poultry, Fish, and Vegetables	Great Britain.....	Pkgs. 1,002	Pkgs.	Pkgs. 1,002	Pkgs. 11,265	Pkgs. 949	Pkgs. 10,431	Pkgs. 1,564	Pkgs. 65
	United States.....	Pkgs. 525	Pkgs.	Pkgs. 4,304	Pkgs. 4,829	Pkgs. 4,118	Pkgs. 23,922	Pkgs. 3,588	Pkgs. 48
	France.....	Pkgs. 584	Pkgs. 231	Pkgs. 815	Pkgs. 7,240	Pkgs. 1,191	Pkgs. 11,504	Pkgs. 1,725	Pkgs. 60
	Germany.....	Pkgs. 1	Pkgs. 155	Pkgs. 156	Pkgs. 7,713	Pkgs. 156	Pkgs. 713	Pkgs. 106	Pkgs. 95
	British West Indies	Pkgs. 2,113	Pkgs. 386	Pkgs. 4,304	Pkgs. 3,406	Pkgs. 21,704	Pkgs. 4,037	Pkgs. 3	Pkgs. 45
Printed, or Lithographed, Copy, per Plate Bills, and Advertising Pamphlets	Great Britain.....	Pkgs. 51	Pkgs.	Pkgs. 51	Pkgs. 11,265	Pkgs. 949	Pkgs. 10,431	Pkgs. 1,564	Pkgs. 65
	United States.....	Pkgs. 7	Pkgs.	Pkgs. 304	Pkgs. 28,717	Pkgs. 4,118	Pkgs. 23,922	Pkgs. 3,588	Pkgs. 48
	France.....	Pkgs. 58	Pkgs.	Pkgs. 7	Pkgs. 7,240	Pkgs. 1,191	Pkgs. 11,504	Pkgs. 1,725	Pkgs. 60

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Sails, ready made	Great Britain	Pkgs. 5	Pkgs. 3	Pkgs. 3	Pkgs. 5	\$ 592 147	Pkgs. 8	\$ 767 147
	United States	5	3	3	3		3	22 05 115 09
					8	739	11	914 137 14
Shawls	Great Britain	Pkgs. 5	Pkgs. 3	Pkgs. 3	Pkgs. 5	558 31 391	Pkgs. 5	\$ 558 31 391
	United States . . . . .	..... 1	..... 1	..... 1	..... 1		1	83 54 4 65 58 65
	France	5	1	3	9	980	9	980 146 84
Silks, Satins, and Velvets	Great Britain	Pkgs. 794	Pkgs. 106	Pkgs. 106	Pkgs. 794	428,197 5,945 109	Pkgs. 798- 106 103	429,875 5,945 88,871
	United States	109	..... 4	..... 4	..... 109	100,94	106	891 76 13,330 65
	France	25	1	1	29	13,356 14,500	28 9	13,085 14,500
	Germany	8	..... 5	..... 106	1,047	562,191	1,044	1,962 75 2,175 00
	Switzerland	936	..... 1	..... 1	1			
Silk Twist, and Silk and Mohair Twist	United States . . . . .	..... 1	..... 1	..... 21	Pkgs. 1		Pkgs. 1	21 3 12

<i>Spices, including Ginger, Pimento, &c., and Pepper, unground</i>	<i>Great Britain</i>	Lbs. 70,050	Lbs. 27,865	Lbs. 182,729	Lbs. 70,050	Lbs. 23,623	Lbs. 65,439	Lbs. 245,786	Lbs. 22,691	Lbs. 1,244	55
<i>United States</i>		28,603	.....	289,197	239,197	.....	245,786	.....	3,403	65	
<i>China</i>		9,240	.....	.....	9,240	.....	1,667	269	40	35	
<i>B. N. A. Provinces</i>		107,893	27,865	182,729	318,487	31,289	9,240	280	42	00	
<i>Spirits of Turpentine</i>		Galls. 6	Galls. 5,088	Galls. 94,655	Galls. 38,501	Galls. 138,244	Galls. 49,100	Galls. 138,788	Galls. 6	49,237	12
		5,094	.....	94,655	38,501	138,250	49,108	138,794	6	49,245	67
<i>Stationery</i>		Pkgs. 2,014	Pkgs. 1	Pkgs. 40	Pkgs. 37	Pkgs. 14	Pkgs. 178	Pkgs. 972	Pkgs. 2,014	Pkgs. 2,038	19,272
		.....	.....	.....	.....	.....	.....	973	15,535	15,462	74
<i>Great Britain</i>		.....	.....	.....	.....	.....	.....	4,790	58	4,856	30
<i>United States</i>		.....	.....	.....	.....	.....	.....	1,936	217	2,027	40
<i>France</i>		.....	.....	.....	.....	.....	.....	1	1	1	05
<i>Germany</i>		.....	.....	.....	.....	.....	.....	1	1	1	15
<i>Belgium</i>		.....	.....	.....	.....	.....	.....	1	1	1	15
<i>Steam Engines, other than Locomotive</i>	<i>United States</i>	2,092	.....	193	972	3,257	161,656	3,290	160,833	22,624	64
		Pkgs. 1	.....	.....	.....	.....	.....	1	1	1	1
<i>Small Wares</i>		Pkgs. 4,019	Pkgs. 212	Pkgs. 115	Pkgs. 3	Pkgs. 19	Pkgs. 6	Pkgs. 1,586	Pkgs. 4,038	Pkgs. 4,084	141,444
		.....	.....	.....	.....	.....	.....	.....	52,362	52,362	03
<i>Great Britain</i>		.....	.....	.....	.....	.....	.....	.....	1,586	1,586	30
<i>United States</i>		.....	.....	.....	.....	.....	.....	.....	56,571	56,571	65
<i>France</i>		.....	.....	.....	.....	.....	.....	.....	12,615	12,615	65
<i>Germany</i>		.....	.....	.....	.....	.....	.....	.....	148	148	65
<i>Italy</i>		.....	.....	.....	.....	.....	.....	3	3	3	65
<i>Tobacco Pipes</i>		4,349	62	1,586	5,997	1,058,752	6,037	1,064,666	1,064,666	139,659	93
		Pkgs. 2,483	Pkgs. 8	Pkgs. 4	Pkgs. 4	Pkgs. 4	Pkgs. 13	Pkgs. 4	Pkgs. 2,108	7,198	1,079
<i>Great Britain</i>		.....	.....	.....	.....	.....	.....	.....	6	6	70
<i>United States</i>		.....	.....	.....	.....	.....	.....	1,438	13	1,438	66
<i>France</i>		.....	.....	.....	.....	.....	.....	263	4	263	40
<i>Germany</i>		.....	.....	.....	.....	.....	.....	4	4	4	55

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

ARTICLES.	COUNTRIES,	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Pkgs.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Toys	Great Britain.....	Pkgs. 86	Pkgs. 129	Pkgs. 86	\$ 4,902	\$ 4,902	Pkgs. 86	\$ 735 35
	United States.....	63	162	129	3,489	3,489	129	523 35
	Germany			225	10,312	10,312	225	1,546 80
Varnish, other than bright or black.....	Great Britain.....	149	162	129	440	18,703	440	18,703 50
	United States.....							
	Galls. 149	Galls. 149	Galls. 149	Galls. 149	10,860	10,860	Galls. 135	9,166 135
					66	66	66	609 35
	149				66	215	11,469	201 23
Woolens	Great Britain.....	Pkgs. 11,142	Pkgs. 11,142	Pkgs. 11,142	3,267,130	3,267,130	Pkgs. 11,1515	3,303,728 55
	United States.....				998	998	989	3,597,50
	France	51			51	24,503	78	8,636 50
	Germany	205	28	28	233	72,487	236	4,711 70
	B. N. A. Provinces .	5				614	72,611	11,891 65
	Prussia	1			1	639	5	92 10
							1	639 85
	11,404	28	998	12,430	3,424,931	12,824	3,466,981	520,048 35
Unenumerated Articles								
	Great Britain					192,305		200,605 88
	United States.....					83,718		71,336 70
	France					17,260		22,272 80
	Germany					2,301		4,158 70
	Holland					960		623 70
	Spain					3,139		50 40
	Italy					679		494 85
								433 64 95

<i>Asia Minor</i>	Pkgs.	1,569	.....	1,372	205 80
<i>British West Indies</i>	Pkgs.	4	.....	775	116 25
<i>Spanish West Indies</i>	Pkgs.	2,597	.....	2,524	397 95
<i>Sicily</i>	Pkgs.	2,208	.....	1,577	236 55
<i>British North America</i>	Pkgs.	3	.....	3	45
<i>Can Provinces</i>	Pkgs.	306,743	.....	308,712	46,349 28
 GOODS PAYING 10 PER CENT.					
 AD VALOREM.					
<i>Sole and Upper Leather</i>	Pkgs.	905	Pkgs.	908	18,081 79
<i>Great Britain</i>	Pkgs.	75	Pkgs.	10	2,414 40
<i>United States</i>	Pkgs.	1	Pkgs.	75	3,385 60
<i>France</i>	Pkgs.	1	Pkgs.	1	546 60
<i>Germany</i>	Pkgs.	1	Pkgs.	1	
<i>British North America</i>	Pkgs.	982	Pkgs.	10	13 30
<i>Provinces</i>	Pkgs.		Pkgs.	992	
 <i>Animals of all kinds</i>	Pkgs.		No.	2	No. 2
<i>United States</i>	Pkgs.		No.	2	133
 <i>Fruits of all kinds, green</i>	Pkgs.		Pkgs.	143	7,915 50
<i>Great Britain</i>	Pkgs.	1,413	Pkgs.	5,744	7,915 50
<i>United States</i>	Pkgs.	61	Pkgs.	8,406	8,743 28
<i>France</i>	Pkgs.	249	Pkgs.	2,176	997 70
<i>Spain</i>	Pkgs.	1,849	Pkgs.	249	5,712 20
<i>Sicily</i>	Pkgs.		Pkgs.	1,849	3,966 60
<i>3,572</i>	Pkgs.		Pkgs.	3,966	
 <i>Hay, Straw, and Bran</i>	Pkgs.		Pkgs.	2	Pkgs. 2
<i>United States</i>	Pkgs.		Pkgs.	2	Pkgs. 2
 <i>Seeds, other than Cereals</i>	Pkgs.		Pkgs.	17	17 167
<i>Great Britain</i>	Pkgs.		Pkgs.	4,403	834 40
<i>United States</i>	Pkgs.		Pkgs.	2,174	2,630 01
<i>France</i>	Pkgs.		Pkgs.	1,625	1,438 80
 <i>Grease and Grease Scrap</i>	Cwt.	10,438	Cwt.	10,438	Cwt. 10,438
					824
					82 40

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

Type	Pkgs. 61	Pkgs. 61	Pkgs. 61	Pkgs. 61	Pkgs. 61	Pkgs. 61
Great Britain	189	7,041	3,902	3,902	3,902	195 10
United States	5	319	189	189	189	7,041
France	66	255	11,262	11,262	11,262	319
6 per cent. additional on Duty, from 7th April, 1870 .....	.....	.....	.....	.....	.....	15 95
—	.....	.....	.....	.....	.....	56,984 74
FREE GOODS.						
ARTS AND SCIENCES.						
Busts, Casts, and Statues	Pkgs. 4	Pkgs. 5	Pkgs. 4	Pkgs. 4	Pkgs. 4	Pkgs. 4
Great Britain	5	1	5	6,077	5	6,077
France	1	2	1	154	1	154
Germany	10	2	2	50	2	50
Italy .....	.....	.....	12	80	12	80
Drawings (not in oil)	Pkgs. 3	Pkgs. 3	Pkgs. 3	Pkgs. 3	Pkgs. 3	Pkgs. 3
Great Britain	3	3	3	224	3	224
United States	3	3	3	186	3	186
Gems and Medals, including Cab- inetts of ditto, Antiquities, Coins, &c.	Pkgs. 5	Pkgs. 13	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5
Great Britain .....	.....	13	13	319	13	319
United States	4	4	4	438	4	438
France	3	3	3	126	4	126
B. N. A. Provinces	12	13	25	12	3	12
Paintings in Oil	Pkgs. 77	Pkgs. 195	Pkgs. 77	Pkgs. 77	Pkgs. 77	Pkgs. 77
Great Britain .....	.....	195	195	8,180	195	8,180
United States	20	1	20	5,418	20	5,418
France .....	.....	.....	1	895	120	895
Germany	97	1	195	120	1	120
			293	14,543	293	14,543

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
FREE GOODS.—ARTS AND SCIENCES.									
<i>Continued.</i>									
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.	Great Britain.....	Pkgs. 7	..... 40	..... 2	Pkgs. 7 40 2	\$ 197 1,515 293	\$ 197 40 2	\$ 1,515 293
United States.....									
France									
DRUGS, DYE STUFFS, OILS, AND COLORS, NOT ELSEWHERE SPECIFIED.									
Acids, Alum, Antimony, and Argo.....	Great Britain.....	Pkgs. 4,292	..... 230	..... 230	Pkgs. 4,292 230	\$ 26,579 1,831	\$ 4,292 230	\$ 26,579 1,831
United States.....									
		4,292	..... 230	..... 230	4,522	28,410	4,522	28,410
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	Great Britain.....	Pkgs. 4,734 448	1,530 189	..... 189	Pkgs. 4,734 41,607 191	\$ 44,945 39,288 2,538	\$ 4,734 41,607 191	\$ 44,945 39,288 2,538
United States.....									
France.....									
Germany.....									
Holland.....									
Sicily									
		5,660	1,749	39,029	47,038	93,959	47,038	93,959	
Bleaching Powders and Borax ..	Great Britain.....	Pkgs. 9,475	..... 29	..... 29	Pkgs. 9,475 29	\$ 31,220 404	\$ 9,475 29	\$ 31,220 404
United States.....									
		9,475	..... 29	..... 29	9,504	31,624	9,504	31,624

Colors and other Articles imported by Room Paper Makers and Stainers	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	18	18	18	18	18	18
Great Britain	18	127	127	127	5,423	2,820
United States	18	127	145	8,243	5,423	2,820
Cream of Tartar in Crystals	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Great Britain	18	103	103	491	18	491
United States	2,892	2,892	2,892	1,897	103	1,897
France				21,385	2,892	21,385
Indigo	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain	15,913	1,211	13,007	15,913	14,481	14,481
United States				14,218	13,764	13,764
					14,218	13,764
Lead—Red and White, dry	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Great Britain	11,797	319	319	11,797	70,866	70,866
United States				319	1,837	1,837
Nitre, Sal Ammoniac, Sal Soda, Saltpetre Soda, Ash, Soda Caustic, &c.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain	58,742	772	772	58,742	145,901	145,901
United States				772	1,331	1,331
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Great Britain	2,035	407	407	2,035	4,613	4,613
United States	33			492	1,296	1,296
France				33	205	205
2,068	85	407	407	2,660	6,114	6,114

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Galls.	\$
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.								
Oils—Coconut, Palm, and Pine, in their natural state.....	Great Britain..... United States.....	3,048 125	.....	50,425	50,550	2,086 31,813	3,048 50,550	2,086 31,813
		3,173	.....	50,425	53,598	33,899	53,598	33,899
Phosphorus, Brimstone, and Sul- phur, in roll or flour.....	Great Britain..... United States..... France..... Sicily	Pkgs. 1,177 1,113 300	..... 118	Pkgs. 1,177 118 1,113 300	Pkgs. 3,983 32 7,568 638	1,177 118 1,113 300	Pkgs. 1,177 118 1,113 300	3,983 32 7,568 638
		2,590	.....	118	2,708	12,221	2,708	12,221
Roots—Medicinal, in their na- tural state.....	Great Britain..... United States..... France	Pkgs. 29 22 51	..... 46	Pkgs. 29 46 46	Pkgs. 2,180 2,563 331	29 46 22	Pkgs. 29 46 22	2,180 2,563 331
Vitriol, blue.....	Great Britain..... United States.....	Pkgs. 21 21	..... 1	Pkgs. 21 1	Pkgs. 1,262 7	21 1	Pkgs. 21 1	1,262 7

Whiting or Whiteming	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	14,632	2	14,632	2
Zinc—white, dry	Great Britain	Cwt.	Cwt.	Cwt.	Cwt.
	United States	112 230 780	54	166 492 780	863 3,298 4,554
Belgium	Great Britain	Cwt.	Cwt.	Cwt.	Cwt.
	United States	1,122	54	172	1,348
MANUFACTURES AND PRODUCTS OF MANUFACTURES.					
Ashes - Pot, Pearl, and Soda	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	2	2	14,632	14,632
Biscuit and Bread from Great Britain and B. N. A. Provinces	Great Britain	Cwt.	Cwt.	Cwt.	Cwt.
	United States	14	14	14	14
Bolting Cloth	France	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	2	2	2	2
Bookbinders Tools and Implements	Great Britain	Pkgs.	Pkgs.	Pkgs.	Pkgs.
	United States	27	41	27	27
Burrstones	Germany	42	42	41	41
	France	69	41	110	110
Great Britain	Great Britain	Cwt.	C. t.	Cwt.	Cwt.
	United States	675 2,373	504	675 557 2,373	928 803 3,347
France	Great Britain	3,048	504	3,605	675 557 2,373
	United States			5,078	928 803 3,347
France	France			3,605	5,978

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—MANUFACTURES, ETC. Continued.								
Cotton Wool	Great Britain.....	145 .....	.....	Pkgs. 3,919	Pkgs. 145 3,919	5,004 85,173	145 3,919	5,004 85,173
	United States.....	145 .....	.....	3,919	4,064	90,177	4,064	90,177
Cotton Candle—Wick.								
	Great Britain.....	8,760 .....	.....	Lbs. 16,276	Lbs. 8,760 16,276	2,628 4,863	8,760 16,276	2,628 4,863
	United States.....	8,760 .....	.....	16,276	25,036	7,511	25,036	7,511
Cotton and Flax—Waste.								
	Great Britain.....	565 .....	.....	Pkgs. 1,108	Pkgs. 565 1,108	6,076 12,072	565 1,108	6,076 12,072
	United States.....	565 .....	.....	1,108	1,673	18,148	1,673	18,148
Church Bells and Communion Plate.								
	Great Britain.....	14 .....	.....	Pkgs. 24	Pkgs. 14 24 8	4,122 4,160 1,431	14 24 8	4,122 4,160 1,431
	United States.....	8 .....	.....	24	46	9,713	46	9,713
	France	22 .....	.....		Pkg. 1	5	Pkg. 1	5
Clothing—Donations of, for Charitable Purposes.								
	United States.....	.....	.....			

	Cocoa Paste	Great Britain.....	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5
			Pkgs. 33	Pkgs. 34	Pkgs. 33	Pkgs. 33	Pkgs. 33
3-12	Cotton and Woollen Netting for India, Rubber Shoes.....	Great Britain.....	33	34	10,564 4,898	10,564 4,398	10,564 4,398
		United States.....	33	34	67	15,462	15,462
	Drain Tiles.....	United States.....	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1
	Duck, for belting and hose.....	Great Britain.....	130	130	151 8,220	151 8,220	151 8,220
		United States.....	1	130	131	131	131
	Emery, Glass and Sand Paper and Cloth.....	Great Britain.....	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5	Pkgs. 5
		United States.....	200	582	782	792	792
	Fire-Brick.....	Great Britain.....	5	200	787	787	787
		United States.....	223	53	Mille. 223 61	Mille. 223 61	Mille. 223 61
	Fishing-Hooks, Nets and Seines, Lines and Twines.....	Great Britain.....	223	53	284	11,347	284
		United States.....	223	53	284	11,347	11,347
	France	Great Britain.....	Pkgs. 507	Pkgs. 44	Pkgs. 507	Pkgs. 507	Pkgs. 507
		United States.....	9	2	63	63	63
	B. N. A. Provinces	Great Britain.....	2	2	2	2	2
		United States.....	2	2	2	2	2
	520	Great Britain.....	520	44	564	564	564
		United States.....	520	44	564	564	564

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

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Sessional Papers (No. 3.)

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ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—MANUFACTURES, ETC.								
Gold Beater's Brim, Moulds and Skins, Gold, Silver and Plater's Leaf	Great Britain.....	Pkgs. 13	Pkgs.	Pkgs. 134	\$ 4,316	\$ 4,316	13	4,316
.....	United States.....	1	....	134	3,973	3,973	134	3,973
.....	Germany .....	.....	.....	1	1,026	1,026	1	1,026
Hoop Skirt Manufacture—Articles for.....								
Great Britain.....	Great Britain.....	Pkgs. 68	Pkgs.	Pkgs. 68	\$ 11,485	\$ 11,485	148	9,315
.....	United States.....	.....	.....	361	24,337	24,337	361	24,337
.....	.....	68	.....	361	429	429	429	35,922
Junk and Oakum								
Great Britain.....	Great Britain.....	.....	.....	.....	14,115	14,115	.....	.....
.....	United States.....	.....	.....	.....	5,903	5,903	.....	.....
.....	B. N. A. Provinces .....	.....	.....	.....	1,709	1,709	.....	.....
.....	.....	.....	.....	.....	21,727	21,727	.....	.....
Lithographic Stones.....								
Great Britain.....	Great Britain.....	Pkgs. 62	Pkgs.	Pkgs. 62	\$ 857	\$ 857	62	857
.....	United States.....	.....	.....	5	209	209	5	209
.....	.....	62	.....	5	67	67	67	1,066
Lumber, Plank and Sawed, of Mahogany, Rosewood, Walnut, Cherry and Chestnut, and Pitch Pine								
.....	United States.....	.....	.....	.....	2,814	2,814	.....	.....

	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Materials for Hats, Boots, and Shoes	1,014	.....	258	1,014	181,945	1,014	181,945
Great Britain	14	.....	258	258	2,765	258	2,765
United States	14	.....	14	14	4,722	14	4,722
France	1	.....	1	356	356	1	356
Prussia							
	1,020	.....	268	1,287	189,788	1,287	189,788
Machine Linen, Thread and Silk Twist	134	.....	23	134	51,482	134	51,482
Great Britain				23	1,351	23	1,351
United States							
Machinery, when used in the original construction of Mills or Factories	134	.....	23	157	52,833	157	52,833
Nails, Composition or Sheathing, and Composition Spikes	8	.....	461	8	844	8	844
Great Britain			461	461	46,793	461	46,793
United States							
	8	.....	461	469	47,637	469	47,637
Printers' Implements, viz.:—							
Presses, Electrotype and Ste- reotype Blocks and Ink	195	.....	320	195	4,679	195	4,679
Great Britain			320	320	14,147	320	14,147
United States	8	.....	8	8	2,114	8	2,114
France							
	203	.....	320	523	20,940	523	20,940
Philosophical Instruments and Apparatus for Colleges and Schools	8	.....	3	8	1,050	8	1,050
Great Britain			3	3	170	3	170
United States	2	.....	4	4	282	4	282
France							
	10	2	3	15	1,502	15	1,502

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
FREE GOODS.—MANUFACTURES, ETC.									
<i>Continued.</i>									
Rags.....	Great Britain.....	Pkgs. 2,026		Pkgs. 4,002		\$ 31,510 101 96	Pkgs. 2,026 4,002	\$ 31,510 101 96	
	United States.....	3			3		3		
	B. N. A. Provinces.....								
Treenails.....	United States.....	2,029		4,002	6,031	31,707	6,031	31,707	
Veneering—of Wood or Ivory	Great Britain.....	Pkgs. 1		Pkgs. 60	1 60	77 2,427	Pkgs. 1 60	77 2,427	
	United States.....								
Wire Cloth—of Brass or Copper.....	Great Britain.....	Pkgs. 240		Pkgs. 11	2,504	61	Pkgs. 240	2,504	
	United States.....	1		1					
	Germany.....	-							
SHIPS' MATERIALS.									
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	Great Britain.....								
Binnacle and Signal Lamps, Dead Eyes and Dead Lights.....	Great Britain.....	Pkgs. 14		Pkgs. 10	1,555 259	14 10	Pkgs. 14 10	1,555 259	
	United States.....								

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS—METALS.—Continued.								
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Gal- vanized)	Great Britain				\$ 924,638 3,926 240	.....	\$ 924,688 3,926 240	.....
United States	B. N. A. Provinces . . . . .				.....		.....
Locomotive Engine Frames, Axles, Cranks, Hoop Iron, or Steel for Tires Bent and Welded Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.	Great Britain	Pkgs. 4,676	Pkgs. 658	Pkgs. 4,676 658	25,246 4,833	Pkgs. 4,676 658	25,246 4,833	.....
United States	United States	4,676	658	5,334	30,079	5,334	30,079	.....
Lead (in Sheet or Pig) and Litharge	Great Britain				44,145 170 3,323	.....	44,145 170 3,323	.....
United States	France				3,092 4,393	.....	3,092 4,393	.....
Italy	Spain . . . . .				.....		.....
					55,123	.....	55,123	.....
Railroad Bars and Forges, Wrought								
Iron or Steel Chars, and Fish Plates and Car Axles	Great Britain				648,140 30,995	.....	648,140 30,995	.....
United States	United States				679,135	.....	679,135	.....

Solders and Zinc (in Block, Sheet, or Pig)	Cwt. 1,763	Cwt. 128	Cwt. 1,763	Cwt. 9,588	Cwt. 1,763	Cwt. 9,588
Great Britain.....	1,763	128	1,763	9,588	1,763	9,588
United States.....	.....	.....	128	860	128	860
Germany.....	2,091	2,091	2,091	12,817	2,091	12,817
Holland.....	190	190	190	1,139	190	1,139
Belgium.....	299	1,595	1,894	11,828	1,894	11,828
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form but not moulded.....	4,343	1,595	128	6,066	36,232	6,066
Great Britain.....	.....	.....	.....	255,295	.....	255,295
United States.....	.....	.....	.....	4,368	.....	4,368
Germany.....	.....	.....	.....	2,708	.....	2,708
Tin, in Bar, Blocks, Pig, or Granulated.....	Cwt. 1,571	Cwt. 34	Cwt. 1,571	Cwt. 34,237	Cwt. 1,571	Cwt. 34,237
Great Britain.....	.....	113	113	3,062	113	3,062
United States.....	.....	34	34	752	34	752
Belgium.....	1,571	34	113	1,718	38,051	1,718
Tubes and Piping of Brass, Copper, or Iron (Drawn).....	Cwt. 13,626	Cwt. 98	Cwt. 13,626	Cwt. 98	Cwt. 13,626	Cwt. 98
Great Britain.....	.....	98	98	79,200	13,626	79,200
United States.....	13,626	.....	98	3,865	98	3,865
Germany.....	.....	.....	.....	83,065	13,724	83,065
Type Metal, in Blocks or Pigs.....	Pkgs. 1	.....	Pkgs. 1	12	Pkgs. 1	12
Wire, of Brass or Copper, Round or Flat.....	.....	.....	.....	19,664	.....	19,664
Great Britain.....	.....	.....	.....	543	.....	543
United States.....	.....	.....	.....	359	.....	359
Germany.....	.....	.....	.....	20,466	.....	20,466
Yellow Metal—in Bolts, Bars, and for Sheathing.....	Great Britain.....	.....	.....	26,352	.....	26,352
France.....	.....	.....	.....	2,446	.....	2,446
				28,798	.....	28,798

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Pkgs.	Value.
FREE GOODS.—NATURAL PRODUCTS.								
Bristles	Great Britain.....	Pkgs. 18		Pkgs. 10	\$ 6,160 2,118	Pkgs. 18 10	\$ 6,160 2,118	
	United States.....	18		10	28	8,278	28	8,278
Broom Corn.....	United States.....	Pkgs. 79	Pkgs. 108	Pkgs. 1,226	Pkgs. 1,413 103	35,136 1,542	Pkgs. 1,413 103	35,136 1,542
	France	103						
	182	108		1,226	1,516	36,678	1,516	36,678
Caoutchouc, or India Rubber and Gutta Percha, unmanufactured.....	United States.....			Pkgs. 2,960	Pkgs. 2,960		Pkgs. 2,960	
	Tons. 97,016			Tons. 51,743	Tons. 97,016 51,743 27		Tons. 291,048 155,230 82	
	27							
	97,043			51,743	148,786	446,360	148,786	446,360
Cocoa—Bean and Shell.....	Great Britain.....	Pkgs. 3		Pkgs. 1	Pkgs. 3 1	Pkgs. 71 1	Pkgs. 3 1	Pkgs. 71 18
	Spain	3		1	4	89	4	89

Corkwood and Bark.....	Great Britain.....	Pkgs.	120	Pkgs.	694	Pkgs.	120	Pkgs.	964
	United States.....		10		10		694		5,322
	France		1		1		10		106
	Spain		230		230		3		3
	Portugal		361		694		352		352
Diamonds and Precious Stones	Great Britain.....						1,326		1,326
	France						16,907		16,907
	Italy						316		316
Earths, Clays, and Sand.....	Great Britain.....						18,549		18,549
	United States.....								
Eggs	United States.....								
Emery	Great Britain.....	Pkgs.	190	Pkgs.	190	Pkgs.	1,917	Pkgs.	1,917
	United States.....		190		3		32		32
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes.....		Cwt.		Cwt.		Cwt.		Cwt.	
	Great Britain.....		250		154		5,831		5,831
	United States.....		6		6		3,115		3,115
	France		600		600		38		38
	Spain		866		154		10,260		10,260

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Pkgs.	\$	
FIRE GOODS.—NATURAL PRODUCTS.									
<i>Continued.</i>									
Fire Clay	Great Britain.....	978	96	188	978	1,357	978	1,357	
	United States.....	.....	.....	284	284	385	284	385
Fire Wood	Great Britain.....	6	269	6	269	64	6	64	
	United States.....	25	.....	25	25	538	269	538
	B. N. A. Provinces .	31	.....	269	269	100	25	100
Fish, fresh	Great Britain.....	.....	.....	.....	.....	309	.....	309
	United States.....	.....	.....	.....	.....	38,956	.....	38,956
	B. N. A. Provinces .	.....	.....	.....	.....	1,960	.....	1,960
						41,165	.....	41,165
Flour of Wheat and Rye									
<i>Continued.</i>									
United States.....	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	
B. N. A. Provinces .	47,050	7,303	61,506	115,859	532,735	115,859	532,735	115,859	
	73	.....	73	73	415	73	415	73
Flour of Wheat and Rye	47,123	7,303	61,506	115,932	533,150	115,932	533,150	115,932	
B. N. A. Provinces .									

		Pkgs. 4,972	Pkgs.	Pkgs. 4,972 11,002	Pkgs. 51,822 139,882	Pkgs. 4,972 11,002	Pkgs. 51,822 139,882
	United States.....	4,972		11,002		11,002	
Furs, Skins, and Tails, undressed	Great Britain.....	54	Pkgs.	214	44,556 52,171	54 214	44,556 52,171
	United States.....	3		.....	3 2,667	3	2,667
	France.....	5		.....	5 4,360	5	4,360
	Germany.....	3		.....	3 2,516	3	2,516
	Prussia.....	8		.....	8 886	8	886
	B. N. A. Provinces	73		214	287	107,156	287
Grain of all kinds, except Indian							
Corn.....	Great Britain.....	3	Bush.	Bush.	Bush.	Bush.	Bush.
	United States.....	135,273	3,637	649	139,559 1,337	141,818 607	139,559 1,337
	B. N. A. Provinces	1,337					
Gravels	United States.....	136,613	3,637	649	140,899	142,525	140,899
	Italy.....						
Grease and Grease Scraps	United States.....		Tons. 100	Tons. 200	Tons. 300 1	Tons. 144 3	Tons. 300 1
			1	100	200	301	147
Gum, Copal	Great Britain.....	554	Pkgs. 5	Lbs. 192,474	Lbs. 195,985	Lbs. 15,478	Pkgs. 554 449 2
	United States.....	2					
	Spanish West Indies	556	5	444	1,005	34,131	1,005

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	COUNTRIES,	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Cyprum and Plaster of Paris, not ground nor calcined	United States			Brls. 100	\$ 224	Brls. 100	\$ 224	.....
Hair	Great Britain	Pkgs. 9	Pkgs. 128	Pkgs. 9 128 1	2,280 6,488 118	Pkgs. 9 128 1	2,280 6,488 118	.....
	United States	1	.....				
	Germany	10	.....	128	138	8,886	138	8,886
Hay	United States	Tons. 10	Tons. 49	Tons. 49 10	369 150	Tons. 49 10	369 150	.....
	B. N. A. Provinces	10	.....	49	59	59	59	519
Hides, Horns and Pelts	Great Britain .....	.....	.....	.....	27,095 634,496 3,334	.....	27,095 634,496 3,334	.....
	United States .....	.....	.....	.....	.....	.....	.....	.....
	B. N. A. Provinces .....	.....	.....	.....	724,925	.....	724,925	.....
Hops	Great Britain	Lbs. 60,789	Lbs. 57,125	Lbs. 60,789 57,125 7,770	17,069 7,540 74	Lbs. 60,789 57,125 7,770	17,069 7,540 74	17,069 7,540 74
	United States	7,770	.....				
	Belgium	68,559	.....	57,125	24,683	125,684	24,683	.....

Indian Corn	United States.....	Push. 6,908	Bush. 9,341	Bush. 16,249	Bush. 14,427	Bush. 16,249	Bush. 14,427
Indian Meal	United States.....		Brls. 52	Brls. 52		Brls. 52	Brls. 201
Manilla Grass and Sea Grass	United States.....		Pkgs. 651	Pkgs. 651		Pkgs. 651	Pkgs. 24,016
Manures	Great Britain.....				186		186
	United States.....				366		366
					552		552
Marble, un wrought	United States.....						
	Great Britain.....				1,843		1,843
					16,108		16,108
Moss, for Upholstery purposes..	United States.....				17,951		17,951
Ores of Metals, of all kinds	Great Britain.....						
	United States.....				319		319
					14,969		14,969
					15,288		15,288
Pipe Clay	Great Britain.....	Cwt. 6,000			Cwt. 6,000	Cwt. 6,000	Cwt. 1,0

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Ratan, for Chair Makers	Great Britain.....	Pkgs. 25.....	Pkgs. 74.....	Pkgs. 25 74	\$ 18 2,957	\$ 18 2,957	25 74	18 2,957
	United States.....	25.....	74.....	74	99	2,975	99	2,975
Rosin	United States.....	Brls. 814.....	Brls. 3,726	Brls. 775	Brls. 5,315	Brls. 15,403	Brls. 5,315	Brls. 15,403
Salt.....	Great Britain.....	Bush. 1,928,263.....	Bush. 2,612.....	Bush. 4,153.....	Bush. 1,928,263 4,153	Bush. 332,139 706	Bush. 1,928,263 4,153	Bush. 332,139 706
	United States.....	.....	.....	.....	.....	.....	.....	.....
	France .....	.....	.....	.....	.....	.....	.....	.....
	Spain	23,624.....	9,500.....	23,624 9,500	23,624 9,500	4,016 1,615	23,624 10,288	4,016 1,615
	Portugal .....	.....	.....	.....	.....	.....	.....	.....
	B. N. A. Provinces.....	10,288.....	.....	.....	.....	.....	.....	.....
		1,971,675.....	2,612.....	4,153	1,978,440	340,669	1,978,440	340,669
Seeds, for Agricultural, Horticultural, or Manufacturing purposes								
	Great Britain.....	Pkgs. 2,428.....	Pkgs. 32.....	Pkgs. 803.....	Pkgs. 2,428 803	\$ 15,642 9,450	Pkgs. 2,428 803	\$ 15,642 9,450
	United States.....	.....	.....	.....	.....	.....	.....	.....
	France	4.....	.....	.....	4	972 43	32 4	972 43
	Germany	2,464.....	.....	803	3,267	26,107	3,267	26,107

Stone, un wrought, and Slate	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain.....	16	.....	16	.....	16	159	16
United States.....	520	236	486	1,242	3,156	1,242	3,156
France.....	4	.....	4	4	37	4	37
 Tanners' Bark.....	 Brls.	 Brls.	 Brls.	 Brls.	 Cords.	 Cords.	 Tons.
 United States.....	 2,286	 6,248	 771	 2,286	 163	 480	 16
 Great Britain.....	 2,286	 6,248	 771	 7,019	 15,239	 480	 3,352
 United States.....	 2,286	 6,248	 771	 9,305	 163	 480	 3,352
 Tar and Pitch.....	 Brls.	 Brls.	 Brls.	 Brls.	 Brls.	 Brls.	 Tons.
 United States.....	 2,286	 6,248	 771	 20,652	 163	 480	 16
 Teasels.....	 Lbs.	 Lbs.	 Lbs.	 Lbs.	 Lbs.	 Lbs.	 Tons.
 United States.....	 8,155	 17,4239	 5,184,176	 5,561,291	 8,155	 1,375	 16
 Great Britain.....	 205,876	.....	.....	500,376	 501,751	 6,207	 3,156
 United States.....	 211,031	 174,239	 5,184,176	 5,569,44	 501,751	 5,199,687	 1,242
 Tobacco, unmanufactured.....	 Pkgs.	 Pkgs.	 Pkgs.	 Pkgs.	 Pkgs.	 Pkgs.	 Tons.
 Great Britain.....	 69	.....	4,660	 4,660	 69	 69	 16
 United States.....	 1	.....	.....	1	 1	 1	 3,156
 France.....	 1	.....	.....	2	 2	 1	 37
 Germany.....	 2	.....	.....	.....	20	 1	 49
 Belgium.....	 73	.....	4,660	 4,733	 6,264	 2,055	 2,055
 Trees, Plants and Shrubs, Bulbs and Roots.....	 Galls.	 Galls.	 Galls.	 Galls.	 Galls.	 Galls.	 Tons.
 United States.....	 20,195	 200	 20,395	 20,395	 4,733	 6,264	 16
 France.....	.....	.....	.....	.....	.....	.....	3,156
 Germany.....	.....	.....	.....	.....	.....	.....	37
 Belgium.....	.....	.....	.....	.....	.....	.....	49
 Turpentine, other than spirits of United States.....	.....	.....	.....	.....	.....	.....	16

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Vegetables	Great Britain.....				\$ 376	\$ 376		
	United States.....				12,414	12,414		
	B. N. A. Provinces.....				8,138	8,138		
					20,928	20,928		
Whale Oil.....	United States.....			Galls. 2,983	Galls. 2,983	Galls. 2,983	1,879	1,879
				Bush. 109,111	Bush. 109,111	Bush. 109,111	108,062	108,062
Wheat	United States.....						416	416
	Great Britain.....						47,216	47,216
	United States.....						47,632	47,632
Wood, unmanufactured								
	Lbs. 988,084	Lbs. 49,632	Lbs. 687,541	Lbs. 737,173	Lbs. 131,179	Lbs. 158,999		158,999
	United States.....							131,179
	Africa.....							70,241
								310,584
Wool.....	1,307,668	49,632	687,541	2,044,841	360,419	2,044,841		360,419

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	No.	Quantity.	Value.
FREE GOODS.—Continued								
Animals for Improvement of Stock	Great Britain.....	No. 88	.....	No. 1	88	\$ 12,365 40	No. 88 1	\$ 12,365 40
United States.....								
GROWTH AND PRODUCT OF ANY OF THE B. N. A. PROVINCES.								
Fish, Smoked, and Meats and Poultry	B. N. A. Provinces.....	.....	.....	.....	.....	9,900	.....	9,900
Fish, and Products of Fish, and Fish Oil.....	B. N. A. Provinces.....	.....	.....	.....	.....	320,140	.....	320,575
Timber and Lumber.....	B. N. A. Provinces.....	.....	.....	.....	.....	18	.....	18
Other Articles.....	Great Britain.....	.....	.....	.....	.....	7,420 4,205	.....	10,686 6,947
	United States.....	.....	.....	.....	.....	.....	.....	249
	France.....	.....	.....	.....	.....	.....	.....	208
	Germany.....	.....	.....	.....	.....	.....	.....	3
	Belgium.....	.....	.....	.....	.....	.....	.....	121
	China.....	.....	.....	.....	.....	.....	.....	160
	Spanish West Indies.....	.....	.....	.....	.....	.....	.....	.....
Coin and Bullion	Great Britain.....	.....	.....	.....	.....	11,625	.....⁴	17,774
	United States.....	.....	.....	.....	.....	.....	.....	1,058,338 157,041
		.....	.....	.....	.....	.....	.....	1,058,338 157,041
		.....	.....	.....	.....	.....	.....	1,215,379

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

COUNTRIES	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
From Great Britain	\$ 14,563,737	\$ 5,818,533	\$ 20,382,270	\$ 2,362,209 77
United States	3,944,525	3,966,797	6,911,322	725,497 73
France	1,973,034	77,938	1,150,972	265,358 54
Germany	377,814	32,888	410,702	101,067 20
British North American Provinces	192,222	332,674	524,896	81,719 29
British West Indies	272,982	33	273,015	107,336 32
Spanish West Indies	1,632,208	181	1,632,389	731,589 07
China	373,825	121	373,946	136,241 67
Africa	107,439	70,241	70,241	.....
Holland	144,131	4,178	111,617	181,911 28
Belgium	213,784	1,422	161,563	30,443 13
Spain	37,380	18,724	232,508	48,930 19
Portugal	28,050	1,967	39,347	10,664 15
Switzerland	26,755	3,583	28,060	4,211 45
Sicily	5,935	3,491	30,338	9,802 60
Italy	5,340	102,803	9,426	1,167 30
Japan	5,846	2,872	5,340	1,336 34
Norway	2,366	2,872	108,649	331 32
Russia	1,514	1,372	2,366	118 31
Prussia	1,372	57	4,386	225 40
Asia Minor	47	47	1,372	205 80
Brazil	18	18	57	24 00
Greece			47	7 05
British Guiana			18	2 70
	22,110,391	10,054,446	32,164,837	4,798,460 64
Add Five per Cent Additional on Duty, from 7th April, 1870	3,035	.....	3,035	56,984 74
Copyrights .....		.....	.....	.....
Grand Total	22,113,426	10,054,446	32,167,872	4,855,445 38

PROVINCE OF NOVA SCOTIA.

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

Brandy	Galls.	16,513	Galls.	16,513	Galls.	24,673	Galls.	15,398	Galls.	20,014	Galls.	12,318 24
Great Britain	1,124		1,124		1,225	75	75	184	355	147 10		
United States	73,618		75,618		78,498	56	101	34,669	35	59 96		
Prince Edward I												
France	56											
British West Indies	250											
Germany	104											
Spain	10											
St. Pierre												
	93,675											
Gin	Galls.	34,812	Galls.	34,812	Galls.	17,777	Galls.	35,023	Galls.	21,952	Galls.	28,018 02
Great Britain												
United States												
Germany	1,724											
Holland	53,215											
British West Indies	43											
St. Pierre												
	89,794											
Rum	Galls.	2,832	Galls.	2,832	Galls.	2,223	Galls.	3,412	Galls.	2,388	Galls.	2,729 12
Great Britain												
United States												
Newfoundland	4,407											
British West Indies	127,510											
Spanish West Indies	56,914											
Foreign West Indies	892											
Demerara	33											
British Guiana												
	192,588											
Whiskey	Galls.	28,510	Galls.	28,510	Galls.	26,584	Galls.	28,871	Galls.	28,453	Galls.	23,095 86
Great Britain	1,125											
United States	5											
British West Indies												
France												
Newfoundland	503											
	30,156											

ARTICLES.	COUNTRY.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.	
GOODS PAYING SPECIFIC DUTY.—										
<i>Continued.</i>										
Spirits and Strong Waters, including Spirits of Wine, &c.,	Great Britain.....	Galls.			Galls.	\$			cts.	
United States.....	3.....				3.....	99	44	79 20		
British West Indies.....	5.....				5.....	270	238	215 60		
Spanish West Indies.....	3.....				3.....	6	6	4 00		
St. Pierre	5.....				5.....	3	5	2 40		
	16.....				6.....	7	6	3 84		
					16.....	25	382	800		
								305 04		
Spirits, &c., unenumerated	Great Britain.....	Galls.			Galls.					
United States.....	88.....				88.....	165	109	146	131 94	
	15.....				15.....	55	15	55	18 00	
	103.....				103.....	220	124	201	149 94	
Oil—Coal and Kerosene	United States.....	Galls.			Galls.					
	56,095.....				56,095.....	18,661	54,444	17,766	8,167 11	
Oil—Benzole, Naphtha, and Re-fined Petroleum	United States.....	Galls.			Galls.					
	1,658.....				1,658.....	386	1,571	369	235 65	
Products of Petroleum	United States.....	Galls.			Galls.					
	962.....				962.....	369	962	369	139 15	
Crude Petroleum	United States.....	Galls.			Galls.					
	107.....				107.....	32	107	32	6 42	

ARTICLES	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Mille.	\$	Mille.	\$	
GOODS PAYING SPECIFIC DUTY.—										
<i>Continued.</i>										
Cigars—not over \$10 per M.	Great Britain.....	Mille. 136	Mille. 61	Mille. 136 111 48	Mille. 136 111 48	\$ 676 1,004 290	Mille. 129 250 48	\$ 689 1,007 297	386 10 751 50 146 40	
United States.....	Germany.....	50	48	.....	.....	.....	6	45	18 00
Holland.....	British West Indies.....	48	48	.....	.....	5	6	5	2 40
Prince Edward I.	Spanish West Indies.....	8	8	.....	80	80	10	10	30 00
		2,122	61	.....	303½	2,055	443½	2,731	1,334 40
 Cigars—value over \$10 and not over \$20 per M.—										
Great Britain.....	United States.....	Mille. 15	Mille. 19	Mille. 15 19 30	Mille. 15 19 30	\$ 250 404 435	Mille. 11 29	\$ 198 593	42 00 126 40	
Germany.....	Spanish West Indies.....	30	1	.....	1	14	1	14	2 80
		65	.....	.....	65	1,103	41	805	171 20
 Cigars—value over \$20 and not over \$40 per M.—										
Great Britain.....	United States.....	Mille. 4	Mille. 10	Mille. 4 11 8	Mille. 4 11 8	\$ 14 3,448 154 280	Mille. 14 104 10	\$ 14 2,694 10	2 50 522 00	
Germany.....	Spanish West Indies.....	8	10	.....	.....	.....	10	10	50 00
		28½	119	.....	147½	3,896	114½	2,988	574 50

Cigars—value over \$10 per M.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.	Mille.
Great Britain.....	6	2	8	5	6	5	6
United States.....	2	.....	2	440	.....	266	30 00
Prince Edward I.....	20	.....	20	80	20	6	.....
Spanish West Indies.....	28	2	30	920	20	920	120 50
	Lbs.		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Cigars—New Tariff from 7th April only	5,509	.....	5,509	2,159	2,738	1,149	1,232 10
Great Britain.....	310	.....	310	600	343	913	1,14 03
United States.....	531	.....	51	.....	120	118	54 00
Germany.....	6,350	.....	6,350	827	489	827	290 16
Spanish West Indies.....	.....	.....	.....	3,586	3,690	3,007	1,660 29
	Lbs.		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Butter	7,450	.....	7,45	1,433	1,859	341	74 36
United States.....	600	.....	600	108	.....	.....	.....
British West Indies	8,050	.....	8,050	1,541	1,859	341	74 36
	Lbs.		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Cheese	5,545	.....	5,545	1,214	4,186	881	125 58
United States.....	2,147	.....	2,147	278	4,322	463	129 66
Holland.....	33	.....	33	6	33	6	99
	7,725	.....	7,725	1,498	8,541	1,355	236 23
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Lard and Tallow.....	209,649	3,725	213,374	23,884	205,176	22,189	2,051 76
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Fish, salted or smoked	316,456	233,164	.....	549,620	15,073	100	6
United States.....	5,400	.....	.....	5,400	81	5,400	81
St. Pierre et Miquelon.....	321,856	233,164	.....	555,020	15,154	5,500	87
	Bush.			Bush.	2,214	2,385	4,238
Malt.....	2,214	.....	.....	.....	.....	.....	954 00

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Lbs.	\$	cts.
GOODS PAYING SPECIFIC DUTY.—									
Meats, fresh, salted, or smoked.	Great Britain.....	15,357	Lbs.	Lbs.	15,357	737	5,493	336	54 93
	United States.....	565,237	4,400	.....	569,637	40,495	227,212	19,311	2,272 46
	British West Indies.....	.....	.....	.....	.....	4,000	100	40	40 00
	Holland.....	64	.....	.....	64	13	64	13	64
		580,658	4,400	.....	585,058	41,245	236,769	19,760	2,368 03
Coal and Coke.....									
	Great Britain.....	20	Tons.	Tons.	20	30	20	30	10 00
	United States.....	348	.....	.....	348	1,673	348	1,673	173 75
		368	.....	.....	368	1,703	368	1,703	183 75
Salt.....									
		Bush. 2,109	.....	.....	Bush. 2,109	37 $\frac{1}{4}$	Bush. 2,109	374	105 45
Hops.....									
	United States.....	1,267	Lbs.	.....	1,267	179	Lbs. 1,267	179	63 35
Vinegar and Acetic Acid.....									
	Great Britain.....	5,599	Gals.	Gals.	5,599	1,607	Gals. 6,122	1,323	271 85
	United States.....	17,124	.....	.....	17,124	2,706	11,200	2,716	627 54
	France.....	4,550	.....	.....	4,550	939	1,640	338	164 00
	Germany.....	1,810	.....	.....	1,810	598	2,461	1,017	152 55
		29,083	.....	.....	29,083	5,850	21,423	5,394	1,215 94

Rice	Lbs. 358,056 100	Lbs. 358,056 100	Lbs. 358,056 100	Lbs. 9,305 5	Lbs. 221,760 100	Lbs. 5,769 5	Lbs. 2,217,60 100
Great Britain.....	358,156	.....	358,156	9,310	221,360	5,774	2,218,60
United States.....	.....	.....	.....	.....	Bush. 5	9	20
Wheat .....	.....	.....	.....	.....	Bush. 2	15	05
Great Britain.....	.....	.....	.....	.....	Bush. 2	15	05
Grain of all other kinds.....	.....	.....	.....	.....	Bush. 2	15,409	450,14
Great Britain.....	2	.....	15,278	15,424	Bush. 2	15,006	450,14
United States.....	15,278	.....	.....	.....	Bush. 2	15,008	450,19
.....	.....	.....	15,280	15,424	Bush. 2	15,008	450,19
.....	.....	.....	.....	.....	Bush. 2	15,008	450,19
Flour of Wheat and Rye	Brls. 19,287 3	Brls. 63	Brls. 19,350 3	Brls. 98,496 18	Brls. 14,493 3	74,810 18	3,623,25 75
United States.....	19,290	63	19,353	98,514	Brls. 14,496	74,828	3,624,00
St. Pierre et Miquelon	.....	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
Prince Edward Island	40 5	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
Flour and Meal of all other kinds.....	.....	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
Great Britain.....	.....	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
United States.....	.....	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
Prince Edward Island	.....	.....	.....	.....	Brls. 40 2,593 5	311 14,034 12	311 2,293 90
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.							
Ale, Beer, and Porter, in casks ..							
Great Britain.....	48,317	Galls. 200	48,317 81	17,080 81	Galls. 42,036 451 81	14,805 138 81	3,611,55 36,15
United States.....	250	.....	924	153 24 239	924	24 242	24 242
Newfoundland.....	81	.....	.....	.....	924	24 242	6,45 70,40
Prince Edward Island	924	.....	.....	.....	924	24 242	70,40
.....	.....	.....	.....	.....	924	24 242	70,40
.....	.....	.....	.....	.....	924	24 242	70,40
Ale, Beer, and Porter, in bottles.....	49,572	200	49,772	17,501	44,082	15,209	3,724,55
.....
Ale, Beer, and Porter, in bottles.....	32,761	.....	32,761	13,601	Galls. 29,457	12,313	3,292,78

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Lbs.	\$
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.								
Tea—Green and Japan	Great Britain.....	1,095	.....	.....	1,095	.....	671	483
Tea—Black.....	Great Britain.....	1,447,261	.....	.....	1,447,261	397,475	1,359,449	374,704
	United States.....	189,743	.....	.....	189,743	43,969	129,675	29,060
	Newfoundland	98	.....	.....	98	29	.....	.....
	Prince Edward Island	105	.....	.....	105	46	125	54
	St. Pierre et Miquelon	198	.....	.....	198	56	198	56
	.....	1,637,405	.....	.....	1,637,405	441,605	1,489,447	403,874
Tobacco (manufactured) and Snuff	Great Britain	3,808	.....	.....	3,808	1,056	7,194	2,010
	United States	29,992	5,988	.....	35,980	8,490	26,888	7,312
	Germany	25	.....	.....	25	9	25	9
	British West Indies	857	.....	.....	857	151	16	21
	Prince Edward Island	2,236	.....	.....	2,236	684	265	6
	Spanish W. Indies	37	.....	.....	37	30	37	70
	St. Pierre et Miquelon	50	.....	.....	50	13	50	30
	.....	37,005	5,988	.....	42,993	10,433	34,475	9,471
Wines, of all kinds	Great Britain	23,176	.....	.....	23,176	37,193	24,788	33,998
	United States	3,713	1,631	.....	5,344	6,335	3,196	2,434
	Germany	9,983	.....	.....	9,983	.....	383	113
	France .....	.....	.....	.....	.....	4,760	4,418	2,242

Holland	94		94	230	230	66 90
Spain	1,085	11,980	13,065	11,650	617	169 40
Portugal					1,553	457 30
Madera					382	114 60
British West Indies	507		507	497	7	6 22
Newfoundland	1,662		1,662	3,422	1,547	603 25
St. Pierreet Miquelon	194		194	136	194	51 55
	40,414	13,611	54,025	63,223	37,093	13,021 04
			Lbs.	Lbs.		
Great Britain	369,001	625	369,001	29,535	338,635	9,958 93
United States	238,996		238,821	16,812	231,043	6,310 14
Germany	8,853		8,853	717	18,422	520 22
Holland	22,400		22,400	1,713	5,804	169 56
British West Indies	5,021,692		5,021,692	245,513	1,935,332	44,509 85
Spanish W. Indies	9,721,011		9,721,011	431,310	3,368,264	75,293 34
French West Indies	95,968		95,968	5,091	35,571	807 85
Dutch West Indies	110,835		110,835	5,750	28,450	1,615 04
Demerara	8,699		8,699	483	8,039	483 207 55
St. Pierreet Miquelon	100		100	10	100	3 50
Dutch Guiana	1,667		1,667	67	1,667	67 33 34
	15,616,755	2,292	15,619,047	737,001	5,960,187	316,082 138,601 82
			Lbs.	Lbs.		
United States	5,117		5,117	214	5,117	91 88
British West Indies	1,136,071		1,136,071	48,715	115,539	1,994 15
Spanish W. Indies	1,045,382		1,045,382	42,006	3,773	69 90
French West Indies	20,024		20,024	758	20,024	338 14
	2,200,794		2,200,794	91,638	144,453	5,693 2,484 07
			Lbs.	Lbs.		
Great Britain	2,639		2,639	123	2,598	118 45
United States	1,828		1,828	138	6,258	249 69
British West Indies	188,100		188,100	5,257	262,059	7,112 101 35
	192,567		192,567		5,618	270,915 7,479 3,562 90

Sugar—equal to and above No. 9, Dutch Standard	Sugar — below No. 9, Dutch Standard	Cane Juice, Melado, &c.....
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No. 1.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

ARTICLE.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.	Duty.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.—Continued.								
Confectionery.....	Great Britain.....	Lbs. 64,748	Lbs. 70		Lbs. 64,748 2,998 28	\$ 8,421 783 8	Lbs. 59,760 2,339 28	\$ 8,976 837 8
United States.....	British West Indies.....	2,998	70					
		28						
67,704		70			67,774	9,212	62,127	9,821
GOODS PAYING 25 PER CENT. AD VALOREM.								
Mace and Nutmegs.....	Great Britain.....	Lbs. 46,744			Lbs. 46,744 1	12,240 2	Lbs. £ 32,156 1	10,211 2
British West Indies.....		1						
					46,745	12,242	32,157	10,213
Spices—including Cassia, Cinnamon, Pimento, and Pepper, ground.....	Great Britain.....	Lbs. 203			Lbs. 203	76	Lbs. 203	76
United States.....	British West Indies.....	171	25		196	69	196	69
		161			161	55	55	55
535		25			560	200	399	145
Patent Medicines, and Medicinal Preparations.....	Great Britain.....	Pkgs. 37			Pkgs. 37	1,606	Pkgs. 37	1,606
United States.....		91	14		105	2,940	95	2,351
128		14			142	4,546	-132	3,957
Playing Cards	Great Britain.....	Pkgs. 6			Pkgs. 6	240	Pkgs. 6	240

Perfumery, not elsewhere specified.....	Pkgs. 38	Pkgs. 13	Pkgs. 3	Pkgs. 38	Pkgs. 14	Pkgs. 3	Pkgs. 38	Pkgs. 14	Pkgs. 30	Pkgs. 14	Pkgs. 3	Pkgs. 30	Pkgs. 14	Pkgs. 3	Pkgs. 30	Pkgs. 14	Pkgs. 5	Pkgs. 65	Pkgs. 5	Pkgs. 65	Pkgs. 5	Pkgs. 38	
	Great Britain.....	13	1	1	1	1	1	1	5	16 25	1 25	16 25	1 25	215 38
	United States.....	3	1	1	1	1	1	1	3	65	5	65	5	215 38
	Spanish W. Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Perfumed and Fancy Soaps.....	54	1	55	55	55	55	47	47	232 88
	Great Britain.....	72	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States.....	9	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Prince Edward Island	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses, other than for refining purposes	84	.....	.....	.....	.....	.....	.....	.....	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Great Britain.....	3,003	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	United States.....	204,438	.....	.....	.....	.....	.....	.....	.....	3,003	58	.....	.....	.....	.....	.....	58	.....	.....	.....	.....	.....
	British West Indies.....	8,317,985	.....	.....	.....	.....	.....	.....	.....	204,438	3,614	115,702	2,572	.....	.....	.....	2,572	.....	.....	.....	643 01	14 50
Spanish West Indies.....	20,059,628	22,310	.....	.....	.....	.....	.....	.....	8,317,985	167,244	4,513,752	93,210	.....	.....	.....	93,210	.....	.....	.....	23,304 57	.....	
	French West Indies.....	695,528	.....	.....	.....	.....	.....	.....	20,059,628	403,269	10,150,484	197,361	49,340 42	.....	.....	197,361	49,340 42	.....	.....	.....	.....
	Newfoundland.....	3,388	.....	.....	.....	.....	.....	.....	695,528	12,955	670,257	13,205	3,300 76	.....	.....	670,257	13,205	.....	.....	.....	3,300 76	
	Prince Edward Island.....	13,560	.....	.....	.....	.....	.....	.....	3,388	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Demerara.....	620	.....	.....	.....	.....	.....	.....	.....	13,560	287	13,560	287	11	.....	.....	11	.....	.....	.....	275	275	275
	St. Pierre.....	.....	.....	.....	.....	.....	.....	.....	620	28	620	28	28	.....	.....	28	.....	.....	.....	700	700	700
	29,298,120	22,310	.....	.....	.....	.....	.....	.....	29,298,120	587,555	15,477,188	306,732	76,684 96	.....	.....	306,732	76,684 96	.....	.....	.....	.....
	No. 2	No. 2	.....	.....	.....	.....	.....	.....	No. 2	4	862	4	No. 4	.....	.....	862	4	.....	.....	129 30	.....	
Blacking.....	Pkgs. 27	Pkgs. 17	.....	.....	.....	.....	.....	.....	Pkgs. 27	.....	Pkgs. 27	.....	Pkgs. 27	.....	.....	862	4	.....	.....	129 30	.....	
	Great Britain.....	113	17	.....	.....	.....	.....	.....	130	1,727	130	1,727	130	1,727	130	1,727	130	1,727	130	1,727	130	1,727
	United States.....	140	17	.....	.....	.....	.....	.....	157	2,560	157	2,560	157	2,560	157	2,560	157	2,560	157	2,560	157	2,560
	No. 2	No. 2	.....	.....	.....	.....	.....	.....	No. 2	4	862	4	No. 4	.....	.....	862	4	.....	.....	129 30	.....	
Bagatelle Boards and Billiard Tables and Furnishings	Pkgs. 34	Pkgs. 26	.....	.....	.....	.....	.....	.....	Pkgs. 34	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	
	Great Britain.....	266	26	.....	.....	.....	.....	.....	282	1,998	282	1,998	282	1,998	282	1,998	282	1,998	282	1,998	282	1,998
	United States.....	4	14	.....	.....	.....	.....	.....	4	14	.....	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....
	British West Indies.....	304	26	.....	.....	.....	.....	.....	330	3,374	330	3,374	330	3,374	330	3,374	330	3,374	330	3,374	330	3,374
Brooms and Brushes	Pkgs. 34	Pkgs. 26	.....	.....	.....	.....	.....	.....	Pkgs. 34	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	
	Great Britain.....	266	26	.....	.....	.....	.....	.....	282	296	282	296	282	296	282	296	282	296	282	296	282	296
	United States.....	4	14	.....	.....	.....	.....	.....	4	14	.....	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....
	British West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

Coach and Harness Furniture United States.....	Pkgs.	1		Pkgs.	1		Pkgs.	1	
	Pkgs.	3		Pkgs.	3		Pkgs.	31	19 95
	Pkgs.	4		Pkgs.	4	164	Pkgs.	3	4 65
Chandeliers, Girondoles, and Gas Fittings	Pkgs.	8		Pkgs.	8	485	Pkgs.	435	65 25
	Pkgs.	64		Pkgs.	64	1,986	Pkgs.	64	297 90
	Pkgs.	72		Pkgs.	72	2,421	Pkgs.	72	24 60
Chinaware, Crockery, and Earthenware	Pkgs.	95		Pkgs.	2,063	33,605	Pkgs.	61,890	9,238 68
	Pkgs.	1,963		Pkgs.	1,522	1,083	Pkgs.	1,062	139 30
	Pkgs.	152		Pkgs.	1	6	Pkgs.	6	90
Holland	Pkgs.	1		Pkgs.	1	6	Pkgs.	1	6
	Pkgs.	1		Pkgs.	6	5	Pkgs.	6	75
	Pkgs.	6		Pkgs.	6	5	Pkgs.	5	5
British West Indies..	Galls.	95		Galls.	2,223	54,705	Galls.	2,503	62,969
	Galls.	2,128		Galls.	550		Galls.	5,422	9,445 53
	Galls.	550		Galls.	205		Galls.	859	128 85
French West Indies..	Pkgs.	16		Pkgs.	1	13	Pkgs.	15	289 43
	Pkgs.	301		Pkgs.	317	4,559	Pkgs.	281	3,868 35
	Pkgs.	302		Pkgs.	318	4,572	Pkgs.	296	4,157 623 70
Cider.....	Pkgs.	8		Pkgs.	8	481	Pkgs.	482	101,321 15,198 03
	Pkgs.	122		Pkgs.	130	5,934	Pkgs.	133	6,159 924 09
	Pkgs.	603		Pkgs.	611	108,148	Pkgs.	615	107,480 16,122 12
Clothing or Wearing Apparel, made by hand or sewing-machine Great Britain.....									
United States.....									

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Cordage	Great Britain	11,403 2,823	.....	.....	11,403 2,823	1,843 757	11,403 2,655	1,843 840
	United States	14,226	.....	.....	14,226	2,600	14,058	2,683
Corks	Great Britain	19	4	.....	19	386 322 1,527	18 10 214 20	353 322 829 139
	United States	6	272	.....	314	.....	.....	.....
	Portugal	42	.....	.....	.....	.....	.....	.....
	Newfoundland . . . . .	.....	.....	.....	.....	.....	.....	.....
		67	276	.....	343	2,235	262	1,643
Cottons	Great Britain	9,181	214	.....	9,181	744,594 33,179 461	9,188 875 1	748,894 33,451 461
	United States	688	.....	.....	1	.....	.....	.....
	Prince Edward Island	1	.....	.....	.....	.....	.....	.....
		9,870	214	.....	10,084	778,284	10,064	782,806
Dried Fruits, and Nuts of all kinds	Great Britain	43,245	.....	.....	43,245 209,855 474	5,008 23,350 67	51,558 201,988 1,649	6,134 21,782 238
	United States	206,735	3,120	.....	.....	.....	.....	.....
	France	474	.....	.....	.....	.....	.....	.....

Spain	122,685		122,685	20,673	125,283	14,132	2,119 84
Portugal	876		876	135	876	135	20 25
Prince Edward Island	2,171		2,171	395	1,524	187	28 05
Newfoundland	1,671		1,671	267	1,142	165	24 75
British West Indies	5,496		5,496	600	4,804	488	73 24
Spanish West Indies	934		934	138	5,534	738	110 70
French West Indies	217		217	30	217	30	4 57
Danish West Indies	1,011		1,011	138	.....	.....	.....
	385,475		388,595	50,801	394,575	44,029	6,604 15
		Pkgs.		Pkgs.		Pkgs.	
Drugs, not elsewhere specified							
Great Britain	1,817		1,817	41,084	1,875	41,220	6,184 27
United States	1,045		206	1,251	1,212	13,743	2,061 80
British West Indies	10		10	167	3	31	4 65
	2,872		206	3,078	54,405	3,090	65,004
		Pkgs.		Pkgs.		Pkgs.	
Engravings and Prints							
Great Britain	10		10	1,132	11	1,147	172 05
United States	4		5	686	9	686	102 90
	14		5	19	1,818	20	1,833
		Pkgs.		Pkgs.		Pkgs.	
Fancy Goods							
Great Britain	569		599	98,241	632	112,874	16,931 22
United States	325		441	9,358	441	9,388	1,403 67
Germany .....			.....	.....	2	294	1,44 10
	914		116	1,030	107,599	1,075	122,526
		Pkgs.		Pkgs.		Pkgs.	
Foreign Newspapers							
United States	2		5	7	45	7	45
		Pkgs.		Pkgs.		Pkgs.	
Fireworks			11	291	11	291	43 65
Flat Wires for Crinolines, covered United States			6	373	6	373	55 95

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

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

Hats, Caps, and Bonnets	Pkgs. 371 452	Pkgs. 3 217	Pkgs. 374 639	Pkgs. 372 669	Pkgs. 48,772 29,051	7,315 84 4,356 11
United States	823	220	1,043	77,941	1,041	77,823
Hosiery	Pkgs. 59 2 1	Pkgs. 59 2 1	Pkgs. 59 15,422 81 116	Pkgs. 59 2 1	15,460 81 116	2,319 13 12 21 17 46
Great Britain	62	.....	62	15,689	62	15,657
United States . . . . .	.....	.....	.....	.....	.....	2,348 80
Prince Edward Island . . . . .	.....	.....	.....	.....	.....	.....
Inks of all kinds, except Printing Ink	Pkgs. 31 69	Pkgs. 31 69	Pkgs. 31 535 418 138	Pkgs. 31 138	535 418	80 25 62 66
United States	100	69	169	963	169	953
Iron and Hardware.—Cutlery of all sorts	Pkgs. 486 2,675	Pkgs. 92	Pkgs. 486 2,767	Pkgs. 689 33,215 2,770	35,859 33,473	5,379 22 5,013 17
Great Britain	3,161	92	3,253	64,940	3,459	69,332
United States	174	604	778	626 2,599	20 778	10,392 39
Japanned and Planished Tin, and Britannia Metal Ware	185	604	789	3,225	798	3,365
Great Britain	1,536	116	.....	.....	.....	.....
United States	4,114	.....	.....	.....	.....	.....
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Pkgs. 368 1,163	Pkgs. 116	Pkgs. 368 1,284	Pkgs. 373 11,590 1,471	766 2,599	114 93 38 94
Great Britain	1,536	116	1,652	19,820	1,844	3,365
United States	4,114	.....	.....	.....	.....	.....
Holland . . . . .	.....	.....	.....	.....	.....	.....
Spikes, Nails, Tacks, Brads, and Springs	Pkgs. 3,806 307 1	Pkgs. 3,806 307 1	Pkgs. 3,806 307 1	Pkgs. 4,621 307 1	30,011 1,652 4	4,501 35 249 25 0 60
Great Britain . . . . .	.....	.....	.....	.....	.....	.....
United States . . . . .	.....	.....	.....	.....	.....	.....
Holland . . . . .	.....	.....	.....	.....	.....	.....

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Stores and all other Iron Castings	Great Britain.....	Pkgs. 5,300	Pkgs. 505	Pkgs. 5,300	\$ 19,492	Pkgs. 5,200	20,101	\$ 3,014 93
	United States.....	3,765	.....	4,270	26,242	4,261	25,888	3,884 14
	Prince Edward Island.....	3	.....	3	32	3	32	4 80
	Newfoundland.....	2	.....	2	31	2	31	4 65
		9,070	505	.....	9,575	45,797	9,466	46,052
Other Hardware.....	Great Britain.....	Pkgs. 5,375	Pkgs. 2	Pkgs. 5,377	\$ 119,881	Pkgs. 5,017	119,729	117,953 43
	United States.....	3,123	437	3,560	48,322	3,327	48,875	7,331 18
	Prince Edward Island.....	11	.....	11	198	11	198	29 76
	British West Indies.....	4	.....	4	24	2	10	1 50
		8,513	439	.....	8,952	168,425	8,387	168,812
Jewellery and Watches.....	Great Britain.....	Pkgs. 47	Pkgs. 5	Pkgs. 47	\$ 11,957	Pkgs. 47	11,957	1,793 48
	United States.....	23	.....	28	2,796	23	2,896	434 41
		70	5	.....	75	14,753	76	14,853
Leather.....	Great Britain.....	Pkgs. 332	Pkgs. 1	Pkgs. 332	\$ 21,851	Pkgs. 351	22,763	3,414 45
	United States.....	36	1	37	474	37	474	69 92
		368	1	.....	369	22,325	388	23,237

Linen ²	Pkgs. 187 2	Pkgs. 1 1	Pkgs. 187 3	37,068 313	Pkgs. 192 3	39,462 313	5,919 38 46 97
United States.....	189	1	190	37,381	195	39,775	5,966 35
Maccaroni and Vermicelli	Lbs. 41	Lbs.	Lbs. 41	5	.....	.....	.....
United States.....	Pkgs. 24	Pkgs. 3	Pkgs. 27	1,747	Pkgs. 19	1,520	228 00
Maps, Charts, and Atlases, not elsewhere mentioned	Pkgs. 205 14 4	Pkgs. 50 14 4	Pkgs. 255 14 4	2,227 1,461 24	Pkgs. 255 14 4	2,227 1,461 24	333 91 219 15 3 60
Manufactures of Marble or Imitation of Marble, or other than Rough Slabs or Blocks	United States.....	223	50	273	3,712	273	3,712
Great Britain.....	Pkgs. 115 77	Pkgs. 11 11	Pkgs. 115 88	8,358 3,136	Pkgs. 114 88	8,180 3,136	1,226 94 470 43
Newfoundland	192	11	203	11,494	202	11,316	1,697 37
Manufactures of Caoutchouc, India Rubber or Gutta Percha	Pkgs. 8 33 1	.....	.....	.....	Pkgs. 8 33 1	.....	1,073 1,558 64
United States.....	42	.....	42	2,695	43	2,732	409 97
Fur is principal part	Pkgs. 3 1	.....	.....	.....	Pkgs. 3 1	376 1	376 75
Great Britain.....	4	.....	4	451	4	451	56 44 11 25 67 69
United States.....							
Manufactures of Hair, or Mohair							
Great Britain.....							
United States.....							

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

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

Manufactures of Leather, or Imitation of Leather.....	Pkgs. 87 55 4 1	Pkgs. 87 50 4 1	Pkgs. 87 105 4 1	Pkgs. 86 3,789 6 32	Pkgs. 86 103 5 1	Pkgs. 86 3,708 51 32	Pkgs. 86 556 51 4	Pkgs. 86 3,708 51 32	Pkgs. 86 556 51 4
United States.....									
British West Indies.....									
Newfoundland.....									
	147		50	197	8,284	195	8,213	1,231	89
Manufactures of Leather—Boots, and Shoes.....	Pkgs. 168 256	Pkgs. 1 55							
Great Britain.....									
United States.....									
	424	56		480	37,609	480	37,790	5,668	66
Manufactures of Leather—Harness and Saddlery.....	Pkgs. 18 36 2								
Great Britain.....									
United States.....									
Prince Edward Island.....									
	54	2		56	3,188	56	3,188	478	19
Manufactures of Wood, not elsewhere specified.....	Pkgs. 8 3,637 1 82 13 1 3,743	Pkgs. 108 108							
Great Britain.....									
United States.....									
France.....									
Portugal.....									
Prince Edward Island.....									
British West Indies.....									
Spanish West Indies.....									
Mowing, Reaping, and Threshing Machines.....	No. 86 3 89				No. 86 3 89		No. 116 3	6,185 673	927 100
United States.....									85
Prince Edward Island.....									89
Musical Instruments, including Musical Boxes and Clocks.....	Pkgs. 60 89	Pkgs. 3 3			Pkgs. 60 92	6,936 6,960	Pkgs. 60 92	6,936 6,959	1,040 1,043
Great Britain.....									18 71
United States.....									
	149	3		152	13,896	152	13,895	2,083	89

NO. I.—GENERAL STATEMENT OF IMPORTS.—Province of Nova Scotia.—Continued.

		QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.				
ANNUALLES.		COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.										
Mustard.....		Lbs. 25,117	.....	.....	Lbs. 25,117	\$ 4,022	Lbs. 24,881	\$ 3,772	\$ 565 85	
Machinery,—not elsewhere specified	Great Britain.....	Pkgs. 249	Pkgs. 47	.....	Pkgs. 249	2,235 9,308	Pkgs. 249 200	2,235 9,151	335 25 1,372 55	
United States	Great Britain.....	150	47	.....	197					
	United States	339	47	.....	446	11,543	449	11,386	1,707 83	
Ochres—Ground or Calcined.....	United States	Pkgs. 6	.....	.....	Pkgs. 6	28	Pkgs. 6	28	4 20	
Oil Cloths	Great Britain.....	Pkgs. 142	Pkgs. 12	.....	Pkgs. 142	13,109 6,055	Pkgs. 148 150	13,565 5,486	2,034 79 822 95	
United States	Great Britain.....	149	12	.....	161					
	United States	291	12	.....	303	19,164	298	19,051	2,857 74	
Oils—in any way rectified or prepared, not otherwise specified	Great Britain.....	Galls. 57,624	Galls. 1,036	.....	Galls. 57,624	40,585 8,945	Galls. 59,831 11,557	41,573 8,96	6,236 02 1,229 20	
United States	St. Pierre et Miquelon	12,652	207	.....	13,748	207	207	83	12 45	
France .....	.....	1,800	.....	.....	1,800	.....	264	132	19 80	
Spain .....	.....	72,283	1,096	.....	73,379	1,521	300	300	45 00	
	St. Pierre et Miquelon .....	.....	.....	.....	51,134					
Oils of all kinds, except Whale Oils and others, elsewhere specified	St. Pierre et Miquelon .....	.....	.....	.....	72,159					
	St. Pierre et Miquelon .....	.....	.....	.....	50,284					
	St. Pierre et Miquelon .....	.....	.....	.....	Galls. 207					
	St. Pierre et Miquelon .....	.....	.....	.....	83					
	St. Pierre et Miquelon .....	.....	.....	.....	12 45					

Packages.....	No. 723	14,635	No. 1,142	15,315	2,297	66
Great Britain.....	144	622	142	570	84	76
United States	84	1,472	136	3,326	498	50
France		84	4	36	5	25
Spain		83	1,020	10	138	20
Portugal		51	1,449	69	1,299	195
Holland		9	215	7	117	17
Germany	9	33	144	35	147	55
Prince Edward Island	33	22	350	11	119	21
Newfoundland	22	22	350	11	119	98
British West Indies.	213	213	6,646	192	3,829	85
Spanish West Indies	115	115	2,391	34	746	74
French West Indies ..	5	5	42	9	66	10
Demerara		2	13	1	18	11
St. Pierre et Miquelon	2	2	1	1	6	89
British Guiana					2	90
					0	90
1,484		1,484	28,999	1,794	25,767	3,864
						29
Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
4,191	23	4,191	53,958	4,255	35,025	8,253
509		532	8,757	488	7,767	90
						1,164
						69
Paints and Colors						
Great Britain.....						
United States						
4,700	23	4,723	62,715	4,743	62,792	9,418
						59
Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
277	308	277	9,416	293	10,111	1,516
2,186	2	2,494	11,604	2,492	11,474	73
12		2	5	2	5	75
125		125	220	125	221	0
1		1	25	1	25	75
2,591	308	2,809	21,270	2,913	21,336	3,275
						13
Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	
354	1	354	13,400	358	13,559	2,036
88		89	1,557	89	1,558	77
						233
						84
442	1	443	14,957	447	15,117	2,267
						61
Pkgs.	29	Pkgs.	7,153	Pkgs.	7,153	1,073
						06
Parasols and Umbrellas	Great Britain					

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

		QUANTITIES Imported				ENTERED FOR CONSTRUCTION.				
ARTICLES.		COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.			Cwt.					Cwt.	\$	\$ cts.
Plaster of Paris and Hydraulic Cement, ground and calcined.		Great Britain.....	1,362	.....		1,362	3,015	892	1,969	295 32
		United States.....	549	.....		549	1,062	549	1,062	159 44
			1,911	.....		1,911	4,077	1,441	3,031	454 76
Pickles and Sauces		Great Britain.....	682	.....		682	8,993	702	8,485	1,272 83
		United States.....	46	1		47	200	47	200	29 94
		British West Indies.....	24	.....		24	6	24	6	0 94
			752	1	.....	753	9,199	773	8,691	1,303 71
Portable Hand Printing Presses		United States.....	2	.....		2	83	2	83	12 50
Preserved Meats, Poultry, Fish, Vegetables, &c.		Great Britain.....	371	.....		371	3,757	204	2,340	351 00
		United States.....	564	11		575	2,085	507	2,065	308 25
		Germany.....	2	.....		2	33	2	33	4 95
		Holland.....	1	.....		1	184	1	184	27 60
			938	11	.....	949	6,059	714	4,612	691 80
Printed, Lithographed, or Copper Plate Bills, and Advertising Pamphlets.....		United States.....	2	.....		2	9	2	9	1 35

Sails, ready made	United States.....	Pkgs. 2	Pkgs. 7	Pkgs. 9	900			
Shawls	Great Britain.....	Pkgs. 6		Pkgs. 6		Pkgs. 6		
	Prince Edward Island	1	.....	1	1,782	1	1,782	25
		7	.....	7	66	1	66	9 86
Silks, Satins, and Velvets	Great Britain.....	Pkgs. 375		Pkgs. 375		Pkgs. 370		
	United States.....	4	.....	4	137,590	4	136,825	44
		379	.....	379	194	4	194	29 12
Spices, including Ginger, Pimento, and Pepper, unground	Great Britain.....	Lbs. 7,905	Lbs. 5	Lbs. 7,905		Lbs. 6,727		
	United States.....	18,670	.....	18,675	1,440	930	1,338	200 75
	British West Indies.....	4,164	.....	4,164	3,233	1,127	166	24 90
	Spanish West Indies	22	.....	22	742	521	203	30 45
					4	80	80	12 00
Spirits of Turpentine	Great Britain.....	30,761	5	30,766	5,439	9,905	1,787	268 10
	United States.....							
Stationery	Great Britain.....	Galls. 5,803		Galls. 5,803		Galls. 5,997		
	United States.....	40	.....	40	3,344	40	3,329	499 37
	Prince Edward Island	5,843	.....	5,843	18	40	18	2 70
Steam Engines, other than Locomotive	Great Britain.....	Pkgs. 553	Pkgs. 553	Pkgs. 550		Pkgs. 37,660		
	United States.....	234	178	412	37,965	7,577	37,660	5,649 07
	Prince Edward Island	2	.....	2	7,577	45	7,577	1,136 38
						2	45	6 77
No. 26	Great Britain.....	789	178	967	45,587	964	45,282	6,792 22
	United States.....	3	.....				
	Prince Edward Island	29	.....				
No. 26	Great Britain.....			No. 26	4,889	No. 29	5,747	862 05
	United States.....	3	.....	3	3,249	3	3,249	487 35
	Prince Edward Island	29	.....	29	8,138	32	8,996	1,349 40

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Small Wares.....	Great Britain.....	Pkgs.	187						
	United States.....		55						
	Prince Edward Island		2						
			244						
Tobacco Pipes.....	Great Britain.....	Pkgs.	1,318						
	Prince Edward Island		1						
			1,319						
Toys.....	Great Britain.....	Pkgs.	50						
	United States.....		24						
			74						
Varnish—other than Black or Bright	Great Britain.....	Galls.	2,805						
	United States.....		833						
			3,698						

Woolens	Pkgs. 3,157	Pkgs. 97	Pkgs. 3,157	Pkgs. 3,361	Pkgs. 717,816	107,674 24
Great Britain.....	693,266	693,266	693,266	19,956	2,983 39	
United States.....	18,180	18,180	18,180	250	37 50	
Newfoundland.....	250	250	250	1,350	202 46	
Prince Edward Island.....	1	1	1	1		
	3,489	97	3,586	713,046	4,039	739,372
						110,907 59
Unenumerated Articles						
Great Britain.....			65,722		67,795	10,169 22
United States.....			25,002		24,051	3,663 54
France.....					50	7 50
Germany.....			1,290		1,266	189 90
Prince Edward Island.....			734		1,779	281 84
British West Indies.....			3,181		1,232	184 88
Spanish West Indies.....			114		114	17 10
GOODS PAYING 10 PER CENT. AD VALOREM.			96,043		96,387	14,463 98
Sole and Upper Leather	Pkgs. 72	Pkgs. 2	Pkgs. 74	Pkgs. 74	11,865	1,186 51
Great Britain.....	120	7	127	199	51	297 12
United States.....	1		1	4	2,551	2,971
Newfoundland.....						.......
	193	9	202	202	273	14,836
						1,463 63
Swine, from 7th April only, under New Tariff,.....	No. 7		No. 7	No. 7	7	11
United States						1 10
Fruits of all kinds, green	Pkgs. 1,616	Pkgs. 40	Pkgs. 1,656	Pkgs. 1,334	11,016	1,101 33
United States.....	140		140	140	362	36 20
British West Indies.....	86		86	1,412	1,490	2,663 30
Foreign West Indies.....						
	1,842	40	1,882	13,331	3,064	14,041
						1,404 43
Hay, Straw, and Bran						31
United States						3 05
Seeds—other than Cereals	Pkgs. 65		Pkgs. 65	Pkgs. 65	1,165	116 50
Great Britain.....	115		115	115	95	1,820 03
United States.....						
	180		180	3,449	160	2,985 53

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

ARTICLES.	COUNTRIES,	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 10 PER CENT. AD VALOREM.—Continued.								
Grease and Grease Scrap.....	Great Britain.....	Cwt. 1	.....	Cwt. 1	\$ 3	\$ 3	Cwt. 1	\$ 3
	United States.....	582	.....	582	4,371	582	4,371	437 10
		583	.....	583	4,374	583	4,374	437 45
Vegetables.....	United States.....	Pkgs. 2,779	Pkgs. 53	Pkgs. 2,832	3,322	Pkgs. 1,902	2,446	244 72
Trees, Plants, and Shrubs	Great Britain.....	Pkgs. 80	Pkgs. 2	Pkgs. 80	464	Pkgs. 80	464	46 40
	United States.....	13	.....	15	176	15	176	17 62
	Portugal.....	1	.....	1	20	1	20	2 00
	British West Indies.....	1	.....	1	10	1	10	1 00
GOODS PAYING 5 PER CENT. AD VALOREM.								
Printed Books, Periodicals, and Pamphlets.....	Great Britain.....	Pkgs. 604	Pkgs. 604	Pkgs. 6061	37,061	Pkgs. 603	36,874	1,843 68
	United States.....	418	522	940	23,570	949	23,540	1,177 06
	Prince Edward Island	12	.....	12	683	12	683	34 16
Iron	Great Britain.....	1,034	522	1,556	61,314	1,564	61,097	3,054 90
	United States.....	.....	.....	.....	.....	125,739	.....	132,250 82
	Russia .....	.....	.....	.....	.....	1,842	.....	2,186 40
		.....	.....	.....	.....	350	.....	350 17 50
		.....	.....	.....	.....	127,931	.....	134,786 6,741 72

Type.....	United States.....	Pkgs. 63	Pkgs. 6	Pkgs. 69	2,685	Pkgs. 69	2,685	114 25
FREE GOODS.								
ARTS AND SCIENCE.								
Busts, Casts, and Statues.....	Great Britain.....	No. 1		No. 1	15 100	No. 1	15 100	
United States.....		7		7		7		
		8		8	115	8	115	
Gems and Medals, and Cabinets of ditto, including Antiquities, Coins, &c.	Great Britain.....	Pkgs. 2		Pkgs. 2	335	Pkgs. 2	335	
Paintings in Oil.....	Great Britain.....	No. 6		No. 6	983 75	No. 6	983 75	
Holland.....		3		3		3		
		9		9	1,058	9	1,058	
Specimens of Botany, Mineral- ogy, Natural History, Sculp- ture, &c.	Great Britain.....	Pkgs. 1		Pkgs. 1	10 2 10	Pkgs. 1	10 2 10	
United States.....		1		1		1		
British West Indies.....		1		1		1		
		3		3		3		
DRUGS, DYE, STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.								
Acids, Alum, Antimony, and Argol	Great Britain.....	Pkgs. 435		Pkgs. 435	1,310 912	Pkgs. 435	1,390 912	
United States.....		76		76		76		
		511		511	2,302	511	2,302	
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	Great Britain.....	Lbs. 16,700	7,382	Lbs. 16,700	3,847 6,341 1,344	Lbs. 16,700	3,847 6,341 1,594	
United States.....		6,417		13,795		13,795		
British West Indies.....		9,237		9,237		9,237		
		32,354	7,382	39,736	11,782	39,736	11,782	

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

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Sessional Papers (No. 3.)

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ARTICLES.	COUNTRY.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.								
Bleaching Powder and Borax . . .	Great Britain	Lbs. 746	Lbs. 2,312	.....	Lbs. 3,058	\$ 412	Lbs. 3,058	\$ 412
	United States	131	.....	.....	131	16	131	16
		877	2,312	.....	3,189	428	3,189	428
Colors and other Articles im- ported by Room Paper Makers and Stainers	Great Britain	Lbs. 149	.....	.....	Lbs. 149	89	Lbs. 149	89
Cream of Tartar in Crystals . . .	United States	Lbs. 8,172	.....	.....	Lbs. 8,172	2,165	Lbs. 8,172	2,155
Ialigo	Great Britain	Lbs. 19,763	.....	.....	Lbs. 19,763	7,173	Lbs. 19,763	7,173
	United States	43	.....	.....	43	19	43	19
		19,806	.....	.....	19,806	7,192	19,806	7,192
Lead—Red and White, dry . . .	Great Britain	Cwt. 145	.....	.....	Cwt. 145	875	Cwt. 145	875
	United States	52	.....	.....	52	304	52	304
		197	.....	.....	197	1,179	197	1,179

Nitre, Sal Ammoniac, Sal Soda, Sulphure, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda	Cwt. 1,738 67		Cwt. 1,738 67		Cwt. 8,184 1,643		Cwt. 1,738 67		Cwt. 8,184 1,643	
Great Britain.....										
United States.....										
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	Cwt. 1,805 17 29			Cwt. 1,805 17 29		Cwt. 9,827 1,044			9,827	
Great Britain.....										
United States.....										
Oils—Cocoanut, Palm, and Pine, in their natural state	Galls. 71 5,474		Galls. 71 5,474		Galls. 55 3,568		Galls. 71 5,474		Galls. 55 3,558	
Great Britain.....										
United States.....										
Phosphorus, Brimstone, and Sul- phur, in roll or flour	Lbs. 972 937		Lbs. 972 937		Lbs. 603 539		Lbs. 972 937		Lbs. 603 539	
Great Britain.....										
United States.....										
Roots—Medicinal, in their na- tural state	Pkgs. 12 7		Pkgs. 12 7		Pkgs. 84 90		Pkgs. 12 7		Pkgs. 84 90	
Great Britain.....										
United States.....										
Vitriol, blue	Cwt. 45 5		Cwt. 45 5		Cwt. 651 97		Cwt. 45 5		Cwt. 651 97	
Great Britain.....										
United States.....										
Whiting or Whitening	Cwt. 675 4		Cwt. 675 4		Cwt. 1,353 20		Cwt. 675 4		Cwt. 1,353 20	
Great Britain.....										
United States.....										

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.					Cwt.		Cwt.	
Zinc—white, dry.....	Great Britain.....	3,172	...	...	3,172	11,957	3,172	11,957
	United States.....	1,501	...	...	1,501	6,365	1,501	6,365
		4,673	...	...	4,673	18,322	4,673	18,322
MANUFACTURES AND PRODUCTS OF MANUFACTURES.					Brls.		Brls.	
Ashes—Pot, Pearl, and Soda.....	Great Britain.....	115	Brls.	115	2,363	115	2,363	115
	United States.....	128	9	147	1,332	147	1,332	147
		253	9	262	3,635	262	3,635	262
Biscuit, and Bread from Great Britain, and B. N. A. Pro- vinces.....		Cwt.		Cwt.		Cwt.		
(Great Britain.....	193	...	193	1,911	193	1,911	193	1,911
Newfoundland.....	1	...	1	6	1	6	1	5
	194	...	194	1,916	194	1,916	194	1,916
Bolting Cloths	Great Britain.....	Pkgs. 2	...	Pkgs. 2	502	Pkgs. 2	502	502
Bookbinders' Tools and Imple- ments	Great Britain.....	Pkgs. 50	...	Pkgs. 50	172	Pkgs. 50	172	172
	United States.....	17	...	17	98	17	98	98
		67	...	67	270	67	270	270

Burrstones	United States.....	No. 2	No. 2	No. 2	No. 2	No. 2	No. 2
Cotton Wool	Great Britain.....	Lbs. 3,691 1,743 55,801 1		Lbs. 3,691 1,743 55,801 1	400 189 3,010 21	Lbs. 3,691 1,743 55,801 1	400 189 3,010 21
	United States.....						
	British West Indies.....						
	Newfoundland.....						
		61,236		61,236	3,620	61,236	3,620
Cotton Candle Wick	Great Britain.....	Lbs. 12,169 1,849	Lbs. 849	Lbs. 12,169 2,698	2,177 657	Lbs. 12,169 2,698	2,177 657
	United States.....						
		14,018	849	14,867	2,834	14,867	2,834
Cotton and Flax—Waste	Great Britain.....	Lbs. 11,721 5,922	Lbs. 5	Lbs. 11,721 5,927	1,183 738	Lbs. 11,721 5,927	1,183 738
	United States.....						
		17,643	5	17,648	1,921	17,648	1,921
Cement—Marine or Hydraulic, underground	Great Britain.....	Brls. 300 280		Brls. 300 280	677 893	Brls. 300 280	677 893
	United States.....						
		580		580	1,570	580	1,570
Church Bells and Communion Plate.....	Great Britain.....	Pkgs. 9 8		Pkgs. 9 8	671 368	Pkgs. 9 8	671 368
	United States.....						
		17		17	1,039	17	1,039
Clothing — donations of, for Charitable purposes	Great Britain.....	Pkgs. 2		Pkgs. 2	49	Pkgs. 2	49
Cocoa Paste, from Great Britain and B.N.A. Provinces	Great Britain	Lbs. 195		Lbs. 195	91	Lbs. 195	91

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Pkgs.	Quantity.	Value.	Duty.
FREE GOODS.—MANUFACTURES, ETC. <i>Continued.</i>										
Duck, for belting and hose.....	Great Britain.....	28	3	.....	31	\$ 1,214 215	28 3	1,214 215	.....	.....
United States.....				.....					
Emery, Glass, and Sand Paper, and Cloth.....	Great Britain.....	11	5	.....	11	75 55	11	75 55	75 298	.....
United States.....		50	5	.....					
Farming Implements and Utensils, imported by Agricultural Societies	United States	61	5	.....	66	373	66	373	.....	.....
Fire Bricks.....	Great Britain.....	59	.....	.....	59	794	59	794	.....	.....
United States .....				.....		
Fishing Hooks, Nets and Seines, Lines and Twines.....	Great Britain.....	143	91	.....	143	1,552 831	143 91	1,552 831	1,552 831	.....
United States		234	.....	.....	234	2,383	234	2,383	2,383	.....
Newfoundland.....				.....					
1,390	94	.....	.....	.....	1,494	141,294	1,494	141,294	1,494	.....

<i>Goldsbeaters' Brim Moulds and Skins—Gold, Silver, and Platers' Leaf</i>	Pkgs. 258 3	Pkgs. 258 3	809 81	Pkgs. 268 3	809 81
Great Britain					
United States	261		261	890	261
					890
Hoop Skirt Manufacture—Articles for	Pkgs. 19 4	Pkgs. 22 4	Pkgs. 41 4	Pkgs. 3,082 25	Pkgs. 3,092 25
Great Britain					
United States	23	22	45	3,117	45
					3,117
Junk and Oakum	Cwt. 5,783 595 2 118 1,118 207		Cwt. 5,783 595 2 118 1,118 207	Cwt. 12,98 ^t 1,963 8 419 4,737 866	Cwt. 12,98 ^t 1,963 8 419 1,118 207
Great Britain					
United States					
Prince Edward Island					
Newfoundland					
Russia					
St. Pierre et Miquelon					
	7,823		7,823	20,977	7,823
Lithographic Stones	Pkgs. 1		Pkgs. 1	Pkgs. 1	Pkgs. 1
United States					
Lumber—Plank and Sawed, of Mahogany, Rosewood, Walnut, Cherry, Chestnut, and Pitch Pine	M. Feet. 7 217 6		M. Feet. 7 217 6	M. Feet. 7 9,809 120	M. Feet. 7 217 6
Great Britain					
United States					
Prince Edward Island					
	230		230	10,272	230
Material for Hats, Boots, and Shoes, viz.:—Felt, Prunella, Plush, Twists, Silk and Weaving or Tram, Silk or Cotton for elastic webbing	Pkgs. 335		Pkgs. 335	Pkgs. 335	Pkgs. 335
Great Britain					
Machine Linen, Thread, and Silk Twine	Pkgs. 302 17		Pkgs. 302 17	Pkgs. 302 17	Pkgs. 302 17
Great Britain					
United States					
	319		319	9,219	9,219

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

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

Veneering—of Wood or Ivory ..		United States		Feet. 895		Feet. 895		Feet. 895		Feet. 895		Feet. 895		
	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
Wire Cloth—of Brass or Copper.														
Great Britain	21	.....	21	.....	4	.....	4	.....	19	.....	19	.....	4	.....
United States	92	.....	1	.....	93	.....	19	.....	93	.....	19	.....	19	.....
SHIPS' MATERIALS.														
Anchors, Chain Cables, Shackles, Riders and Sheaves.	113	.....	1	.....	114	.....	23	.....	114	.....	23	.....	23	.....
Great Britain														
United States	1,633	.....	1,633	.....	42,036	.....	1,633	.....	42,036	.....	1,457	.....	1,457	.....
Prince Edward Island British West Indies.,	96	.....	10	.....	1,457	.....	96	.....	250	.....	250	.....	250	.....
4	.....		4	.....	250	.....	10	.....	200	.....	200	.....	200	.....
	1,743	.....			4	.....	4	.....	4	.....	4	.....	4	.....
Binnacle and Signal Lamps, Dead Eyes and Dead Lights..					1,743	.....	43,943	.....	1,743	.....	43,943	.....	43,943	.....
Great Britain					No.	.....	No.	.....	No.	.....	No.	.....	No.	.....
United States	316	.....	5	.....	316	.....	316	.....	316	.....	316	.....	316	.....
Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and Travelling Trucks					60	.....	65	.....	65	.....	65	.....	65	.....
Great Britain					376	.....	5	.....	381	.....	381	.....	381	.....
United States	391	.....	14	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....
	72	.....	14	.....	72	.....	86	.....	391	.....	391	.....	391	.....
	463	.....	14	.....			86	.....	2,075	.....	2,075	.....	2,075	.....
									3,140	.....	3,140	.....	3,140	.....
Bunting and Wire Rigging							477	.....	5,215	.....	477	.....	477	.....
Great Britain														
United States	480	.....	1	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....
	481	.....					1	.....	30,574	.....	480	.....	30,574	.....
									50	.....	1	.....	50	.....
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails..											481	.....	30,524	.....
Great Britain														
United States	2,165	.....	21	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....	Pkgs.	.....
	2,186	.....					21	.....	4,468	.....	2,165	.....	4,468	.....
									500	.....	21	.....	500	.....
											2,186	.....	4,968	.....

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

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

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS—METALS.—Continued.								
Tubes and Piping of Brass, Copper, or Iron (Drawn).....	Great Britain.....	Cwt. 701 433	.....	.....	Cwt. 701 433	\$ 4,398 2,801	Cwt. 701 433	\$ 4,398 2,801
United States.....	.....	1,134	.....	.....	1,134	7,199	1,124	7,199
Wire, of Brass or Copper, Round or Flat.....	Great Britain.....	Cwt. 41 27	.....	.....	Cwt. 41 27	323 194	Cwt. 41 27	323 194
United States.....	.....	68	.....	.....	68	517	517	517
Yellow Metal—in Bolts, Bars, and for Sheathing.....	Great Britain.....	Cwt. 6,402 1	.....	.....	Cwt. 6,402 1	56,724 7	Cwt. 6,402 1	56,724 7
United States.....	.....	6,403	.....	.....	6,403	56,731	6,403	56,731
NATURAL PRODUCTS.								
Bristles	Great Britain.....	Pkgs. 20	.....	.....	Pkgs. 20	1,037	Pkgs. 20	1,037
Broom Corn.....	United States.....	Pkgs. 645	.....	.....	Pkgs. 645	6,923	Pkgs. 645	6,923
Caoutchouc or India Rubber and Gutta Percha, unmanufactured.....	Great Britain.....	Pkgs. 49	.....	.....	Pkgs. 49	576	Pkgs. 49	576

Coal and Coke.....	Tons. 1,218 832 6	Tons. 1,218 852 6	Tons. 5,724 7,101 30	Tons. 1,198 852 6	Tons. 5,724 7,101 30
United States.....	2,076	.....	2,076	12,885	2,076
Prince Edward Island.....	Lbs. 35 493 3,361 121	.....	Lbs. 3,035 495 3,361 121	Lbs. 3,035 495 3,361 121	.....
Cocoa—Bean and Shell.....	4,012	3,000	7,012	1,294	7,012
United States.....	Pkgs. 32 161 491	Pkgs. 1,001	Pkgs. 32 161 491 1,001	Pkgs. 32 161 647 649 1,644	1,294
British West Indies.....	.....	.....	.....	.....	.....
French West Indies.....	.....	.....	.....	.....	.....
Spanish West Indies.....	.....	.....	.....	.....	.....
Corkwood and Bark.....	Tons. 11 512	Tons. 11 512	Tons. 11 512	Tons. 39 512	Tons. 11 512
Great Britain.....	.....	.....	.....	.....	.....
United States.....	.....	.....	.....	.....	.....
Portugal.....	.....	.....	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....
Eggs.....	Doz. 851	.....	Doz. 851	150	150
Prince Edward Island.....	.....	.....	.....	.....	.....
Earth, Clays, and Sand.....	Tons. 523	.....	523	1,035	523
Great Britain.....	.....	.....	.....	.....	.....
United States.....	.....	.....	.....	.....	.....
Emery.....	Pkgs. 38 39	.....	Pkgs. 38 39	Pkgs. 38 39	103 60
Great Britain.....	.....	.....	.....	.....	.....
United States.....	.....	.....	.....	.....	.....
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibre, for manufacturing purposes....	Pkgs. 87 70	.....	Pkgs. 87 70	Pkgs. 87 70	300 284
Great Britain.....	.....	.....	.....	.....	.....
United States.....	157	.....	157	584	157
					584

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

ARTICLES.	COUNTRIES,	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Fire Clay	Great Britain.....	Pkgs. 9	.....	.....	Pkgs. 9	227 25	9	227 25
	United States	1	.....	.....	1	.....	1	.....
		10	.....	.....	10	252	10	252
Fire Wood	Prince Edward Island	Cords. 137	.....	.....	Cords. 137	294	137	294
Fish Bait.....	United States.....	Pkgs. 924	Pkgs. 378	.....	Pkgs. 1,302 121	7,065 528	1,302 121	7,065 528
	Newfoundland.....	43	78	.....			
		967	456	.....	. 1,423	7,593	. 1,423	7,593
Fish, fresh	United States.....	Pkgs. 2	Pkgs. 193	.....	Pkgs. 2	7	193	7
	Newfoundland.....	1	.....	.....	1	6	1	6
	St. Pierre et Miquelon	202	.....	.....	202	2,163	202	2,163
Flour of Wheat and Rye	St. Pierre et Miquelon	Bbls. 102	.....	.....	Bbls. 102	668	102	668
	United States	119,047	.....	.....	119,047	661,451	119,047	661,451
		119,149	.....	.....	119,149	662,119	119,149	662,119

Furs, Skins, and Tails, undressed		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Newfoundland	3,180	1	.....	3,181	12,700	3,181
Prince Edward Island	5	.....	.....	5	2,30	5
Flax, Hemp and Tow, undressed						
Great Britain	1	.....	.....	20	20	20
United States	11	.....	.....	11	332	332
Russia	202	.....	.....	202	14,512	14,512
Grain of all kinds, except Indian						
Corn and Wheat	2,117	.....	.....	2,117	2,117	2,117
United States	14,016	.....	.....	14,484	14,484	14,484
Prince Edward Island	208,389	468	.....	208,389	95,078	95,678
Grease and Grease Scrap	224,522	468	.....	224,990	102,155	224,990
Hair						
Great Britain	971	.....	.....	971	2,197	2,197
United States	831	10	.....	841	11,447	11,447
Hay						
Prince Edward Island	41	.....	.....	41	387	387

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Pds.	\$	Duty.
FREE GOODS.—NATURAL PRODUCTS.									
Hides, Horns and Pelts.	United States	9,602	Pkgs.		9,652	\$ 51,616	Pds.	\$ 9,632	51,616
	Newfoundland	3,171	50	.....	3,171	11,012	3,171	11,012	11,012
	Prince Edward Island	1,784	.....	.....	1,784	1,012	.....	1,012	1,012
	British West Indies	30	.....	.....	39	12,068	.....	12,068	12,068
	French West Indies	14	.....	.....	14	689	39	689	689
	Spanish West Indies	219	.....	.....	219	159	14	159	159
	Brazil	14,839	50	.....	14,889	89,943	84,447	84,447	84,447
		Lbs.		Lbs.			Lbs.		
Hops.	Great Britain	373			373	110		110	
	United States	14,592	.....	.....	14,592	6,405	14,302	6,405	6,405
		14,965	.....	.....	14,965	6,515	14,905	6,515	6,515
Indian Corn	United States	16,629	.....	.....	16,629	15,045	Bush.	16,629	15,045
		Brls.					Brls.		
Indian Meal	United States	42,167	.....	.....	42,167	110,491	42,167	110,491	110,491
	Prince Edward Island	36	.....	.....	36	293	36	293	293
		42,203	.....	.....	42,203	110,694	42,203	110,694	110,694

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.	
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>							
Salt.....	Bush.	Bush.	Bush.	Bush.	\$	Bush.	\$
Great Britain.....	337,171	9,000	.....	346,171	51,705	346,171	51,705
Newfoundland.....	2,225	.....	2,225	691	691	2,225	691
Prince Edward Island.....	7,452	.....	7,452	1,74	1,74	7,452	1,74
Portugal.....	3,200	.....	3,200	1,310	1,310	3,200	1,310
British West Indies.....	33,567	.....	33,567	444	444	3,200	444
Spain.....	7,918	22,300	30,218	16,489	16,489	30,218	15,489
French West Indies.....	73,463	.....	73,463	4,261	4,261	73,463	4,261
Spanish West Indies.....	1,970	.....	1,970	10,652	10,652	1,970	10,652
Danish West Indies.....	3,150	.....	3,150	461	461	3,150	461
	530,941	31,300	532,241	85,487	85,487	562,241	85,487
SEEDS, FOR AGRICULTURAL, HORTI-CULTURAL, OR MANUFACTURING PURPOSES.....							
Great Britain.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
United States.....	2,763	39	2,763	2,903	2,763	2,903	2,903
Prince Edward Island.....	62	.....	101	885	101	885	885
	47	.....	47	39	47	39	39
	2,872	39	2,911	3,827	2,911	3,827	3,827
STONES, UNWROUGHT, AND SLATE.....							
Great Britain.....	Tons.	.....	.....	Tons.	Tons.	Tons.	Tons.
United States.....	371	.....	.....	371	228	371	228
British West Indies.....	170	.....	.....	170	637	170	637
	10	.....	.....	10	25	10	25
	551	.....	.....	551	890	551	890

Tanner's Bark	Cord.	Cord.	Cord.	Cord.	Cord.
	26 982	26 982	26 982	26 982	26 982
Tar and Pitch					
Great Britain.....	Brls. 1,078 3,546	BrLs. 66 30	BrLs. 1,144 3,576 3 400	BrLs. 2,075 10,242 6	BrLs. 1,144 3,576 3 400
United States.....					
British West Indies.....					
Russia					
Teasels					
United States.....	Pkgs. 1		Pkgs. 1	Pkgs. 1	Pkgs. 1
Tobacco, unmanufactured	Lbs. 849,344	Lbs. 79,166	Lbs. 928,510	Lbs. 73,259	Lbs. 928,510
Trees, Plants, and Shrubs, Bulbs, and Roots	Pkgs. 24 4		Pkgs. 24 4	Pkgs. 24 22	Pkgs. 24 4
Great Britain.....					
United States.....					
Turpentine—other than Spirits of United States.....	Galls. 8		Galls. 8	Galls. 8	Galls. 8
Vegetables	Bush. 16,082	Bush. 1,242	Bush. 17,324 56 172,367 379 27,171	Bush. 16,003 49 41,666 174 7,298	Bush. 17,324 56 172,367 379 27,171
United States.....					
Newfoundland					
Prince Edward Island					
Spain					
British West Indies					
	216,086	1,242	217,297	65,190	217,297

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
FREE GOODS.—NATURAL PRODUCTS.									
<i>Continued.</i>									
Whale Oil.....	United States..... Newfoundland..... British West Indies.....	Galls. 2,095 880 2,000	Galls. 12	Galls. 2,107 880 2,000	1,902 440 1,000	Galls. 2,107 880 2,000	1,602 1,440 1,000	.....
Wheat.....	United States.....	4,975	12	4,987	3,042	4,987	3,042	.....
Wood, manufactured	Great Britain..... United States..... Newfoundland..... British West Indies.....	Bush. 29,784	.....	Bush. 29,784	28,916	Bush. 29,784	23,916	.....
Wool.....	Great Britain..... United States..... Newfoundland..... British West Indies.....	Lbs. 2,315 236 379	..... 23	Lbs. 2,315 259 379	Lbs. 739 59 127	Lbs. 2,315 259 379	799 53 127	.....
		2,930	23	2,953	985	2,953	985	.....

SPECIAL IMPORTATIONS.											
Apparel of British Subjects, domiciled in Canada but dying abroad		Great Britain		Pkgs.		Pkgs.		Pkgs.		Pkgs.	
British West Indies.		Great Britain		5		5		5		5	
				14		14		355		14	
Articles for the public uses of the Dominion		Great Britain									
United States		United States									
ARTICLES FOLLOWING, FOR THE USE OF THE ARMY AND NAVY.											
Arms, Clothing, Musical Instru- ments for Bands, and Military Stores		Great Britain		492		492		25,749		492	
United States		United States		1		1		400		1	
Newfoundland		Newfoundland		1		1		113		113	
Prince Edward Island		Prince Edward Island		2		2		340		2	
British West Indies		British West Indies		1		1		98		1	
Spanish West Indies		Spanish West Indies		3		3		416		3	
500		500						500		500	
Settlers' Effects		Great Britain		69		69		2,894		69	
United States		United States		121	19	140	4,199	140	4,199	140	4,199
Newfoundland		Newfoundland		1		1	60	1	60	1	60
Prince Edward Island		Prince Edward Island		1		1	28	1	28	1	28
British West Indies		British West Indies		1		1	10	1	10	1	10
193		19				212	7,191			212	
GROWTH AND PRODUCTION OF ANY OF THE B. N. A. PROVINCES.											
Animals of all kinds		Prince Edward Island				No.		No.		No.	
Lbs.		Lbs.				160		160		160	
Butter		Prince Edward Island		12,217	480			342		342	
								Lbs.		Lbs.	
								12,697		12,697	

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FRESH GOODS—GROWTH AND PRODUCE, &c.—Continued.								
Cheese	Prince Edward Island	Lbs. 250	.....	.....	Lbs. 250	\$ 3	Lbs. 250	\$ 25
Fresh, Smoked, and Salted Meats and Poultry	Prince Edward Island	Lbs. 576,368	Lbs. 1,070	.....	Lbs. 577,438	113,765	Lbs. 577,438	113,765
Gypsum	Prince Edward Island	Brls. 25	.....	.....	Brls. 25	31	Brls. 25	31
Fish, and Products of Fish, and Fish Oil	Newfoundland	.....	.....	.....	.....	216,714	.....	216,714
Lard and Tallow	Prince Edward Island	Lbs. 29,034	Lbs. 11,222	.....	Lbs. 40,256	7,364	Lbs. 40,256	7,364
Timber and Lumber	United States .....	.....	.....	.....	.....	13	.....	13
	Prince Edward Island	.....	.....	.....	.....	2,152	.....	2,152
		.....	.....	.....	.....	2,165	.....	2,165

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

COUNTRIES.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
From Great Britain.....	\$ 3,561,080	\$ 836,645	\$ 4,397,725	\$ 643,444 02
United States	763,846	1,494,233	2,258,079	119,768 64
France	54,710	.....	54,710	29,506 85
Holland	18,518	75	18,518	20,616 20
Prince Edward Island	7,256	266,838	274,094	1,094 40
Newfoundland	2,955	213,586	216,540	723 70
British West Indies	275,835	41,296	317,131	161,744 06
Spanish West Indies	377,928	887	377,915	140,452 11
Spain	15,014	6,726	21,740	2,403 75
St. Pierre et Miquelon	613	1,452	2,006	273 82
French West Indies	16,763	11,678	28,441	5,844 09
Danish West Indies	2,263	461	2,724	882 50
Portugal	2,905	1,063	4,088	672 67
Russia	330	25,298	25,618	17 50
Brazil Add collected at Port Mulgrave, for which no returns were furnished to the Department.....	.....	8,447	8,447	.....
				657 49
Foreign Reprints of British Copyright Works	5,099,226	2,908,714	8,007,940	1,128,101 80
Add, received as difference of Currency on certain Entries at the Port of Halifax, and other Ports	91	.....	91	.....
Add Five per Cent Additional on Duty, from 7th April, 1870	.....	.....	.....	17,194 38 17,296 33
Totals	5,099,317	2,908,714	8,008,031	1,162,592 51

PROVINCE OF NEW BRUNSWICK.

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING SPECIFIC DUTY.								
Animals—Horses	United States	No. 1	No. 2	No. 17	No. 20	\$ 1,588	No. 19	\$ 1,488
Swine	United States	No.	No. 4	.....	No. 4	30	No. 4	30
Acid—Sulphuric	Great Britain	Lbs. 10	Lbs. 2	.....	Lbs. 10 2	Lbs. 10 2	.....	0 05
	United States	52,848	2	.....	52,850	52,850	1,174	264 26
		52,858	2	.....	52,860	52,860	1,176	264 31
Cordials	Great Britain	Galls. 87	Galls. 1	.....	Galls. 87 1	Galls. 87 1	.....	18 00
	United States	14	1	.....	14	14	13 1	1 20
	Holland	101	1	.....	102	102	38 38	45 60
Perfumed Spirits, when in flasks	Great Britain	No. 3,829	No. 60	.....	No. 3,869	813	No. 4,819	192 76
	United States	426	426	.....	426	71	426	17 04
		3,899	486	.....	4,316	884	5,245	209 80

Tinotures.....	Gall. 1	.....	.....	Gall. 1	.....	.....	Gall. 1	.....	.....	Gall. 1	.....	.....
Brandy.....	Galls.	Galls.	.....	Galls.	.....	.....	Galls.	.....	.....	Galls.	.....	.....
Great Britain.....	23,911	.....	.....	23,941	.....	.....	21,891	.....	.....	20,791	.....	.....
Great Britain.....	743	.....	538	1,281	.....	1,726	530	978	28,518	28	17,518	28
United States.....	78,054	.....	6,585	84,639	.....	90,373	35,954	46,561	424	00	28,926	12
France.....	9	.....	5	9	.....	20	5	12	3	84	12	3
Jersey.....	102,747	7,123	.....	109,870	123,727	58,380	77,342	46,872	24	.....	.....	.....
Gin.....	Galls.	Galls.	.....	Galls.	.....	.....	Galls.	.....	.....	Galls.	.....	.....
Great Britain.....	77,821	5	2,380	77,881	31,755	81,956	38,497	65,556	48	32	12	25
United States.....	34,126	.....	21,256	2,385	1,031	152	71	121	60	152	71	121
France.....	942	.....	.....	55,382	21,066	20,453	8,795	16,362	40	344	988	336
Holland.....	112,894	23,636	.....	942	344	988	336	790	40	103,581	47,771	82,856
Jersey.....	40,921	.....	.....	136,550	54,526	.....	.....	.....	.....	.....	.....	.....
Rum.....	Galls.	.....	.....	Galls.	.....	.....	Galls.	.....	.....	Galls.	.....	.....
Great Britain.....	13,820	.....	.....	13,820	5,888	9,401	4,732	7,520	30	879	385	703
United States.....	2,370	.....	.....	2,370	1,092	168	168	134	40	50	50	134
Prince Edward Island.....	168	.....	.....	168	50	11,507	5,233	9,205	60	651	287	520
British West Indies.....	24,563	.....	.....	24,563	7,631	11,661	11,661	22,606	20	14,661	10,607	18,084
British Guiana.....	40,921	.....	.....	40,921	14,661	22,606	22,606	10,607	30	.....	.....	.....
Whiskey.....	Galls.	Galls.	.....	Galls.	.....	.....	Galls.	.....	.....	Galls.	.....	.....
Great Britain.....	83,719	145	443	84,132	57,668	52,635	39,140	42,112	76	145	1,834	1,145
United States.....	83,864	443	.....	84,145	94	54,469	40,285	43,579	96	.....	.....	.....
Spirits and Strong Waters, including Spirits of Wine, and Alcohol, and not being Whisky	4,361	190	.....	4,531	2,056	190	981	647	785	70	51	51
Great Britain.....	4,361	190	.....	4,551	2,056	981	647	785	70	.....	.....	.....
United States.....	4,361	190	.....	4,551	2,056	981	647	785	70	.....	.....	.....

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.				
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.	\$ cts.	
GOODS PAYING SPECIFIC DUTY.—										
<i>Continued.</i>										
Oil—Coal and Kerosene, distilled, purified, and refined.....	Great Britain.....	Galls. 349	Galls. 405	Galls. 20	Galls. 349 9,055 36	Galls. 128 9,525 72	Galls. 349 36,251 72	Galls. 128 9,723 36	\$ 52 5,457 10	
United States.....	Jersey	33,100	72	20	33,521	9,219	36,672	9,887	35 66 80	
Oil—Benzole, Naphtha, and Re- fined Petroleum	Great Britain.....	Galls. 45	Galls. 126	Galls. 1,101	Galls. 1,614	Galls. 45 2,939	Galls. 16 632	Galls. 16 632	6 75 340 28	
United States.....		387		1,101	1,614	484				
Products of Petroleum	United States.....	432	126	1,101	1,659	500	2,314	648	247 03	
Crude Petroleum	United States.....	452	Galls. 432	Galls. 217	Galls. 1,101	399	Galls. 1,101	399	110 10	
Coffee—Green	United States.....	Galls. 7,233	Galls. 3,209	Galls. 42	Galls. 10,484	3,975	Galls. 10,483	3,975	628 98	
Great Britain.....		Lbs. 88,146	Lbs. 5,897			Lbs. 88,746 12,352 50	Lbs. 11,741 1,640 10	Lbs. 90,717 10,638 10	11,841 1,392 10	
Prince Edward Island.....		50	6,455						2,721 51 319 14	
British West Indies.....		123				123	1,374 123	159 123	41 22 3 69	
Jersey										
		94,816	6,455			101,271	13,391	102,882	13,307	
									3,065 56	

Coffee—Roasted or Ground	United States.....	Lbs. 180	Lbs. 7,632	Lbs. 66	Lbs. 7,878	604	9,242	Lbs. 643	369 68
Chicory—Roasted or Ground	United States.....		Lbs. 7,909		Lbs. 7,909	279	4,479		179 16
Common Soap	United States.....	Lbs. 25,198	Lbs. 1,822	Lbs. 25,198	Lbs. 1,402	20,882	1,179	208 82	
	Great Britain.....	2,317	554	5,093	327	4,822	308	48 22	
	United States.....	2,294	.....	224	19	224	19	2 24	
	Prince Edward Island.....	1,588	.....	1,568	82	2,576	133	25 76	
	Jersey.....	29,307	954	1,822	32,083	1,830	28,504	1,639	285 04
Starch	United States.....	Lbs. 35,716	Lbs. 561	Lbs. 36,277	Lbs. 2,477	33,826	2,277	676 52	
	Great Britain.....	112	250	112	19	250	19	5 00	
	United States.....	.....	.....	112	8	56	4	1 12	
	Jersey.....	35,828	811	38,639	2,504	34,132	2,300	682 64	
Cigars—value not over \$10 per Mille	United States.....	Mille. 67	Mille. 5	Mille. 72	Mille. 264	Mille. 78	Mille. 312	294 00	
	Great Britain.....	.....	.....	.....	.....	135	511	405 00	
	United States.....	67	.....	5	72	264	213	823	639 00
Cigars—over \$10, and not over \$20 per Mille	United States.....	Mille. 83 3	Mille. 20 6	Mille. 20 9	Mille. 343	20 9	Mille. 343	83 60	
	Great Britain.....	83	.....	83	1,660	68	1,360	272 00	
	United States.....	83 3	.....	20 6	103 9	2,003	88 9	1,703	355 60
Cigars—over \$20, and not over \$40 per Mille	United States.....	Mille. 4	Mille. 16 9	Mille. 20 9	Mille. 669	20 9	Mille. 669	104 50	
	Great Britain.....	62	62	62	1,825	86 5	2,566	432 50	
	Spanish W. Indies	6	.....	6	20	26 5	419	82 50	
	United States.....	66 6	.....	16 9	83 5	2,514	133 9	3,654	619 50

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Mille.	Mille.	\$	cts.
Cigars—value over \$40 per Mille									
Cigars—New Tariff from 7th April only.....	United States.....	9	1		9	270	11.2	385	67 20
	Spanish W. Indies.....	1	1		1	48	1	48	6 00
		10	.....		10	318	12.2	433	73 20
Cigars—New Tariff from 7th April only.....	Great Britain.....					Lbs.	Lbs.		
	United States.....	2,244	142	2,244	1,422	2,199	1,422	989 55	
	Spanish W. Indies.....	810	63	1,015	2,418	884	1,536	397 80	
		634	.....	634	1,597	718	1,774	323 10	
Cheese									
Cheese	Great Britain.....	3,688	142	63	3,893	5,437	3,801	4,792	1,710 45
Cheese	United States.....								
Cheese	Great Britain.....	2,743	263	2,743	543	Lbs.	Lbs.		
Cheese	United States.....		263	526	79	2,743	543	543	82 29
		2,743	263	263	79	526	79	79	15 78
Lard and Tallow.....									
Lard and Tallow.....	United States.....	39,094		8,547	73,091	7,825	3,269	622	98 07
Fish—Salted or Smoked	United States.....					Lbs.	Lbs.		
Fish—Salted or Smoked	United States.....	19,070	19,750	19,820	689	72,784	7,788	7,788	727 84
Meats—Fresh, Salted, or Smoked| United States.....									
Meats—Fresh, Salted, or Smoked| United States.....		407,024	23,723	81,919	73,677	Lbs.	Lbs.	60,672	4,995 66

Coal and Coke—from 7th April under new tariff.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain.....	4,071 867	247	68	4,071 1,182	10,901 5,880	4,071 654	10,902 2,650
United States.....							2,035 50 326 75
Salt—from 7th April, under new tariff	4,938	247	68	5,263	16,381	4,725	13,352
Bush.	Bush.	Bush.	Bush.				
							2,362 25
Hops—from 7th April, under new tariff	10	310	35	287	351	281	17 55
Lbs.	Lbs.	Lbs.	Lbs.				
							41 30
Vinegar and Acetic Acid—from 7th April, under new tariff	186	640	.....	826	133	826	
Great Britain.....	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	
United States.....	4,736	30	116	4,736	1,340	1,519	601
France	6,386	2,431	.....	8,043	960	8,764	878
Jersey	2,787	1,550	.....	4,337	1,473	9,933	1,832
	66	66	.....	66	16	66	16
							511 85
							6 60
Rice—from 7th April, under new tariff	13,985	4,011	116	18,112	3,729	20,342	3,327
Great Britain.....	Lbs.	.....	.....	Lbs.	Lbs.	Lbs.	
United States.....	336,723	.....	.....	336,723	7,473	252,083	6,256
Jersey	2,000	.....	.....	2,000	61	.....	2,520 83
	438	.....	.....	448	17	448	17
							4 48
"Grain of all other kinds—from 7th April, under new tariff	339,171	.....	.....	339,171	7,551	252,531	6,273
Great Britain.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
United States.....	12	484	60	12	46	12	46
	469	484	.....	1,013	1,667	1,013	1,667
							0 34
							30 49
Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	
Flour of Wheat and Rye—from 7th April, under new tariff	5,439	247	600	6,286	28,244	4,719	25,215
Flour and Meal of all other kinds —from 7th April, under new tariff	1,540	26	723	2,289	9,342	Brls.	9,302
United States.....							
							341 86

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

ARTICLES.	COUNTRIES	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		To British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Galls.	\$	cts.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.		Galls.	Galls.	Galls.	Galls.	\$	Galls.	\$	cts.
Ale, Beer, and Porter, in casks.	Great Britain.....	22,457	.....46	22,457	7,307	27,398	8,623	2,227	69
United States.....	10	.....	.....	10	15	43	15	3	75
Prince Edward Island.....		22,457	.....45	22,512	7,325	27,333	8,641	2,232	25
								0	82
Ale, Beer, and Porter, in bottles.	Great Britain.....	28,721	.....5	28,721	16,517	30,032	16,157	3,721	39
Jersey.....		28,726	.....	28,726	16,520	30,037	16,160	0	62
								3	
Tea—Green and Japan	Great Britain.....	1,135	10	1,145	401	1,551	568	193	74
United States.....	466	.....	427	893	403	1,025	489	145	13
		1,601	10	427	2,038	304	2,576	1,057	338
								87	
Tea—Black.....	Great Britain.....	916,750	45,114	961,864	262,479	833,717	231,176	63,858	33
	United States.....	124,817	103,558	135,536	86,571	332,387	79,314	23,530	86
	Prince Edward Island.....	634	.....	634	238	634	238	57	94
	Newfoundland.....	253	.....	256	77	255	77	20	42
	Jersey.....	2,290	.....	2,290	597	2,209	625	171	04
		1,044,746	148,692	135,366	1,328,704	349,962	1,169,252	311,430	87,639
								19	

Tobacco (manufactured) and Snuff	Lbs.	17,904	17,898	Lbs.	65,442	14,312	Lbs.	111,999	21,271	18,266	98
	29,550	.....	.....	2,015	368	170	1,663	170	170	277	74
	2,015	.....	.....	368	100	86	368	86	86	58	00
	358	.....	.....	100	.....	18	100	18	18	22	25
	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	32,023	17,994	17,898	65,915	14,586	114,120	21,545	18,624	97	.....	.....
	Galls.	.....	.....	Galls.	36,386	36,661	Galls.	30,830	28,230	9,225	16
	32,908	3,578	1,890	.....	2,614	1,863	2,407	1,139	478	472	94
	724	1,890	550	.....	1,707	2,170	366	68	162	140	90
	1,157	68	29	.....	68	162	19	19	32	39	20
Wines, of all kinds .....	.....	.....	.....	29	43	.....	.....	.....	.....	9	92
Great Britain .....	.....	.....	.....	34,786	6,018	40,804	40,899	33,690	30,041	9,888	12
United States .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newfoundland .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jersey .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar—equal to and above No. 9, Dutch Standard .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Britain	57,869	199,534	88,055	408,365	30,776	423,575	Lbs.	31,338	12,070	99	.....
United States	350,496	633,333	188	891,222	55,693	687,476	44,123	17,905	74	.....	.....
Prince Edward Island	188	3,047,368	188	188	14	188	14	5	38	.....	.....
British West Indies	3,047	1,667,375	1,667,675	3,047,368	154,600	2,490,862	126,721	56,588	91	.....	.....
Spanish West Indies	482	482	482	1,667,675	80,094	1,075,139	55,130	24,533	85	.....	.....
Jersey	840	840	840	482	51	702	76	26	02	17	90
British Guiana	5,670,682	257,403	88,055	6,016,140	322,266	4,678,782	840	38	38	1	1
.....
Sugar — below No. 9, Dutch Standard .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States	100	100	100	100	100	100	8	100	8	2	76
British West Indies	32,372	100	100	32,372	1,207	1,207	8,484	8,484	8	158	74
32,372	100	100	100	32,372	1,215	1,215	8,584	8,584	388	161	49
.....
Cane Juice, Melado, &c	473	480	480	480	953	58	1,445	1,445	87	30	92
.....
Sugar Candy and Confectionery.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Britain	27,664	3,897	2,055	2,055	833	1,449	Lbs.	21,495	2,785	911	25
United States	3,897	366	366	366	356	57	356	6,835	1,449	430	55
Jersey	31,917	2,730	833	833	35,530	5,041	28,686	28,686	4,291	1,359	61

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 25 PER CENT.—AD VALOREM.									
Mace and Nutmegs	Great Britain	52,272	10,776	140	63,048	\$ 34,978 69	30,099 2,638	\$ 14,916 .928	3,729 00 232 10
	United States	52,272	10,776	140	63,188	\$ 35,047	32,737	\$ 15,844	3,961 10
Spices—including Cassia, Cinnamon, Pimento, and Pepper, ground									
	Great Britain	122	63	.....	122	Pkgs. \$ 2,630 90 167	115 87	Pkgs. \$ 2,357 10 6	589 14 39 48 2 60
	United States	—	6	.....	6		6		
	Jersey	155	63	.....	218	Pkgs. \$ 2,807	208	Pkgs. \$ 2,524	631 22
Patent Medicines, and Medicinal Preparations									
	Great Britain	52	8	.....	60	Pkgs. \$ 1,986 188 2,395	67 202	Pkgs. \$ 1,967 2,755	491 65 638 84
	United States	20	160	8	188				
		72	168	8	248	Pkgs. \$ 4,381	269	Pkgs. \$ 4,722	1,180 49
Playing Cards									
	Great Britain	6	1	1	7	Pkgs. \$ 294 52	7	Pkgs. \$ 294 52	73 60 14 60
	United States	1	—	—	2				
		7	—	2	9	Pkgs. \$ 346	9	Pkgs. \$ 346	88 20

<i>Perfumery, not elsewhere specified</i>		Great Britain		United States		Jersey			
Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
63	1	1	1	2	2	2	2	4	2,144
1	2	2	2	31	31	31	1	11	535 47
2	.....	.....	.....	68	2,098	7	1	11	5 06
66	2	.....	.....	68	2,098	31	71	2,175	2 75
72	2	.....	.....	74	2,617	.....	71	2,175	543 28
Perfumed and Fancy Soaps.....	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Molasses, other than for refining purposes	United States.....	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
1,171,039	6,777	4,773	160,612	1,336,424	25,440	903,539	17,730	4,432	25
Prince Edward Island.....	1,082,696	.....	.....	6,777	298	6,777	121,517	52	03
British West Indies.....	5,824,215	.....	.....	6,906,911	148,541	6,056,133	30,319	319	22
Spanish West Indies.....	5,821,519	.....	.....	5,821,519	130,189	3,968,980	81,830	20,457	34
Newfoundland.....	2,948	.....	.....	2,948	123	2,948	123	30	80
British Guiana.....	2,376	.....	.....	2,376	43	2,376	43	10	80
12,828,874	1,087,469	160,612	14,076,955	304,544	10,947,113	221,451	55,362	44	
GOODS PAYING 15 PER CENT. AD VALOREM.	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Blacking	United States.....	7	224	7	216	7	149	22	25
Jersey.....	101	.....	.....	325	2,737	326	2,751	412	412
1	.....	.....	.....	1	1	1	1	0	12
109	224	.....	.....	333	2,934	334	2,901	434	96
Brooms and Brushes	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
United States.....	20	3	4	23	1,390	23	1,390	208	62
38	71	.....	.....	113	2,366	112	2,504	375	63
58	74	4	4	136	3,896	135	3,894	584	25
27	764	70	7,975	859	24,366	27	859	128	85
6,241	764	70	7,102	25,225	7,072	24,298	24,298	3,644	91
6,268	764	70	7,102	25,225	7,099	25,157	25,157	3,773	76

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Candles and Tapers	Great Britain.....	Pkgs. 65 44 64	Pkgs. 30 680	Pkgs. 754 64	65 409 292 47	\$ 494 292 734 61	Pkgs. 734 61	\$ 494 292 734 61	\$ cts 68 01 43 65 4 23
	United States.....	173	30	680	883	748	863	774	115 89
Carpets and Hearth Rugs	Great Britain.....	Pkgs. 316 2	Pkgs. 44 2	Pkgs. 4	360 162	74,808 162	Pkgs. 356 4	74,233 161	11,134 92 24 18
	United States.....	318	46	.....	364	74,970	360	74,394	11,159 10
Carriages.....	United States.....	No. 25	No. 29	No. 41	No. 95	8,337	No. 94	8,222	1,235 99
Coach and Harness Furniture.....	United States.....	Pkgs. 3	Pkgs. 17	Pkgs. 1	Pkgs. 21	736	Pkgs. 21	736	110 36
Chandeliers, Girondoles, and Gas Fittings.....	Great Britain.....	Pkgs. 2	Pkgs. 2	Pkgs. 2	Pkgs. 2	246 84	Pkgs. 2	246 84	36 84 12 60
	United States.....	2	2	2	4	330	4	330	49 44

Chinaware, Crockery, and Earthenware	Great Britain..... United States..... Jersey.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
		2,096 11 11	399 55	2,495 66 11	40,711 2,722 272	1,871 66 11	40,005 2,722 272
		2,118	454	2,572	43,705	1,948	42,999
		Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Cider.....	Great Britain..... Great Britain..... United States.....	355	230	585	512	585	512
		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Clocks.....	Great Britain..... United States.....	6 57	172	74	303	442 3,779 303	442 3,779 303
		63	172	74	309	4,221	309
Clothing or Wearing Apparel, made by hand or sewing-machine	Great Britain..... United States..... Jersey.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
		192 20 6	3 26	185 46 6	46,974 2,479 868	199 46 10	47,454 2,479 1,083
		218	20	247	50,321	255	51,016
		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Cordage	Great Britain..... United States..... Jersey.....	541 25 118	15 ... 130	541 170 118	4,094 1,967 1,366	537 200 118	3,957 2,729 1,366
		684	15	130	829	7,427	855
Corks	Great Britain..... United States.....	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
		39 10	13 9	52 19	1,246 896	50 20	1,207 871
		49	22	71	2,142	70	2,078

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

ARTICLES.		COUNTRIES.				QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION.		
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.		Total Value.	Quantity.	Value.	Duty.	\$	cts.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.	Cottons.	Pkgs.	Pkgs.	Pkgs.	\$	Pkgs.	\$	Pkgs.	\$	93,495	40	
	Great Britain.....	2,445	139	2,575	621,442	623,319	93,495	2,577	93,495	40		
	United States.....	60	623	685	45,692	45,692	6,833	685	6,833	79		
	Prince Edward Island.....	13	.....	13	1,830	1,830	11	4	79	11	85	
	British West Indies.....	4	.....	4	390	390	15	1	100	15	90	
	Jersey.....	9	.....	9	2,568	2,568	12	12	2,960	443	97	
		2,531	753	2	3,286	671,922	3,279	672,150	100,820	01		
Dried Fruits, and Nuts of all kinds.....		Pkgs.	Pkgs.	Pkgs.		Pkgs.		Pkgs.				
	Great Britain.....	13,023	244	13,297	16,793	13,863	2,079	36				
	United States.....	14,498	6,730	25,357	45,965	46,046	6,906	72				
	British West Indies.....	2	.....	2	10	10	1	10	1	50		
	Jersey.....	6	.....	6	13	13	23	118	23	3	42	
		27,529	6,374	25,357	59,860	62,771	57,584	57,584	59,942	8,991	00	
Drugs, not elsewhere specified....		Pkgs.	Pkgs.	Pkgs.		Pkgs.		Pkgs.				
	Great Britain.....	840	52	802	33,024	814	31,887	4,782	78			
	United States.....	47	418	406	8,575	466	8,575	41	41	1,286	46	
	Jersey.....	4	.....	4	41	4	41			6	09	
		891	470	1	1,362	41,640	1,284		40,503	6,075	33	
Engravings and Prints.....		Pkgs.	Pkgs.	Pkgs.		Pkgs.		Pkgs.				
	Great Britain.....	4	19	4	510	4	510	4	510	76	50	
	United States.....	.....	.....	19	427	19	427	19	427	64	05	
		4	19	23	937	23	937	23	937	140	55	

Fancy Goods	Great Britain.....	Pkgs. 889	Pkgs. 38	Pkgs.	Pkgs. 927	Pkgs. 254,374	Pkgs. 936	Pkgs. 256,661	Pkgs. 38,501,32
	United States.....	Pkgs. 77	Pkgs. 102	Pkgs.	Pkgs. 179	Pkgs. 8,386	Pkgs. 179	Pkgs. 8,385	Pkgs. 1,259,40
Foreign Newspapers	Prince Edward Island.....	Pkgs. 1	Pkgs.	Pkgs.	Pkgs. 1	Pkgs. 48	Pkgs. 1	Pkgs. 48	Pkgs. 7,20
	Jersey.....	Pkgs. 8	Pkgs.	Pkgs.	Pkgs. 8	Pkgs. 2,291	Pkgs. 9	Pkgs. 2,603	Pkgs. 390,45
Fireworks	Great Britain.....	Pkgs. 975	Pkgs. 140	Pkgs.	Pkgs. 1,115	Pkgs. 265,108	Pkgs. 1,125	Pkgs. 267,707	Pkgs. 40,158,37
	United States.....	Pkgs. 2	Pkgs. 21	Pkgs.	Pkgs. 21	Pkgs. 63	Pkgs. 2	Pkgs. 63	Pkgs. 9,00
Flat Wire for Crinolines, covered United States.....	Great Britain.....	Pkgs. 2	Pkgs. 21	Pkgs.	Pkgs. 23	Pkgs. 326	Pkgs. 23	Pkgs. 326	Pkgs. 39,45
	United States.....	Pkgs. 1	Pkgs.	Pkgs.	Pkgs. 1	Pkgs. 12	Pkgs. 1	Pkgs. 12	Pkgs. 48,45
Gunpowder	Great Britain.....	Pkgs. 1,262	Pkgs. 4	Pkgs.	Pkgs. 4	Pkgs. 1,157	Pkgs. 4	Pkgs. 157	Pkgs. 23,55
	United States.....	Pkgs. 8	Pkgs.	Pkgs.	Pkgs. 3	Pkgs. 1,262	Pkgs. 1,266	Pkgs. 3,479	Pkgs. 521,79
Guns, Rifles, and Firearms of all Kinds	Great Britain.....	Pkgs. 1,270	Pkgs.	Pkgs.	Pkgs. 3	Pkgs. 8	Pkgs. 3	Pkgs. 30	Pkgs. 4,50
	United States.....	Pkgs. 5	Pkgs.	Pkgs.	Pkgs. 3	Pkgs. 8	Pkgs. 8	Pkgs. 27	Pkgs. 4,05
Glass—Plate and Silvered	Great Britain.....	Pkgs. 12	Pkgs.	Pkgs.	Pkgs. 12	Pkgs. 558	Pkgs. 12	Pkgs. 3,536	Pkgs. 530,34
	United States.....	Pkgs. 25	Pkgs. 5	Pkgs.	Pkgs. 17	Pkgs. 2,066	Pkgs. 17	Pkgs. 2,066	Pkgs. 309,90
		Pkgs. 12	Pkgs. 5	Pkgs.	Pkgs. 42	Pkgs. 2,471	Pkgs. 42	Pkgs. 2,471	Pkgs. 60,72
		Pkgs. 37	Pkgs. 5	Pkgs.	Pkgs. 42	Pkgs. 2,471	Pkgs. 42	Pkgs. 2,471	Pkgs. 370,62

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Cartage.	Total Quantities.	\$	Total Value.	\$	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.									
Glass—Window	Great Britain.....	Pkgs. 279	Pkgs. 279	Pkgs. 806	\$ 635	279	\$ 635	95	22
	United States.....	4	.....	28	1,364	756	1,250	187	53
	Jersey.....	28	.....	28	76	22	53	7	95
		311	.....	802	1,113	2,075	1,057	1,938	290 70
Glassware	Great Britain.....	Pkgs. 2,304	Pkgs. 2,400	Pkgs. 2,665	\$ 15,586	Pkgs. 2,392	\$ 15,420	2,313	12
	United States.....	1,117	6	62	21,650	2,597	22,344	3,351	57
	France.....	143	.....	.....	143	54	33	4	95
	Holland.....	5,621	.....	5,621	6,966	5,621	6,566	984	90
	Jersey.....	1	.....	1	3	1	3	0	39
		3,655	7,023	52	10,730	43,659	10,614	44,366	6,654 93
Hats, Caps, and Bonnets	Great Britain.....	Pkgs. 103	Pkgs. 11	Pkgs. 37	Pkgs. 214	Pkgs. 25,253	Pkgs. 21,15	35,288	3,793 23
	United States.....	70	770	.....	877	36,204	877	36,204	5,430 72
	Prince Edward Island.....	1	.....	.....	1	19	1	19	2 85
	Jersey.....	1	.....	.....	1	12	1	12	1 80
		175	881	37	1,093	61,488	1,094	61,523	9,228 60
Hosiery	Great Britain.....	Pkgs. 46	Pkgs. 2	Pkgs. 12	Pkgs. 48	Pkgs. 11,490	Pkgs. 48	11,490	1,723 17
	United States.....	3	.....	.....	15	1,450	15	1,450	217 50
		49	14	.....	63	12,940	63	12,940	1,940 67

Inks of all kinds, except Printing Ink.	Great Britain.....	Pkgs. 2	Pkgs. 61	Pkgs. 61	Pkgs. 67	Pkgs. 2	Pkgs. 33	Pkgs. 2	Pkgs. 33	Pkgs. 4	Pkgs. 93
United States.....	6	6	61	61	67	62	482	67	482	72	30
•	•	•	•	•	•	•	•	•	•	•	•
Iron and Hardware,—Cutlery of all kinds.....	Great Britain.....	Pkgs. 8	Pkgs. 8	Pkgs. 4	Pkgs. 8	Pkgs. 94	Pkgs. 12,704	Pkgs. 103	Pkgs. 13,714	Pkgs. 2,057	Pkgs. 23
United States.....	124	124	124	124	128	128	2,265	128	2,265	339	72
Jersey	8	8	8	8	8	8	712	8	713	106	80
•	•	•	•	•	•	•	•	•	•	•	•
Iron—Japanned & Planished Tin, and Britannia Metal Ware ...	Great Britain.....	Pkgs. 20	Pkgs. 20	Pkgs. 20	Pkgs. 64	Pkgs. 244	Pkgs. 19	Pkgs. 19	Pkgs. 234	Pkgs. 35	Pkgs. 16
United States.....	3	3	3	3	61	64	404	100	624	63	39
•	•	•	•	•	•	•	•	•	•	•	•
Iron—Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	Great Britain.....	Pkgs. 84	Pkgs. 3	Pkgs. 139	Pkgs. 226	Pkgs. 1,896	Pkgs. 213	Pkgs. 19	Pkgs. 234	Pkgs. 35	Pkgs. 16
United States.....	2,229	590	590	1	2,820	8,202	2,820	5	8,202	8,202	33
Prince Edward Island.....	5	5	5	5	5	27	27	5	27	27	33
Jersey	9	9	9	9	9	140	140	8	124	124	18 60
•	•	•	•	•	•	•	•	•	•	•	•
Iron—Spikes, Nails, Tacks, Brads, and Springs.....	Great Britain.....	Pkgs. 2,327	Pkgs. 593	Pkgs. 140	Pkgs. 3,060	Pkgs. 10,265	Pkgs. 3,046	Pkgs. 10,025	Pkgs. 10,025	Pkgs. 10,025	Pkgs. 10,025
United States.....	2,601	52	113	5	2,601	13,937	2,464	13,541	2,464	13,541	2,031 36
Prince Edward Island.....	4	4	4	4	170	1,163	170	1,063	170	1,063	159 42
Jersey	24	24	24	24	4	26	4	26	4	26	3 96
•	•	•	•	•	24	436	48	48	48	48	80 02
Iron—Stoves and all other Iron Castings.....	Great Britain.....	Pkgs. 862	Pkgs. 3	Pkgs. 55	Pkgs. 865	Pkgs. 2,522	Pkgs. 877	Pkgs. 2,630	Pkgs. 2,630	Pkgs. 2,630	Pkgs. 17
United States.....	847	1,040	1,040	55	1,942	15,818	1,942	15,818	1,942	15,818	2,373 12
Prince Edward Island.....	2	2	2	2	2	47	2	47	2	47	7 05
•	•	•	•	•	•	•	•	•	•	•	•
Iron—	Great Britain.....	1,711	1,043	55	2,809	18,387	2,821	18,395	2,821	18,395	2,759 34
Stoves and all other Iron Castings.....	United States.....	•	•	•	•	•	•	•	•	•	•
Prince Edward Island.....	•	•	•	•	•	•	•	•	•	•	•

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		*In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Iron, other	Great Britain.	Pkgs. 3,339	Pkgs. 54	Pkgs. 3,383	\$ 121,615	\$ 3,386	\$ 120,969	\$ 18,145 88
	United States.	386	3,169	3,572	67,774	3,672	67,712	10,157 10
	Prince Edward Island.	1	.....	1	6	.....	.....	.....
	Jersey.	1	.....	1	19	2	30	4 53
		3,727	3,223	117	7,967	189,414	7,040	188,711
		Pkgs. 34	Pkgs. 6	Pkgs. 40	\$ 11,495	Pkgs. 40	\$ 11,495	\$ 1,724 25
		2	31	34	2,728	34	2,728	403 14
	Jewellery and Watches.	36	37	1	74	14,223	74	14,223
	United States.							2,133 39
Lumber—Sawn and Plank.	United States.	M. Feet. 31	M. Feet. 8	M. Feet. 39	1,238	M. Feet. 39	1,238	185 70
Leather	Great Britain.	Pkgs. 9	Pkgs. 47	Pkgs. 9	\$ 2,169	Pkgs. 10	\$ 2,461	\$ 369 15
	United States.	17	47	64	2,834	64	2,834	425 02
		26	47	73	5,003	74	5,295	734 17
Leather—Sheep, Calf, Goat, and Chamois Skins, Dressed	Great Britain.	Pkgs. 16	Pkgs. 10	Pkgs. 26	\$ 6,261	Pkgs. 28	\$ 6,327	\$ 949 08
	United States.	1	15	16	4,171	16	4,171	625 71
		17	25	42	10,432	44	10,498	1,574 79

Linens.....	Great Britain	Pkgs. 266	Pkgs. 20	Pkgs. 286	Pkgs. 281	Pkgs. 46,504	6,975 60
	United States.....	2	.....	2	2	68	10 20
	Jersey.....	3	.....	3	4	461	69 15
Locomotive Engines and Rail-road Cars.....	United States.....	271	20	291	48,251	287	7,954 95
	Great Britain.....	Pkgs. 2	Pkgs. 5	Pkgs. 7	19,199	7	19,199 2,879 85
	Maccaroni and Vermicelli	Pkgs. 3	.....	Pkgs. 3	38	Pkgs. 4	54 8 07
Maps, Charts, and Atlases, not elsewhere mentioned	Great Britain	Pkgs. 3	Pkgs. 17	Pkgs. 3	535	Pkgs. 3	535 80 25
	United States.....	.....	1	18	275	18	275 41 25
	.....	3	17	1	21	810	21 121 50
Manufactures of Marble or Limestone of Marble, or other than rough Slabs or Blocks	Great Britain	Pkgs. 22	Pkgs. 99	Pkgs. 121	2,238	Pkgs. 121	2,238 335 70
	United States.....	1	.....	2	53	2	53 8 01
	.....	23	99	1	123	2,291	123 2,291 343 71
Manufactures of Caoutchouc, India Rubber, or Gutta Percha.....	Great Britain	Pkgs. 18	Pkgs. 2	Pkgs. 20	2,896	Pkgs. 22	2,326 348 84
	United States.....	7	309	330	14,333	323	14,938 2,240 64
	.....	25	311	14	350	17,249	351 17,264 2,589 48
Manufacturers of Cashmere	Great Britain	Pkgs. 55	Pkgs. 16	Pkgs. 71	20,152	Pkgs. 71	20,152 3,022 80
	Fur is principal part	Pkgs. 26	Pkgs. 45	Pkgs. 26	4,359	Pkgs. 29	4,492 672 36
	United States.....	17	.....	1	3,193	62	2,665 399 75
Manufactures of Fur, or of which Fur is principal part	Great Britain	43	45	1	89	7,552	81 7,087 1,072 11

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

ARTICLES.	COUNTRY.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.	
		In British Vessels.	In Foreign Vessels.	By J. and Carriage.	Total Quantities.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.							\$ cts.
Manufactures of Hair, or Mo-hair.	Great Britain.....	Pkgs. 10 2	Pkgs. 4 90	.....	Pkgs. 14 92	Total Value. 952 2,943	952 2,943
United States		12	94	.....	106	3,895	106
Manufactures of Grass, Ostrich, Palm Leaf, Straw, Whalebone or Willow.	Great Britain	Pkgs. 3 2	Pkgs. 14 .....	.....	Pkgs. 3 16	Pkgs. 404 421	404 421
United States		5	14	.....	19	825	19
Manufactures of Bone, Shell, Horn, Pearl and Ivory.	Great Britain.....	Pkgs. 8 8	.....	Pkgs. 8 1	Pkgs. 205 8	Pkgs. 9 1	252 8
United States		8	.....	1	213	10	260
Manufactures of Gold, Silver, or Electro Plates, and Plated and Gilded Ware of all kinds.	Great Britain.....	Pkgs. 4 10	Pkgs. 5	Pkgs. 4 15	Total Value. 394 1,273	Pkgs. 6 15	726 1,273
United States		14	5	.....	19	1,667	21
Manufactures of Brass or Copper	Great Britain.....	Pkgs. 10 9	Pkgs. 5 .....	.....	Pkgs. 10 14	Pkgs. 10 14	240 225
United States		19	5	.....	24	465	24

Manufactures of Leather, or Imitation of Leather.....		Pkgs. 89	Pkgs. 13 99	Pkgs. 13 23	Pkgs. 102 208	Pkgs. 102 6,716	Pkgs. 206	Pkgs. 38,543 6,636	Pkgs. 5,781 18 995 31
	United States.....	86			45,509		308	45,179	6,776 49
	Great Britain.....	175	112	23	310				
Manufactures of Leather—Boots, and Shoes	Great Britain.....	Pkgs. 52	Pkgs. 13 25	Pkgs. 40		Pkgs. 65			
	United States.....	25	256	321	11,103	65	11,103	1,665 42	
	Prince Edward Island.....	3		3	12,271	321	12,271	1,840 62	
	Jersey	3			100	1	4	0 60	
					294	4	399	59 88	
Manufactures of Leather—Harn- ess and Saddlery.....	Great Britain.....	83	269	40	392	23,768	391	23,777	3,565 52
	United States.....	7	Pkgs. 8	Pkgs. 18					
	Great Britain.....	1		27	425	7	425	63 72	
	United States.....	8	8	18	624	27	624	53 57	
Manufactures of Leather not else- where specified.....	Great Britain.....	Pkgs. 37	Pkgs. 5	Pkgs. 12		Pkgs. 102			
	United States.....	888	920	124	1,081	65	1,364	204 66	
	Great Britain.....	875	925	124	1,882	1,882	13,866	2,078 78	
	United States.....	44	No.	No.	1,942	1,942	1,984	15,230	2,283 44
Mowing, Reaping and Threshing Machines.....	Great Britain.....	44	30	34	108	6,668	97	51	7 59
	United States.....	44	30	34	108	6,668	99	6,245	936 90
Musical Instruments (including Musical Boxes and Clocks).....	Great Britain.....	Pkgs. 23	Pkgs. 20	Pkgs. 221	Pkgs. 9	Pkgs. 23	Pkgs. 1,502	1,598	239 73
	United States.....				250	250	30,807	30,807	4,691 06
Mustard.....	Great Britain.....	43	221	9	273	32,009	274	32,405	4,860 78
	United States.....	6,755	Lbs. 1,480			Lbs. 6,755	Lbs. 2,321	Lbs. 7,297	333 57
	Jersey	1				1,480	219	2,224 219	32 85
						1	1	6	96
		6,756	1,480			8,236	2,541	8,779	2,449
									367 38

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Machinery—not elsewhere specified	Great Britain	Pkgs. 89	Pkgs. 2	Pkgs. 16	\$ 91	4,072 22,317	Pkgs. 90	\$ 3,860 22,081
	United States	24	347	387			387	579 00 3,312 18
	113	349	16	478	26,389		477	25,941
								3,891 18
Oil Cloths	Great Britain	Pkgs. 80	Pkgs. 13	Pkgs. 4	\$ 93	6,133 2,778	Pkgs. 90	\$ 6,130 2,778
	United States	18	52	74			74	939 68 426 73
	98	65	4	167	8,911	164	8,908	1,366 41
Oils—in any way rectified or prepared, not otherwise specified	Great Britain	Galls. 24,460	Galls. 368	Galls. 48	Galls. 24,882 5,913 140	18,754 5,065 128	Galls. 21,043 6,378 67	16,993 5,987 41
	United States	2,141	3,724	48				2,533 62 803 65 6 16
	Jersey	140						
	26,741	4,092	48	30,891	23,937	27,488	22,291	3,343 42
Oils—of all kinds—Crude, except Whale Oil, and others elsewhere specified	United States	Galls. 700	Galls. 155	Galls. 30	Galls. 835	565	Galls. 585	438 65 70
Packages	Great Britain	Pkgs. 5,534	Pkgs. 8	Pkgs. 6	Pkgs. 6,542	31,018 6 88	Pkgs. 4,562 2 13 338 1 2	22,382 58 491 27 105 2
	United States	88						3,356 86 8 70 64 60 24 74 1 20
	France	1						
	Holland	2						
	Prince Edward Island							

Newfoundland.....	26	.....	2	.....	26	5	2	5	2	5	2	5	2	5	0 72
British West Indies.....	27	.....	27	.....	47	42	15	42	18	36	36	24	36	24	36 46
Jersey.....	16	.....	3	.....	1,043	60	4	15	3	65	18	18	20	18	2 70
British Guiana.....	34	.....	4	.....	20	4	25	4	195	65	29	29	29	29	29 35
Paints and Colors.....	4,006	Pkgs.	2	Pkgs.	38,412	4,140	38,706	5,806	38,706	5,806	24	242	242	242	36 24
Great Britain.....	46	.....	65	.....	1,043	60	991	991	991	991	24	36	36	36	36 46
United States.....	4	.....	3	.....	20	4	20	4	195	65	29	29	29	29	2 70
Prince Edward Island.....	34	.....	34	.....	91	25	195	195	195	195	18	18	18	18	2 70
Jersey.....	4,060	Pkgs.	48	Pkgs.	39,566	4,229	39,912	5,987	39,912	5,987	18	18	18	18	36 24
Paper of all kinds.....	213	Pkgs.	5	Pkgs.	6,227	7,261	7,261	1,089	7,261	1,089	27	27	27	27	36 24
Great Britain.....	383	.....	12	.....	9,479	9,478	9,478	1,421	9,479	9,478	27	27	27	27	36 24
United States.....	1	.....	1	.....	7	7	7	7	7	7	1	1	1	1	1 05
Prince Edward Island.....	597	.....	12	.....	15,713	2,244	2,244	2,244	2,244	2,244	15	15	15	15	3 86
Jersey.....	1,629	Pkgs.	12	Pkgs.	2,328	1,6,772	1,6,772	1,6,772	1,6,772	1,6,772	15	15	15	15	3 86
Paper Hangings.....	360	Pkgs.	160	Pkgs.	14,594	520	14,594	14,594	520	14,594	10	10	10	10	36 24
Great Britain.....	7	.....	36	.....	1,434	43	1,434	1,434	43	1,434	10	10	10	10	36 24
United States.....	367	.....	2	.....	~	565	16,028	563	16,028	563	20	20	20	20	36 24
Parasols and Umbrellas.....	20	Pkgs.	5	.....	25	4,638	25	4,638	25	4,638	76	76	76	76	36 24
Plaster of Paris and Hydraulic Cement—ground or calcined.....	834	Pkgs.	252	Pkgs.	1,086	1,302	1,302	2,224	1,302	2,224	60	60	60	60	36 24
United States.....	980	.....	139	.....	1,121	1,121	1,121	1,121	1,121	1,121	60	60	60	60	36 24
Plates and Sauces.....	1,814	.....	391	.....	2	2,207	4,100	2,423	4,100	2,423	188	188	188	188	628 20
Plates and Sauces.....	623	Pkgs.	35	Pkgs.	6,465	594	6,465	5,062	594	5,062	18	18	18	18	628 20
Plates and Sauces.....	623	200	16	.....	800	216	800	800	216	800	00	00	00	00	628 20
Plates and Sauces.....	623	235	16	.....	874	7,265	810	5,862	7,265	5,862	18	18	18	18	628 20

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.	Pkgs.	\$ 12	214	Pkgs.	\$ 214
Portable Hand Printing Presses.	United States	2	10	.....				32 04
Preserved Meats, Poultry, Fish, Vegetables, &c.	Great Britain.....	Pkgs.	Pkgs.	Pkgs.	7,192 5,653		Pkgs.	\$ 8,694
	United States	373	10	.....	1,156		1,150	5,832
		303	863	.....				1,304 19 844 78
		676	863	.....	1,539	12,845	1,609	14,526
		Pkgs.	Pkgs.	Pkgs.			Pkgs.	2,148 97
Printed, Lithographed, or Cop- per Plate Bills, and Advertising Pamphlets.	Great Britain.....	14	2	.....	16	1,507	16	1,507
	United States	3	123	.....	126	2,428	126	2,428
		17	125	.....	142	4,025	142	4,025
		Pkgs.	Pkgs.	Pkgs. *			Pkgs.	
Sails, ready made	Great Britain.....	19	3	.....	19	3,588	24	4,232
	United States	3	3	.....	3	363	3	363
	Jersey.	3	3	.....	3	51	3	51
		22	3	.....	25	4,002	30	4,646
		Pkgs. *	Pkgs.	Pkgs.			Pkgs.	
Shawls	Great Britain.....	8	1	.....	9	1,404	10	1,545

Silks, Satins, and Velvets	Great Britain.....	Pkgs. 195 6	Pkgs. 13 60	Pkgs. 208 66	116,359 8,938	Pkgs. 208 66	116,359 8,938	17,453 91 1,340 76	
	United States.....	201	73	274	125,297	274	125,297	18,794 67	
Silk Twist, and Silk and Mohair Twist	Great Britain.....	Pkgs. 2	.....	Pkgs. 2	23	Pkgs. 2	23	3 45
		Lbs. 139,642 141,342 257	Lbs. 46,928	Lbs. 139,642 188,566 257	6,407 2,676 16	Lbs. 73,770 44,053 257	3,839 2,567 16	575 91 385 05 2 40	
Spirits, including Ginger, Pimento, and Pepper, unground	Great Britain.....	281,241	46,928	236	328,405	9,099	118,080	6,422	
	United States.....	Galls. 7,390 4	Galls. 144	Galls. 7,534 4	3,625 2	Galls. 7,534 4	3,625 2	543 61 0 30	
	Jersey.....	7,394	144	7,538	3,627	7,538	3,627	543 91	
Stationery	Great Britain.....	Pkgs. 372 35 6	Pkgs. 15 314	Pkgs. 387 351 6	26,665 7,379 156	Pkgs. 396 351 6	27,508 7,379 156	4,126 04 1,106 73 23 31	
	United States.....	413	329	2	744	34,200	753	35,043	5,256 08
Steam Engines, other than Loco- motive	United States.....	No. 1	No. 2	No. 1	No. 4	No. 15	1,783	267 45	
Small Wares	Great Britain.....	Pkgs. 178 85 13	Pkgs. 17 62	Pkgs. 115 177 13	25,354 4,772 712	Pkgs. 200 177 11	25,609 4,772 502	3,841 41 715 46 75 24	
	United States.....	276	79	30	385	31,038	388	30,883	4,632 11

No. I.—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.	Quantity.	Value.	\$ cts.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.		Pkgs.	Pkgs.			Pkgs.	\$		
Tobacco Pipes	Great Britain	781	509		1,290	2,847	1,206	2,698	404 70
	Newfoundland	1	.....	1	1	2	1	2	0 36
	Jersey	1	.....	1	20	20	1	20	3 00
Toys	Great Britain	783	509		1,292	2,869	1,208	2,720	408 06
	United States						Pkgs.		
		Pkgs.	Pkgs.			Pkgs.			
		19	5		24	2,202	23	2,147	322 05
		2	22		24	832	24	832	124 78
		21	27		48	3,034	47	2,979	446 83
Varnish	Great Britain	18	12		18	215	18	215	32 31
	United States	13	.....	25	257	36	1,202	1,202	180 24
		31	12		43	472	54	1,417	212 55
Woollens	Great Britain	2,118	78		Pkgs.	Pkgs.	Pkgs.	Pkgs.	
	United States	37	429	1	2,196	661,392	2,168	654,960	98,244 48
	Prince Edward Island	17	.....	1	467	65,717	468	60,813	9,121 68
	Jersey	4	.....	4	17	1,021	12	407	61 10
		2,176	807	1	4	600	5	954	143 13
					2,684	723,730	2,853	717,134	107,570 39

Unenumerated Articles	.....	33,416	35,954	5,250 31
Great Britain	.....	29,982	32,643	4,896 12
United States	.....	256	324	216
Prince Edward Island	.....	144	159	23 82
Jersey	.....	.....	.....	.....
 GOODS PAYING 10 PER CENT. AD VALOREM.				
Sole and Upper Leather	.....	Pkgs.	Pkgs.	Pkgs.
Great Britain	13	13	2,028	2,028
United States	5	6	212	212
Prince Edward Island	2	2	10	10
Jersey	1	1	50	166
	21	22	2,300	23
				2,416
				240 49
Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
194	873	194	1,110	1,546
461	.....	1,557	8,606	8,530
		123	1,484	1,484
				154 60
				853 00
635	873	123	9,716	10,076
				1,007 60
Hay, Straw, and Bran—from 7th April, under new tariff	.....	Pkgs.	Pkgs.	Pkgs.
United States	.....	24	24	24
				30
				30 00
Seeds—other than Cereals—from 7th April, under new tariff	.....	Pkgs.	Pkgs.	Pkgs.
Great Britain	62	1	1,217	1,217
United States	44	44	1,494	1,494
	45	.....	151	151
				121 68
				149 84
Vegetables—from 7th April, under new tariff	.....	Pkgs.	Pkgs.	Pkgs.
United States	108	718	3,804	3,804
				380 40
Trees, Plants, and Shrubs—from 7th April, under new tariff	.....	Pkgs.	Pkgs.	Pkgs.
Great Britain	6	7	86	86
United States	5	5	319	319
	10	7	22	22
				405
				40 06

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.						ENTERED FOR CONSUMPTION.
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	
GOODS PAYING 5 PER CENT. AD VALOREM.								
Printed Books.....	Great Britain.....	Pkgs. 217 16	Pkgs. 43 1,217	Pkgs. 59	Pkgs. 260 1,292	\$ 14,992 26,525	Pkgs. 264 1,292	\$ 15,238 26,325
Iron	United States.....	233	1,260	59	1,552	41,517	1,556	41,763
	Great Britain.....					224,390		219,355
	United States.....					5,186		5,186
	Prince Edward Island.....					119		119
	Jersey.....					210		210
						239,905		239,870
								11,243 49
Type.....	Great Britain.....	Pkgs. 6 1	Pkgs. 84	Pkgs. 6 85	Pkgs. 6 3,327	309	Pkgs. 6 85	309
	United States.....							3,327
FREE GOODS.								
ARTS AND SCIENCE.								
Busts, Casts, and Statues.....	United States.....	Pkgs. 2	Pkgs. 2	Pkgs. 2	Pkgs. 2	24	Pkgs. 2	24
Gems and Medals, and Cabinets of ditto, and Antiquities.....	Great Britain.....	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	30	Pkgs. 1	30
Paintings in Oil.....	Great Britain.....	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	163	Pkgs. 1	163

DRUGS, DYE, STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.		Pkgs.	Pkgs.	Pkgs.	Pkgs.	Pkgs.
Acids, Alum, Antimony, and Argol	Great Britain.....	16 51	7.....	16 58	79 438	79 438
	United States.....					
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	Great Britain.....	67 219 544	7.....	74 1,062	517 4,407	74 1,062
	United States.....					
Bleaching Powders and Borax ..	Great Britain.....	763 Pkgs. 2	528.....	1,291 Pkgs. 2	8,380 64	1,291 Pkgs. 2
Colors and other Articles im- ported by Room Paper Makers and Stainers.....	United States.....				6.....	6.....
Cream of Tartar in Crystals	Great Britain.....	22 —	1 3	23 3	2,586 496	23 3
	United States.....					
Indigo	Great Britain.....	35 4	26.....	61 4	5,749 46	61 4
	Jersey.....					
Lead—Red and White, dry	Great Britain.....	158 —	26.....	65 1	3,627 7	158 1
	United States.....					
					159 3,634	159 3,634

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.								
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda	Great Britain..... United States..... Jersey.....	Pkgs. 328 64 1	Pkgs. 5 58	Pkgs. 333 122 1	\$ 2,208 1,638 1	\$ 333 122 1	2,208 1,638 1	.....
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined	Great Britain..... United States.....	Pkgs. 66 8	.....	Pkgs. 56 8	444 25	Pkgs. 56 8	444 25	.....
Oils—Cocoanut, Palm, and Pine, in their natural state	Great Britain..... United States.....	Galls. 21 3	Galls. 410	Galls. 413	21 438	Galls. 21 413	12 438	.....
Phosphorus, Brimstone, and Sul- phur, in roll or flour	Great Britain	Pkgs. 44	.....	Pkgs. 44	450	Pkgs. 44	450	.....
Roots—Medicinal, in their na- tural state	United States.....	Pkgs. 8	.....	Pkgs. 8	123	Pkgs. 8	123	.....

Vitriol—Blue	Great Britain.....	Pkgs. 5	Pkgs. 5	Pkgs. 5 .....	Pkgs. 5 .....	Pkgs. 5 .....	Pkgs. 5 .....	Pkgs. 5 .....	Pkgs. 5	Pkgs. 5	Pkgs. 5
Whiting or Whiting	Great Britain	Pkgs. 90	Pkgs. 197	Pkgs. 287	Pkgs. 287	Pkgs. 287	Pkgs. 287	Pkgs. 287	Pkgs. 287	Pkgs. 287	Pkgs. 287
MANUFACTURES AND PRODUCTS OF MANUFACTURES.											
Ashes—Pot, Pearl, and Soda	Great Britain.....	Pkgs. 1	Pkgs. 72	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1
United States.....	United States.....	42	72	114	1,134	114	1,134	114	1,134	114	1,134
Biscuit and Bread from Great Britain and B. N. A. Provinces	Great Britain.....	Pkgs. 43	Pkgs. 72	Pkgs. 11	Pkgs. 11	Pkgs. 11	Pkgs. 11	Pkgs. 11	Pkgs. 11	Pkgs. 11	Pkgs. 11
Prince Edward Island	Prince Edward Island	2	2	2	2	2	2	2	2	2	2
Bolting Cloth	United States.....	Pkgs. 12	Pkgs. 6	Pkgs. 18	Pkgs. 18	Pkgs. 18	Pkgs. 18	Pkgs. 18	Pkgs. 18	Pkgs. 18	Pkgs. 18
Burstones	Great Britain.....	Pkgs. 19	Pkgs. 5	Pkgs. 19	Pkgs. 19	Pkgs. 19	Pkgs. 19	Pkgs. 19	Pkgs. 19	Pkgs. 19	Pkgs. 19
United States.....	United States.....	2	5	7	7	508	508	508	508	508	508
Cotton Wool	United States.....	Pkgs. 108	Pkgs. 657	Pkgs. 765	Pkgs. 765	Pkgs. 65,271	Pkgs. 65,271	Pkgs. 765	Pkgs. 65,271	Pkgs. 65,271	Pkgs. 65,271
Cotton Candlewick	Great Britain.....	Pkgs. 61	Pkgs. 1	Pkgs. 62	Pkgs. 62	Pkgs. 62	Pkgs. 62	Pkgs. 62	Pkgs. 62	Pkgs. 62	Pkgs. 62
United States.....	United States.....	1	1	1	1	9	9	1	1	1	1
Cotton and Flax Waste	United States.....	Pkgs. 73	Pkgs. 44	Pkgs. 117	Pkgs. 117	Pkgs. 2,948	Pkgs. 2,948	Pkgs. 117	Pkgs. 2,948	Pkgs. 117	Pkgs. 2,948

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.
FRESH GOODS.—MANUFACTURES, ETC. <i>Continued.</i>							
Church Bells and Communion Plate.....	Great Britain.....	Pkgs. 1	.....	Pkgs. 1	\$ 24	\$ 24	.....
Cocoa Paste from Great Britain and B. N. A. Provinces.....	Great Britain.....	Pkgs. 2	.....	Pkgs. 2	77	77	.....
Drain Tiles.....	Great Britain.....	.....	.....	.....	206	206	.....
Emery Glass and Sand Paper and Cloth.....	Great Britain..... United States.....	Pkgs. 9	Pkgs. 2	Pkgs. 1 11	6 85	Pkgs. 1 11	6 85
Farming Implements and Utensils imported by Agricultural Societies.....	Great Britain..... United States..... Prince Edward Island.....	Pkgs. 2	Pkgs. 1	Pkgs. 2 1 2	46 137 196	Pkgs. 2 1 2	46 137 196
Fire Brick.....	Great Britain..... United States.....	Pkgs. 50	Pkgs. 42	.....	379	5	379
		118	52	170	5,710	170	5,710

Fishing Hooks, Nets and Sines, Lines and Twines	Pkgs. 172 82 12	Pkgs. 16 48	Pkgs. 138 130 12	Pkgs. 200 131 12	Pkgs. 21,447 4,287 1,829	Pkgs. 21,482 4,298 1,829
Gold Beater's Brim Moulds and Skins, Gold, Silver and Platier's Leaf	Pkgs. 206	Pkgs. 64	Pkgs. 330	Pkgs. 27,553	Pkgs. 343	Pkgs. 27,609
Junk and Oakum	Pkgs. 4	Pkgs. 1	Pkgs. 5	Pkgs. 133	Pkgs. 5	Pkgs. 153
Lumber—Plank and Sawed—of Mahogany, Rosewood, Wal- nut, Cherry, Chestnut, and Pitch Pine	Pkgs. 6,928 793 5	Pkgs. 20 30 5	Pkgs. 6,948 823 5	Pkgs. 19,387 2,763 45	Pkgs. 6,048 823 5	Pkgs. 19,387 2,763 45
Material for Hats, Boots, and Shoes, viz.—Felt, Prunelle, Plush, Twists, Silk and Wey- ing or Tram Silk or Cotton for elastic webbing	M. Feet 1,296	M. Feet 79	M. Feet. 1,375	M. Feet. 7,776 22,185	M. Feet. 1,375	M. Feet. 7,776 22,185
Machine Linen, Thread, and Silk Twist	Pkgs. 31	Pkgs. 31	Pkgs. 31	Pkgs. 10,890	Pkgs. 31	Pkgs. 10,890
Machinery, when used in the original construction of Mills or Factories	Pkgs. 89 38	Pkgs. 12 16	Pkgs. 70 16	Pkgs. 8,167 1,039	Pkgs. 70 16	Pkgs. 8,167 1,039
Nails, Composition or Sheathing, and Composition Spikes	Pkgs. 301	Pkgs. 301	Pkgs. 52	Pkgs. 301	Pkgs. 52	Pkgs. 52

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—MANUFACTURES, ETC. Continued.								
Printers' Implements, viz.:— Presses, Electrotype and Ste- reotype Blocks and Ink.	Great Britain..... United States.....	Pkgs. 3 36	Pkgs. 3 66	Pkgs. 3 102	\$ 5 5,917	Pkgs. 3 102	\$ 5 5,917	
Philosophical Instruments and Apparatus for Colleges and Schools.....	Great Britain.....	Pkgs. 3	Pkgs. 3	Pkgs. 3	5,922	Pkgs. 3	105	5,922
Treenails.....	United States.....	Mille. 43	Mille. 43	Mille. 43	2,080	Mille. 43	2,080	
Veneering—of Wood or Ivory	United States.....	Pkgs. 2	Pkgs. 2	Pkgs. 2	9	Pkgs. 2	2	9
SHIPS' MATERIALS.								
Anchor, Chain Cables, Shackles, Riders and Sheaves..... Prince Edward Island..... Jersey.....	Great Britain..... United States..... Prince Edward Island..... Jersey.....	Pkgs. 5,192 101 2 6	Pkgs. 304	Pkgs. 405 2 6	5,192 4,499 165 55	Pkgs. 5,192 4,499 165 6	5,192 4,499 165 6	98,459 4,499 165 6
		5,301	304		5,005	103,178	5,005	103,178

	Binnacles Lamps, Signal Lamps, Dead Eyes and Dead Lights..	Pkgs. 5	Pkgs. 13	Pkgs. 5	168 77	Pkgs. 5	168 77
	United States.....			13		13	
		5	13			18	
	Blocks and Bushes, Compasses, Steering Apparatus, Pumps, and Pump-Gear, and Travelling Trucks.....	Pkgs. 133	Pkgs. 1	Pkgs. 184	3,393 1,766	Pkgs. 134	3,393 1,766
	Great Britain.....	23	37	60		60	
	United States.....						
		136	38			194	
	Bunting and Wire Rigging	Pkgs. 133	Pkgs. 7	Pkgs. 140	2,737	Pkgs. 140	2,737
	Great Britain.....						
	Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails..	Pkgs. 8,914	Pkgs. 40	Pkgs. 8,963	40,336 399	Pkgs. 8,963	40,336
	Great Britain.....	2	93	95		95	
	United States.....						
		8,916	142			9,058	
	Cables, Hemp and Grass, Cordage, and Sail Cloth, when used for ships only	Pkgs. 7,034	Pkgs. 149	Pkgs. 7,183	184,306	Pkgs. 7,183	184,306
	Great Britain.....	55	180	3,622	19,883	3,857	19,883
	United States.....					3	
	Prince Edward Island	3				386	
	Jersey.....	17				17	
						293	
		7,109	329	3,622	11,060	204,668	11,060
	Varnish, bright and black, when used for ships only	Pkgs. 34	Pkgs. 10	Pkgs. 44	376	Pkgs. 44	376
	Great Britain.....						
	METALS.	Pkgs. 1	Pkgs. 2	Pkgs. 1		Pkgs. 1	
	Cranks and Shafts for Steamboats and Mills (rough)	Great Britain.....		2		2	
	United States.....						
		1	2			3	

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.	\$	Pkgs.	Quantity.	Value.	Duty.
FREE GOODS—METALS.—Continued.									
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing....	Great Britain.....United States.....	Pkgs. 399 5	Pkgs. 19 111.....		Pkgs. 418 116.....	\$ 6,655 1,512.....	Pkgs. 418 116.....	\$ 6,655 1,512.....	
		404	130.....		534	8,167	534	8,167	
Iron—Scrap, Galvanized or Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized)	Great Britain.....United States.....Prince Edward Island	Pkgs. 3,022 71 1	Pkgs. 422.....		Pkgs. 3,444 71 1	\$ 59,805 380 34.....	Pkgs. 3,444 71 1	\$ 59,895 380 34.....	
Locomotive Engine Frames, Axles Cranks, Hoop Iron or Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods.....	United States.....	3,094	422.....		3,516	60,309		3,516	60,309.....
Lead (in Sheet or Pig) and Litharge	Great Britain.....Prince Edward Island	Pkgs. 145 2	Pkgs. 208.....		210	2,224	Pkgs. 210	2,224	
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	Great Britain.....United States.....	Pkgs. 16,192 1,334	Pkgs. 12 278.....		Pkgs. 16,204 1,612.....	\$ 120,633 35,193.....	Pkgs. 145 2	\$ 120,633 35,193.....	
		17,536	290.....				147	1,939	1,939.....

<i>Solder and Zinc (in Block, Sheet, or Pig)</i>	Pkgs. 2,331 26	Pkgs. 866	Pkgs. 3,197 26	Pkgs. 14,046 39	Pkgs. 3,197 26	Pkgs. 14,646 39
Steel (wrought or cast), in Bars and Rods, and Plates, cut to any form, but not moulded	Pkgs. 2,357	Pkgs. 866	Pkgs. 3,223	Pkgs. 14,685	Pkgs. 3,223	Pkgs. 14,685
Steel (wrought or cast), in Bars and Rods, and Plates, cut to any form, but not moulded	Pkgs. 31,639 96	Pkgs. 20 103	Pkgs. 31,639 199	Pkgs. 22,383 1,944	Pkgs. 31,659 199	Pkgs. 22,383 1,944
United States	31,735	123	31,858	24,327	31,858	24,327
Tin, in Bar, Blocks, Pig, or Granulated	Pkgs. 446	Pkgs. 42	Pkgs. 488	Pkgs. 6,547 488	Pkgs. 488	Pkgs. 6,547
United States	1,625	Pkgs. 164 160	Pkgs. 1,739 160	Pkgs. 6,082 420	Pkgs. 1,789 160	Pkgs. 6,082 420
Tubes and Piping of Brass, Copper or Iron (drawn)	1,625	324	1,949	6,502	1,949	6,502
United States	1,625	Cwt. 3 2	Cwt. 3 2	Cwt. 98 7	Cwt. 3 2	Cwt. 98 7
Wire of Brass or Copper (round or flat)	5	5	5	105	5	105
United States	5	Pkgs. 4,186 1	Pkgs. 4,186 1	Pkgs. 37,367 32	Pkgs. 4,186 1	Pkgs. 37,367 32
Yellow Metal—in Bolts, Bars, and for Sheathing	4,187	4,187	4,187	37,399	4,187	37,399
United States	4,187	1	1	Pkgs. 6	Pkgs. 1	Pkgs. 6
NATURAL PRODUCTS.						
Bristles	Great Britain	Pkgs. 1	Pkgs. 1	Pkgs. 6	Pkgs. 1	Pkgs. 6
United States	United States	Pkgs. 342	Pkgs. 29	Pkgs. 371	Pkgs. 371	Pkgs. 19,679

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

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION.			
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	
FREE GOODS.—NATURAL PRODUCTS.									
<i>Continued.</i>									
Coal and Coke.....	Great Britain.....	Tons. 8,138 5,341 23	Tons. 077	Tons. 018 23	\$ 8,138 21,966 23,236 82	\$ 8,138 6,018 23	\$ 21,966 23,236 82	\$.....	
United States.....	Prince Edward Island.....	13,502	077	.....	14,179	51,284	14,179	51,284
Earth, Clays, and Sand.....	United States.....	Pkgs. 182	Pkgs. 25	.....	Pkgs. 207	503	Pkgs. 207	Pkgs. 503
Eggs.....	Prince Edward Island.....	Doz. 258,001	.....	.....	Doz. 258,001	34,189	Doz. 258,001	34,189
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibre, for manufacturing purposes.....	Great Britain..... United States.....	Pkgs. 13 19	Pkgs. 44	.....	Pkgs. 13 63	556 1,380	Pkgs. 13 63	556 1,380
Flour of Wheat and Rye.....	United States..... Prince Edward Island..... Newfoundland.....	Brls. 59,495 136 425	Brls. 2,086 60	.....	Brls. 62,481 136 485	336,118 816 2,694	Brls. 62,481 136 485	336,118 816 2,694
		60,056	3,046	.....	63,102	339,628	63,102	339,628

		Pkgs. 586	Pkgs. 17	Pkgs. 603	Pkgs. 21,752	Pkgs. 603	Pkgs. 21,752
<i>Flax, Hemp, or Tow, undressed.</i>	<i>United States</i>						
Furs— <i>Skins and Tails, undressed</i>	<i>Great Britain</i>	Pkgs. 4	Pkgs. 12	Pkgs. 4	907 1,572	Pkgs. 4 12	907 1,572
	<i>United States</i>	4	12	12	1,572		
Grain of all kinds, except Indian Corn and Wheat	<i>United States</i>	Bush. 536	Bush. 527	Bush. 1,063 113,895	1,199 47,494	Bush. 1,063 113,895	1,199 47,494
	<i>Prince Edward Island</i>	113,895					
Cotton	<i>United States</i>	114,431	527	114,958	48,633	114,958	48,633
Gum—Copal	<i>United States</i>	Cwt. 1,055	Cwt. 110	Cwt. 1,165	8,553	Cwt. 1,165	8,553
Hair	<i>Great Britain</i>	Pkgs. 3	Pkgs. 22	Pkgs. 3 23	482 379	Pkgs. 3 23	482 379
	<i>United States</i>	1					
Hay	<i>Great Britain</i>	4	22	26	861	26	861
	<i>Prince Edward Island</i>						
Hides, Horns and Pelts	<i>United States</i>	Tons. 58		Tons. 58	599	Tons. 58	599
	<i>British West Indies</i>	58					
	<i>Prince Edward Island</i>						

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
		In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	Total Value.	Pkgs.	Pkgs.	Value.
FRESH GOODS.—NATURAL PRODUCTS. Continued.									
Hops.....	Great Britain.....	Pkgs. 13 45	Pkgs. 36 56		Pkgs. 13 101	\$ 911 324	Pkgs. *	Pkgs. 13 101	\$ 911 324
	United States.....	Pkgs. 58	Pkgs. 56		Pkgs. 114	1,735		Pkgs. 114	1,735
Indian Corn	United States.....	Bush. 16,081	Bush. 1,526		Bush. 17,607	16,227	Bush. 17,607	Bush. 17,607	16,227
Indian Meal	United States.....	Brls. 10,147 52	Brls. 608		Brls. 10,735 52	\$ 43,991 298	Brls. 10,755 62	Brls. 10,755 62	\$ 43,991 298
	Prince Edward Island	Pkgs. 10,199	Pkgs. 608		Pkgs. 10,807	44,289	Pkgs. 10,867	Pkgs. 10,867	44,289
Mauilla Grass and Sea Grass . . .	United States.....	Pkgs. 6,750			Pkgs. 6,750	894	Pkgs. 6,750	Pkgs. 6,750	894
Manures	Great Britain.....	Pkgs. 62 184	Pkgs. 143		Pkgs. 62 327	\$ 166 1,204	Pkgs. 62 327	Pkgs. 62 327	\$ 166 1,204
	United States.....	Pkgs. 246	Pkgs. 143		Pkgs. 389	1,370	Pkgs. 389	Pkgs. 389	1,370
Marble, unworked	United States	Pkgs. 1,494	Pkgs. 49		Pkgs. 1,543	5,366	Pkgs. 1,543	Pkgs. 1,543	5,366

	United States.....	Pkgs. 7 / Pkgs. 93	Pkgs. 100 / Pkgs. 93						
Ratan for Chair makers	United States.....								
Rosin	Brls. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1	Pkgs. 1
	389	Brls. 2	Brls. 2	Brls. 1	Brls. 1	Brls. 1	Brls. 1	Brls. 1	Brls. 1
	390	2	2	391	5	391	5	391	5
Salt	Great Britain.....	Bush. 569,142	Bush. 569,142	Bush. 39,399	Bush. 569,142	Bush. 39,399	Bush. 569,142	Bush. 39,399	Bush. 39,399
	United States.....	1,182	120	1,303	1,296	1,303	1,296	1,303	1,296
	Prince Edward Island	15,521	.....	15,521	3,965	15,521	3,965	15,521	3,965
	British West Indies	11,994	.....	11,994	1,199	11,994	1,199	11,994	1,199
	Jersey	5,327	.....	5,327	759	5,327	759	5,327	759
	Spain	3,450	.....	3,450	280	3,450	280	3,450	280
	606,617	120	.....	606,737	46,898	606,737	46,898	606,737	46,898
Seeds, for Agricultural, Horticultural, or Manufacturing Purposes.....	Great Britain.....	Pkgs. 16	Pkgs. 37	Pkgs. 53	Pkgs. 1,478	Pkgs. 53	Pkgs. 1,478	Pkgs. 53	Pkgs. 1,478
	United States.....	37	19	91	1,320	91	1,320	91	1,320
			35						
		53	56	35	144	2,798	144	2,798	144
Stone, un wrought, and Slate	Great Britain.....	Pieces. 43,917	Pieces. 43,917	Pieces. 43,917	Pieces. 1,765	Pieces. 43,917	Pieces. 1,765	Pieces. 43,917	Pieces. 1,765
	Prince Edward Island	2	2	2	32	2	32	2	32
		43,919	.....	43,919	1,797	43,919	1,797	43,919	1,797
Tar and Pitch	Brls. 126			Brls. 126	548	Brls. 126	548	Brls. 126	548
	2,976	40	40	3,016	9,293	3,016	9,293	3,016	9,293
	10	1	1	10	40	10	40	10	40
				1	6	1	6	1	6
	3,113	40	40	3,153	9,887	3,153	9,887	3,153	9,887

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS. <i>Continued.</i>								
Tobacco, unmanufactured	United States.	Lbs. 33,000	Lbs. 76,689	Lbs. 109,689	\$ 8,832	Lbs. 109,689	\$ 8,832	.....
Trees, Plants, and Shrubs, Bulbs, and Roots	Great Britain.	Pkgs. 1	Pkgs. 7	Pkgs. 1	30	Pkgs. 1	30	.....
	United States.	1	7	7	81	1	81	.....
		1	7	8	111	8	111	.....
Vegetables	United States.	Pkgs. 1,460	Pkgs. 3,728	Pkgs. 5,888	14,441	Pkgs. 6,188	14,441	.....
	Prince Edward Island	8,439	13	8,439	1,822	8,439	1,822	.....
	British West Indies.	9,912	3,728	13	16	13	16	.....
Whale Oil.	United States.	Galls. 60	Galls. 60	Galls. 60	16,279	13,640	16,279	.....
Wheat	Prince Edward Island	Bush. 12	Bush. 12	Bush. 20	20	Bush. 1	20	.....
Wood, unmanufactured	United States.						29,331	.....

Wool	United States	Pkgs. 174	Pkgs. 63	Pkgs. 63	Pkgs. 63	Pkgs. 63
	Prince Edward Island	.....	.....	174	2,291	2,291
Unenumerated articles	Great Britain	1,929	21	237	6,474	6,474
	United States	532	986	1,488	11,575	11,575
Settlers' Effects	Prince Edward Island	2	.....	2	18,167	18,167
	.....	1,463	977	2,440	29,791	29,791
SPECIAL EXEMPTIONS.						
Articles for the public uses of the Dominion	United States	.....	Pkgs. 28	Pkgs. 28	Pkgs. 28	Pkgs. 28
	Great Britain .....	.....	.....	.....	162	162
Settlers' Effects	United States .....	.....	.....	.....	210	210
	.....	.....	.....	.....	372	372
GROWTH AND PRODUCE OF ANY OF THE E. N. A. PROVINCES.						
Animals of all kinds,	Prince Edward Island	No. 1,461	.....	No. 1,461	No. 1,461	No. 1,461
	.....	Lbs. 68,939	.....	Lbs. 68,939	Lbs. 68,939	Lbs. 68,939
Butter	Prince Edward Island	.....	.....	13,604	13,604	13,604
	.....	Lbs. 31,712	.....	Lbs. 31,712	.....	.....
Meats and Poultry	Prince Edward Island	.....	.....	12,687	31,712	31,712
	.....	.....	.....	.....	12,687	12,687
Fish and Products of Fish and Fish Oil	Newfoundland .....	.....	.....	438	.....	438
	Prince Edward Island	.....	.....	63,962	.....	63,962
.....	.....	.....	.....	70,400	.....	70,400

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

ARTICLES.	COUNTRIES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
		In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.
LARD AND TALLOW	Prince Edward Island	Lbs. 10,127	.....	.....	Lbs. 10,127	\$ 1,290	Lbs. 10,127	\$ 1,290
OAKMEAL	Prince Edward Island	Brls. 82	.....	.....	Brls. 82	Brls. 313	Brls. 82	Brls. 313
TIMBER AND LUMBER	Prince Edward Island	.....	.....	.....	.....	320	.....	320

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

COUNTRIES.	Dutiable Goods.	Free Goods.	Total	Duty Collected.
Finland	\$ 3,203,386	\$ 774,167	\$ 3,977,553	\$ 624,331 25
United States	978,096	845,224	1,823,320	182,712 78
France	49,406	.....	49,406	29,770 02
Holland	15,564	.....	15,564	11,417 64
Prince Edward Island	1,739	246,938	248,697	673 77
Newfoundland	455	3,122	3,587	149 50
British West Indies	254,332	2,632	256,974	96,436 43
Spanish West Indies	139,201	.....	139,201	45,402 79
British Guiana	386	.....	386	532 20
Jersey	14,775	2,989	17,764	3,666 34
Spain	.....	290	280	.....
Aid Five per Cent Additional on Duty, from 7th April, 1870	.....	.....	.....	17,225 10
Add Reprints of British Copyright Works	4,657,390	1,875,392	6,532,712	1,017,777 82
Totals	4,657,435	1,875,392	6,532,827	1,017,777 82

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

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

PROVINCE OF ONTARIO.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Duty.	\$ cts.
GOODS PAYING SPECIFIC DUTY.							
Horses.....	27	35	21	83	10,820	83	1,145 38
Horned.....	3	9	11	23	4,889	23	369 90
Swine.....	4	113	31,233	31,350	465,601	425	6,836 83
Sheep.....	19	31	12	62	1,232	62	58 80
Acid sulphuric.	158,647	552,776	1,040,478	1,751,900	40,015	1,721,122	39,338 8,605 70
Cordials.....	166	19	5	190	632	340	706 407 46
Perfumed Spirits, not in flasks.....	25	.....	2	27	101	60	352 71 40
Perfumed Spirits, in flasks.....	2,214	796	36	3,046	259	3,046	269 121 82
Tinctures.....	.....	.....	6	8	61	8	61 42 5 77
Brandy.....	61,904	12,915	729	76,548	86,304	53,603	62,984 10,107 17,789 78
Gin.....	12,904	1,634	70	14,608	6,701	22,239	9,573 14,524 18
Rum.....	16,929	.....	.....	16,929	9,284	18,155	14,828 15,326 20
Whisky.....	20,821	2	.....	20,834	16,182	19,159	14,828 15,326 20
Spirits and Strong Waters.....	162	.....	8	11	170	269	126 190 139 80
Oil—Coal and Kerosene, distilled, purified, and refined.....	198	158	462	818	277	818	277 122 71
Benzole, Naphtha, and refined Petroleum.....	302	1,021	2,352	3,675	718	3,675	718 561 41
Products of Petroleum.....	33	55	16,307	16,395	3,988	16,395	3,988 1,639 65
Crude Petroleum.....	454	387	4,542	5,383	1,126	5,383	1,126 322 95
Coffee, Green.....	361,585	5,963	288,685	626,173	75,854	661,409	78,150 19,842 22
Lbs.	1,219	166	85	1,470	505	671	93 26 86
Chloro, raw or green.....	2,240	.....	100	41,468	117	2,340	117 70 24
Roasted or ground.....	37,863	3,172	428	41,468	1,771	38,856	1,679 1,564 24
Common Soap.....	7,029	1,552	20,309	28,910	2,280	28,910	2,280 1,289 10

Starch	Value not over \$10 per millie	Mills.	23,290	4,160	28,829	56,279	4,015	53,999	3,833	1,079 97
Cigars—	Value not over \$10 per millie	Mills.	1,124	70	372	1,566	778	1,876	8,530	5,629 27
"	Value over \$10 and not over \$20 per millie	Lbs.	150	1	130	320	5,198	350	1,398 00	
"	Value over \$20 and not over \$40 per millie	Lbs.	6	1	50	157	4,679	137	687 13	
"	Value over \$40 per millie	Lbs.	11	1	61	2,981	61	2,981	365 70	
"	From 7th April, under new tariff, 45 cts.									
Butter	per lb.	Lbs.	6,924	758	1,121	8,913	6,225	2,675	2,567	1,204 06
Cheese	"	Lbs.	14,850	672	1,531	16,863	1,934	4,540	734	136 16
Lard and Tallow	"	Lbs.	11,282	3,079	43,092	57,453	5,461	5,461	574 54	
Fish, salted or smoked	"	Lbs.	14,495	10,508	211,430	236,433	13,933	236,433	2,364 33	
Malt	"	Lbs.	298,382	39,273	3,058,220	3,395,375	338,540	2,617,875	339,240	12 00
Meats, fresh, salted or smoked	"	Lbs.	30,463	2,010	1,583	34,036	169,533	31,725	26,178 76	
Coal and Coke, from 7th April, under new tariff	Tons.		2,518	558	759	3,155	1,127	3,155	15,862 57	
Salt, from 7th April, under new tariff	Lbs.			530	530	93	530	93	157 75	
Hops, from 7th April, under new tariff	Lbs.								26 50	
Vinegar and Acetic Acid, from 7th April, under new tariff	Lbs.									
Rice, from 7th April, under new tariff	Galls.		9,536	9,409	81	19,026	3,733	11,825	2,632	
Wheat, from 7th April, under new tariff	Lbs.		251,029	10	233	251,272	5,451	281,904	6,385	
Grain of all other kinds, from 7th April, under new tariff	Lbs.		372,262	1,038,754	8	1,411,024	1,144,069	25,132	19,405	
Flour of Wheat and of Rye, from 7th April, under new tariff	Brls.		51,475	36,809	1,058	80,342	66,421	89,342	66,421	
Flour and Meal of all other kinds, from 7th April, under new tariff	Lbs.			101	6	196	875	196	875	
Total, Specific				111	28	5	144	548	548	21 66
Goods PAYING SPECIFIC AND AD VALOREM DUTIES.										
Ale, Beer, and Porter, in casks	Lbs.		5,240	1,546	171	6,957	2,157	6,957	2,157	
Ale, Beer, and Porter, in bottles	Lbs.		25,880	19,174	345,375	2,264,140	12,678	29,561	12,995	
Tea—Green and Japan	Lbs.		1,699,591	349,395	13,506	362,901	849,193	2,063,241	804,244	
Black	"			25,338	877	45,827	72,942	403,165	33,762	
Tobacco, manufactured, and Snuff	Galls.		116,873	33,760	5,517	156,150	117,734	92,733	131,688	
Wines of all kinds	Lbs.		4,773,176	4,372,469	4,670,105	13,815,750	114,769	105,344	21,709	
Sugar, equal to and above No. 9 Dutch Standard	Lbs.		276,631	83,701	109,914	446,246	710,424	13,153,647	94,346	
Sugar, below No. 9 Dutch Standard	Lbs.		62,524	7	506	63,037	1,446	110,810	685,793	
Cane Juice, Melado, &c.	Lbs.		5,200	782	7,447	13,429	2,742	15,120	22,055	
Sugar Candy and Confectionery	Lbs.								8,922 54	
Total, Specific and Ad Valorem									1,423 98	
GOODS PAYING 25 PER CENT. AD VALOREM.									8,925	
Mace and Nutmegs	Lbs.								1,420 54	
Spices, including Ginger, Cinnamon, Cassia, Pimento, and Pepper, Ground	Lbs.		15,983	10	22	1,024	144	1,024	144	
Patent Medicines and Medicinal Preparations	Pkgs.		992	52	1,293	1,836	19,104	1,818	19,019	
Total, Specific and Ad Valorem									35 83	
GOODS PAYING 25 PER CENT. AD VALOREM.									4,756 95	
Mace and Nutmegs	Lbs.									
Spices, including Ginger, Cinnamon, Cassia, Pimento, and Pepper, Ground	Lbs.									
Patent Medicines and Medicinal Preparations	Pkgs.									
Total, Specific and Ad Valorem										
Total, Specific and Ad Valorem									664,388 81	

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Quantity.	Value.	Duty.
GOODS PAYING 25 PER CENT. AD VALOREM.—Continued.								
Playing Cards.....	14	1	3	17	1,482	17	1,482	370 27
Pkgs.	347	1	17	459	4,420	306	4,420	1,105 58
Perfumery, not elsewhere specified	7,034	1	361	943	1,627	6,544	1,627	406 56
Lbs.	1,469,081	106,670	914	7,948	6,666	7,048	6,666	15,416 51
Molasseses, other than for refining purposes			2,693,768	2,209,361				
Total, 25 per Cent. Ad Valorem.....					103,072	.......	95,322	23,829 50
GOODS PAYING 15 PER CENT. AD VALOREM.								
Burglar Boards and Billiard Tables	18	2	114	134	6,783	134	6,783	1,017 61
Pkgs.	53	17	145	215	2,280	217	2,301	345 10
Blacking.....	38	22	82	3,305	82	3,305	495 91	
Brooms and Brushes	"	"	445	2,647	2,647	15,262	2,288 29	
Cabinet Ware or Furniture	1,510	10,517	10,517	15,262	10,997	2,288	2,288 29	
Candles and Tapers	1,071	3,485	26	956	1,580	954	1,580	373 33
Lbs.	5,961	46	70	157	270	11,468	159,494	23,924 03
Carpets and Hearth Rugs	884	43	193	1,726	88	287	250	11,468
Pkgs.						2,100	88	1,720 19
Carriages	"	"	50	4	133	133	133	12,492 92
Coach and Harness Furniture	"	"	4,120	837	306	4,931	4,931	739 49
Chandlers, Girdoles, Gas Fittings.....	"	"	417	2,807	380	5,263	108,986	16,240 65
Chinaware, Crockery, and Earthenware	"	"	816	60	1,319	2,195	495	5,242
Cider.....	350	39	234	623	31,955	2,183	3,664	74 43
Galls.	12,398	....	3,800	16,098	16,898	6,244	6,244	3,926 65
Lbs.	11,335	2,176	13,293	26,894	26,894	13,015	375	1,729 35
Pkgs.	1112	19	238	1,239	1,239	1,239	1,239	336,833 64
Cottons.....	9,110	371	3,423	12,904	2,227,401	12,904	12,904	143,923 09
Dried Fruits and Nuts of all kinds	2,973,346	56,851	368,120	3,398,317	1,49,506	3,250,096	1,49,506	21,453 09
Lbs.	6,467	182	1,055	7,704	98,957	7,704	7,704	11,175 09
Pkgs.	"	90	28	359	477	10,656	477	16,762 08
Engravings and Prints	"	2,932	267	1,043	4,242	634,968	4,157	1,598 31
Fancy Goods	"	"	29	31	8	8	44	100,072 04
Foreign Newspapers	"	"	29	31	152	152	4,516	6 54
Fireworks.....	"	"	29	31	152	152	212	678 75

Flat Wire for Crinolines, covered.....	Lbs.	106	6,274	6,274
Gunpowder.....	Pkgs.	109	33,777	33,777
Guns, Rifles, and Firearms of all kinds.....	Pkgs.	43	3,482	3,482
Glass—Plate and Silvered.....	Lbs.	132	5,045	5,045
Iron and Hardware—Cutterly of all kinds.....	Lbs.	65	3,620	3,620
" Window, stained, painted, colored, or Plain.....	Lbs.	11	11	11
" Ware.....	Pkgs.	632	53,873	53,873
Hats, Caps, and Bonnets.....	Lbs.	1,750	18,727	24,166
Hosiery.....	Lbs.	62	4,429	4,969
Inks of all kinds, except printing ink.....	Lbs.	6	13	228
Spades, shovels, axes, hoes, forks, and edge tools, scythes, and scythes, and snaths.....	Lbs.	4	185	239
Spikes, nails, tacks, brads, and springs.....	Lbs.	186	1,858	239
Stoves, and all other iron castings.....	Lbs.	87	328	927
Other.....	Lbs.	22	1,079	16,207
Jewellery and Watches.....	Lbs.	228	306	356
Lumber—Sawn and plank, not being mahogany, rosewood, walnut, chestnut, and cherry, or not imported from B.N.A. Provinces.....	Lbs.	30	262	468
Leather.....	Pigs.	35	12	5
Do. Sheep, calf, goat, and chamois skins—Dressed.....	Pigs.	1,495	12	31
Linen.....	No. Lbs.	493	8	2
Incentive Engines and Railroad Cars.....	No. Pkgs.	36	101	145
Maccaroni and Vermicelli.....	No. Lbs.	36	.....	.....
Mops, Charts, and Atlases.....	No. Pkgs.	.....	.....	.....
Manufactures—of Marble, or imitation of Marble, or other than rough slabs or blocks.....	Lbs.	965	15	4,525
Caoutchouc, India-rubber, or Gutta Percha.....	Lbs.	115	32	497
Fur, or of which Fur is principal part.....	Lbs.	52	105	259
Hair or Mohair.....	Lbs.	34	4	78
Papier Mache.....	Lbs.	8	.....	.....
Grass, Other, Palm-leaf, Straw, Whalebone, or Willow, not elsewhere specified.....	Lbs.	153	44	583
Bone, Shell, Horn, Pearl, and Ivory.....	Lbs.	83	3	17
Gold, Silver, or Electro Plate, Argentine, Alpaca and German Silver, and Plated and Gilded Ware of all kinds.....	Lbs.	235	19	340

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty. \$ cts.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.								
Manufactures of Brass or Copper.....Pkgs.	119	75	175	369	16,278	369	16,278	2,441 97
Leather, or imitation of Leather....."	130	68	253	451	29,336	451	29,336	4,400 91
Boots and Shoes....."	261	76	697	1,034	52,808	1,034	52,808	7,920 36
do Harness and Saddlery....."	111	91	250	5,635	5,635	250	5,635	853 76
Wood, not elsewhere specified....."	48	.....	.....	101,016	.....	.....	101,016	15,153 05
Mowing, Reaping, and Threshing Machines....."	41	14	16	71	5,773	71	5,773	866 14
Musical Instruments....."	168	63	701	932	113,835	946	117,723	17,658 86
Musard....."	71,039	20	371	71,430	10,086	81,337	11,449	1,717 81
Machinery, not elsewhere specified....."	241	.....	3,069	3,905	154,412	3,921	154,410	23,271 08
Oil Cloths....."	395	44	251	736	32,866	736	32,866	4,928 87
Oils, rectified or prepared, not otherwise specified.....Galls.	401	.....	4,337	24,565	21,302	40,452	31,181	4,677 32
Oils, of all kinds, Crude, except Whale Oil, and others elsewhere specified.....Galls.	17,108	3,120	168	168	88	168	88	13 20
Opium....."	1	1	5	7	4,524	7	4,524	6,161 02
Packages....."	1,423	118	1,660	3,201	47,554	3,206	41,075	6,862 30
Paints and Colors....."	1,022	226	502	1,750	27,912	1,947	29,487	4,423 30
Paper....."	701	100	250	1,081	37,123	1,089	39,855	5,977 87
Paper Hangings....."	64	.....	1	65	15,515	65	15,515	2,327 37
Parasols and Umbrellas....."	.....	.....	.....	.....	.....	.....	.....	.....
Plaster of Paris and Hydraulic Cement, ground or calcined.....Brls.	3,822	514	2,432	6,768	8,335	6,768	8,335	1,250 08
Pickles and Sauces....."	1,475	31	106	1,612	9,678	2,119	10,441	1,566 07
Portable Hand Printing Presses....."	5	5	22	27	647	27	647	647 97 06
Preserved Meats, Poultry, Fish, and Vegetables....."	3,275	339	5,152	8,786	45,634	9,354	48,812	7,322 06
Printed, Lithographed, or Copperplate Bills, and Advertising Pamphlets....."	110	42	972	1,124	15,926	1,124	15,926	2,389 36
Sails, ready made....."	15	6	7	28	910	979	979	146 86
Silks, Satins, and Velvets....."	844	17	49	456,851	922	456,851	466,656	69,997 23
Spices, including ginger, pinenuts, and pepper, unground....."	69,176	724	68,389	138,289	11,876	131,511	11,610	1,741 61
Spirits of Turpentine.....Galls.	13,408	197	.....	8,098	21,703	7,914	21,703	1,186 89

Stationery	2,546	96	689	3,331	131,876	3,402	134,663	20,197 50
Steam Engines, other than Locomotive	No. 3	1	2,476	4,374	378,570	4,382	38,720	1,095 66
Pkgs.	1,642	256	12	28	1,957	28	1,957	56,807 92
Small Wares	"	2	14	14	7,826	7,826	1,243 46	233 46
Tobacco Pipes	"	12	117	375	8,123	392	8,489	1,174 16
Toys	144	171	28	387	7,912	2,031,717	2,045,065	1,273 53
Varnish, other than black or bright	"	171	188	7,875	207,850	211,243	306,761 44	31,689 67
Woolens	"	6,944	197	774	7,912	207,850	211,243	31,689 67
Unenumerated Articles	"	"	"	"	"	"	"	"
Total, 15 per Cent. Ad Valorem	"	"	"	"	9,466,088	9,466,088	9,463,872 45	9,463,872 45
GOODS PAYING 10 PER CENT. AD VALOREM.								
Sale and Upper Leather	Pkgs.	169	19	188	36,114	188	36,114	3,611 41
Fruits of all kinds, green, from 7th April, under new tariff	Pkgs.	1,238	1,069	3,380	5,687	19,193	5,687	1,919 56
Hay Straw, and Bran, from 7th April, under new tariff	Pkgs.	"	1	15	16	9	16	9
Seeds, other than cereals, from 7th April, under new tariff	Pkgs.	"	58	74	175	307	2,676	2,676 29
Vegetables, from 7th April, under New Tariff	Pkgs.	"	"	"	"	14,440	14,440	4,441 68
Trees, Plants, and Shrubs, from 7th April, under new tariff	Pkgs.	289	236	563	1,088	23,432	1,088	2,343 28
Total, 10 per Cent. Ad Valorem	"	"	"	"	"	95,864	95,864	9,577 15
GOODS PAYING 5 PER CENT. AD VALOREM.								
Printed Books, Periodicals and Pamphlets	Pkgs.	2,527	430	4,648	7,605	331,171	7,605	351,171 35
Iron	Pkgs.	"	4	184	797	451,103	450,041	22,563 12
Type	Pkgs.	639	"	"	"	29,630	839	30,150 43
Total, 5 per Cent. Ad Valorem	"	"	"	"	"	631,904	631,904	41,569 90
5 per cent. additional, on duty from 7th April, 1870	"	"	"	"	"	"	"	26,556 33
FREE GOODS.								
ARTS AND SCIENCES.								
Anatomical Preparations	Pkgs.	"	"	"	"	4	97	4 97
Baths, Cabinets and Statues	Pkgs.	"	"	"	"	1	150	1 150
Drawing—not in Oil	Pkgs.	"	"	"	"	11	159	11 159
Gems and Medals	Pkgs.	"	9	15	24	1,396	24	1,396
Paintings in Oil	Pkgs.	"	2	7	11	451	11	451
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models	Pkgs.	2	17	1	125	143	3,228	143 3,228

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
FREE GOODS.—Continued.							
DRUGS, DYE STUFFS, OILS AND COLORS NOT ELSEWHERE SPECIFIED.							
Acids—Alum, Antimony, and Arsenic.	608	8	69	685	8,095	685	8,095
Barks, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing.	8,875	.....	1,576	10,451	62,111	62,111	.....
Bleaching Powders and Borax.					1,658	1,658	.....
Colors, and other articles imported by Room-Paper Makers and Stainers.	63	.....	31	94	4,538	94	4,538
Cream of Tartar, in Crystals	4,495	.....	14,633	19,128	1,397	19,128	1,397
Indigo	3,323	.....	1,417	4,740	3,679	4,740	3,679
Lead—Red and White—dry.	1,153	.....	.....	1,153	15,572	1,153	15,572
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda-Ash, Soda-Castile, Nitrate and Silicate of Soda	3,226	22	694	3,942	13,210	3,972	13,441
Odines and Metallic Oxides—dry, ground, or unground, washed or unashed—not calcined	164	.....	9	173	1,170	173	1,170
Oils—Cocoanut, Pine, and Palm, in their natural state.	504	394	12,551	13,449	3,687	13,449	3,687
Phosphorus, Brimstone, and Sulphur, in roll or four Roots—Medicinal—in their natural state.	249,362	466	232,000	481,828	13,302	481,828	13,302
Vitriol—Blue	71	.....	40	111	2,816	111	2,816
Whiting or Whitening	149	.....	149	742	149	742	149
Zinc—White—dry	580	.....	580	387	580	387	387
31	.....	5	36	391	36	391	391
MANUFACTURES AND PRODUCTS OF MANUFACTURES.							
Biscuit and Bread, from Great Britain and B.N. Provinces	2	3	54	59	6,953	59	6,953
Bolting Cloth	147	228	200	115	262	5,657	262
Bookbinders Tools and Implements	2,228	388,409	24,978	267	2,695	4,676	2,695
Burtonstones	2,228	388,409	24,978	1,011,461	1,374,848	268,411	1,374,848
Cotton Wool	.....	.....	.....	.....	.....	.....	.....
Cotton Caddie-wick	”	16,306	19,600	53,204	89,119	11,223	89,119
Cotton and Flax Waste	”	19	614	633	633	1,242	633
Cement—Marine and Hydraulic—unground	Bris.						

<i>Church Bells and Communion Plate</i> <i>Pgs.</i>	8	5	36	5,390
<i>Clothing—donations of, for charitable purposes.</i>	1	2	4	50
<i>Cocoa Pests, from Great Britain and B.N.A.</i>	2	4	2	2
<i>Provinces</i>	24	12	4	86
<i>Drain Tiles</i>	26	246	36	99
<i>Duck, for belting, and Hoe</i>	26	246	272	3,318
<i>Emery, Glass and Sand Paper, and Cloth</i>	26	246	2,225	2,225
<i>Farming Implements and Utensils imported by Agricultural Societies</i>	2	15	2	343
<i>Fire brick</i>	184	228	288	9,931
<i>Fire Engines, Steam, imported by Municipal Corporations</i>	No.	1	1	288
<i>Fishing Hooks, Nets and Seines, Lines and Twines</i>	232	233	693	9,931
<i>Gold Beaters' Brim, Moulds and Skins, Gold, Silver, and Platers' Leaf</i>	13	98	59	2
<i>Junk, Skirt manufacture, articles for.</i>	213	98	788	1,099
<i>Lithographic Stones</i>	2	176	178	1,099
<i>Lumber—plank and sawed—of Mahogany, Rosewood, Walnut, Cherry, Chestnut, and Pitch Pine</i>	M. ft.	349	12	5,641
<i>Machine Linen Thread and Silk Twist</i>	Pkgs.	10	1	6,273
<i>Machinery, when used in the original construction of mills or factories</i>	Cwt.	100	1	14,159
<i>Oil Cake</i>	1,020	225	801	178
<i>Printers' Implements, viz.: Presses, Electrotypes and Stereotype Blocks and Ink</i>	Cwt.	84	84	10
<i>Philosophical Instruments and Apparatus for Colleges and Schools</i>	4	598	550	10
<i>Rags</i>	"	1	3	343
<i>Straw Plaits, Tinscan and Grass, fancy.</i>	80	80	8	343
<i>Veneering of Wood or Ivory</i>	35	2	67	343
<i>Wire Cloth of Brass or Copper</i>	Cwt.	8	56	343
SHIPS' MATERIALS.				
<i>Anchors, Chain Cables, Shackles, Riders, and Sheaves</i>	Cwt.	197	153	17
<i>Binnacle and Signal Lamp, Dead Eye, and Deck Lights</i>	No.	8	2	10
<i>Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks</i>	Pkgs.	126	15	75
<i>Bunting and Wire Rigging</i>	65	15	80	5,381
<i>Deck Plugs, Wedges, Knees, and Masts of Iron and Irons</i>	4	3	3	4,726
<i>Cables, hemp and grass, Cordage and Sail Cloth, when used for ships only</i>	204	29	439	7
<i>Varnish, bright and black, when used for ships only</i>	Galls.	5	4	51
				31,103
				672
				31,103
				672
				9
				12
				9

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
			\$	\$	\$	\$	\$ cts.
FREE GOODS.—Continued.							
METALS.							
Brass, Bar, Rod, Sheet, and Scrap.....	28	.....	50	78	2,806	78	2,806
Cranks and Shafts for Steamboats and Mills, rough.....	7	.....	55	62	2,877	62	2,877
Copper, in Pig, Bar, Rod, Bolts, and Sheets, and Sheathing, in Pig, Bar, Rod, Bolts, and Sheets, and ".....	852	32	368	1,252	27,630	1,252	27,630
Iron—Scrap, Galvanized, or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes, (Galvanized).....	"	26,701	30	14,230	40,961	102,078	40,961 102,078
Locomotive Engine Frames, Cranks, Axles, Hoop Iron, or Steel, for Tires—Bent and Welded, Crank Axes, Piston Rods, Guide and Slide Bars, Crank Pins, &c.	3,307	5	747	4,059	36,515	4,059	36,515
Lead, in Sheet or Pig, and Litharge.....	19,993	189	2,519	22,701	19,007	22,701	19,007
Railroad Bars and Pigs, Wrought Iron or Steel.....	4,161	2	1	4,164	23,868	4,164	23,868
Chairs, Fish Plates and Car Axles.....	"	6,217	415	867	7,499	53,188	7,499
Speiers and Zinc, in Blocks, Sheets, and Pigs.....	"	597	1	45	553	10,760	553 10,760
Steel—Wrought or Cast, in Bars, Rods, and Plates, cut to any form, but not moulded.....	"	2,941	53	294	3,288	19,241	3,288 19,241
Tin, in Bars, Blocks, Pig, or Granulated.....	"	2,941	2	1	1	131	3 131
Tubes and Piping, of Brass, Copper, or Iron, drawn.....	"	438	.....	124	562	5,766	562 5,766
Type metal, in Blocks or Pigs.....	"	.....	.....	.....	.....	.....	.....
Wire, of Brass or Copper, Round or Flat.....	"	.....	.....	.....	.....	.....	.....
NATURAL PRODUCTS.							
Bristles.....	31	.....	26	57	14,972	57	14,972
Broom Corn.....	231	36	2,727	2,994	84,363	2,994	84,363
Caoutchouc or India Rubber, and Gutta Percha, unmanufactured.....	"	11	.....	728	11	728	
Coal and Coke.....	60,314	2	43,283	43,283	499,630	114,739	499,630 114,739
Diamonds and Precious Stones.....	1	11,142	1	11,142	148	148	148

Earths, Clays, and Sand	Tons.	894	323	700	1,917	9,922
Eggs	Doz.	63	210	391	664	268
Flint	Pkgs.	20	.....	87	107	1,108
Muskrat, Mexican Fibre, or Tampico, white and black, and other Vegetables Fibres, for manufacturing purposes	Cwt.	94	.....	229	6,931	6,931
Fire Clay	Cords.	17	12	109	138	538
Firewood	Pkgs.	1,751	6,923	.....	19,319	19,319
Fish, fresh	Brls.	47	416	560	8,704	9,489
Fish of Wheat and Rye	Cwt.	2,969	2,460	2,910	1,023	41,087
Fins, Skins, and Tails, undressed	Pkgs.	13	1,217	31	8,339	8,339
Furs, of all kinds, except Indian Corn and Wheat	Tons.	99,567	104,216	900	204,763	2,454
Gravels	Tons.	6	7,075	5,254	199,100	65
Grease and Grease Soap	Tons.	26,493	7	.....	204,763	65
Gypsum and Plaster of Paris, not ground or calcined	Tons.	1,833	14	.....	199,100	65
Hair	Lbs.	2,091	70	4,900	5,148	5,148
Hay	Tons.	50	.....	7,061	2,113	2,113
Hides, Horns, and Pelts	Cwt.	2,231	1,604	4	54	54
Hops	Lbs.	7,628	6,141	6,879	686	686
Indian Corn	Bush.	320	239	22,674	306,573	306,573
Indian Meal	Brls.	661	269	35,912	10,714	10,714
Manilla Grass and Sea Grass	Brls.	3,336	1,342	615,842	30,443	30,443
Mannans	Cwt.	5	2	778	5,706	5,706
Mastic, Unwrought	Pkgs.	.....	897	5,456	615,842	306,573
Moss, for Upholstry purposes	.....	.....	904	5,456	375,290	375,290
Ores of Metals of all kinds	Tons.	6	15	19	13,980	13,980
Osiers or Willows	Pkgs.	62	95	157	5,456	5,456
Pipe Clay	Cwt.	2	.....	2	15	15
Ratan, for Chair-makers	Pkgs.	12	1	118	15,706	15,706
Rosin	Brls.	3,237	204	1,335	18,527	18,527
Salt	Bush.	216,565	33,762	949	4,776	4,776
Seeds, for Agricultural, Horticultural, or Manufacturing purposes	Pkgs.	5,126	90	2,099	67,503	67,503
Stone, Unwrought, and Slates	Cords.	.....	205	.....	25,276	25,276
Tanner's Bark	Brls.	500	23	323	40	40
Tar and Pitch	Pkgs.	8	.....	43	15,574	15,574
Tearooms	Brls.	14,821	137,449	2,057,571	2,207,159	2,207,159
Tobacco, Unmanufactured	Lbs.	287	81	398	249,108	249,108
Trees, Plants, and Shrubs, Bulbs and Roots	Galls.	2,258	.....	2,258	245,588	245,588
Turpentine, other than Spirits of	.....	.....	.....	14,016	14,016	14,016
Vegetables	Galls.	572	832	205	1,909	1,909
Whale Oil	.....	.....	17	4,238,721	1,276	1,276
Wheat	Bush.	2,436,050	1,802,644	.....	3,878,700	3,878,700
Wood, Unmanufactured	.....	.....	.....	136,857	136,857	136,857
Wool	.....	926,813	54,742	1,292,945	432,066	432,066
Other Articles	.....	.....	.....	51,300	51,300	51,300
Coin and Bullion	.....	.....	.....	2,869,793	2,869,793	2,869,793

N.—A SUMMARY STATEMENT OF IMPORTS.—Province of Ontario.—Continued.

		ENTERED FOR CONSUMPTION.							
		QUANTITIES IMPORTED.			QUANTITY.			Duty.	
ARTICLES.		In British Vessels,	In Foreign Vessels,	By Land Carriage,	Total Quantities.	Total Quantities W ^t . L ^t . P ^t .	Quantity.	\$	\$ cts.
FREE GOODS.—Continued.									
SPECIAL EXEMPTIONS.									
Apparel of British Subjects, domiciled in Canada, but dying abroad	Pkgs.	5	.....	9	14	305	14	305	...
Articles for the use of the Governor General	"	75	.....	1	75	2,042	75	2,092	...
Articles for the Public uses of the Dominion	"	502	.....	28	531	108,835	531	108,835	...
Articles for the use of Foreign Consuls General	"	3	24	3	30	904	30	904	...
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.									
Arms, Clothing, Musical Instruments for Bands, and Military Stores .....		.....	.....	.....	163,840	.....	163,840	.....	...
SETTLERS' EFFECTS .....		.....	.....	.....	290,990	.....	290,990	.....	...
GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.									
Meat, Fresh, Smoked, and Salted Fish, and Products of Fish and Fish Oil .....		.....	.....	.....	9	.....	9	.....	...
					806	.....	866	.....	...

RECAPITULATION.

Goods paying Specific Duty .....	.....	2,502,370	.....	892,063	189,419 31
do do and Ad Valorem Duties .....	.....	1,865,023	.....	1,786,819	664,388 81
do 25 per Cent. Ad Valorem .....	.....	103,072	.....	95,322	23,829 50
do 15 do .....	.....	9,466,088	.....	9,559,156	1,433,872 45
do 10 do .....	.....	95,864	.....	95,763	9,577 15
do 5 do .....	.....	831,904	.....	831,362	41,569 90
Additional Duty, per new tariff, from 7th April, 1870.	.....	.....	.....	.....	26,555 33
Total Dutiable Goods .....	.....	14,864,321	.....	13,260,485	2,389,212 45
FREE GOODS .....	.....	8,398,624	.....	8,397,741	.....
CORN AND BULLION .....	.....	2,869,793	.....	2,869,793	.....
Total .....	.....	26,132,738	.....	24,528,019	2,389,212 45
Foreign Reprints of British Copyright Works .....	.....	2,438	.....	2,438	.....
Export Duty .....	.....	.....	.....	.....	32,498 35
Grand Total .....	.....	26,135,176	.....	24,530,457	2,421,710 80

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

PROVINCE OF QUEBEC.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.								
Horses	24			56	\$ 6,973	80	\$ 6,973	\$ 831 90
Horned Cattle	9			31	3,963	31	3,963	250 81
"	23		2,638	2,661	44,063	1,191	16,320	2,332 48
Swine	79		10	89	1,881	89	1,881	89 00
Acid, sulphuric	685	3,474	88,213	144,374	2,754	152,989	2,885	764 98
Lbs.	52			1,158	1,827	1,210	2,267	1,452 00
Cordials	933	225			1,579	4,271	1,504	4,250
Galls.	529			1,050	10,842	2,048	8,634	1,934 36
Perfumed Spirits in Flasks—New Tariff	10,590	252		181	1,181	248	1,181	114 60
Tinctures	171,125	4,183	517	176,127	177,921	140,134	165,027	112,108 45
Brandy	212,404	38,741	937	252,082	92,880	288,279	114,925	230,623 62
Gin	57,454	1,819	1,402	60,675	30,632	47,578	24,007	37,822 40
Rum	31,573		438	32,036	22,763	28,578	23,184	22,702 40
Whiskey	1,676	1	76	1,743	1,640	710	714	704 40
Spirits and Strong Waters	33			13,619	14,637	14,671	14,620	4,673 2
Oil—Coal and Kerosene	1,018			15,323	15,531	2,921	4,738	2,903 98
"—Benzole, Naptha, and refined Petroleum	206			7,204	13,112	2,588	13,112	2,548 1
Products of Petroleum	470	5,449			1,795,805	34,735	1,949,383	1,311 30
Molasses, for refining purposes	963,157	802,648		228,902	578,451	76,388	626,386	34,906 14
Coffee, green	327,290	22,199		10		8	79,715	18,809 56
" ground or roasted	18					581	20	23 24
Chicory, raw or green	22	77,984	20	20,700	98,701	3,731	114,481	41 46 89
" roasted, or ground	22	96,382	2,430	2,494	101,306	5,000	202,446	4,579 24
Common Soap	22				533	23,312	1,487	8,362 2
Starch	22,779						39,270	2,024 46
Cigars—not over \$10 per millie	2,300		1,336	316	32	6,668	6,657	785 40
Mille.	512			724	1,552	24,314	1,733	27,324 55
" Value over \$10 and not over \$20 per millie	153	147			441	13,331	648	20,198 63
" Value over \$20 and not over \$40 per millie	3	38			71	3,707	110	3,237 00
" Value over \$40 per millie	3						5745	659 10
Under new tariff, from 7th April	17,677	22,815		43,907	3,415	37,695	18,385	7,100 02

GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.

Galls.	
"	bottles.....
" ea.—Green and Japan.....	"
" ea. black.....	"
" tobacco, Manufactured, and Snuff.....	"
" sugar, equal to and above No. 9 Dutch Standard.....	"
" wine of all kinds.....	"
" rum and Juice, Melado, &c.....	"
" sugar Candy and Confectionery.....	"
Galls.	
"	bottles.....
" ea.—Green and Japan.....	"
" ea. black.....	"
" tobacco, Manufactured, and Snuff.....	"
" sugar, equal to and above No. 9 Dutch Standard.....	"
" wine of all kinds.....	"
" rum and Juice, Melado, &c.....	"
" sugar Candy and Confectionery.....	"

GOODS PAYING 25 PER CENT. AD VALOREM.

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.							
Bagatelle Boards, and Billiard Tables and Furnishings,	20	.....	.....	34	34	\$ 3,323	\$ 498 45
Blacking,	46	.....	.....	166	212	4,932	694 75
Brooms and Brushes of all kinds,	46	.....	.....	50	110	8,743	1,406 14
Cabinet Ware and Furniture,	47	.....	.....	728	775	9,431	1,414 14
Candles and Tapers of Tallow, Wax, or any other material,	75,462	2,997	22,365	100,824	19,280	108,968	20,842
Carpets and Hearth Rugs,	681	.....	.....	31	712	134,262	3,126 34
Carriges,	8	.....	.....	364	372	20,142	40
Coach and Harness Furniture,	3	.....	.....	217	220	7,352	2,262 73
Chandeliars, Girondoles, and Gas Fittings,	57	.....	.....	39	96	9,537	1,102 68
Chinaware, Crockery, and Earthenware,	26,515	5	.....	64	26,384	225,929	9,537
Cider,	718	.....	.....	435	1,153	26,584	220,945
Galls,	128	.....	.....	11,175	11,383	233	33,141 63
Clocks, . . . . .	.....	.....	.....	11,222	25,222	1,027	216
Clothing or Wearing Apparel, made by hand or sewing-machine,	233	1	.....	38	272	28,485	32,222
Cocoa and Chocolate,	20,919	40	.....	417	21,376	4,861	5,349
Cordage,	37,657	1,564	8,122	45,779	9,269	45,970	8,92 35
Corks,	336	.....	.....	239	2,139	17,515	1,393 66
Cottons,	14,577	30	.....	7,627	22,234	3,583,370	2,601 00
Dried Fruits, and Nuts of all kinds,	4,972,794	341,974	283,068	5,986,936	307,962	4,863,014	545,864 10
Engravings and Prints,	60	.....	.....	89	149	9,453	35,015 79
Fancy Goods,	2,302	496	302	3,100	389,885	149	9,483
Drugs, not elsewhere specified,	11,164	2	561	11,727	132,324	11,954	385,115
Foreign Newspapers,	2	.....	.....	10	12	12	19,791 41
Fireworks,	1	.....	.....	287	45	288	13,942
Flat Wire for Crinolines, covered Gunpowder, . . . . .	.....	.....	.....	153	188	2,670	45,676
Guns, Rifles, and Firearms of all kinds,	6,249	.....	.....	2,993	9,242	9,221	400 51
Glass—Plate and Silvered Glass—Window, Stained, Painted, Colored or Plain,	24	95	52	28	76	3,859	1,382 93
Glassware Hats, Caps, and Bonnets,	552	.....	.....	675	29,225	79	3,859
Plain,	63,599	28,624	43	92,266	130,350	73	8,516
Glassware Hats, Caps, and Bonnets,	16,108	10,399	5,925	31,432	130,906	32,102	1,277 41
Plain,	1,291	60	4,201	5,552	303,635	5,549	4,323 90

Hat Pins	.....	"	4	1,799	382	94,478	14,269 85
Hose	.....	"	349	16	16	90,775	14,171 59
Inks of all kinds, except Printing Ink	.....	"	257	113	370	4,921	734 00
Iron and Hardware,—Cutlery of all sorts	.....	"	249	156	385	63,826	9,654 64
Japanned & Planished Tin, and Britannia Metal Ware	.....	"	26	91	117	3,357	510 75
Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edging Tools, Scythes, and Snaths	.....	"	271	52	1,388	1,721	30,929
Spikes, Nails, Tacks, Brads, and Sprigs	.....	"	2,085	4	763	2,792	22,301
Stoves and all other Iron Castings	.....	"	31,040	26	1,323	32,889	58,068
Other Hardware	.....	"	24,286	784	12,860	37,930	897,764
Jewellery and Watches	.....	"	251	1	539	791	235,156
Lumber—Sawn and Planck, not being Mahogany, Rosewood, Walnut, Chestnut, and Cherry, or not imported from B. N. A. Provinces	.....	"	517	1	279	797	235,156
Leather—Sheep, Calf, Goat, and Chamois Skins, Dressed	.....	"	79	1	22	101	251,074
Linen	.....	"	2,361	38	63	2,424	24,432
Locomotive Engines and Railroad Cars	No.	"	49,470	9,150	1	39	417,902
Macaroni and Vermicelli	Lbs.	"	15	15	90	58,710	12,472
Maps, Charts, and Atlases, not elsewhere mentioned	.....	"	369	78	40	55	3,343
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	.....	"	420	1	621	1,068	13,210
Gutta Percha	.....	"	610	35	307	727	43,665
Manufactures of Fur, or of which Fur is principal Part	.....	"	76	35	336	1,001	98,705
Manufactures of Hair, or Mohair	.....	"	45	1,187	175	446	22,405
Manufactures of Papier Mache	.....	"	1	1	11	18	18
Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone, or Willow, not elsewhere specified	.....	"	1,004	12	12	1,407	5,633
Ivory	.....	"	1,004	12	12	1,407	5,633
Manufactures of Gold, Silver, or Electro Plate, Argentine, Albeta, and German Silver, and Plated and Gilded Ware of all kinds	.....	"	311	3	234	548	77,342
Manufactures of Brass or Copper	.....	"	523	1	108	631	8,613
do Leather or Imitation of Leather	.....	"	115	1	135	251	92,725
do Leather—Boots and Shoes	.....	"	136	1	87	223	25,546
do Harness and Saddlery	.....	"	105	1	115	220	8,126
do Wood, not elsewhere specified	.....	"	1,083	1,356	13,000	15,339	35,382
Mowing, Reaping, and Threshing Machines	.....	"	20	20	522	542	36,691
Musical Instruments, including Musical Boxes and Clocks	.....	"	109	38	351	478	70,045
Mustard	Lbs.	"	126,519	360	1,105	126,879	17,046
Machinery, not elsewhere specified	Pkgs.	"	151	2	166	1,258	63,032
Oil Cloths	.....	"	385	1	166	551	35,301

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

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—<i>Continued.</i>						
Indigo.....	15,913	1,211	13,007	\$ 30,131	28,245	
Lead—Ked and Vitellie—dry.....	11,797	319	12,116	72,763	72,763	
Nitre, Sal Ammoniac, Sal Soda, Salpetre, Soda Ash, Soda Caustic, &c., &c.....	58,742	.....	772	59,514	147,232	
Ochres and Metallic Oxide—dry, ground, or unground, washed or unwashed—not calcined	2,068	85	407	2,560	6,114	
Oils—Cocoonut, Pine, and Palm, in their natural state.....	3,173	.....	50,425	53,598	53,598	
Phosphorus, Brimstone, and Sulphur, in roll or flour.....	2,590	.....	118	2,708	12,221	
Roots—Medicinal—in their natural state.....	51	.....	46	97	97	
Vitriol—blue.....	"	21	1	22	5,014	
Whiting or Whitening.....	"	14,632	2	14,634	1,209	
Zinc—white, dry.....	"	1,122	54	1,348	6,475	
"	"	172	.....	8,715	8,715	
MANUFACTURES AND PRODUCTS OF MANUFACTURES.						
Aches—Pot, Pearl, and Soda.....	.....	.....	.....	2,525	.....	2,525
Biscuit and Bread from Great Britain and B. N. A. Provinces.....	2	.....	14	32	16	32
Bolting Cloths.....	69	504	41	110	6,039	5,426
Bookbinders' Tools and Implements.....	3,048	.....	53	3,605	5,078	6,059
Burrstones.....	145	.....	3,919	9,017	4,064	5,078
Cotton Wool.....	8,760	565	16,276	25,036	7,511	9,177
Cotton Candle Wick.....	"	22	1,108	1,673	1,673	7,511
Cotton and Flax—Waste.....	"	24	46	9,713	46	18,148
Church Bells and Communion Plate.....	"	5	1	5	5	9,713
Clothing—donations of, for Charitable purposes.....	"	5	5	226	5	226
Cocoa Paste.....	5	.....	.....	67	67	
Cotton and Woolen Netting for India Rubber Shoes.....	33	.....	34	42	42	15,462
Drain Tiles.....	"	.....	.....	67	67	

Dick, for belting, and hose.....	Pkgs.	1	130	131	8,371
Emery, Glass, and Sand Paper and Cloth	Mills.	5	882	787	3,807
Fishing-Hooks, Nets and Seines, Lines and Tynes.....	Mills.	223	8	284	11,347
Gold Beaters' Brim Moulds and Skins, Gold, Silver and Platers' Leaf.....	Pkgs.	520	44	564	48,667
Hoop Skirt Manufacture—Articles for.....	"	14	134	148	9,315
Junk and Oakum.....	"	68	361	429	35,922
Lithographic Stones.....	Pkgs.	5	5	21,727	21,727
Lumber-Plank, and Sawed of Mahogany, Rosewood, Walnut, Cherry, and Chestnut, and Pitch Pine.....	"	62	67	1,066	1,066
Materials for Hats, Boots and Shoes, viz.—Felt, Prunella, Plush, Twists, Silk and Weaving or Tram Silk, or Cotton for Elastic Webbing Pkgs.	"	1,029	288	1,287	189,788
Machine Linen, Thread, and Silk Twist.....	"	134	23	157	52,833
Machinery, when used in the original construction of Mills or Factories.....	"	8	461	469	47,637
Nails—Composition or Sheathing and Composition Spikes.....	\$	"	"	864	864
Printers' Implements, viz.—Presses, Electrotype and Stereotype Block and Ink.....	Pkgs.	203	320	523	20,940
Philosophical Instruments and Apparatus for Colleges, &c.....	"	10	2	3	523
Rags.....	"	2,029	4,002	6,031	1,502
Trewnails.....	"	1	60	61	6,031
Veneering of Wood or Ivory.....	Pkgs.	241	11	252	1,380
Wire Cloth, of Brass or Copper.....	"	"	"	2,504	31,707
				2,112	2,112
 SHIPS' MATERIALS.					
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	\$	"	"	28,575	28,575
Binacle Lamps, Signal Lamps, Dead Eyes, and Dead Lights.....	Pkgs.	14	10	1,814	1,814
Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks.....	\$	"	"	2,480	2,480
Bunting and Wire Rigging.....	Pkgs.	608,	608	19,778	19,778
Deck Plugs, Wedges, Knees, and Masts of Iron, and Treenails.....	\$	"	"	73,178	73,178
Cables, Hemp and Grass, Cordage and Sail Cloth when used for ships only.....	"	"	"	88,750	88,750
Varnish, Bright and Black, when used for ships only.....	"	302	20	322	487

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	Total Value.	Value.	Duty.
FREE GOODS.—METALS.							
Brass Bar, Rod, Sheet and Scrap					\$ 3,188	\$ 3,188	
Crank and Shafts for Steamboats & Mills—rough					474	474	
Copper — Pig, Bar, Rod, Bolt and Sheet, and Sheathing					16,342	16,342	
Iron—Scrap, Galvanized or Pig, puddled in Bars, Blooms and Billets, Bolts and Spikes, Galvanized					928,854	928,854	
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for Tires, bent and welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, and Connecting Rods	4,676			658	5,334	30,079	
Lead in Sheet, or Pig, and Litharge					55,123	55,123	
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles					679,135	679,135	
Spelter and Zinc, in Blocks, Sheet, or Pig	4,343	1,595		128	6,066	36,232	36,232
Steel—wrought or cast, in Bars and Rods, and Plates, cut in any form but not moulded					262,371	262,371	
Iron—in Bars, Block, Pig or Granulated					38,051	1,718	38,051
Tubes, and Piping of Brass, Copper, or Iron drawn	1,571	34		113	1,718		
Type Metal, in Blocks or Pig	13,626				98	13,724	
Wire, of Brass or Copper, round or flat					1	12	83,065
Yellow Metal, in Bolts, Bars, and for Sheathing						20,446	20,466
						28,798	28,798
NATURAL PRODUCTS.							
Bristles					10	28	8,278
Broom Corn	18				1,226	1,516	1,516
Caoutchouc, or India-Rubber, and Gutta Percha, manufactured	182	108			36,678	36,678	
Coal and Coke					2,060	146,836	146,836
Cocoa—Bean and Shell					51,743	446,360	446,360
	97,043				148,786	148,786	
					4	89	4

Corkwood and Bark	Diamonds and Precious Stones	Earth, Clays, and Sand	Eggs	Emery	Fibrilla, Mexican Fibra or Tampico, white and black, and other Vegetable Fibres, for manufacturing purposes	Cwt.	Doz.	Pkgs.	190	96	154	1,010	19,244	1,010	6,747	1,055	6,747
FireClay																	
Firewood																	
Fish—fresh																	
Flour—Wheat and Rye																	
Flaix, Hemp, and Tow, undressed																	
Furs—Skins and Tails, undressed																	
Grain of all kinds, except Indian Corn and Wheat																	
Gravels																	
Grease and Grease Scraps																	
Gum Copal																	
Gypsum and Plaster of Paris, not ground nor calcined																	
Hair																	
Hay																	
Hides, Horns, and Pelts																	
Hops																	
Indian Corn																	
Indian Meal																	
Manila Grass and Sea Grass																	
Marble—unwrought																	
Mansures																	
Ores of metals of all kinds																	
Ore, for upholstery purposes																	
Pipeclay																	
Batan, for Chair-makers																	
Rosin																	
Salt																	
Seeds, for Agricultural, Horticultural, or Manufacturing purposes																	
Stone, unwrought, and Slate																	
Tanners' Bark																	
Tar and Pitch																	
Teasels																	
Tobacco, unmanufactured																	
Trees, Plants and Shrubs, Bulbs, and Roots																	
Turpentine, other than Spirits of Vegetables																	
Whale Oil																	
Wheat																	
Wood—unmanufactured																	

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

ARTICLES.	QUANTITIES IMPORTED				ENTERED FOR CONSUMPTION		
	In British Vessels,	In Foreign Vessels,	By Land Carriage.	Total Quantities.	\$	Quantity.	Value.
FREE GOODS.—NATURAL PRODUCTS.—Continued.							
Wool Lbs.	1,307,668	49,632	637,541	2,044,841	\$ 360,419	2,044,841	\$ 360,419
SPECIAL EXEMPTIONS.							
Apparel of British subjects domiciled in Canada, but living abroad. Pkgs.	2	.....	.....	2	\$ 39	2	\$ 39
Articles for the use of H. R. H. Prince Arthur. . . . . \$	.....	.....	.....	.....	\$ 3,342	.....	.....
Articles for the public uses of the Dominion. . . . . "	.....	.....	.....	.....	\$ 7,688	.....	.....
Articles for the use of Foreign Consuls General. . . . . "	.....	.....	.....	.....	\$ 676	.....	.....
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.							
Arms, Clothing, Musical Instruments for Bands, and Military Stores. Pkgs.	3,780	.....	.....	27	\$ 3,807	\$ 81,462	\$ 81,462
SETTLERS' EFFECTS \$	88	.....	.....	1	\$ 89	\$ 12,405	\$ 12,405
ANIMALS—FOR IMPROVEMENT OF STOCK							
GROWTH AND PRODUCE OF B. N. A. PROVINCES.							
Fish—Smoked and Salted—Meat and Poultry. . . . . \$	.....	.....	.....	.....	\$ 9,900	.....	\$ 9,900
Fish and Products of Fish and Fish Oil. . . . . "	.....	.....	.....	.....	\$ 320,140	.....	\$ 302,575
Timber and Lumber. . . . . "	.....	.....	.....	.....	\$ 18	.....	\$ 18
Other Articles . . . . . "	.....	.....	.....	.....	\$ 11,625	.....	\$ 17,774
Coin and Bullion . . . . .	.....	.....	.....	.....	\$ 8,876,841	.....	\$ 8,839,967
Total Free Goods . . . . .	.....	.....	.....	.....	\$ 1,215,379	.....	\$ 1,215,379
							\$ 10,054,446

RECAPITULATION.

Goods paying Specific Duty.....	1,477,676	.....	1,008,518	568,133 76
do do and Ad Valorem Duty	4,578,109	.....	4,520,933	1,838,843 01
do 25 per Cent.....	499,960	.....	376,034	94,008 65
do 15 do	14,767,176	.....	14,740,462	2,211,138 00
do 10 do	257,983	.....	262,300	26,230 16
do 5 do	1,209,341	.....	1,202,144	60,107 06
Total Dutiable Goods.....	22,790,245	.....	22,110,391	4,798,460 64
Add 5 per Cent. Additional on Duty from 7th April, 1870	.....	.....	.....	56,984 74
FREE GOODS.....	8,876,841	.....	8,839,067	.....
CORN AND BULLION.....	1,215,379	.....	1,215,379	.....
Total	32,882,465	.....	32,164,837	4,855,445 38
Foreign Reprints of British Copyright Works.....	3,035	.....	3,035	.....
Grand Total	32,885,500	.....	32,167,872	4,855,445 38

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

PROVINCE OF NOVA SCOTIA.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.								
Animals—Swine	No. 6			6	\$ 38	6	\$ 38	12 00
Sulphuric Acid.	Lbs. 42,642			42,642	1,049	42,642	1,049	123 28
Cordials	Lbs. 112			112	.497	115	.379	139 24
Perfumed Spirits—not in Flasks	No. 819			110	147	110	147	136 14
Perfumed Spirits—in Flasks	No. 93,675			849	151	849	151	33 96
Brandy	Galls. 89,794			93,675	106,250	50,519	68,303	40,416 21
Gin	" 192,588			88,794	41,627	58,907	33,752	47,124 69
Rum	" 30,156			192,588	88,659	130,466	60,640	105,173 32
Whiskey	"			30,156	27,907	29,578	28,951	23,661 26
Spirits and Strong Waters, including Spirits of Wine, &c.	16			16	25	382	300	305 04
Spirits, &c., unnumbered	" 103			103	220	124	201	149 94
Oil—Coal and Kerosene	No. 56,095			56,095	18,661	54,444	17,766	8,167 11
Benzole, Naptha, and Refined Petroleum	No. 1,658			1,638	386	1,571	369	235 65
Products of Petroleum	No. 962			962	369	962	369	139 15
Crude Petroleum	107			107	32	107	32	6 42
Coffee—Green	No. 174,951			174,951	18,434	154,717	15,584	4,641 51
Coffee—Roasted or Ground	No. 3,474			3,474	380	2,514	262	100 56
Chicory—Raw or Green	" 20,724			20,724	1,053	3,127	178	93 81
Chicory—Roasted or Ground	" 106,990			106,990	6,176	22,095	1,113	883 80
Common Soap	No. 27,124			27,124	27,394	172,831	8,319	1,728 31
Starch	No. 2424	61		3033	2,055	433 ¹	2,731	1,476 84
Cigars—value not over \$10 per Thousand	Mille. 65			65	1,103	41	805	1,334 40
Cigars—value over \$10, and not over \$20 per Thousand	" 284			284	1474	3,896	114 ¹	171 20
Cigars—value over \$20, and not over \$40 per Thousand	" 281			281	30.1	1,446	22 ¹	574 50
Cigars—value over \$40 per Thousand	" 6,350			6,350	6,350	3,589	1,191	150 60
Cigars—from 7th April, under New Tariff	Lbs. 6,350			6,350			3,007	1,660 29

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Ale, Beer, and Porter, in casks	Gall.
Ale, Beer, and Porter, in bottles	Lbs.
Tea—Green and Japan	"
Tea—Black	"
Tobacco (manufactured) and Snuff	Gall.
Wines of all kinds	Gall.
Sugar—equal to and above No. 9, Dutch Standard	Lbs.
Sugar—below No. 9, Dutch Standard	"
Cane Juice, Melado, &c	"
Confectionery	"

GOODS PAYING 25 PER CENT. AD VALOREM.

Mace and Nutmegs	.....	Lbs
Spices—including Cassia, Pimento, and Pepper, ground	.....	"
Patent Medicines, and Medicinal Preparations	.....	"
Playing Cards	.....	"
Perfumery, not elsewhere specified	.....	"
Perfume and Fatty Soaps	.....	"
Molasses, other than for refining purposes	.....	"

Total, 25 per Cent. Ad Valorem.

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.								
Bagatelle Boards, Billiard Tables, and Furnishings.....	2	2	.....	4	862	4	862	129 30
Blacking.....	140	17	.....	157	2,560	157	2,560	384 08
Brooms and Brushes.....	304	26	.....	350	3,374	330	3,485	522 04
Cabinet Ware and Furniture.....	4,019	498	.....	4,517	23,112	4,436	21,912	3,288 08
Candles and Tapers.....	11,637	.....	.....	11,637	3,119	11,320	3,116	467 36
Carpets and Hearth Rugs.....	364	.....	.....	364	67,326	365	70,908	10,636 14
Carriages.....	71	2	.....	73	3,022	73	3,022	453 33
Coach and Harness Furniture.....	4	.....	.....	4	164	4	164	24 60
Chandlers, Girondoles, Gas Fittings.....	72	.....	.....	72	2,421	72	2,421	363 15
Chinaware, Crockery, and Earthenware.....	2,128	95	.....	2,223	54,705	2,503	62,963	9,445 53
Cider.....	550	.....	.....	550	205	5,422	859	128 85
Clocks.....	302	16	.....	318	4,572	296	4,157	623 70
Clothing or Wearing Apparel, made by hand or machine.....	603	8	.....	611	108,148	615	107,480	16,122 12
Cordage.....	14,226	.....	.....	14,226	2,600	14,058	2,683	402 52
Corks.....	67	276	.....	343	2,235	262	1,643	246 35
Cottons.....	9,870	214	.....	10,084	778,234	10,084	782,806	117,420 00
Dried Fruits and Nuts of all kinds.....	386,475	3,120	.....	388,655	50,801	394,575	44,029	6,604 15
Drugs, not otherwise specified.....	2,872	206	.....	3,078	54,405	3,090	55,004	8,250 72
Engravings and Prints.....	14	5	.....	19	1,818	20	1,833	274 95
Fancy Goods.....	914	116	.....	1,030	107,989	1,075	122,526	18,378 89
Foreign Newspapers & Periodicals.....	2	5	.....	7	45	7	45	6 46
Fireworks.....	.....	11	.....	11	291	11	291	43 65
Flat Wire for Chronometers.....	12	6	.....	6	373	6	373	56 96
Gumpowder.....	67,230	200	.....	67,450	17,005	67,450	17,004	2,550 73
Grins, Rifles, and Firearms of all kinds.....	16	.....	.....	16	1,118	14	983	147 44
Glass—Plate and Silvered.....	68	.....	.....	68	816	68	816	122 37
Glass—Window, stained, painted, colored, or plain.....	5,221	.....	.....	5,221	14,949	5,118	14,600	2,189 92
Glass—Ware.....	6,934	88	.....	7,032	33,660	5,950	33,636	5,074 44
Hats, Caps, and Bonnets.....	220	.....	.....	1,043	77,941	1,041	77,823	11,671 95
Hosiery.....	62	.....	.....	62	15,889	62	15,657	2,348 80

<i>Inks of all kinds, except Printing Ink.</i>	100	69	169	953	142 91
Iron and Hardware	3,161	92	3,283	3,489	10,382 39
Japanned and Flamed tin, and Britannia Metal ware.	.185	604	789	3,225	798
Spades, Shovels, Axes, Shoes, Forks, and Edge Tools, Scythes, and Saws.	1,536	116	1,652	1,844	3,427 97
Spikes, Nails, Tacks, Brads, and Sprigs.	4,114	505	4,114	4,920	4,751 20
Stoves, and all other iron, castings.	9,070	439	9,075	9,466	6,908 52
Other Hardware	8,513	70	8,952	168,425	25,321 87
Jewellery and Watches.	70	6	.75	14,753	2,227 89
Leather.	368	1	369	22,325	3,484 37
Linen.	189	1	190	37,381	5,966 35
Macaroni and Vermicelli.	41	1	41	195	39,775
Lbs.	24	3	27	5	.....
Maps, Charts, and Atlases, not elsewhere specified.	.....	.....	1,747	19	1,520
Manufactures—of Marble, or imitation of Marble, or other than rough slabs or blocks.	223	50	273	3,712	3,712
Manufactures of Caoutchouc, India-rubber, or Gutta Percha.	192	11	203	11,494	202
Manufactures of Fur, or of which Fur is principal part.	42	4	42	2,695	43
Manufactures of Hair or Mohair.	4	4	4	451	4
Manufactures of Papier Mâché.	6	6	6	232	6
Manufactures of Grass, Oat, Palm-leaf, Straw, Whalebone, or Willow, not elsewhere specified.	100	6	106	8,570	106
Manufactures of Gold, Silver, or Electro Plate, and Plated and Gilded Ware of all Kinds.	214	6	220	16,611	219
Manufactures of Brass or Copper.	147	12	18	1,109	18
Manufactures of Leather, or imitation of Leather Boots and Shoes.	424	56	197	8,294	196
Boots and Shoes.	54	2	480	37,609	480
Harness and Saddlery.	3,743	108	56	3,188	56
Wood, not elsewhere specified.	89	89	3,861	18,744	3,884
Mowing, Reaping, and Threshing Machines.	149	3	89	5,624	110
Musical Instruments, including Musical Boxes and Clocks.	25,117	3	152	13,806	152
Mustard.	399	47	25,117	4,022	24,881
Machinery, not elsewhere specified.	6	12	446	11,543	449
Ocres, Ground and calcined.	291	12	6	28	6
Oil Cloths.	.....	.....	303	19,164	298
Oils, rectified or prepared, not otherwise specified.	72,283	1,096	73,379	51,134	72,159
Oils, of all kinds, Crude, except Whale Oil, and others elsewhere specified.	.....	.....	.....	.....	207
Galls.	.....	.....	.....	.....	83
Packages.	1,484	47	1,484	28,999	1,794
Paints and Colors.	4,700	23	4,723	62,715	4,743
Paper.	2,591	308	2,899	21,270	2,913
Paper Hangings.	442	1	443	14,957	447
Parcels and Umbrellas.	29	1	29	7,153	29
Plaster of Paris and Hydraulic Cement, ground or calcined.	1,911	1,911	1,911	1,911	1,441
Bris.	.....	.....	.....	.....	4,077

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.						
Pickles and Sauces	762	1	.....	753	\$ 9,190	\$ 773
Portable Hand Printing Presses	2	11	.....	949	6,059	2
Preserved Meats, Poultry, Fish, Vegetables, &c.	938	.....	.....	909	.....	714
Printed, Lithographed, or Copperplate Bills, and Advertising Pamphlets	2	7	.....	2	900	2
Sails, ready made	2	7	.....	9	1,848	9
Shawls	7	.....	.....	7	.....	.....
Spices, including Ginger, Pimento, and Pepper, unground	379	5	.....	379	137,793	374
Spirits of Turpentine	30,761	5	.....	30,766	5,439	9,305
Steam Engines, other than Locomotive	5,843	178	.....	5,843	3,362	6,037
Stationery	29	.....	.....	967	45,587	964
Small Wares	244	.....	.....	29	8,138	32
Tobacco Pipes	1,319	.....	.....	244	7,521	242
Toys	74	21	.....	1,319	4,171	1,430
Varnish, other than bright or black	3,698	97	.....	74	2,387	75
Woolens	3,489	.....	.....	3,719	4,463	3,719
Unenumerated articles	.....	.....	.....	3,586	713,046	4,099
Total 15 per cent. ad valorem	.....	.....	.....	96,043	.....	96,438
					3,243,188	.....
GOODS PAYING 10 PER CENT. AD VALOREM.						
Sole and Upper Leather	193	9	.....	202	14,420	273
Swine—from 7th April, New Tariff	7	40	.....	7	11	7
Fruits of all kinds, green do	1,842	.....	.....	1,882	13,331	3,064
Hay, Straw, and Bran	do	do	do	do	do	do
Seeds, other than cereals do	do	do	do	do	180	3,419
Grease and Grease Scrap	do	do	do	do	583	4,374
					160	583
					160	583
					3,299,173	494,710 72

	Pkgs.	2,779	53	2,832	3,322	1,902	2,446	244 72
		95	2	97	670	97	670	67 02
GOODS PAYING 5 PER CENT. AD VALOREM. ¹								
Printed Books, Periodicals and Pamphlets.....	Pkgs.	1,034	522		1,566	61,314	1,564	3,054 90
Iron.....	\$	63	6		63	127,331	61,097	6,441 72
Type.....	Pkgs.					2,685	134,786	134 25
Total 5 per cent. ad valorem.....						69	2,685	
ARTS AND SCIENCES.								
Busts, Casts, and Statues.....	No.	8			8	115	8	115
Gems and Medals, and Cabinets of do., including Antiquities, Coins, &c.	Pkgs.	2				335	2	335
Paintings in Oil.....	No.	9			9	1,058	9	1,058
Specimens of Botany, Mineralogy, Natural His- tory, Sculpture, &c.	Pkgs.	3			3	22	3	22
FREE GOODS.								
DRUGS, DYE STUFFS, OILS AND COLORS NOT ELSEWHERE SPECIFIED.								
Acids—Alum, Antimony, and Argol.....	Pkgs.	511			511	2,902	511	2,902
Barks, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing.....	Lbs.	32,354	7,382		39,736	11,782	39,736	11,782
Bleaching Powders and Borax.....	"	877	2,312		3,189	428	3,189	428
Colors, and other articles imported by Roem- paper Makers and Stainers.....	"	149			149	89	149	89
Cream of Tartar, in Crystals.....	"	8,172			8,172	2,155	8,172	2,155
Indigo.....	"	19,806			19,806	7,192	19,806	7,192
Lead—Red and White—dry.....	"	197			197	1,179	197	1,179
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda Ochres and Metallic Oxides—dry, ground or unground, washed or unwashed—not calcined	"					-	1,805	9,827
Oils—Cocoonut, Pine, and Palm, in their natural state	Galls.					1,805	9,827	9,827
						46	1,502	1,502
						5,545	3,623	3,623

¹ Goods paying 5 per cent. ad valorem.

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.							
Continued.							
Phosphorus, Brimstone, and Sulphur, in roll or flour	1,909			1,909	1,142	1,909	1,142
Roots—Medicinal—in their natural state	19			19	174	19	174
Vitriol—Blue	50			50	748	50	748
Whiting or Whitening	679			679	1,373	679	1,373
Zinc—White—dry	4,673			4,673	18,322	4,673	18,322
MANUFACTURES AND PRODUCTS OF MANUFACTURES.							
Ashes—Pot, Pearl, and Soda	253	9		262	3,635	262	3,635
Biscuit and Bread, from Great Britain and B. N. A. Provinces	194			194	1,916	194	1,916
Bolting Cloth	2			2	502	2	502
Bookbinders' Tools and Implements	67			67	270	67	270
Burstones	2			2	153	2	153
Cotton Wool	61,236			61,236	3,620	61,236	3,620
Cotton Candle Wick	14,618	849		14,867	2,834	14,867	2,834
Cotton and Flax Waste	17,643	5		17,648	1,921	17,648	1,921
Cement—Marine and Hydraulic—underground	580			580	1,570	580	1,570
Church Bells and Communion Plate	17			17	1,039	17	1,039
Clothing—donations of, for charitable purposes	2			2	49	2	49
Cocoa Paste, from Great Britain and B.N.A. Provinces	135			195	91	195	91
Duck, for Belting and Hose	31			31	1,429	31	1,429
Emery, Glass and Sand Paper, and Cloth	61	5		66	373	66	373
Farming Implements and Utensils imported by Agricultural Societies	59			59	794	59	794
Fire Brick	234			234	2,383	234	2,383
Fishing Hooks, Nets and Seines, Lines and Twines Pgs. Gold Beaters' Brim Moulds and Skins, Gold, Silver, and Plates Leaf	1,390	94		1,494	141,294	1,494	141,294
	261				890	261	890

Hoop Skirt manufacture—articles for.	Cwt.	23	22	22	22	45	3,117
Junk and Oakum.....	Pds.	7,823	1	7,823	1	7,823	1
Lithographic Stones						20,977	20
Lumber—plank and sawed—of Mahogany, Rose-wood, Walnut, Cherry, Chestnut, and Pitch Pine.....	M. ft.	230	.....	230	9,770	230	9,770
Material for Hats, Boots, and Shoes, viz.—Felt, Frunella, Plush, Twists, Silk and Weaving, or Tram Silk or Cotton for Elastic Webbing Pgs.	Cwt.	335	.....	335	7,138	335	7,138
Machine Linen Thread and Silk Twist,	"	319	.....	319	9,219	319	9,219
Machinery, when used in the original construc-							
Nails—Composition or Sheathing, and Com-							
position Spikes	Cwt.	1,862	.....	1,862	6,631	1,862	6,631
Printers' Implements, viz.: Presses, Electrotype	Pgs.	76	5	81	1,339	81	1,339
and Stereotype Blocks and Ink	"	1	.....	1	60	1	60
Philosophical Instruments and Apparatus for							
Colleges and Schools	"	4	.....	4	30	4	30
Straw Plats, Tuscan or Grass, fancy	Feet.	895	1	895	93	895	93
Veneering of Wood or Ivory	Lbs.	113	.....	114	23	114	23
Wire Cloth of Brass or Copper							
SHIPS' MATERIALS.							
Anchors, Chain Cables, Shackles, Riders, and							
Sheaves.	Cwt.	1,743	.....	1,743	43,943	1,743	43,943
Binnacle and Signal Lamps, Dead Eyes, and	No.	376	5	381	3,666	381	3,666
Dead Lights and Bushes, Compasses, Steering Ap-							
paratus, Pumps and Pump Gear, and							
Travelling Trucks	Pgs.	463	14	477	5,215	477	5,215
Bunting and Wire Rigging	"	481	.....	481	30,624	481	30,624
Deck Plugs, Wedges, Knees, and Masts of Iron,							
and Foremasts	"	2,186	.....	2,186	4,968	2,186	4,968
Cables, hemp and grass, Cordage and Sail Cloth,							
when used for ships only	Gals.	19,803	1,094	20,897	308,304	20,897	308,304
Varnish, bright and black	"	1,128	.....	1,128	838	1,128	838
METALS.							
Brass—Bar, Rod, Sheet, and Scrap	Cwt.	219	.....	219	931	219	931
Copper, in Pig, Bar, Rod, Bolts, and Sheets, and	"	950	185	950	3,907	950	3,907
Sheathing	"						

SHIPS' MATERIALS.

Anchors, Chain Cables, Shackles, Riders, and Sheaves.....	Cw
Binnacle and Signal Lamps, Dead Eyes, and Dead Lights.....	No
Blocks and Bushes, Compasses, Steering Ap- paratus, Pams and Pump Gear, and Travelling Trucks.....	Pkg
Bunting and Wire Rigging.....	"
Deck Plugs, Wedges, Knees, and Masts of Iron, and Treenails	"
Cables, hemp and grass, Cordage and Sail Cloth, when used for ships only.....	Gals
Varnish, bright and black.....	"

MATERIALS.

Brass—Bar, Rod, Sheet, and Scrap	Cwt.
Copper, in Pig, Bar, Rod, Bolts, and Sheets, and Sheathing	"
	"

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	\$	Total Value.	Quantity.	Duty.
FREE GOODS.—METALS.—Continued.								
Iron—Scrap, Galvanized, or Pig, Puddled in Bars, Blooms and Billets, Bolts and Spikes, (galvanized).	5,328	.....	.....	5,328	42,730	5,328	42,760	.....
Locomotive Engine Frames, Cranks, Axles, Hoop Iron, or Steel, for Tires—Bent and Welded, Crank-Axes, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods, &c.	182	.....	.....	182	6,255	182	6,255	.....
Lead, in Sheet or Pig, and Litharge	329	“	.....	329	5,756	329	5,756	.....
Railroad Bars and Frogs, Wrought Iron or Steel Chars, Fish Plates and Car Axles	2,216	.....	.....	2,216	9,935	2,216	9,935	.....
Splinter and Zinc, in Blocks, Sheets, and Pigs	137	.....	.....	137	1,324	137	1,324	.....
Steel—Wrought, or Cast, in Bars, Rods, and Plates, cut to any form, but not moulded.	1,600	.....	.....	1,600	21,253	1,600	21,253	.....
Tin, in Bar, Blocks, Pig, or Granulated.	186	.....	.....	186	2,950	186	2,950	.....
Tubes and Piping, of Brass, Copper, or Iron, drawn	1,134	.....	.....	1,134	7,199	1,134	7,199	.....
Wire, of Brass or Copper, Round or Flat	68	.....	.....	68	517	68	517	.....
Yellow Metal, in Bolts, Bars, and for Sheathing	6,403	?	.....	6,403	36,731	6,403	36,731	.....
NATURAL PRODUCTS.								
Bristles	Pkgs. 20	.....	.....	20	1,037	20	1,037	.....
Broom Corn	645	.....	.....	645	6,923	645	6,923	.....
Caoutchouc, or India Rubber, and Gutta Percha, unmanufactured	49	.....	.....	49	576	49	576	.....
Coal and Coke	Tons. 2,076	.....	.....	2,076	12,855	2,076	12,855	.....
Cocoa—Bean and Shell	Lbs. 4,012	3,000	.....	7,012	1,294	7,012	1,294	.....
Corkwood and Bark	Pkgs. 684	1,001	.....	1,686	3,100	1,685	3,100	.....
Earth, Claye, and Sands	Tons. 523	.....	.....	523	1,035	523	1,035	.....
Eggs	Doz. 851	.....	.....	851	150	851	150	.....
Emery	Pkgs. 77	.....	.....	77	163	77	163	.....

SPECIAL EXEMPTIONS.

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

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
ARTICLES FOLLOWING FOR THE USE OF THE ARMY AND NAVY.								
Arms, Clothing, Musical Instruments for Bands, and Military Stores Pkgs.	500	.....	.....	500	\$ 27,116	500	\$ 27,116	.....
SETTLERS' EFFECTS ,	193	19	.....	212	7,191	212	7,191	.....
GROWTH AND PRODUCE OF ANY OF THE B. . . A. PROVINCES.								
Animals of all kinds No.	160	480	.....	160	342	160	342	.....
Butter Lbs.	12,217	250	250	12,337	2,665	12,697	2,665	250
Cheese "	576	388	1,070	577,458	25	250	25	25
Meats—Fresh, Smoked, and Salted and Poultry Bds.	25	.....	.....	113,765	577,438	113,765	113,765	.....
Gypsum	25	.....	.....	25	25	25	25	.....
Fish, and Products of Fish and Fish Oil Lbs.	29,034	11,222	40,256	216,714	40,256	216,714	216,714	.....
Lard and Tallow . . . . .	.....	.....	.....	7,364	2,143	7,364	7,364	2,143
Timber and Lumber . . . . .	.....	.....	.....	2,658,357	250,357	2,658,357	2,658,357	250,357
Coin and Bullion . . . . .	.....	.....	.....	2,908,714	.....	2,908,714	2,908,714	.....
Total Free Goods . . . . .	.....	.....	.....	91	.....	91	91	.....
Foreign Reprints of British Copyright Works subject to a Duty of 12½ per cent., payable to the Imperial Government for the benefit of the Copyright-holder								

RECAPITULATION.

Goods paying Specific Duty .....	.....	554,829	.....	408,607	251,713 54
do do and Ad Valorem Duties .....	.....	1,390,458	.....	824,223	285,778 13
do 25 per Cent. Ad Valorem .....	.....	609,373	.....	325,474	81,371 12
do 15 do .....	.....	3,245,827	.....	3,301,900	494,710 72
do 10 do .....	.....	39,578	.....	39,394	3,939 93
do 5 do .....	.....	191,933	.....	198,568	9,930 87
Add, received as difference of currency on certain entries at the Port of Halifax and other Ports .....	.....	.....	.....	.....	17,194 38
5 per cent. Additional ad Duty, per new tariff, from 7th April, 1870 .....	.....	.....	.....	.....	17,296 33
Add, collected at Port Mulgrave, for which no returns were furnished to the Department .....	.....	.....	.....	.....	657 49
Total Dutiable Goods .....	.....	6,031,995	.....	5,098,226	1,162,592 51
FREE Goods .....	.....	2,658,357	.....	2,658,357	.....
Coin AND BULLION .....	.....	250,357	.....	250,357	.....
Total .....	.....	8,940,709	.....	8,007,940	1,162,592 51
Foreign Reprints of British Copyright Works .....	.....	91	.....	91	.....
Grand Total .....	.....	8,940,800	.....	8,008,031	1,162,592 51

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

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Quantity.	Value.	Duty. \$ cts.
GOODS PAYING SPECIFIC DUTY.							
Animals—Horses	No. 1	2	17	20	1,588	19	1,488
Swine	" 4	4	4	30	4	30	208 76
Acid, sulphuric	Lbs. 52,658	2	52,860	1,176	52,860	1,176	4 50
Cordials	No. 521	1	102	127	54	71	214 31
Perfumed Spirits, when in flasks	Galls. 3,829	486	4,315	884	5,245	1,103	64 80
Tinctures	No. 1	7	1	123,727	1	123,727	203 80
Brandy	102,747	7,123	109,870	58,380	77,342	47,771	46,872 24
Gin	112,894	23,636	136,530	54,226	103,581	40,921	82,856 48
Rum	40,921	.....	40,921	14,661	22,606	10,097	18,084 30
Whisky	83,864	443	84,307	57,762	54,469	40,285	43,575 96
Spirits and Strong Waters, including Spirits of Wine and Alcohol, and not being Whisky	4,361	190	.....	4,551	2,056	981	547
Oil—Coal and Kerosene, distilled, purified, and refined	33,521	405	20	33,946	9,219	36,672	9,887
Oil—Benzole, Naphtha, and refined Petroleum	432	126	1,101	1,659	500	2,314	5,500 81
Products of Petroleum	452	432	217	1,101	399	1,101	648
Crude Petroleum	7,233	3,209	42	10,484	3,975	10,483	3,975
Coffee, green	Lbs. 94,816	6,455	.....	101,271	13,391	102,852	13,307
Roasted or ground	180	7,632	66	7,878	604	9,222	3,085 56
Chicory—Roasted or ground .....	.....	7,909	.....	7,909	279	4,479	1,179 16
Common Soap	29,307	954	1,822	32,083	1,830	28,504	285 04
Starch	35,828	811	.....	36,639	2,504	34,132	2,500
Cigars—Value not over \$10 per mille	Mille. 67	5	72	264	213	823	639 00
Value over \$10 and not over \$20 per mille	" 83.3	.....	20.6	103.9	2,003	88.9	1,703 60
" Value over \$20 and not over \$40 per mille	" 66.6	.....	16.9	83.5	2,514	133.9	3,654 50
" Value over \$40 per mille	" 10	.....	.....	10	318	433	73 20
From 7th April, under new tariff	Lbs. 3,688	142	63	3,893	5,437	3,801.2	4,792 45
Cheese	2,753	283	263	3,269	622	3,269	622
Lard and Tallow	39,094	25,450	8,547	73,091	7,925	72,794	7,738 84

Fish, salted or smoked	19,070	750	119,820	639	2,595	105	25,95
Meats, fresh, salted or smoked	234,723	81,919	724,266	73,377	499,586	60,672	4,985 66
Coal and Coke, from 7th April, under new tariff "	407,624	247	5,253	16,381	4,725	12,532	2,362 25
Bush Salt, from 7th April, under new tariff	4,938	10	310	35	287	351	17,55
Hops, from 7th April, under new tariff	186	640	826	133	826	133	41,30
Vinegar and Acetic Acid	13,985	4,011	116	18,112	3,249	20,344	3,327
Rice, from 7th April, under new tariff	339,171	.....	339,171	7,551	252,531	6,273	2,525 31
Rice, of all other kinds, from 7th April, under new tariff	481	484	60	1,025	1,713	1,025	1,713
Flour of Wheat and of Rye, from 7th April, Bush, under new tariff	5,429	247	600	6,286	28,244	4,719	25,215
Flour and Meal of all other kinds, from 7th April, under new tariff	1,540	26	723	2,289	9,342	2,279	9,302
Total Specific .....	.....	.....	.....	449,668	.....	.....	335,778
.....	.....	.....	.....	.....	.....	.....	220,633 51
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.							
Ale, Beer, and Porter, in casks	22,467	45	.....	22,512	7,325	27,363	8,641
Ale, Beer, and Porter, in bottles	28,726	10	427	28,726	16,520	30,087	16,160
Tea—Green and Japan	1,601	148	692	135,266	2,038	2,576	3,722 01
Black	1,044,746	17,934	17,898	1,328,704	349,804	1,169,252	338,87
Tobacco, manufactured, and Snuff	32,923	6,018	88,055	67,915	14,586	114,120	311,430
Galls	34,786	237,403	100	40,894	40,894	33,690	87,639 19
Wines of all kinds	5,670,682	473	480	32,472	322,266	4,678,782	237,440
Sugar, equal to and above No. 9 Dutch Standard	32,372	31,917	2,730	963	1,215	8,584	388
Cane Juice, Melado, &c.	"	"	"	35,530	55	1,445	87
Sugar Candy and Confectionery	"	"	"	"	5,041	28,686	4,291
Total, Specific and Ad Valorem .....	.....	.....	.....	758,676	.....	.....	651,089
.....	.....	.....	.....	.....	.....	.....	235,146 23
GOODS PAYING 25 PER CENT. AD VALOREM.							
Mace and Nutmegs	52,272	10,776	140	63,188	35,047	32,797	15,844
Spices, viz.: Cassia, Cinnamon, Ginger, Pimento and Pepper, ground	155	63	8	218	2,807	268	2,524
Patent Medicines, and Medicinal Preparations	72	1CS	2	248	4,381	269	4,722
Playing Cards	7	7	2	9	346	9	346
Perfumery, not elsewhere specified	66	66	2	68	2,098	71	2,175
Perfumed and Fancy Soaps	72	72	2	74	2,617	76	2,700
Molasses, other than for refining purposes	12,828,874	1,087,469	160,612	14,076,955	304,544	10,947,113	221,451
Total 25 per cent. ad valorum .....	.....	.....	.....	351,840	.....	.....	249,762
.....	.....	.....	.....	.....	.....	.....	62,441 68

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
	In British Vessels,	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.
GOODS PAYING 15 PER CENT. AD VALOREM.						
Blacking.....	109	224	4	333	\$ 2,054	\$ 2,901
Brooms and Brushes.....	58	74	4	136	3,806	3,894
Cabinet Ware and Furniture.....	6,268	764	70	7,102	25,225	25,157
Candles and Tapers.....	173	30	680	883	748	774
Carpets and Hearth Rugs.....	318	46	29	364	74,970	360
Carriages.....	25	29	41	95	8,387	94
Coach and Harness Furniture.....	3	17	1	21	736	21
Chandlers, Girodolos and Gas Fittings.....	2	2	2	4	320	4
China Ware, Crockery and Earthenware.....	2,118	464	2,572	43,705	1,948	42,939
Cider.....	355	230	230	585	512	512
Clocks.....	63	172	74	309	4,221	4,221
Clothing or Wearing Apparel, made by hand or sewing machine.....	218	29	247	50,321	255	255
Cordage.....	684	15	130	826	7,427	8,052
Corks.....	49	22	77	2,142	70	70
Cottons.....	2,531	753	2	3,286	671,922	3,279
Dried Fruits and Nuts of all kinds.....	27,529	6,974	25,357	62,771	57,584	67,150
Drugs, not elsewhere specified.....	891	470	1	1,382	41,640	1,284
Engravings and Prints.....	4	19	23	937	1,23	937
Fancy Goods.....	975	140	1,115	265,108	1,125	267,707
Foreign Newspapers.....	2	21	23	326	23	326
Fireworks.....	1	1	1	12	1	12
Flat Wire for Crinolines, covered.....	1,270	4	4	157	4	157
Gunpowder.....	12	3	1,273	3,655	1,277	3,536
Guns, Rifles, and Firearms of all kinds.....	37	5	42	958	12	958
Glass—Plate and Silvered.....	311	.....	802	1,113	42	471
Glass—Window.....	3,655	7,023	52	2,075	1,057	1,938
Glassware.....	-	-	37	43,959	10,614	44,366
Hats, Caps and Bonnets.....	49	175	881	1,093	61,888	61,623
Hosiery.....	8	14	61	63	12,940	12,940
Inks of all kinds except Printing Inks.....	218	8	69	69	515	69
Iron and Hardware, viz.: Cutlery of all kinds.....	218	8	230	15,661	239	16,692
Metal Ware.....	23	.....	4	.....	84	648
					61	119
						858
						128 55

Iron—Spades, Shovels, Axes, Hoes, Rakes, Forks and Edge Tools, Scythes and Snares	2,327	303	140	3,060	10,205	1,563 75
Iron—Spikes, Nails, Tacks, Brads and Springs	2,681	113	5	2,799	3,046	2,274 76
Iron—Stoves, and all other Iron Castings	1,711	1,043	55	2,462	15,169	2,759 34
Other Hardware	3,727	3,223	117	2,809	18,387	28,307 61
Jewellery and Watches	36	37	1	7,067	189,414	186 70
Leather, sawn and plank	M. ft.	31	8			794 17
Pags.	Pags.	26	47			
Leather—Sheep, Calf, Goat, and Chamois skins, dressed	"	17	25			
Linen	"	271	20			
No.	No.	2	5			
Pags.	Pags.	3				
Locomotive Engines and Railroad Cars						
Macaroni and Vermicelli						
Maps, Charts, and Atlases, not elsewhere specified	"	3	17	1	21	121 50
Manufactures of Marble or Imitation of Marble, or other than rough slabs or blocks	"	23	99	1	123	343 71
Manufactures of Caoutchouc or India-Rubber, or of Gutta-Percha	"	25	311	14	350	2,589 48
Manufactures of Cashmere	"	55	16		71	3,022 80
Manufactures of Fur, or of which Fur is principal part	"	43	45	1	89	1,072 11
Manufactures of Hair or Mohair	"	12	94		106	584 23
Manufactures of Grass, Oster, Palm Leaf, Straw, Whalebone or Willow	"	5	14		19	825
Manufactures of Bone, Shell, Horn, Pearl and Ivory	"	8		1	9	10
Manufactures of Gold, Silver, or Electro Plate, and Plated and Gilded Ware of all kinds	"	14	5		19	260
Manufactures of Brass or Copper	"	19	5		24	38 95
Manufactures of Leather, or Imitation of Leather	"	175	112	23	310	299 73
Manufactures of Leather—Boots and Shoes	"	83	269	40	392	69 75
Manufactures of Leather—Harness and Saddlery	"	8	8	18	34	45,179
Manufactures of Wood, not elsewhere specified	"	875	925	124	1,924	4,776 49
Mowing, Reaping and Threshing Machines	No.	44	30	34	108	3,566 52
Musical Instruments (including Musical Boxes and Clocks)	Pkgs.	43	221	9	273	1,157 29
Mustard	Lbs.	6,716	1,480		8,236	15,230 44
Oil Cloths	Pkgs.	113	349	16	478	6,296 49
Oils—in any way rectified or prepared, not other- wise specified	"	98	65	4	167	8,908 49
Oils—of all kinds—Crude, except Whale Oil, and others elsewhere specified	Pkgs.	700	155	30	885	4,860 78
Paints and Colors	Pkgs.	5,680	14		5,694	32,405
Paper all of kinds	Pkgs.	4,060	48		31,621	367 38
Paper Hangings	Pkgs.	557	1,629	12	4,111	3,891 18
		367	196	2	2,238	1,346 41
					565	563
						16,028
						15,948

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

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.			
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
<i>GOODS PAYING PER CENT. AD VALOREM.—Continued.</i>								
Parasols and Umbrellas	20	5	.....	25	\$ 4,638	25	\$ 4,638	\$ 695 76
Plaster of Paris and Hydraulic Cement—ground or calcined	1,814	301	2	2,207	4,100	2,423	4,188	628 20
Pickles and Sauces	623	235	16	874	7,265	810	5,862	879 18
Portable Hand Printing Presses	2	10	.....	12	214	12	214	32 04
Preserved Meats, Poultry, Fish, and Vegetables	676	803	.....	1,539	12,845	1,609	14,526	2,148 97
Printed, Lithographed, or Copper Plate Bills, and Advertising Pamphlets	17	125	.....	142	4,025	142	4,025	603 66
Sails, ready made	22	3	.....	25	4,002	30	4,646	636 87
Shawls	8	1	.....	9	1,404	10	1,545	232 81
Silks, Satins, and Velvets	201	73	.....	274	125,297	274	125,297	18,794 67
Silk Twist, and Silk and Mohair Twist	2	.....	.....	2	23	2	23	3 45
Spices, including Ginger, Pinimento, and Pepper, unground	46,928	236	.....	328,405	9,099	118,080	6,422	963 36
Spirits of Turpentine	281,241	144	.....	7,538	6,627	7,538	3,627	543 91
Galls	7,394	329	2	744	34,200	753	35,043	5,256 08
Stationery	413	2	1	4	785	15	1,783	267 45
Steam Engines, other than Locomotive	1	2	30	385	31,038	388	30,883	4,032 11
Small Wares	276	79	30	1,292	2,669	1,208	2,720	408 06
Tobacco Pipes	783	509	.....	48	3,034	47	2,979	446 83
Toys	21	27	.....	43	472	54	472	212 55
Varnish	31	12	.....	2,684	723,730	2,653	717,134	107,570 39
Woolens	2,176	507	1	63,797	63,797	68,972	68,972	10,182 71
Unenumerated Articles	3	.....	.....	.....	.....	.....	.....	.....
Total 15 per Cent. Ad Valorem . . . . .	.....	.....	.....	.....	3,124,778	.....	3,112,989	466,794 58
<i>GOODS PAYING 10 PER CENT. AD VALOREM.</i>								
Sole and Upper Leather	21	.....	1	22	2,300	23	2,416	240 49
Fruits of all kinds, green—from 7th April, under new tariff	655	873	123	1,051	9,716	7,442	10,076	1,007 60

Hay, Straw, and Bran—from 7th April, under new tariff	"																			
Seeds—other than Cereals—from 7th April, under new tariff	"	106	45																	
Vegetables—from 7th April, under new tariff	"	108	718	3																
Trees, Plants, and Shrubs—from 7th April, under new tariff	"	10	7	5																
Total 10 per Cent. Ad Valorem.....																				
GOODS PAYING 5 PER CENT. AD VALOREM.																				
Printed Books.....Pkgs.	233	1,260	50																	
Iron Type	7	84																		
Total 5 per Cent. Ad Valorem.....																				
Add 5 per Cent. additional on Duty from 7th April, 1870																				
FREE GOODS.																				
ARMED MACHINES.																				
Busts, Casts, and Statues.....Pkgs.			2																	
Gems and Metals, and Cabinets of ditto, and Antiquities, Coins, &c. ....Pkgs.		1																		
Paintings, in Oil...Pkgs.		1																		
DRUGS, DYE STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.																				
Acids, Alum, Antimony, and Arrol.....Pkgs.	67	7																		
Barks, Berries, Drugs, Nuts, Vegetables, and Woods, used chiefly in dyeing	"	763	528																	
Bleaching Powder and Borax	"	2																		
Colors and other Articles imported by Room Paper Makers and Stainers	"																			

ARTICLES.	QUANTITIES IMPORTED.				ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value.	Duty.
FREE GOODS.—DRUGS, DYE STUFFS, OILS, ETC.—Continued.							
Cream of Tartar, in Crystals.....	22	4	.....	26	3,082	26	3,082
Indigo.....	39	26	.....	65	5,795	65	5,795
Lead—Red and White, dry.....	158	1	.....	159	3,634	159	3,634
Nitro, Sal Ammoniac, Sal Soda, Salpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda.....	393	63	.....	456	3,847	456	3,847
Oehres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined; Oils—Cocoonut, Palm, and Pine, in their natural state.....	64	.....	.....	64	469	64	469
Phosphorus, Brimstone, and Sulphur, in roll or flour.....	24	410	.....	434	450	434	450
Roots—Medicinal, in their natural state.....	44	.....	.....	44	777	44	777
Vitriol—Blue.....	8	5	.....	8	123	8	123
Whiting or Whitening.....	90	197	.....	287	444	5	23
						287	444
MANUFACTURES AND PRODUCTS OF MANUFACTURES.							
Ashes—Pot, Pearl, and Soda.....	43	72	.....	115	1,137	115	1,137
Biscuit and Bread from Great Britain and B. N. A. Provinces.....	13	6	.....	13	469	13	469
Bolting Cloth.....	12	5	.....	18	78	18	78
Burstones.....	21	5	.....	26	300	26	300
Cotton Wool.....	108	687	.....	765	65,271	765	65,271
Cotton Cudlewick.....	33	62	1	63	802	63	802
Cotton and Flax Waste.....	37	73	44	117	2,948	117	2,948
Church Bells and Communion Plate.....	12	1	.....	1	24	1	24
Cocoa Paste from Great Britain and B. N. A. Provinces.....	12	2	.....	2	77	2	77
Drain Tiles.....	3	.....	.....	206	.....	206	.....

Emery, Glass and Sand Paper and Cloth... Pkgs.	10	2	12	5	91	12	5	91
Farming Implements and Utensils imported by Agricultural Societies.....	5	5	5	579	5	579	5	379
Fire Brick	118	62	110	5,710	170	5,710	170	5,710
Fishing Hooks, Nets and Seines, Lines and Twines.....	266	64	330	27,563	343	27,609	343	27,609
Gold Beater's Brim Moulds and Skins, Gold, Silver and Platers' Leaf	4	1	5	153	5	153	5	153
Junk and Oakum	7,726	20	30	7,776	22,185	7,776	22,185	7,776
Lumber—Plank and Sawn—of Mahogany, Rosewood, Walnut, Cherry, Chestnut, and Frich Pine	1,296	79	1,375	7,184	1,375	7,184	1,375	7,184
Material for Hats, Boots, and Shoes, viz.:— Felt, Prunella, Plush, Twists, Silk and Weaving or Tram Silk or Cotton for Elastic Webbing	31	28	31	10,890	31	10,890	31	10,890
Machine Linen, Thread, and Silk Twist	58	28	86	9,206	86	9,206	86	9,206
Machinery, when used in the original construction of Mills or Factories	127	290	200	617	28,843	617	28,843	617
Nails, Composition or Sheathing, and Composition Spikes	301	66	301	52	301	52	301	52
Printers' Implements, viz.—Presses, Electro-type and Stereotype Blocks and Ink	39	66	105	5,922	105	5,922	105	5,922
Philosophical Instruments and Apparatus for Colleges and Schools	3	3	3	70	3	70	3	70
Treasnals.....Mille.	43	2	43	2,080	43	2,080	43	2,080
Veneering—of Wood or Ivory	2	2	2	9	2	9	2	9
SHIPS' MATERIALS.								
Anchors, Chain Cables, Shackles, Riders and Sheaves.....	5,301	304	5,605	103,178	5,605	103,178	5,605	103,178
Binnacle Lamps, Signal Lamps, Dead Eyes and Dead Lights	5	13	18	245	18	245	18	245
Blocks and Bushes, Compasses, Steering Apparatus, Funnels, and Pump Gear, and Travelling Trucks	156	38	194	5,159	194	5,159	194	5,159
Bunting and Wire Rigging	133	7	140	2,37	140	2,37	140	2,37
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails	8,916	142	9,058	40,735	9,058	40,735	9,058	40,735
Cables, Hemp and Grass, Cordage, and Sail Cloth, when used for ships only	7,109	329	3,622	11,060	204,668	11,060	204,668	11,060
Varnish, bright and black, when used for ships only	34	10	44	376	44	376	44	376

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Value. Duty.
METALS.						
Cranks and Shafts for Steamboats and Mills (rough).....	1	2	..	3	\$ 645	3
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing.....	404	130	..	534	8,167	534
Iron—Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Galvanized).....	3,094	422	..	3,516	60,399	3,516
Locomotive Engine Frames, Axles, Cranks, Hoop, Iron or Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.	2	208	..	210	2,224	210
Lead (in Sheet or Pig) and Litharge.....	147	..	..	147	1,939	147
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles.....	17,526	290	..	17,816	155,876	17,816
Solder and Zinc (in Block, Sheet, or Pig)	2,367	866	..	3,223	14,685	3,223
Steel (wrought or cast), in Bars and Rods, and Plates, cut to any form, but not moulded ..	31,735	123	..	31,858	24,327	31,858
Tin, in Bar, Blocks, Pig, or Granulated	446	42	..	488	6,547	488
Tubes and Piping of Brass, Copper, or Iron (drawn).....	1,025	324	..	1,949	6,502	1,949
Wire of Brass or Copper (round or flat)	5	..	..	5	105	5
Yellow Metal—in Bars, and for Shath- ing.....	4,187	..	..	4,187	37,399	37,399
					1	1
					29	29
					371	371
NATURAL PRODUCTS.						
Bristles.....	1	..	..	..	6	6
Broom Corn.....	342	..	..	..	1	1
					19,679	19,679

SPECIAL EXEMPTIONS.

Articles for the public uses of the Dominion
Settler's Effects
Pkgs. 3

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

ARTICLES.	QUANTITIES IMPORTED.			ENTERED FOR CONSUMPTION.		
	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.	Duty.
(GROWTH AND PRODUCE OF ANY OF THE B. N. A. PROVINCES.						
Animals of all kinds	No. 1,461	.....	.....	1,461	\$5,597	\$
Butter	Lbs. 68,939	.....	.....	68,939	13,604	.....
Meats and Poultry	Lbs. 31,712	.....	.....	31,712	12,687	12,687
Fish, and Products of Fish, and Fish Oil .....	"	.....	.....	.....	70,400	70,400
Lard and Tallow	Lbs. 10,127	.....	.....	10,127	1,290	1,290
Oatsmeal	Brls. 82	.....	.....	82	313	313
Timber and Lumber .....	\$	.....	.....	.....	320	320
Total Free Goods .....	.....	.....	.....	1,875,346	.....	1,875,346

RECAPITULATION.

Goods paying Specific Duty			449,668	.....	35,778	220,663 51
do do and Ad Valorem Duties			753,576	.....	651,080	235,146 23
do 25 per Cent. Ad Valorem			351,340	.....	249,762	62,441 68
do 15 do 			3,124,778	.....	3,112,989	466,794 58
do 10 do 			18,986	.....	19,442	1,943 07
do 5 do 			275,058	.....	270,269	13,513 65
Add 5 per Cent. Additional on Duty, from 7th April, 1870 .....			.....	.....	.....	17,275 10
Total Dutiable Goods			4,978,986	.....	4,657,320	1,017,777 82
FREE Goods			1,875,346	.....	1,875,332	.....
Total			6,854,332	.....	6,532,712	1,017,777 82
Foreign Reprints of British Copyright Works			116	.....	116	.....
Grand Total.....			6,854,447	.....	6,532,827	1,017,777 82

R. S. M. BOUCHETTTE,

Commissioner of Customs.

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

	ARTICLES.	QUANTITIES	
		In British Vessels,	In Foreign Vessels.
		GOODS PAYING SPECIFIC DUTY.	
1	Animals—Horses.....	No. 52	37
2	Horned Cattle.....	" 12	9
3	Swine.....	" 33	117
4	Sheep.....	" 98	31
5	Acid, sulphuric.....	Lbs. 306,832	556,251
6	Cordials	Galls. 1,312	245
7	Perfumed Spirits, not in Flasks	" 664	.....
8	Perfumed Spirits in Flasks, from 7th April only, under new tariff	No. 17,482	1,534
9	Tinctures	Galls. 1	2
10	Brandy	" 429,751	25,223
11	Gin.....	" 427,996	64,011
12	Rum.....	" 307,892	1,819
13	Whiskey.....	" 166,419	445
14	Spirits and Strong Waters.....	" 6,195	201
15	Spirits—unenumerated.....	" 103	.....
16	Oil—Coal and Kerosene, distilled, purified, and refined	" 90,832	563
17	Oil—Benzole, Naphtha, and refined Petroleum	" 2,598	1,147
18	Products of Petroleum	" 1,906	5,936
19	Crude Petroleum	" 7,794	3,596
20	Molasses for refining purposes	Lbs. 993,157	802,648
21	Coffee, green	" 958,642	34,557
22	Coffee, ground or roasted	" 4,891	7,808
23	Chicory, raw or green	" 2,240	.....
24	Chicory, roasted or ground	" 136,576	11,101
25	Common Soap.....	" 239,708	4,956
26	Starch	" 109,021	4,971
27	Cigars—Value not over \$10 per mille	Mille. 3,733	1,467
28	" Value over \$10 and not over \$20 per mille	" 810	386
29	" Value over \$20 and not over \$40 per mille	" 254	267
30	" Value over \$40 per mille	" 52	40
31	New Tariff, from 7th April only	Lbs. 34,649	23,715
32	Butter	" 8,123	67
33	Cheese	" 65,536	745
34	Lard and Tallow	" 260,025	32,254
35	Fish, salted or smoked	" 380,311	314,373
36	Malt.....	Bush. 8,014	30
37	Meats, fresh, salted or smoked	Lbs. 1,587,298	478,459
38	Coal and Coke, from 7th April, under new tariff	Tons. 122,864	14,272
39	Salt, from 7th April, under new tariff	Bush. 4,637	1,118
40	Hops, from 7th April, under new tariff	Lbs. 4,906	640
41	Rice, from 7th April, under new tariff	" 1,803,210	112,010
42	Vinegar and Acetic Acid	Galls. 128,124	111,344
43	Wheat, from 7th April, under new tariff	Bush. 608,746	1,172,281
44	Grain of all other kinds, from 7th April, under new tariff	" 67,256	37,419
45	Flour of Wheat and of Rye, from 7th April, under new tariff	" 25,933	4,332
46	Flour and Meal of all other kinds, from 7th April, under new tariff	" 4,289	54
47	Fruit, preserved in brandy or other spirits	Galls. 2	.....
	Total Specific Duties		
	GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.		
48	Ale, Beer, and Porter, in Casks	Galls. 80,269	1,791
49	" " " Bottles	" 132,087	.....

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

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

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

ARTICLES.	QUANTITIES	
	In British Vessels.	In Foreign Vessels.
GOODS PAYING SPECIFIC AND AD VALOREM DUTIES.— <i>Continued.</i>		
1 Tea—Green and Japan..... Lbs.	4,341,550	674,000
2 Tea—Black"	3,744,383	340,268
3 Tobacco, Manufactured, and Snuff"	10,061	26,051
4 Wines of all kinds" Galls.	68,077	258,478
5 Sugar, equal to and above No. 9 Dutch Standard. Lbs.	42,526,273	9,392,924
6 Sugar, below No. 9 Dutch Standard"	9,697,877	6,608,170
7 Cane Juice, Melado, &c."	14,516,714	3,472,461
8 Sugar Candy and Confectionery"	165,823	5,725
Total Specific and Ad Valorem .....	.....	.....
GOODS PAYING 25 PER CENT. AD VALOREM.		
9 Mace and Nutmegs" Lbs.	132,047	10,776
10 Spices, viz : Cassia, Cinnamon, Ginger, Pimento, and Pepper, ground"	9,039	4,902
11 Patent Medicines and Medicinal preparations" Pkgs.	899	244
12 Playing Cards"	152	44
13 Perfumery, not elsewhere specified"	613	8
14 Perfumed and Fancy Soaps" Lbs.	64,114	362
15 Molasses, other than for refining purposes"	60,312,556	6,029,862
Total, 25 per Cent. Ad Valorem .....	.....	.....
GOODS PAYING 15 PER CENT. AD VALOREM.		
16 Bagatelle Boards, and Billiard Tables and Furnishings" Pkgs.	40	4
17 Blacking"	348	258
18 Brooms and Brushes of all kinds"	460	122
19 Cabinet Ware and Furniture"	11,026	2,772
20 Candles and Tapers" Lbs.	93,960	4,218
21 Carpets and Hearth Rugs" Pkgs.	2,247	92
22 Carriages" Pkgs.	147	101
23 Coach and Harness Furniture"	491	210
24 Chandeliers, Girandoles, and Gas Fittings"	181	6
25 Chinaware, Crockery, and Earthenware"	34,881	1,391
26 Cider" Galls.	2,040	3,097
27 Clocks" Pkgs.	1,309	248
28 Clothing or Wearing Apparel, made by hand or sewing-machine"	1,404	77
29 Cocoa and Chocolate" Lbs.	33,217	40
30 Cordage"	96,254	2,869
31 Corks" Pkgs.	564	1,881
32 Cottons"	36,068	1,368
33 Dried Fruits, and Nuts of all kinds" Lbs.	8,843,912	548,365
34 Drugs, not elsewhere specified" Pkgs.	21,394	860
35 Engravings and Prints"	168	52
35 Fancy Goods"	7,123	1,019
37 Foreign Newspapers"	6	26
38 Fireworks"	30	43
39 Flat Wire for Crinolines, covered"	3	10
40 Gunpowder" Lbs.	93,053	8,015
41 Guns, Rifles, and Firearms of all kinds" Pkgs.	116	25
42 Glass—Plate and Silvered"	703	107
43 Glass—Window, Stained, Painted, Colored or Plain"	75,290	30,189

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

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	\$ cts.
2,453,433	7,473,983	2,449,580	6,826,600	2,306,938	823,900 63
274,631	4,356,282	1,197,397	4,132,678	1,147,360	316,748 29
98,680	228,792	52,709	349,240	76,682	57,614 55
8,193	955,748	601,491	674,929	478,789	170,547 66
5,600,692	57,519,889	2,824,434	46,215,054	2,374,963	1,055,866 65
2,484,021	18,790,068	793,870	16,474,520	695,513	297,424 94
456,159	18,445,334	549,898	19,906,312	581,484	269,785 78
17,039	188,587	29,816	169,736	28,409	8,810 12
		8,592,266		7,783,055	3,024,156 18
140	142,963	59,792	109,742	44,710	11,177 51
22	13,963	3,219	12,564	2,881	720 19
3,715	4,858	59,636	4,684	58,291	14,572 94
4	200	10,205	196	10,145	2,537 70
648	1,269	23,058	1,159	22,248	5,561 96
4,340	68,816	13,795	66,586	13,535	3,383 52
4,907,747	71,250,185	1,394,540	45,135,534	894,782	223,697 13
		1,564,245		1,046,592	261,650 95
148	192	10,968	192	10,968	1,645 36
311	917	11,340	975	11,794	1,768 89
76	658	19,318	671	20,059	3,008 34
1,243	15,041	73,030	14,957	71,762	10,764 27
28,810	126,988	25,437	135,449	27,221	4,082 92
57	2,396	436,408	2,399	439,079	65,861 67
562	810	37,914	809	37,799	5,672 24
1,944	2,645	91,539	2,645	91,539	13,730 56
118	305	17,219	305	17,219	2,582 63
370	36,642	431,525	36,247	435,189	65,277 54
815	5,952	1,445	10,698	2,082	312 50
12,568	14,125	60,361	14,091	59,826	8,973 95
272	1,753	218,609	1,752	218,556	32,783 84
4,217	37,474	8,559	39,164	8,992	1,348 70
27,795	126,918	25,540	129,397	26,270	3,940 31
477	2,922	34,907	2,781	32,589	4,888 49
11,052	48,508	7,270,927	48,645	7,339,992	1,100,998 31
1,132,871	10,525,148	570,140	9,597,552	480,434	72,064 03
1,617	23,871	327,326	24,224	339,204	50,879 54
448	668	22,864	669	22,879	3,431 61
1,345	9,487	1,426,460	9,463	1,445,420	216,814 47
18	50	460	50	40	68 20
439	512	7,489	512	7,489	1,124 71
264	277	16,025	277	16,025	2,403 50
3,488	104,556	27,881	124,456	31,123	4,668 62
95	236	14,754	237	14,902	2,235 18
40	850	36,132	846	35,479	5,321 83
875	106,354	159,006	106,108	157,952	23,692 81

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

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

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

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	\$ cts.
24,704	73,980	353,888	73,730	359,935	53,989 01
8,667	12,657	632,088	12,673	632,401	94,859 27
	4	1,799	4	1,799	269 85
29	719	172,489	735	176,160	26,423 55
248	847	8,247	846	8,220	1,232 66
326	4,500	198,320	4,716	204,261	30,632 51
677	1,607	15,122	1,652	15,520	2,327 48
2,743	8,424	74,278	8,635	77,925	11,687 96
1,036	10,632	77,854	11,280	81,666	12,250 51
3,961	49,370	185,675	49,297	186,463	27,973 02
29,184	83,636	1,802,690	82,544	1,800,430	270,063 15
846	1,496	368,602	1,511	383,548	57,531 63
		17,752		17,752	
541	1,707	340,169	1,718	334,645	50,194 22
27	183	52,710	184	51,685	7,752 68
94	4,443	768,828	4,495	774,589	116,187 67
3	48	51,671	48	45,790	6,868 50
90	59,544	3,437	50,430	2,995	449 16
142	248	10,289	240	9,953	1,492 55
5,147	6,969	31,937	6,964	31,469	4,719 54
818	1,924	103,851	1,923	103,436	15,515 17
	71	20,152	71	20,152	3,022 80
616	1,548	140,488	1,495	134,110	20,125 81
448	672	38,981	761	41,812	6,271 45
18	32	704	32	704	105 76
758	2,312	41,309	2,311	40,811	6,121 64
29	124	8,699	125	8,746	1,311 78
574	1,381	148,476	1,361	146,526	21,978 77
283	1,042	26,465	1,042	26,465	3,969 77
411	1,209	175,864	1,205	175,405	26,310 87
824	2,129	139,731	2,122	139,134	20,869 40
224	560	18,056	560	18,056	2,708 24
13,124.	21,214	170,084	21,196	170,558	25,581 59
		54,756	740	46,863	7,029 83
572	810				34
1,041	1,835	230,085	1,850	234,083	35,112 26
371	231,662	33,695	254,489	36,690	5,604 00
	6,087	255,376	6,108	252,536	37,880 23
4,190	6	28	6	28	4 20
461	1,757	96,242	1,747	96,030	14,433 94
18,161	478,265	346,445	502,816	355,673	53,353 86
208	2,057	1,336	1,964	1,292	193 84
11	14	9,196	10	7,144	1,071 59
		249,193		203,063	30,479 75
2,479	34,180	265,889	33,712	274,785	41,217 41

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

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

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

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	\$ cts.
2,255	10,085	174,546	10,319	181,186	27,178 05
389	3,741	127,273	4,005	132,449	19,887 02
4	207	49,367	207	49,367	7,405 18
2,541	14,290	19,028	12,511	18,099	2,714 74
437	6,645	47,846	7,739	49,237	7,385 43
22	41	944	41	944	141 60
8,456	18,077	112,496	18,392	114,523	17,148 96
1,276	1,630	29,891	1,631	29,931	4,489 99
7	70	6,820	69	6,539	980 87
3	25	4,232	26	4,373	656 76
155	2,610	1,282,132	2,614	1,281,248	192,185 87
1	3	44	3	44	6 57
251,354	815,947	57,703	601,028	51,356	7,703 62
46,599	173,334	64,011	174,072	64,133	9,619 66
1,863	8,299	363,319	8,409	365,811	54,870 44
3	40	16,805	54	18,661	2,799 21
4,092	11,000	1,475,921	11,029	1,481,377	222,206 79
18	5,143	18,189	4,797	17,834	2,674 93
243	937	31,950	937	32,003	4,800 74
254	1,068	24,527	1,060	24,147	3,621 88
1,773	26,575	6,893,424	27,488	6,968,552	1,045,287 77
		674,433		685,365	102,683 24
		30,601,230		30,710,780	4,606,515 75
11	1,404	270,204	1,484	271,013	27,100 22
2	9	144	9	144	14 40
5,618	14,907	61,353	159,437	69,743	6,974 87
26	42	87	42	87	8 65
175	638	17,008	607	13,193	1,319 55
		37,235		36,359	3,636 85
8,840	9,485	26,360	9,485	26,360	2,635 77
		412,391		416,899	41,690 31
6,317	13,733	674,373	13,654	660,734	33,037 60
		1,786,647		1,793,876	89,697 16
373	1,212	47,213	1,244	47,733	2,386 72
		2,508,233		2,502,343	125,121 48
4	4	97	4	97	
1	23	6,650	23	6,660	
14	17	569	17	569	

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

	ARTICLES.	QUANTITIES	
		In British Vessels.	In Foreign Vessels.
FREE GOODS.—ARTS AND SCIENCES. —Continued.			
1	Gems and Medals, and Cabinets of, including Antiquities, Coins, &c..... Pkgs.	24	.....
2	Paintings in Oil	109	3
3	Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models..... ,,	29	1
DRUGS, DYE STUFFS, OILS AND COLORS, NOT ELSEWHERE SPECIFIED.			
4	Acids—Alum, Antimony and Argol..... Pkgs.	5,478	15
5	Bark, Berries, Drugs, Nuts, Vegetables, and Woods used chiefly in dyeing..... \$	.....	.....
7	Bleaching Powders and Borax..... Pkgs.	9,900	103
8	Colors and other Articles not elsewhere specified	\$5	.....
9	Cream of Tarter in Crystals	Lbs. 359,846	6,240
10	Indigo	43,143	3,941
11	Lead—Red and White—dry..... Cwt.	13,760	4
12	Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate, and Silicate of Soda..... Pkgs.	63,710	73
13	Ochres and Metallic Oxides—dry, ground, or unground, washed or unwashed—not calcined	2,603	85
14	Oils—Cocoanut, Pine, and Palm, in their natural state	Galls. 9,246	804
15	Phosphorus, Brimstone, and Sulphur, in roll or flour..... Pkgs.	3,153	8
16	Roots—Medicinal—in their natural state	" 149	.....
17	Vitriol—blue	" 49	.....
18	Whiting or Whitening	" 17,002	197
	Zinc—white, dry	Cwt. 5,826	54
MANUFACTURES AND PRODUCTS OF MANUFACTURES.			
19	Ashes—Pot, Pearl, and Soda..... Brls.	548	81
20	Biscuit and Bread from Great Britain and B. N. A. Provinces	\$	9
21	Bolting Cloth	Pkgs. 18	.....
22	Bookbinders' Tools and Implements	" 283	.....
23	Burrstones	Cwt. 5,726	826
24	Cotton Wool	Pkgs. 3,318	876
25	Cotton Candle Wick	Lbs. 32,217	900
26	Cotton and Flax—Waste	Pkgs. 997	269
27	Cement—Marine and Hydraulic—unground	Brls. 599	.....
28	Church Bells and Communion Plate	Pkgs. 48	5
29	Clothing—donations of, for Charitable purposes	" 3	.....
30	Cocoa Paste from Great Britain and the B. N. A. Provinces	" 11	.....
31	Cotton and Woollen Netting for India Rubber	" 33	.....
32	Drain Tiles .....	\$	.....
33	Duck, for belting and hose	Pkgs. 56	.....
34	Emery, Glass, and Sand Paper and Cloth	" 102	207
35	Farming Implements and Utensils imported by Agricultural Societies	" 66	.....
36	Fire-Bricks .....	\$	.....

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

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	\$ cts.
28	52	2,656	52	2,656	..... 1
202	314	16,215	314	16,215	..... 2
165	195	5,249	195	5,249	..... 3
299	5,792	39,324	5,792	39,324	..... 4
.....	.....	176,232	.....	176,232	..... 5
116	10,119	33,774	10,119	33,774	..... 6
158	243	12,876	243	12,876	..... 7
24,933	391,019	30,407	391,019	30,407	..... 8
14,424	61,508	44,911	61,508	44,911	..... 9
319	14,083	93,088	14,083	93,088	..... 10
1,222	65,015	174,116	65,015	174,347	..... 11
421	3,109	9,255	3,109	9,255	..... 12
62,976	73,026	41,659	73,026	41,659	..... 13
559	3,720	27,442	3,720	27,442	..... 14
86	235	8,127	235	8,127	..... 15
1	50	2,722	50	2,722	..... 16
2	17,801	8,659	17,801	8,659	..... 17
177	6,057	27,428	6,057	27,428	..... 18
.....	629	7,357	629	7,357	..... 19
.....	.....	2,538	.....	2,538	..... 20
68	95	12,959	95	12,959	..... 21
156	439	11,986	439	11,986	..... 22
320	6,872	10,607	6,872	10,607	..... 23
12,891	17,085	427,479	17,085	427,479	..... 24
28,657	61,774	15,793	61,774	15,793	..... 25
1,719	2,985	34,240	2,985	34,240	..... 26
614	1,313	2,912	1,213	2,812	..... 27
47	100	16,166	100	16,166	..... 28
4	7	104	7	104	..... 29
.....	11	480	11	480	..... 30
34	67	15,462	67	15,462	..... 31
.....	.....	347	.....	347	..... 32
142	198	13,118	198	13,118	..... 33
828	1,137	6,496	1,137	6,496	..... 34
.....	66	1,516	66	1,516	.....
.....	.....	29,371	.....	29,371	.....

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

ARTICLES.	QUANTITIES	
	In British Vessels.	[In Foreign Vessels.
FREE GOODS.—MANUFACTURES, ETC.—Continued.		
1 Fire Engines, Steam, imported by Municipal Corporations..... No.		1
2 Fishing-Hooks, Nets and Seines, Lines and Twines..... Pkgs.	2,408	386
3 Gold Beaters' Brim Moulds and Skins, Gold, Silver and Platers' Leaf..... "	292	1
4 Hoop Skirt Manufacture—Articles for..... "	93	22
5 Junk and Oakum..... "	22,551	70
6 Lithographic Stones..... "	63	
7 Lumber—Plank, and Sawed of Mahogany, Rose-wood, Walnut, Cherry, and Chestnut, and Pitch Pine..... \$		
8 Materials for Hats, Boots and Shoes, viz.:—Felt, Prunella, Plush, Twists, Silk, and Weaving or Tram Silk, or Cotton for Elastic Webbing Pkgs.	1,405	1
9 Machine Linen, Thread, and Silk Twist..... "	611	29
10 Machinery, when used in the original construction of Mills or Factories..... "	1,345	589
11 Nails—Composition or Sheathing and Composition Spikes..... \$		
12 Oil Cake..... Cwt.		
13 Printers' Implements, viz.—Presses, Electrotype and Stereotype Blocks and Ink..... Pkgs.	566	73
14 Philosophical Instruments and Apparatus for Colleges, and Schools, &c..... "	18	2
15 Rags..... "	2,030	
16 Straw Plaits, Tuscan and Grass, fancy..... "	84	
17 Veneering of Wood or Ivory..... "	59	2
18 Wire Cloth, of Brass or Copper..... "	65	
SHIPS' MATERIALS.		
19 Anchors, Chain Cables, Shackles, Riders and Sheaves..... \$		
20 Binnacle and Signal Lamps, Dead Eyes, and Dead Lights..... Pkgs.	68	15
21 Blocks and Bushes, Compasses, Steering Apparatus, Pumps and Pump Gear, and Travelling Trucks..... "	814	67
22 Bunting and Wire Rigging..... "	1,287	7
23 Deck Plugs, Wedges, Knees, and Masts of Iron, and Treenails..... \$		
24 Cables, Hemp and Grass, Cordage and Sail Cloth, when used for ships or vessels only..... "		
25 Varnish, Bright and Black, when used for ships or vessels only..... Galls.	1,629	81
METALS.		
26 Brass—Bar, Rod, Sheet and Scrap..... \$		
27 Cranks and Shafts for Steamboats & Mills, rough..... "		
28 Copper—Pig, Bar, Rod, Bolt and Sheet, and Sheathing..... "		
29 Iron—Scrap, Galvanized or Pig, puddled in Bars, Blooms and Billets, Bolts and Spikes, Galvanized..... "		

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

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

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

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

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

IMPORTED.			ENTERED FOR CONSUMPTION.		
By Land Carriage.	Total Quantities.	Total Value.	Quantity.	Value.	Duty.
		\$		\$	\$ cts.
		75,073		75,073	1
		81,825		81,825	2
120	12,814	917,283		917,283	3
		76,109	12,814	76,109	4
158	2,788	361,139		361,139	5
		58,308	2,788	58,308	6
392	19,161	116,007		116,007	7
1	3	143	3	143	8
		26,853		26,853	9
		122,928		122,928	10
36	106	24,293		24,293	11
3,953	5,526	147,643	5,526	147,643	12
2,969	3,020	148,140		148,140	13
95,026	279,780	1,010,159	279,780	1,010,159	14
100	7,512	1,383	7,512	1,383	15
694	2,740	9,847	2,740	9,847	16
		18,697		18,697	17
		22,524		22,524	18
726	259,851	34,674	259,851	34,674	19
90	377	3,220	377	3,220	20
383	1,462	28,695	1,462	28,695	21
215	1,309	2,532	1,309	2,532	22
269	9,141	20,315	9,141	20,315	23
	1,423	7,593	1,423	7,593	24
		52,757		52,757	25
64,416	306,522	1,575,984	306,522	1,575,984	26
11,382	27,541	256,682	17,541	256,682	27
227	3,554	127,684	3,554	127,684	28
1,630	685,610	492,473	685,610	492,473	29
200	314	223	314	223	30
197,728	521,863	40,437	521,863	40,437	31
444	1,006	34,134	1,006	34,134	32
67	1,914	5,372	1,914	5,372	33
157	250	14,390	250	14,390	34
53	212	2,192	212	2,192	35
41,995	87,870	1,186,234	87,870	1,186,234	36
79,799	187,936	38,639	187,936	38,639	37
46,253	666,327	420,989	666,327	420,989	38
830	58,518	169,164	58,518	169,164	39
		29,031		29,031	40
		19,022		19,022	41
5,796	14,839	57,852	14,839	57,852	42
		3,535		3,535	43
		15,877		15,877	44

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

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

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

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

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

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

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

ARTICLES.	1st July, 1868, to 30th June, 1869.			1st July, 1869, to 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
GOODS PAYING SPECIFIC DUTY.						
Animals—Horses	No.	167	\$ 26,246	2,505 00	182	\$ 19,281
Horned Cattle	"	43	4,173	430 00	54	8,852
Swine	"	926	14,907	1,822 00	1,626	23,224
Sheep	"	141	658	141 00	151	3,113
Acid—Sulphuric	Lbs.	222,632	4,317	1,113 27	1,969,613	44,448
Cordials	Lbs.	1,998	3,532	2,388 20	3,423	2,063
Perfumed Spirits not in flasks	Galls.	1,338	3,955	1,603 40	1,734	2,085
Perfumed Spirits in flasks, from 7th April only	No.	793	876	498 96	17,774	12
Tinctures	Galls.	200,858	247,044	160,637 51	302,836	710
Brandy	"	430,960	206,774	344,773 65	206,595	94
Gin	"	274,204	124,699	219,750 01	218,505	121
Rum	"	106,006	88,833	84,838 37	131,584	60
Spirits and Strong Waters	"	3,579	2,230	2,863 62	2,323	50
Oil—Coal and Kerosene	"	206,285	57,083	30,902 99	106,554	32
Benzole, Naphtha, and Refined Petroleum	"	25,321	5,971	3,799 95	26,371	6,493
Products of Petroleum	"	23,892	5,742	2,387 97	31,570	7,314
Crude Petroleum	"	21,714	6,146	1,302 82	5,133	3,200
Molasses, for refining purposes	Lbs.	2,131,541	46,608	15,560 24	1,940,389	20
Coffee—Green	"	1,539,635	182,994	46,190 98	1,345,964	104,827
Roasted or Ground	"	14,303	4,111	1,373 65	13,008	107,248
Chicory—Raw or Green	"	14,600	7,222	438 00	7,030	107,248
Roasted or Ground	"	215,175	10,269	8,606 60	17,911	107,248
Common Soap	"	695,940	29,172	6,959 52	46,966	107,248
Starch	"	109,662	7,950	2,193 31	186,56	107,248
Cigars	Mille.	10,621	119,361	37,126 60	12,943	122,850
New tariff, from 7th April only	Lbs.	2,013	318	80 52	25,944	28,751
Butter	"	56,541	9,806	2,092	10,092	10,892
Cheese	"	485,726	856	1,636 28	357,602	35,820
Lard and Tallow	"	396,511	3,966 51	4,887 27	3,376 03	4,540 11
Fish—Salted or Smoked	Lbs.					26,2715

Malt	Bush. 28,962	Tons. 11,596	30	19,415	30,095	7,766
Meats—Fresh, Salted, or Smoked	Lbs. 5,892,349	Tons. 637,752	30	4,117,380	622,390	41,174
Coal and Coke from 1 st April, new tariff	do	do	do	114,272	375,086	57,136
Salt do	do	do	do	6,597	2,285	329
Hops do	do	do	do	6,076	1,636	95
Rice do	do	do	do	1,418,021	38,017	303
Vinegar and Acetic Acid	Galls. 17,917	.....	5,323	178,408	30,061	14,180
Indian Corn	Bush. 22,414	.....	35,495	Included in "grain of all other kinds."	9,405	65
Wheat—from 7 th April, under new tariff	Bush. 18,514	.....	2,241	40	7	1
Grain of all other kinds	do	do	do	25,145	19,424	1,005
Flour and Meal of Wheat and of Bye	Brls. 103,016	.....	105,892	83,066	3,176	80
Fruit preserved in Brandy or other Spirits, do	Galls. 2	.....	19,865	103,016	4,954	93
do	do	do	4,891	21,048	738	78
Total Specific	2,027,436	.....	1,068,989	62	7	1
					2,667,753	1,229,930
						12

Goods PAYING SPECIFIC AND AD VALOREM DUTIES

Ale, Beer, and Porter, in Casks	Galls. 84,935	.....	29,999	7,252	44	85,112	28,591	7,189
do do in Bottles	Galls. 156,174	.....	79,302	18,879	70	140,516	64,338	16,268
Tea—Green and Japan	Lbs. 5,504,833	.....	1,985	784	683,206	6,386	823,900	18
Black	Lbs. 3,015,262	.....	840	472	232,971	4,122	678	63
Tobacco, Manufactured, and Snuff	Galls. 500,669	.....	101,861	78,678	36	349,240	76,982	316,748
Wines of all kinds	Galls. 493,306	.....	399,236	129,178	62	674,929	478,789	57,614
Sugar—equal to and above No. 9 Dutch Standard	Galls. 44,217	844	2,152	957	979,917	81	46,251	65
below No. 9 Dutch Standard	Lbs. 12,779,098	.....	507	473	222,709	99	16,442	94
Cane Juice, Melado, &c	Galls. 8,877	820	238	473	115,105	26	19,906	78
Sugar Candy and Confectionery	Galls. 218,92	.....	31,458	10,046	53	169,736	28,409	8,810
Total Specific and Ad Valorem .....	.....	.....	6,379,215	2,477,945	79	.....	7,783,085	3,024,156
								18

Goods PAYING 25 PER CENT. AD VALOREM.

Mace and Nutmegs	Pkgs. 38	Lbs. 108,586	35,444	8,861	22	Lbs. 109,742	44,710	11,177
Spices, Ground	Pkgs. 803	Lbs. 4,193	4,225	1,056	17	Lbs. 12,564	2,881	720
Patent Medicines	Pkgs. 5,162	70,271	11,587	60	do	4,684	58,291	14,572
Playing Cards	Pkgs. 1,68	9,063	2,259	70	do	1,196	10,145	2,557
Perfume not elsewhere specified	Pkgs. 1,748	33,717	8,428	81	do	1,159	22,248	5,561
Perfumed and Fancy Soaps	Lbs. 75,552	18,055	12,274	3,068	35	Lbs. 66,586	13,565	3,383
Molasses, other than for refining purposes	Lbs. 32,741,070	635,174	158,798	26	do	45,136	894,732	223,697
Total 25 per Cent. Ad Valorem .....	.....	.....	800,108	200,031	11	.....	1,046,592	261,650
								95

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

34 Victoria.

Sessional Papers (No. 3.)

A. 1871

ARTICLES.	1st July, 1868, to 30th June, 1869.			1st July, 1869, to 30th June, 1870.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Goods PAYING 15 PER CENT. AD VALOREM.						
Bagatelle Boards and Billiard Tables, &c. Pkgs.	252	\$ 18,547	2,782 16	192	10,968	1,645 36
Blacking	374	4,741	711 27	975	11,794	1,768 89
Brooms and Brushes	10,427	15,593	2,340 05	2,059	3,008 34	
Cabinet Ware and Furniture	" 10,634	63,667	9,551 24	14,937	71,762	10,764 27
Candles and Tapers	132,344	24,622	3,693 23	135,449	27,221	4,082 92
Carpets and Hearthrugs	Pkgs. 1,938	321,401	49,710 52	2,399	439,079	65,861 67
Carriages	708	42,275	6,311 36	809	37,799	5,672 24
Coach and Harness Furniture	" 1,866	63,682	9,552 86	2,645	91,539	13,730 56
Chandlers, Girondoles, Gas Fittings, &c.	" 401	11,939	1,791 10	1,721 19	2,582	633
China Ware, Crockery, and Earthenware	36,276	380,043	58,906 92	36,247	435,189	65,277 54
Cider	16,096	2,693	403 73	10,688	2,082	311 50
Clocks	21,782	54,007	8,101 24	14,091	59,824	8,973 95
Clothing or Wearing Apparel	" 1,513	138,325	20,477 59	17,732	218,556	32,783 84
Cocoa and Chocolate	Lbs. 23,324	5,504	825 86	36,164	8,992	1,348 70
Cordage	Pkgs. 267	225,524	35,413	5,312 19	Lbs. 129,397	3,940 31
Corks	Pkgs. 2,248	32,586	4,887 87	26,270	32,589	4,888 49
Cottons	Pkgs. 43,616	7,379,985	1,107,003 66	48,615	7,339,992	1,100,998 31
Dried Fruits and Nuts of all kinds	Pkgs. 19992 12,440,018	593,357	89,003 88	Lbs. 9,597,552	\$39,204	72,064 03
Drugs, not otherwise specified	Pkgs. 23,573	345,058	51,758 74	24,224	22,879	50,879 54
Engravings and Prints	" 732	22,204	3,330 61	659	1,445,420	3,451 61
Fancy Goods	8,544	1,075,787	161,369 37	9,463	1,471,90	216,814 47
Foreign Newspapers	" 1,038	9,813	51,758 74	50	512	68 20
Fireworks	" 479	7,090	1,062 30	277	16,025	1,124 71
Flat Wire for Crinolines—Covered	" 269	16,570	2,485 48	124,456	31,123	2,403 50
Gunpowder	" 63,274	25,365	3,805 05	237	14,902	4,668 62
Guns, Rifles, and Fire Arms	Lbs. 145	8,296	1,244 35	846	35,479	2,251 18
Glass—Plate and Silvered	Pkgs. 511	31,770	4,765 62	106,108	157,952	5,321 83
Window—Stained, &c.	" 83,530	128,155	19,223 56	63,311 41	359,936	23,692 81
Ware	" 99,433	422,041	62,939 38	12,673	632,401	53,989 01
Hats, Caps, and Bonnets	" 10,096	562,868	101	15 15	1,799 4	94,859 27
Hat Plush	" 2	"	207,200	31,080 30	735	26,423 35
Hosiery	" 842	"	"	"	"	"

Inks of all Kinds, except Printing Ink.....	"	732	958	846
Ironware and Hardware.....	"	173,056	319,725	319,725
Jewellery and Watches.....	"	1,087	55,577	158,124
Lumber—Sawn or Plank, not being Mahogany, &c. &c.	"	19,654	2,947	1,511
Leather.....	1,443	262,753	90	1,511
do Sheep, Calf, &c., dressed.....	"	18,718	38,409	1,718
Linen.....	"	3,597	2,807	184
Locomotive Engine and Railroad Cars	"	704,125	105,618	4,485
Macaroni and Vermicelli.....	"	149,778	22,466	48
Maps, Charts, and Atlases	Lbs. Pkgs.	64,268	3,875	50,430
Manufactures of Marble, &c.	Pkgs.	5,034	4,957	2,995
do Caoutchouc, &c.	"	2,046	23,674	9,953
do Cashmere	"	115,167	17,276	31,469
do Fur	"	1,973	161,568	103,436
do Hair and Mohair	"	559	26,821	103,436
do Papier Mache.....	"	15	168	71
do Grass, Oiser, &c.	"	1,942	69,459	2,025
do Bone, Shell, &c.	"	108	5,752	1,923
do Gold, Silver, Plated ware, &c.	"	885	103,509	1,923
do Brass or Copper	"	759	28,372	1,923
do Leather or imitation thereof.....	"	936	123,408	1,923
do Boots and Shoes	"	2,546	137,428	1,923
do Harness and Saddlery	"	492	14,376	1,923
do Wood, not elsewhere specified	"	39,839	139,088	1,923
Mowing, Reaping, and Threshing Machines	"	5356	39,451	1,923
Musical Instruments	Lbs. Pkgs.	2,032	220,790	1,923
Mustard.....	Lbs. Pkgs.	193,202	28,151	1,923
Machinery, not elsewhere specified	Pkgs.	247,324	4,222	1,923
Ochre—ground or calcined	"	7	37,039	1,923
Oilcloths.....	"	1,539	83,593	1,923
Oils—rectified or prepared, not otherwise specified Galls.....	Galls.	475,937	333,156	1,923
do Crude—except whale oil and others elsewhere specified.....	"	1,452	50,008	1,923
Opium	Pkgs.	9	837	1,923
Packages	Pkgs.	"	4,732	1,923
Paints and Colors	Pkgs.	"	134,676	1,923
Paper of all Kinds and Paper Hangings	Pkgs.	27,792	225,426	1,923
Parasols and Umbrellas	Pkgs.	14,278	295,121	1,923
Plaster of Paris, &c., ground and calcined	"	171	41,800	1,923
Pickles and Sauces	"	14,854	20,488	1,923
Portable Hand Printing Presses	"	10,550	60,983	1,923
Preserved Meats, Fish, Vegetables, &c.	"	121	1,186	1,923
Printed, Lithographed, or Copperplate Bills, &c.	"	12,219	84,911	1,923
Satin, ready made	"	1,828	27,847	1,923
Shawls	"	99	11,032	1,923
Silks, Satins, and Velvets	"	5	1,114	1,923
Silk Twine.....	"	2,140	1,657,135	1,923
Spices—underground	Lbs. Galls.	803	1	1,923
Spirits of Turpentine.....	Galls.	132,481	7	1,923

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

ARTICLES.	1st July, 1868, to 30th June, 1869.			1st July, 1869, to 30th June, 1870.		
	Quantity.	\$ Value.	Duty.	Quantity.	\$ Value.	Duty.
GOODS PAYING 15 PER CENT. AD VALOREM.—Continued.						
Stationery.....Pkgs.	8,612	327,536	49,129 67	8,409	365,811	54,870 44
Steam Engines, other than Locomotives.....No.	14	43,720	6,558 04	54	18,661	2,739 21
Small Wares.....Pkgs.	10,444	1,408,256	210,487 69	11,029	1,481,377	222,206 79
Tobacco Pipes....."	1,772	16,151	2,422 98	4,797	17,834	2,674 93
Toys....."	618	16,876	2,531 45	937	32,003	4,800 74
Varnish, other than Bright or Black....."	1,889	16,593	2,489 11	1,060	24,147	3,621 88
Woollens....."	26,065	6,722,536	1,008,382 64	57,488	6,988,532	1,045,287 77
Unmanufactured Articles.....\$	.....	926,489	138,947 38	.....	685,365	102,683 24
Total 15 per cent. Ad Valorem.....	29,178,124	4,376,646 16	.....	.....	30,710,780	4,606,515 75
GOODS PAYING 10 PER CENT. AD VALOREM.						
Sole and Upper Leather.....Pkgs.	189,726	18,972 51	1,484	271,013	27,100 22	
Animals of all kinds, from 7th April only.....No.	4,979	.....	9	144	14	
Fruits of all kinds—Green.....Pkgs.	.....	.....	159,437	69,743	6,974 87	
Hay, Straw, and Bran.....do	.....	.....	42	87	8	
Seeds—other than Cereals.....do	.....	.....	607	13,193	1,319 55	
Vegetables.....\$	.....	.....	.....	36,359	3,636 85	
Trees, Plants and Shrubs.....Pkgs.	.....	.....	9,485	26,360	2,635 77	
Total 10 per cent. Ad. Valorem.....	189,726	18,972 51	.....	.....	416,899	41,680 31
GOODS PAYING 5 PER CENT. AD VALOREM.						
Printed Books, Periodicals, and Pamphlets.....Pkgs.	12,908	640,820	32,045 27	13,654	660,734	33,637 60
Iron.....\$	1,817,800	90,890 50	.....	1,244	1,792,876	89,697 16
Type.....Pkgs.	1,211	36,113	1,805 85	.....	47,733	2,386 72
Total 5 per cent. Ad Valorem.....	2,494,733	124,741 62	.....	.....	2,502,343	125,121 48

FREE Goods	22,081,359	21,770,557
CORN AND BULLION	4,247,229	4,335,529
Total Free Goods	26,328,588	26,106,086
Copyright Works	4,270	4,095

RECAPITULATION.

Goods paying Specific Duties								
do	2,627,436	1,068,989	62		2,667,753	1,229,930	12	
do	6,379,215	2,477,945	79		7,783,055	3,024,156	18	
25 per Cent. Ad Valorem	.....	200	831	11	1,046,592	261,650	95
do	800,108	4,376,946	16		30,710,780	4,660,515	75	
do	15	189,124	18,972	51	416,899	41,690	31	
do	do	189,726	124,741	62	2,502,343	125,121	48	
do	10	do	do	do	.....	118,111	50
do	5	do	do	do	.....	.....	.....
Add 5 per cent. additional on Duties from 7th April only	.....	.....	.....	.....	.....	.....	.....
Total Dutiable Goods	41,069,342	8,297,326	81		45,127,422	9,407,176	29	
Difference of currency on certain entries at Halifax and other Ports, Nova Scotia	.....	15,293	90		.....	17,194	38
Duty collected at Campbelton, New Brunswick, for which no returns were furnished to the Department	.....	1,886	33		.....	.....	.....
Duty collected at Port Mulgrave, Nova Scotia, for which no returns were furnished to the Department	.....	.....	.....		.....	657	49
FREE GOODS	22,081,329	.....	.....		21,770,557	.....	.....
COIN AND BULLION	4,247,220	.....	.....		4,335,529	.....	.....
Total	67,397,900	8,284,907	04		71,233,508	9,425,028	16	
Foreign Reprints of British Copyright Works	4,270	14,402	67		4,095	37,912	28
Export Duty on Saw Logs, &c.	.....	.....	.....		.....	.....	.....
Grand Total	67,402,170	8,298,909	71		71,237,603	9,422,940	44	

OUCHETTE,
Commissioner of Customs.

R. S. M. BOUCHETTE,

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

PROVINCE OF

ARTICLES.	KINGSTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
Ale, Beer, and Porter.....Galls.	1,205	\$435	17,673	7,513
Books—printed		4,301		219,869
Brandy.....Galls.	1,532	1,618	24,722	29,690
Carpets and Hearth.Rugs.....		7,885		77,422
Cane Juice.....Lbs.			57,524	1,287
Chinaware, Crockery, and Earthenware		4,775		48,529
Cigars.....	Mille. | Lbs.		Mille. | Lbs.	
Clothing—ready made.....	20 | 6	75	1,600 | 1,669	14,061
Coffee—green.....Lbs.		1,348		11,275
Cottons.....		33,854	4,359	29,561
Dried Fruits.....Lbs.	250,379	10,247	1,328,377	1,199,215
Drugs and Medicines		3,279		60,325
Fancy Goods.....		5,021		62,370
Fish—Salted or Smoked.....Lbs.	15,791	745	59,365	417,771
Gin.....Galls.	750	302	7,711	3,778
Glass and Glassware		3,738		79,034
Hats, Caps, and Bonnets		1,044		119,618
Hosiery.....		8,379		16,131
Iron—paying 5 per cent.....		7,843		108,099
Jewellery and Watches		327		84,712
Leather.....		279		65,712
Linen.....		8,783		133,170
Machinery.....		3,364		42,967
Manufactures of Fur		1,330		18,861
Do Gold, Silver, or Plated Ware		861		38,382
Do Grass, Osier, Palm Leaf, &c.		195		22,604
Do Hardware		15,463		227,819
Do Leather, including Boots and Shoes, &c.		446		53,601
Do Wood, including Cabinet Ware		2,286		20,308
Meats—Fresh, Smoked or Salted.....Lbs.	140,200	17,087	156,413	17,909
Molasses.....,"	110,670	1,794	6,556	1,231
Musical Instruments		5,261		72,565
Oils—rectified or prepared.....Galls.	2,482	2,096	23,742	17,759
Packages		692		12,691
Paints and Colors		440		19,092
Paper and Paper Hangings		2,484		34,300
Rum.....Galls.	497	222	9,188	4,842
Silks, Satins, and Velvets		18,933		297,465
Small Wares		9,169		85,593
Spices—unground.....Lbs.	6,904	894	68,059	5,952
Stationery		1,374		101,596
Sole and Upper Leather		694		24,378
Sugar—equal to & above No. 9 Dutch Standard. Lbs.	1,586,312	82,677	3,484,667	178,891
Do below No. 9 Dutch Standard....."	118,128	5,669	276,326	13,682
Tea	123,089	39,826	1,051,943	396,710
Tobacco and Snuff—manufactured....."	2,357	504	25,490	7,301
Whiskey.....Galls.	97	110	12,359	9,421
Wine of all kinds	1,834	1,403	61,594	60,411
Woollens	"	39,342		1,148,087
Other Articles		36,265		378,635
Total Dutiable Goods		420,673		6,105,590
Free Goods		4,002,256		1,020,202
Coin and Bullion		71,260		111
Copyrights.....		67		1,050
Grand Total		4,494,256		7,126,953

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

ONTARIO.

HAMILTON.		LONDON.		OTHER PORTS.		TOTALS.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	\$		\$		\$		\$
8,177	3,139	1,297	596	8,166	3,469	36,518	15,152
	14,739		11,856		100,406		351,171
12,542	14,037	5,046	5,632	9,761	11,917	53,603	62,894
	20,937				53,250		159,494
		53,239	1,634	47	4	110,810	2,925
	25,742		13,283		15,947		108,276
Mille. | Lbs.		Mille. | Lbs.		Mille. | Lbs.		Mille. | Lbs.	
232 | 218		3,890 | 130	780	2,404 | 442	2 | 2	3,874 | 2,424	2,675 | 24,304
		6,694		761		11,577	
249,900	29,631	70,445	7,716	59,414	6,883	661,409	78,150
	480,927		224,024		286,768		2,245,943
877,158	36,336	460,629	20,714	333,553	15,401	3,250,096	143,023
	38,702		7,429		18,994		130,774
	49,375		21,563		176,342		670,072
21,446	1,167	11,905	723	127,926	7,903	236,433	13,933
4,605	1,940	2,100	1,129	7,073	2,958	22,239	10,107
	24,798		13,323		41,672		162,565
	46,906		1,356		21,006		189,930
	16,911				11,664		53,085
231,843		44,651			57,605		450,041
		8,520	3,226		18,936		
		8,397	1,035		2,958		115,721
57,169		24,748			43,447		79,041
29,920		4,141			74,748		267,317
6,024					5,321		155,140
1,723		2,427			9,463		31,536
2,806					88		52,856
160,659		71,990			219,430		25,783
							695,361
	15,765		128		17,897		87,837
	5,662		21,826		50,934		101,016
28,359	1,718	6,657	818	2,286,246	301,708	2,617,875	339,240
1,306,475	34,389	195,085	5,707	650,575	18,545	2,269,361	61,666
	6,129		4,887		28,881		117,723
9,340	6,401	960	1,079	3,938	3,846	40,452	31,181
	8,498		9,482		9,712		41,075
	8,488		6,550		4,649		39,219
	11,870		5,427		15,261		69,342
4,993	2,494	1,091	617	2,386	1,398	18,155	9,573
	70,117		4,723		75,418		466,656
25,322	99,669		82,042		102,247		378,720
	3,267	4,817	348	26,409	1,149	131,511	11,610
	6,191		5,202		20,290		134,653
	3,529				7,513		36,114
2,007,561	107,353	1,495,899	74,116	4,579,208	242,756	13,153,647	685,793
		59,418	2,675	613	29	454,485	22,055
536,040	210,641	253,106	102,236	502,228	192,519	2,466,406	941,932
30,084	6,441	11,677	3,074	23,125	4,389	92,733	21,709
3,161	2,437	2,597	2,119	945	761	19,159	14,848
18,318	10,976	5,936	4,122	17,662	17,434	105,344	94,346
	437,094		115,225		305,317		2,045,065
	395,413		58,865		313,685		1,182,863
	2,777,564		998,289		2,958,369		13,260,485
	809,705		111,851		2,453,727		8,397,741
	509		120		2,797,793		2,869,793
	50				1,271		2,438
	3,587,828		1,110,260		8,211,160		24,530,457

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

PROVINCE OF QUEBEC.

ARTICLES.	MONTREAL.		QUEBEC.		OTHER PORTS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Acetic Acid and Vinegar.....	87,657	\$13,973	35,482	\$4,395	1,679	\$340	124,818	\$18,708
Ale, Beer, and Porter	45,700	20,211	12,300	5,159	121	72	58,121	25,442
Bools—printed	2,362	174,658	21,372	27,494	296	4,621	2,929	206,738
Galls.....	118,359	142,124	21,321	22,185	474	718	140,134	165,027
Pkgs.....	651	123,626	60	10,332	9	323	720	134,283
Brandy	19,523,042	570,983	100	10	158	19,523,142	570,983	220,945
Carpets and Hearth Rugs	24,434	176,858	1,962	40,532	3,565	26,554	9,448	104,970
Cane Juice	8,331	1,083	{ 11,051	{ 4	{ 4	{ 9,448	{ 15,778	
China Ware, Crockery and Earthenware	93,844	{ 1,479	{ 11,479	{ 1	{ 4	{ 12,801	{ 28,405	
Cigars	14,258	12,374	69	3,230	105	259	626,086	79,715
Lbs.....	94	67,020	105,295	12,532	1,493	57,489	22,384	3,639,693
Pkgs.....	520,196	2,910,830	3,912	670,774	2,205	1,846	4,863,014	233,440
Lbs.....	16,277	217,318	246,046	14,276	11,574	722	764	14,419
Pkgs.....	4,605,394	153,645	722	8,126	276	141	162,535	
Lbs.....	13,431	651	48,975	60	2,412	3,406	385,115	
Pkgs.....	2,395	333,228	30,184	1,570	44,161	2,034	209,483	
Lbs.....	135,141	8,546	108,015	41,173	5,851	2,532	288,279	114,925
Galls.....	174,433	71,220	45,771	75,224	1,541	1,541	124,932	292,774
Pkgs.....	78,187	211,321	208,015	324	23,479	11,631	5,549	303,125
Hats, Caps and Bonnets	5,976	93,226	3	141	14	382	94,478	
Hosiery	365	861,179	127,993	127,993	1,111	1,111	5,907	984,179
Iron paying 5 per cent	2	231,017	48	7,168	29	566	797	238,751
Jewellery and Watches	720	235,232	67	15,006	48	1,021	889	268,259
Leather	774	43,760	37	1,805	233	14,504	1,261	60,069
Machinery	"	991	18,489	4,800	7,335	17,000	17,000	25,824
Malt	12,200	Bush.	75,962	31	16,693	260	955	92,755
Manufactures of Fur	902	Pkgs.						
Gold, Silver or Plated Ware, &c.	441	64,033	72	10,215	14	872	527	75,120
Grass Oster, Palm Leaf, &c.	212	1,449	1,194	3,714	1	420	1,407	5,633
Hardware	48,649	889,658	22,975	148,588	3,604	37,318	1,075,564	1,075,564

Leather, including Boots and Shoes, &c.	206	25,987	53	4,073	420	95,492	688	125,562
Wood, including Cabinet Ware, &c.	"	13,383	27,218	453	6,566	2,267	10,759	44,543
Meats—"fresh, smoked or salted"	702,109	94,120	22,890	2,862	38,171	5,736	763,170	102,718
Molasses	11,758,523	206,061	6,288,404	123,875	365,334	9,963	18,382,261	339,899
Oils—refined or prepared	333,276	229,239	25,651	20,737	3,790	1,941	312,717	251,917
Packages	84,777	91,235	18,735	20,185	2,127	1,446	105,639	112,866
Paints and Colors	12,757	110,703	8,399	20,178	278	1,981	21,434	132,862
Paper and Paper Hangings	4,533	157,759	473	16,134	115	727	5,121	174,620
Rum	36,226	11,871	6,604	3,834	4,448	2,302	47,278	24,007
Silks, Satins and Velvets	499	499,617	136	51,896	19	8,784	1,053	552,297
Small Wares	4,541	820,833	1,282	234,936	214	8,897	6,037	1,064,666
Spices—unground	289,645	26,887	52,887	4,650	.....	.....	342,132	31,537
Stationery	2,922	132,988	281	16,784	87	1,061	3,290	150,833
Sugar, equal to and above No. 9 Dutch Standard	19,778,280	968,213	2,590,475	144,582	65,083	2,863	22,422,438	1,115,648
below No. 9, Dutch Standard	15,839,926	666,005	27,048	1,389	24	3	15,866,938	637,377
Tea	5,346,249	1,360,681	435,244	122,179	48,194	12,662	5,830,587	1,795,522
Tobacco and Snuff—manufactured	101,007	22,272	2,697	506	4,208	1,089	107,912	23,957
Whisky	25,502	21,182	2,976	1,972	.....	.....	28,378	23,154
Wines of all kinds	385,031	245,517	113,325	64,532	446	555	498,802	310,604
Woollens	10,260	2,933,683	2,254	501,154	310	32,144	12,824	3,466,981
Other articles	\$	1,655,576	.....	307,256	.....	17,009	.....	1,975,841
Total Dutiable Goods . . . . .	.....	18,704,846	.....	3,029,475	.....	316,070	.....	22,110,391
Free Goods . . . . .	.....	5,312,731	.....	2,504,867	.....	1,021,469	.....	8,839,067
Coin and Bullion . . . . .	.....	1,057,463	.....	.....	.....	187,916	.....	1,215,379
Total . . . . .	.....	25,075,040	.....	5,534,342	.....	1,555,455	.....	32,164,837
Copyrights . . . . .	.....	1,435	.....	12	.....	4	.....	1,451
Grand Total . . . . .	.....	25,076,475	.....	5,534,364	.....	1,555,459	.....	32,166,288

PROVINCE OF NOVA SCOTIA.

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

ARTICLES.	HALIFAX.		OTHER PORTS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ale, Beer, and Porter.....	Galls. 70,288 Pugs. 1,369 Galls. 45,961 Pugs. 2,064 Milles. 615 Lbs. 3,690	\$ 26,015 55,155 62,117 55,244 10,483 334	3,271 195 4,558 439 9	• 1,307 1,564 61,86 2,503 239	73,539 1,564 50,519 2,503 3,690	27,522 61,097 68,303 62,069 10,722
Books.....						
Brandy.....						
China Ware, Crockery and Earthenware.....						
Cigars.....						
Cigars—ready made.....	Pkgs. 58,981 Lbs. 148,216	9,045 14,988	3,146 6,501	81 128	776 596	615 154,717
Confectionery.....						
Coffee—green.....	"					
Coffee—roasted.....	"					
Cordage and Canvas.....	"					
Cottons.....	Pkgs. 3,373 Lbs. 41,764	692,571 40,968	6,691 352,811	.. 406	90,235 3,061	10,064 394,575
Dried Fruits.....						
Drugs and Medicines.....	Pkgs. 2,684	48,490	6,514	..	3,090	44,029
Fancy Goods.....	"	95,688	26,338			55,004
Gin.....	Galls. 932	28,185	10,023	1,34	1,073	122,526
Hats, Caps, and Bonnets.....	Galls. 48,884 Pugs. 819	68,499	222	1,321	58,907	33,792
Iron—paying 5 per cent.....	"	96,445	..	..	1,041	77,823
Jewellery and Watches.....	Pugs. 55	13,034	21	36,341	..	134,786
Manufactures—Iron and Hardware.....	Pugs. 21,861	223,420	6,984	1,819	76	14,853
Leather (including Boots & Shoes), ".....	Galls. 632	44,450	6,99	108,865	28,853	342,085
do Wood (including Cabinet Ware), ".....	Galls. 2,525	13,246	5,795	4,741	731	49,191
Meats—fresh, smoked, or salted.....	Galls. 85,230	3,851	151,539	27,866	8,320	41,112
Lob. 11,908,721		223,167	3,968,467	15,909	236,769	19,760
Musical Instruments.....	Pugs. 96	9,169	56	74,966	15,477,188	306,722
Oils—rectified or prepared.....	Galls. 57,216	38,913	14,943	4,726	152	13,895
Oils—orange, or all kinds.....	"	83	..	11,371	72,159	50,284
Packages.....	Pugs. 1,593	22,318	201	3,449	207	83
Patent Medicines.....	Pugs. 103	3,646	29	1,311	1,794	25,767
Paints and Colors.....	"	50,057	881	12,735	4,743	3,957
Paper and Paper Hangings.....	"	3,982	650	6,950	3,350	62,922
"	"	2,710	..	..	..	36,953

Pickles and Sauces	691	8,327	27,83	364	773	8,691
Rum.	163,227	47,554	27,239	13,696	130,466	60,640
Silk.	349	124,672	25	2,347	374	137,019
Silks, Satins, and Velvets	.....	.....	.....	102	1,781	273
Sole and Upper Leather	171	13,055	565,423	5,930,187	5,930,187	114,836
Sugar—equal to and above No. 9 Dutch Standard Lbs.	5,394,764	287,350	144,453	5,693	144,453	5,693
Sugar—below No. 9 Dutch Standard	"	"	102,041	28,288	1,490,357	404,357
Tea	1,388,316	376,069	5,631	15,867	34,476	9,471
Tobacco and Snuff—manufactured	18,808	23,756	7,256	5,225	29,578	28,981
Galls.	22,322	32,131	9,582	11,657	37,093	43,798
Whiskey	21,511	626,222	1,451	113,150	4,089	113,150
Wines of all kinds	"	555,526	"	190,087	"	190,087
Wollens.	2,648	"	"	"	"	"
Other Articles	\$	"	"	"	"	"
Total Dutiable Goods	.....	4,206,048	.....	893,178	.....	5,099,226
Free Goods	.....	1,752,382	.....	905,975	.....	2,658,387
Coin and Bullion	.....	250,357	57	34	.....	250,357
Foreign Reprints of British Copyright Works	.....	.....	.....	1,799,187	.....	91
Grand Total	.....	6,208,844	.....	.....	.....	8,008,031

PROVINCE OF NEW BRUNSWICK.

No. 3.—PRINCIPAL PORTS, &c.—Concluded.

ARTICLES.	Sr. JOHN.			OTHER PORTS.			TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	\$	\$
Acetic Acid and Vinegar		\$		\$		\$		\$
Ale, Beer and Porter	Galls.	19,565	3,196	677	131	20,242	3,327	
Books, printed	"	50,622	20,255	6,828	4,546	57,450	24,901	
Brandy	Pkgs.	1,420	39,028	136	2,735	1,556	41,763	
Carpets and Hearth Rugs	Galls.	39,564	53,586	18,756	23,756	58,380	77,342	
Cane Juice	Pkgs.	296	65,571	64	8,823	360	74,384	
Chinaware, Crockery, and Earthenware	Lbs.	480	27	965	13,60	1,445	87	
Cigars	Pkgs.	1,404	29,640	544	13,359	1,948	42,099	
Milie.	"	374	5,188	73,6	1,425	447	6,613	
Clothing—ready made	Pkgs.	147	28,102	108	22,914	256	51,016	
Coffee, green	Lbs.	100,421	32,984	2,431	323	102,852	13,307	
Cottons	Pkgs.	2,557	531,639	722	140,511	3,279	672,150	
Coal and Coke	Tons	4,225	11,977	590	1,575	4,725	13,552	
Dried Fruits and Nuts	Pkgs.	21,603	56,595	35,981	3,347	57,584	53,042	
Drugs and Medicines	"	1,096	36,908	184	4,995	1,284	40,503	
Fancy Goods	"	832	218,910	293	48,797	1,125	267,707	
Fish, salted or smoked	Lbs.	1,095	49	1,500	56	2,505	105	
Flour of Wheat and Rye	Bris.	3,385	17,944	1,334	7,271	4,719	25,215	
Gin	Galls.	54,447	94,635	49,134	23,136	103,581	47,771	
Glass and Glassware	Pkgs.	10,011	39,033	1,060	7,271	11,671	46,304	
Hats, Caps and Bonnets	"	912	51,697	182	9,926	1,094	61,723	
Hosiery	"	46	11,481	17	1,459	63	12,940	
Iron, paying 5 per cent.	"		136,744	.....	31,126	.....	224,810	
Jewellery and Watches	Pkgs.		71	13,922	3	301	14,223	
Leather	"		54	4,652	20	643	5,905	
Machinery	"		417	23,619	60	2,322	477	
Manufactures of Fur	"		53	6,533	28	554	81	
Manufactures of Gold, Silver, or Plated Ware, &c.	"		6	910	15	1,089	7,087	
Manufactures of Grass, Oiser, Palm Leaf, &c.	"		11	383	8	442	21	
Manufactures of Hardware	"		12,049	192,956	3,922	56,894	19	
Manufactures of Leather, including Boots & Shoes	"		465	60,972	224	7,984	15,971	
Manufactures of Wood, including Cabinet Ware	"		6,256	30,763	282	9,634	68,956	
							9,083	40,387

Meads, fresh, smoked or salted.....	Lbs.	278,381	221,185	499,566
Molasses.....	Pkgs.	8,286,386	2,648,127	10,947,113
Musical Instruments.....	Galls.	242	32	274
Oils, rectified or prepared.....	Galls.	29,574	2,831	32,405
Packages.....	Galls.	17,752	4,287	22,291
Paints and Colors.....	Galls.	11,161	2,717	23,345
Paper and Paper Hangings.....	Galls.	3,298	931	39,913
Ram.	Pkgs.	"	34,660	5,253
Silks, Satins, and Velvets.....	Pkgs.	2,478	27,560	5,160
Small Wares.....	Galls.	7,913	14,633	2,807
Spices, unground.....	Pkgs.	233	109,664	6,339
Stationery.....	Lbs.	116,822	23,491	22,606
Sugar, equal to and above No. 9 Dutch Standard Lbs.	Pkgs.	651	6,316	274
Tea.....	Galls.	3,964,266	20,096	1,171,328
Tobacco and Snuff, manufactured.....	Galls.	763,000	207,670	114,120
Whisky.....	Galls.	41,700	9,070	12,475
Wines of all kinds.....	Galls.	39,966	29,325	72,420
Woollens.....	Pkgs.	30,338	26,415	10,960
Other Articles.....	\$	2,090	593,592	54,469
Total Dutiable Goods.....		329,325	563	33,690
Free Goods.....		.....	85,220	2,653
Total.....		.....	.....	717,34
Foreign Reprints of British Copyright Works.....		.....	.....	414,545
Grand Total		5,064,217	.....	4,678,782

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 6.

GENERAL STATEMENT

(BY PROVINCES)

OF THE

PRINCIPAL ARTICLES

OF

CANADIAN PRODUCE AND MANUFACTURE

EXPORTED FROM THE

DOMINION OF CANADA.

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

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

PROVINCE OF ONTARIO.

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantity.	Total Value.
THE FOREST.						
Ashes—Pot....	United States	Brls. 21		Brls. 36	Brls. 57	\$ 1,816
Timber—Ash . . .	United States	Tons. 2,984			Tons. 2,984	1,682
Elm.....	United States	Tons. 2,375	Tons. 690		Tons. 3,065	5,521
Maple.....	United States	Tons. 1,500			Tons. 1,500	180
Oak.....	United States	Tons. 11,441	Tons. 4,000		15,441	61,108
White Pine . . .	United States	Tons. 1,903	Tons. 170		Tons. 2,073	7,890
Walnut	United States		M. Feet. 11	M. Feet. 5	M. Feet. 16	373
Basswood, Butternut, &c	United States	M. Feet. 48	M. Feet. 10		M. Feet. 58	337
Standard Staves	United States	Mille. 1,362	Mille. 15		Mille. 1,377	31,783
Other Staves . . .	United States	Mille. 3,260	Mille. 658	Mille. 27	Mille. 3,945	66,656
Planks and Boards	United States	M. Feet. 322,832	M. Feet. 81,509	M. Feet. 12,909	M. Feet. 417,270	4,064,044
Spars	United States	Pieces. 126	Pieces. 12		Pieces. 138	673
Masts	United States	Pieces. 1,056	Pieces. 4		Pieces. 1,060	10,583
Laths	United States	Mille. 18,214	Mille. 3,681		Mille. 21,895	30,082
Firewood	United States	Cords. 53,682	Cords. 146,616	Cords. 690	Cords. 200,988	419,616

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.	Duty.
THE FOREST— <i>Continued.</i>							
Shingles	United States.....	Mille. 38,770	Mille. 24,909	Mille. 5,123	Mille. 68,802	\$ 131,799	\$ cts.
Shingle Bolts— Duty \$1 00 per Cord	United States.....	Cords. 8,141	Cords. 2,896	.....	Cords. 11,037	39,887	11,083 94
Stave Bolts— Duty \$1 00 per Cord	United States.....	Cords. 1,528	Cords. 89	.....	Cords. 1,617	5,205	1,651 31
Oak Logs— Duty \$2 00 per M. Feet	United States.....	M. Feet. 190	M. Feet. 685	.....	M. Feet. 875	9,153	1,752 66
Pine Logs— Duty \$1 00 per M. Feet	United States.....	M. Feet. 17,607	M. Feet. 427	.....	M. Feet. 18,034	85,022	18,010 44
Sleepers and Railroad ties	United States.....	Pieces. 248,667	Pieces. 30,650	.....	Pieces. 279,317	55,842	.....
Other Woods	United States.....	\$ 85,905	.....	.....	.....	85,905	.....
ANIMALS AND OTHER PRODUCE.							
Horses	United States.....	No. 2,947	No. 2,762	No. 1,607	No. 7,316	661,547	.....
Horned Cattle	United States.....	No. 50,557	No. 6,810	No. 26,696	No. 84,063	2,427,689	.....
Swine	United States.....	No. 98,956	No. 2,822	No. 2,967	No. 104,745	251,250	.....
Sheep	United States.....	No. 35,119	No. 18,094	No. 35,466	No. 88,679	251,755	.....
Poultry	United States.....	\$ 12,460	\$ 10,229	\$ 292	.....	22,981	.....
Bacon and Ham	Great Britain..... United States.....	Cwt. 52,974	.....	Cwt. 3,902	Cwt. 52,974 3,902	439,837 42,434	.....
		52,974	.....	3,902	56,876	482,271	.....
Beef	Great Britain..... United States.....	Cwt. 5,697 156	Cwt. 628	Cwt. 722	Cwt. 5,697 1,506	56,504 10,341	.....
		5,853	628	722	7,203	66,845	.....

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.,— Continued.		Lbs.	Lbs.	Lbs.	Lbs.	\$
Tallow	Great Britain	6,331	.....	1,590	6,331	530
	United States	2,262	460		4,312	402
		8,593	460	1,590	10,643	932
Tongues	Great Britain	Kegs. 74	.....	.....	Kegs. 74	497
Venison	United States	\$ 1,669	\$ 160	\$ 65	.....	1,894
Wool	United States	Lbs. 915,130	Lbs. 122,482	Lbs. 835,436	Lbs. 1,873,048	586,353
Other Articles	United States	\$ 136	.....	.....	.....	136
AGRICULTURAL PRODUCTS.				\$		
Balsam	United States .....	.....	.....	128	.....	128
Barley and Rye	United States	Bush. 4,814,237	Bush. 1,251,788	Bush. 346,364	Bush. 6,412,389	4,586,878
Beans	United States	Bush. 16,373	Bush. 5,319	Bush. 33,569	Bush. 55,261	57,349
Bran	United States	Cwt. 13,840	Cwt. 40,824	Cwt. 34,020	Cwt. 88,684	73,874
Flax	United States	Cwt. 2,539	Cwt. 16,303	Cwt. 43,632	Cwt. 62,474	64,388
Flax Seed	United States .....	.....	Bush. 29,497	Bush. 22,339	Bush. 51,836	68,158
Flour	Great Britain	Brls. 596	Brsls. 3,702	Brsls. 6,225	Brsls. 42,625	Brls. 596
	United States					52,552
		4,298	6,225	42,625	53,148	204,829
Fruit Green ...	Great Britain	Brsls. 1	Brsls. 4,580	Brsls. 2,207	Brsls. 1,707	Brsls. 8,494
	United States					2
		4,581	2,207	1,707	8,495	19,943
Hay	United States	Tons. 17	Tons. 139	Tons. 31	Tons. 177	1,551

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

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

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

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

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

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

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

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

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

PROVINCE OF QUEBEC.

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

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.— <i>Continued.</i>		Brls.	Brls.	Brls.	Brls.	\$
Ashes, Pearl . . .	Great Britain	2,003	12	637	2,003	59,566
	United States				649	17,433
		2,003	12	637	2,652	76,999
Timber :—		Tons.	Tons.		Tons.	
Ash	Great Britain	3,649	750		4,399	35,262
	United States		38		38	74
	Spain		47		47	376
	France		55		55	332
		3,649	890		4,539	36,044
Birch		Tons.	Tons.		Tons.	
	Great Britain	9,289	2,746		12,035	96,073
	France		1		1	3
	Newfoundland	23	4		27	111
		9,312	2,751		12,063	96,187
Elm		Tons.	Tons.		Tons.	
	Great Britain	25,842	4,394		30,236	306,813
	France		12		12	144
	Spain		170		170	1,360
	United States		3		3	9
	Newfoundland	12			12	135
		25,854	4,579		30,433	308,461
Maple	Great Britain	Tons.	Tons.		Tons.	
		44	15		59	529
Oak		Tons.	Tons.		Tons.	
	Great Britain	43,480	5,940		49,420	696,039
	United States	20	7	8	35	248
	France	1,252	640		1,892	26,238
	Germany		132		132	2,000
	Spain		275		275	3,300
	Holland		489		489	5,868
	Belgium		968		968	11,616
	Newfoundland	5			5	60
	Prince Edward I	2			2	60
		44,759	8,451	8	53,218	745,429
White Pine		Tons.	Tons.	Tons.	Tons.	
	Great Britain	315,848	16,450		332,298	2,609,495
	United States	4,425	23,689	96	28,210	75,847
	France		1,681		1,681	9,056
	Belgium		67		67	376
	Spain		565		565	2,260
	Germany		50		50	400
	Holland		120		120	600
	Prince Edward I	4			4	30
		320,277	42,622	96	362,995	2,698,064

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value
PRODUCE OF THE FOREST.—Continued.		Tons.	Tons.		Tons.	\$
Red Pine	Great Britain	39,973	4,500	.....	44,473	320,791
	United States	9	358	.....	367	1,025
	France		70	.....	70	420
	Spain		370	.....	370	2,220
	Prince Edward I.	21	.....	.....	21	300
		40,003	5,298	.....	45,301	333,756
Tamarack	Great Britain	Tons.	Tons.	Tons.	Tons.	
	Great Britain	981	39		1,020	8,386
	United States	2,032	1,059	103	3,194	5,844
	Prince Edward I.	50	.....	.....	50	900
		3,063	1,098	103	4,264	15,130
Walnut	Great Britain	M. Feet. 1,085	M. Feet. 477		M. Feet. 1,562	48,241
	United States		39	.....	39	2
	France		1	.....	1	16
	Germany		91	.....	91	3,420
		1,085	608	.....	1,693	51,679
Basswood, Butternut, and Hickory	Great Britain	M. Feet. 438	M. Feet. 158	M. Feet. 103	M. Feet. 596	11,818
	United States		1	.....	104	954
	France		2	.....	2	21
	Germany		53	.....	53	1,700
	Spain		1	.....	1	24
		438	215	103	756	14,517
Standard Staves	Great Britain	Mille. 1,093	Mille. 205		Mille. 1,298	287,493
	France		28	.....	28	4,450
	Germany		5	.....	5	940
	Holland		1	.....	1	120
	Portugal		44	.....	44	9,583
	Australia		5	.....	5	1,000
	Valparaiso	2	.....	.....	2	480
	Newfoundland	15	.....	.....	15	2,428
		1,110	288	.....	1,398	306,494
Other Staves	Great Britain	Mille. 1,792	Mille. 350	Mille. 142	Mille. 2,142	139,529
	United States			142	142	2,735
	France	78	116	.....	194	13,530
	Spain		6	.....	6	360
	Australia		8	.....	8	800
	Spanish W. Indies	3	.....	.....	3	120
	British W. Indies	61	.....	.....	61	3,660
	Portugal		3	.....	3	200
	Valparaiso	2	.....	.....	2	120
	Newfoundland	335	.....	.....	335	9,581
	Prince Edward I.	6	.....	.....	6	212
		2,277	483	142	2,902	170,847

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.—Continued.		Pieces.	Pieces.	Pieces.	Pieces.	\$
Spars	Great Britain	464	130	.....	594	7,234
	United States . . . . .	.....	.....	12	12	50
	France	22	.....	.....	23	446
	Spain . . . . .	.....	.....	.....	3	180
	Portugal . . . . .	.....	71	.....	71	293
	St. Pierre Miquelon	4	.....	.....	4	40
	Newfoundland	20	.....	.....	20	429
		510	205	12	727	8,672
Masts	Great Britain	Pieces.	Pieces.		Pieces.	
	France	17	.....	.....	17	676
	Spain . . . . .	.....	2	.....	2	60
	Portugal . . . . .	.....	1	.....	1	90
	Prince Edward I	6	.....	.....	6	365
	Newfoundland	10	.....	.....	10	500
		33	9	.....	42	1,823
Handspikes	Great Britain	Pieces.			Pieces.	
		86	.....	.....	86	34
Laths	Great Britain	Mille.	Mille.	Mille.	Mille.	
	United States	6	.....	.....	6	65
	Australia	3,984	2,582	1,939	8,505	8,746
		.....	172	.....	172	241
		3,990	2,754	1,939	8,683	9,052
Lathwood	Great Britain	Cords.	Cords.		Cords.	
	B. N. A. Provinces	2,089	114	.....	2,203	14,971
		7	.....	.....	7	33
		2,096	114	.....	2,210	15,004
Firewood	United States	Cords.	Cords.	Cords.	Cords.	
	British W. Indies	15	546	852	1,398	1,608
	Newfoundland	55	.....	.....	15	30
		70	546	852	1,468	1,550
Shingles	Great Britain	Mille.	Mille.	Mille.	Mille.	
	United States	16	.....	.....	16	32
	British W. Indies	2,188	18	1,811	4,017	9,011
	Prince Edward I	570	.....	.....	570	2,940
	Newfoundland	130	.....	.....	130	195
		2,650	.....	.....	2,650	3,255
		5,554	18	1,811	7,383	15,433

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

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

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

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

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

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

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

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

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
AGRICULTURAL PRODUCTS.— <i>Continued.</i>						
Oats		Bush.	Bush.	Bush.	Bush.	\$
Great Britain		141,874	46,425	1,044,671	188,299	69,474
United States		150,627	320,361	.....	1,515,650	479,980
Spanish W. Indies		1,060	.....	.....	1,060	324
British W. Indies		2,642	.....	.....	2,642	1,946
Newfoundland		668	.....	.....	668	278
		296,871	366,786	1,044,671	1,708,328	552,002
Peas		Bush.	Bush.	Bush.	Bush.	
Great Britain		826,808	105,244	.....	932,052	842,060
United States		106	324	49,778	50,208	36,857
British W. Indies		565	.....	1,050	1,615	1,670
Newfoundland		12,158	.....	.....	12,158	12,260
St. Pierre et Mique- lon		75	.....	.....	75	75
Spanish W. Indies		300	.....	.....	300	246
Prince Edward I.		24	.....	.....	24	30
		840,036	105,568	50,828	996,432	893,198
Other Seeds	Great Britain	\$		\$		
	United States	507	.....	.....	50,467	507
		507	.....	50,467	.....	50,974
Tobacco	United States			Lbs. 24,551	Lbs. 24,551	
				24,551	24,551	982
Vegetables	Great Britain	\$		\$		
	United States	47	.....	.....	283	47
	St. Pierre et Mique- lon .....	.....	.....	.....	.....	283
	Newfoundland	90	.....	.....	.....	90
	British W. Indies	263	.....	.....	.....	263
		10	.....	.....	.....	10
		410	.....	283	.....	693
Wheat		Bush.	Bush.	Bush.	Bush.	
	Great Britain	2,116,795	496,090	.....	2,612,885	2,793,991
	United States .....	.....	.....	32,693	32,693	33,576
	France	50,800	.....	.....	50,800	54,170
	Newfoundland	20	.....	.....	20	20
		2,167,615	496,090	32,693	2,696,398	2,881,757
Other articles	United States	\$		\$		
		126	.....	2,694	.....	2,820
Books	Great Britain	\$		\$		
	United States	5,763	.....	.....	705	5,763
		37,767	.....	.....	705	38,471
		43,530	.....	705	.....	44,235

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES. <i>Continued.</i>		Cwt.			Cwt.	
Biscuits	Great Britain	20	.....	.....	20	140
	Newfoundland	2,746	.....	.....	2,746	10,474
	Prince Edward I....	46	.....	.....	46	154
		2,812	.....	.....	2,812	10,768
Candles	Newfoundland	Lbs. 916	.....	.....	Lbs. 916	111
Carriages . . .	Great Britain.....	No. 5	.....	No.	No. 5	1,000
	United States	1	.....	104	105	2,589
	South America	1	.....	.....	1	130
	Newfoundland	3	.....	.....	3	234
		10	.....	104	114	3,953
Cottons	Great Britain	\$ 1,153	.....	\$	
	United States	1,470	.....	51	.....	1,153
	Newfoundland	381	.....	.....	.....	1,521
		3,004	.....	51	.....	381
						3,055
Extract of Hem- lock Bark....	Great Britain	Brls. 3,182	.....	Brls.	Brls. 3,182	27,618
	United States .....	.....	.....	15,514	15,514	126,751
	Newfoundland	50	.....	.....	50	477
		3,232	.....	15,514	18,746	154,846
Furs	Great Britain	\$ 804	.....	\$	
	Prince Edward I. .	168	.....	.....	.....	804
	United States	8,703	.....	28	.....	168
		9,675	.....	28	.....	8,731
Glass.....	United States	\$ 1,773	.....	\$ 100	.....	1,873
Gypsum, Flas- ter, Lime, &c.	United States	\$ 366	.....	\$ 6,135	.....	6,501
	Newfoundland....	10	.....	.....	.....	10
		376	.....	6,135	.....	6,511
India Rubber.	United States	\$ 170	.....	.....	.....	170
Indian Bark Work	Great Britain	\$ 570	.....	.....	.....	570

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

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

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

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

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

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

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

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

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

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

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

PROVINCE OF NOVA SCOTIA.

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
PRODUCE OF THE MINE.— <i>Continued.</i>		\$				\$
Other Articles	B. W. Indies..... P. E. Island	165 292	.....	.....	.....	165 292
	Newfoundland	619	.....	.....	.....	619
	St. Pierre	2,398	5	.....	.....	5
	United States .....			.....	.....	2,398
		3,474	5	.....	.....	3,479
Salmon, fresh	United States	\$ 4,460	\$ 400	.....	.....	4,860
Salmon, smoked	Great Britain	Lbs. 50			Lbs. 50	15
Salmon, pickled	Great Britain	Brls. 2	Brls. 1,414	.....	Brls. 2	23
	United States	1,098	1,610	.....	3,021	43,302
	British W. Indies	20	.....	.....	1,098	14,551
	Spanish W. Indies	17	.....	.....	20	311
	Danish W. Indies	26	.....	.....	17	237
	French W. Indies	30	.....	.....	26	65
	British Guiana .....			.....	30	420
		2,607	1,610	.....	4,217	58,909
Salmon, canned	British W. Indies	Pkgs. 420			Pkgs. 420	1,675
	Danish W. Indies	4			4	24
	United States	132	.....	.....	132	528
	British Guiana	20	.....	.....	20	120
		576	.....	.....	576	2,347
Fish, all other, fresh	United States	\$ 70				70
	Prince E. Island	8,008	.....	.....	.....	8,008
	B. N. A. Provinces	400	.....	.....	.....	400
		8,478	.....	.....	.....	8,478
Fish, preserved and spiced	Great Britain	Pkgs. 1,544	Pkgs. 674		Pkgs. 1,544	7,366
	United States .....			.....	674	1,769
	British Guiana	50	.....	.....	50	150
	Danish W. Indies	1	.....	.....	1	6
	British W. Indies	120	.....	.....	120	197
	French W. Indies	13	.....	.....	13	96
	South America	19	.....	.....	19	114
		1,747	674	.....	2,421	9,698

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES. <i>Continued.</i>						
Fish, salted, dry		Cwt.	Cwt.		Cwt.	\$
Great Britain	1				1	5
United States	31,540	3,417			34,957	148,575
Prince E. Island	79				79	275
South America	65				65	285
British W. Indies	170,525				170,525	681,521
Spanish W. Indies	100,546				100,546	443,874
French W. Indies	24,904				24,904	98,914
Danish W. Indies	1,504				1,504	7,728
St. Domingo	803				803	4,956
Madeira	442	413			855	3,494
Demerara	25				25	84
Italy	4,213				4,213	15,190
Jersey	6,297				6,297	22,311
British Guiana	29,112				29,112	125,951
	370,056	3,830			373,886	1,553,163
Fish, salted, wet		Brls.	Brls.		Brls.	
Great Britain	209	42			251	1,222
United States	40,171	17,095			57,266	322,429
Prince E. Island	2,671	14			2,685	10,794
Newfoundland	72				72	200
British W. Indies	73,613				73,613	305,624
Spanish W. Indies	75,225				75,225	61,354
French W. Indies	4,325				4,325	16,334
Danish W. Indies	355				355	1,949
Demerara	3				3	9
St. Domingo	1,008				1,008	5,759
Madeira	60				60	340
British Guiana	6,057				6,057	27,417
France	1,033				1,033	4,332
St. Pierre et Miquelon	12	29			41	195
South America	15				15	132
	204,829	17,180			222,009	758,690
Fish, smoked		Pkgs.			Pkgs.	
B. W. Indies	4,225				4,225	2,647
Spanish W. Indies	1,809				1,809	589
French W. Indies	3,050				3,050	1,210
Danish W. Indies	249				249	110
Prince E. Island	26				26	19
Newfoundland	90				90	45
St. Domingo	100				100	33
British Guiana	500				500	278
	10,049				10,049	4,931
Fish, Oil		Galls.	Galls.		Galls.	
Great Britain	1,910				1,910	2,890
United States	63,242	20,174			83,416	47,400
Prince E. Island	604				604	350
British W. Indies	6,853				6,853	3,741
Spanish W. Indies	130				130	80
	72,739	20,174			92,913	54,461

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FOREST.— <i>Continued.</i>						
Knees and Futt- ocks	United States	No.			No.	\$
		5,137			5,137	3,932
Scantling.....	United States	\$	\$			
	Newfoundland	18	2			20
	Prince E. Island	106				106
	St. Domingo	20				20
	South America	728				728
		1,146				1,146
		2,018	2			2,020
Deals	Great Britain	Stand hund.	Stand hund.		hund.	\$
	United States	4,135	209		4,344	98,875
	B. N. A. Provinces	373			373	4,952
	French W. Indies	107	65		172	3,820
		.....	15		15	327
		4,615	289		4,904	107,974
Deal ends	Great Britain	\$				
		1,412				1,412
Plank & Boards	Great Britain	Mille.	Mille.		Mille.	
	United States	3,232	500		3,732	45,983
	Prince Edward I.	20,230	221		20,451	171,076
	Newfoundland	270			270	3,077
	British W. Indies	2,144			2,144	16,623
	Spanish W. Indies	26,641			26,641	306,059
	French W. Indies	2,254			2,254	27,690
	Danish W. Indies	2,579			2,579	37,116
	Dutch W. Indies	208			208	2,600
	South America	110			110	1,320
	St. Domingo	3,451			3,451	40,774
	St. Pierre et Mique- lon	293			293	3,593
	Hayti	519	12		531	4,792
	Madeira	136			136	1,498
	British Guiana	466	420		886	10,798
	Monté Video	482			482	5,538
	Portugal	1,209			1,209	20,296
	Demerara	199			199	3,992
	B. N. A. Provinces	913			913	10,600
	France	250			250	2,093
		45			45	885
		65,631	1,153		66,784	716,308

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FOREST.— <i>Continued.</i>						
Spars	Great Britain	29	.....	.....	23	225
	United States	2,249	65	.....	2,314	2,523
	Prince Edward I.	16	.....	.....	16	380
	Newfoundland	60	.....	.....	60	165
	British W. Indies	513	.....	.....	513	1,822
	French W. Indies	117	.....	.....	117	265
	Danish W. Indies	2	.....	.....	2	10
	Spanish W. Indies	8	.....	.....	8	26
	St. Pierre Miquelon	616	.....	.....	616	973
	Madeira	57	.....	.....	57	162
	South America	522	.....	.....	522	414
	British Guiana	2	.....	.....	2	12
	Portugal	32	.....	.....	32	24
	Demerara	1	.....	.....	1	5
	B. N. A. Provinces	308	.....	.....	308	1,031
	France	66	.....	.....	66	267
		4,598	65	.....	4,663	8,304
Laths	Great Britain	111	Mille.	Mille.	Mille.	
	United States	5,525	46	.....	5,571	5,220
	French W. Indies	201	.....	.....	201	300
	British W. Indies	378	.....	.....	378	591
	Newfoundland	10	.....	.....	10	15
	Demerara	30	.....	.....	30	50
	St. Pierre Miquelon	7	.....	.....	7	14
		6,262	55	.....	6,317	6,636
Lathwood	Great Britain	89	Cords.	Cords.	Cords.	
	United States	329	.....	.....	329	224
	Prince Edward I.	2	.....	.....	2	3
		420	10	.....	430	693
Firewood	United States	32,746	Cords.	.....	32,746	97,385
	Newfoundland	3	.....	.....	3	7
	St. Pierre Miquelon	18	.....	.....	18	50
	Great Britain	5	.....	.....	5	8
	Prince Edward I.	8	.....	.....	8	13
		32,780	.....	.....	32,780	97,463
Shingles	British W. Indies	7,897	Mille.	.....	7,897	15,538
	French W. Indies	1,484	.....	.....	1,484	2,193
	Danish W. Indies	35	.....	.....	35	43
	Spanish W. Indies	2,676	.....	.....	2,676	5,510
	United States	201	.....	.....	201	953
	Newfoundland	558	.....	.....	558	1,170
	St. Domingo	175	.....	.....	175	370
	St. Pierre Miquelon	132	.....	.....	132	236
	British Guiana	19	.....	.....	19	39
	Demerara	30	.....	.....	30	50
	South America	31	.....	.....	31	91
	B. N. A. Provinces	107	.....	.....	107	215
		13,345	.....	.....	13,345	26,408

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage	Total Quantity.	Total Value.
THE FOREST.— <i>Continued.</i>		Pieces.			Pieces.	\$
Sleepers & R.R. Ties	Great Britain	4,472			4,472	890
	United States	2,340			2,340	539
	South America	3,000			3,000	745
		9,812			9,812	2,174
Oars	Pairs.				Pairs.	
	British W. Indies	483			483	459
	French W. Indies	480			480	263
	Portugal	30			30	47
	South America	28			28	56
		1,021			1,021	815
Other Woods ..	\$	\$				
	Great Britain	1,465	88			1,553
	United States	8,991	9,431			18,422
	Prince Edward I	1,505				1,505
	Newfoundland	10,521				10,521
	British W. Indies	1,838				1,838
	French W. Indies	187				187
	Spanish W. Indies	1,550				1,550
	St. Pierre Miquelon	3,033				3,033
	Monté Video	75				75
	South America	469				469
	Demerara	50				50
	British Guiana	289				289
	B. N. A. Provinces	2,982				2,982
		32,955	9,519			42,474
ANIMALS AND THEIR PRO- DUCTS.	No.			No.		
Horses	Newfoundland	100		100		5,650
	United States	14		14		950
	Prince Edward I	1		1		40
		115		115		6,640
Horned Cattle	No.			No.		
	Newfoundland	2,776		2,776		77,400
	United States	13		13		327
	St. Pierre Miquelon	346		346		6,868
		3,135		3,135		84,595
Swine	No.					
	Newfoundland	71		71		325
	St. Pierre Miquelon	8		8		21
		79		79		346

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
ANIMALS, &c.— <i>Continued.</i>		No.				\$
Sheep	Newfoundland	3,623			3,623	10,027
	British W. Indies	130			130	650
	St. Pierre Miquelon	981			981	2,728
	Prince Edward I.	4			4	12
		4,738			4,738	13,417
Poultry	United States	134				\$
	Newfoundland	1,290				134
	St. Pierre Miquelon	88				1,290
		1,512				88
						1,512
Bacon and Ham	Newfoundland	5			5	Cwt. 305
	Spanish W. Indies	1			1	19
	Danish W. Indies	1			1	60
	Great Britain	1			1	18
		8			8	402
Beef and other Meats	Great Britain	2,329				\$ 2,329
	Prince Edward I.	116				116
	Newfoundland	46,316				46,316
	British W. Indies	5,065				5,065
	Spanish W. Indies	3,757				3,757
	Danish W. Indies	1,093				1,093
	French W. Indies	12				12
	St. Domingo	49				49
	St. Pierre Miquelon	3,115				3,115
	Jersey	320				320
	British Guiana	2,925				2,925
		65,097				65,097
Bones	United States	20			20	Tons. 415
Butter	Newfoundland	152,359			152,359	Lbs. 53,381
	United States	700			700	137
	Prince E. Island	50			50	12
	British W. Indies	150,596			150,596	35,824
	Spanish W. Indies	13,839			13,839	2,961
	Danish West Indies	42,708			42,708	8,968
	St. Pierre Miquelon	32,787			32,787	6,570
	Jersey	675			675	169
	British Guiana	270			270	54
	South America	2,436			2,436	609
	B. N. A. Provinces	800			800	154
		406,220			406,220	108,839

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

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

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

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

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

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

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES. <i>Continued.</i>		\$				\$
Leather	Prince Edward I United States Newfoundland Great Britain St. Pierre et Miquelon British W. Indies	8,046 175 21,069 360 167 158	29,975			8,046 175 21,069 360 167 158
Machinery	Newfoundland Prince Edward I Spanish W. Indies	500 3,110 72	3,682			500 3,110 72
Musical Instruments	Great Britain	\$ 200				200
Rags	United States	\$ 126				126
Sewing Machines	Newfoundland British Guiana	\$ 65 330	395			65 330
Soap	Newfoundland Prince Edward I St. Domingo St. Pierre et Miquelon	Lbs. 4,064 2,451 46,472 100	Lbs. 736		Lbs. 4,064 3,187 46,472 100	250 174 3,378 10
Sugar Boxes	Monte Video British W. Indies French W. Indies South America	No. 126 110 119 222	577		577	150 110 85 333
Tobacco	Prince Edward I Newfoundland British W. Indies Danish W. Indies St. Domingo St. Pierre et Miquelon	Lbs. 12,997 50,129 7,626 3,280 237 10,980	3,204 224		16,201 50,353 7,626 3,280 237 13,084	3,872 10,980 1,886 656 52 2,366
		85,249	5,832		91,081	19,812

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
MANUFACTURES. <i>Continued.</i>						
Wood	Great Britain	208	.....	.....	.....	\$ 208
	United States	1,371	.....	.....	.....	1,371
	Prince Edward I	3,357	.....	.....	.....	3,357
	Newfoundland	231	.....	.....	.....	231
	British W. Indies	634	.....	.....	.....	634
	St. Pierre et Mique- lon	133	.....	.....	.....	133
	Spanish W. Indies	25	.....	.....	.....	25
	Portugal	100	.....	.....	.....	100
		6,059	.....	.....	.....	6,059
Woollens	United States	\$ 50	.....	.....	.....	50
	Newfoundland	4,934	.....	.....	.....	4,934
	Prince Edward I	60	.....	.....	.....	60
	Great Britain	612	.....	.....	.....	612
	St. Domingo	234	.....	.....	.....	234
		5,890	.....	.....	.....	5,890
Ale, Beer, and Cider.....	Prince Edward I	Galls. 68	Galls. 84	.....	Galls. 152	31
	Newfoundland	1,094	.....	.....	1,094	284
	British W. Indies	48,490	.....	.....	48,490	17,835
	Spanish W. Indies	178	.....	.....	178	100
	St. Pierre et Mique- lon	122	.....	.....	122	32
	Great Britain	100	.....	.....	100	44
	United States	75	.....	.....	75	12
		50,127	84	.....	50,211	18,338
Other Spirits	Prince Edward I	Galls. 2,630	Galls. 1,753	.....	Galls. 4,383	2,526
	St. Pierre et Mique- lon	40	.....	.....	40	29
	French W. Indies	70	.....	.....	70	150
		2,740	1,753	.....	4,493	2,705
Vinegar	Newfoundland	Galls. 44	.....	.....	Galls. 44	11
	Prince Edward I	128	.....	.....	128	59
		172	.....	.....	172	70
Other Articles	British W. Indies	\$ 453	.....	.....	.....	453
	B. N. A. Provinces	50	.....	.....	.....	50
	United States	5,935	.....	.....	.....	5,935
	French W. Indies	11	.....	.....	.....	11
	Prince Edward I	228	.....	.....	.....	228
	Newfoundland	459	.....	.....	.....	459
	St. Pierre et Mique- lon	300	.....	.....	.....	300
		7,436	.....	.....	.....	7,436

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

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

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

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

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

PROVINCE OF NEW BRUNSWICK.

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
THE FISHERIES. Continued.						
Salmon— Pickled	Great Britain	Brls. 1	Brls. 10		Brls. 1 10	\$ 14 207
	United States					
		1	10		11	221
Salmon— Canned	Great Britain					
	United States					
						67,400
						4,726
						72,126
Fish—all other —Fresh	Great Britain					
	United States					
						70
						19,910
						19,980
Fish—Preserved and Spiced	Great Britain	Pkgs. 4,976	Pkgs. 2,493		Pkgs. 7,469	\$ 59,758
	United States	1,605	1,112		2,717	16,986
	South America	25			25	150
		6,606	3,605		10,211	76,894
Fish—Salted, Dry	Great Britain	Cwt. 3,621	Cwt. 470		Cwt. 3,621	14,484
	United States				470	1,334
	Portugal	2,476			2,476	9,904
	Naples	2,027			2,027	8,108
	B. N. A. Provinces	50			50	150
		8,174	470		8,644	33,980
Fish—Salted, Wet	Great Britain	Brls. 756	Brls. 40		Brls. 796	2,433
	United States	36,664	5,813		42,477	114,927
	South America	11			11	50
	Spanish W. Indies	65			65	260
	Prince E. Island	540			540	1,620
	B. N. A. Provinces	20			20	60
		38,056	5,853		43,909	119,350
Fish—Smoked.	Great Britain	Boxes. 5,407	Boxes. 22,068		Boxes. 5,407	4,079
	United States				22,068	13,959
	British W. Indies	267			267	67
	Canary Islands	826			826	274
	Spanish W. Indies	50			50	10
		6,550	22,068		28,618	18,389

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.	
THE FOREST.— <i>Continued.</i>							
Deals	Great Britain..... United States..... Prince Edward I.... B. N. A. Provinces..... Newfoundland..... France..... South America..... St. Pierre Miquelon..... Australia..... Monte Video.....	63,244 846 350 16 155 117 64 189 104	23,295 177 440 8	Stan. Hund. Stan. Hund.	86,539 1,023 350 16 155 440 125 64 189 104	\$ 1,750,162 17,757 5,783 269 1,698 9,196 3,322 450 4,674 1,032
		65,085	23,920	.....	89,005	1,794,243
Deal Ends.....	Great Britain..... United States..... Prince Edward I.... B. N. A. Provinces..... France..... Newfoundland..... St. Pierre Miquelon..... Australia.....	3,179 35 81 2 8 42 2	1,276 48 20	Stan. Hund. Stan. Hund.	4,455 83 81 22 8 42 2	66,221 1,387 745 12 297 200 232 37
		3,349	1,344	.....	4,693	69,631
Plank & Boards	Great Britain..... United States..... British W. Indies..... Spanish W. Indies..... Prince Edward I.... Newfoundland..... South America..... Portugal..... St. Pierre Miquelon..... Canary Islands..... Danish W. Indies..... Demerara..... Monte Video.....	2,283 36,714 2,152 7,153 1,293 314 3,569 63 274 135 122 133	990 2,028 2,531 2,244 11 331	M. Feet. M. Feet.	3,273 38,742 2,152 9,684 1,296 314 5,813 11 63 605 135 122 133	22,689 194,236 22,306 112,255 8,486 3,252 94,125 277 444 8,060 1,215 1,010 698
		54,208	8,135	.....	62,343	469,053
Spars	Great Britain	102	5	.....	107	176
	United States	7,808	4,465	.....	12,273	5,717
	South America	39	.....	.....	39	206
	British W. Indies	99	.....	.....	99	89
	Spanish W. Indies	48	1	.....	49	115
	Canary Islands .....	.....	2	.....	2	3
	France .....	.....	45	.....	45	180
	Portugal .....	.....	10	.....	10	29
		8,096	4,528	.....	12,624	6,515
Masts	Newfoundland.....	Pieces. 20	.....	.....	Pieces. 20	30

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
ANIMALS AND THEIR PRODUCE.			No.		No.	\$
Horses	United States .....	.....	267	.....	267	24,033
Horned Cattle.	United States .....	.....	No. 58	.....	No. 58	1,662
Sheep	United States .....	.....	No. 40	.....	No. 40	105
Poultry.....	United States .....	.....	.....	.....	.....	454
Bacon & Hams.	United States	Cwt.			Cwt.	
	Prince Edward I...	840 21,000	.....	.....	840 21,000	44 1,216
		21,840	.....	.....	21,840	1,280
Beef.....	United States	Lbs. 85	Lbs. 900	.....	Lbs. 985	4,452
Butter	Great Britain	Lbs.	Lbs.		Lbs.	
	United States	1,011 1,500	775 8,694	.....	775 9,705 1,500	157 2,290 300
	Prince Edward I...	2,511	9,469	.....	11,980	2,747
Cheese	United States .....	.....	Lbs. 129	.....	Lbs. 129	16
Eggs	United States .....	.....	Doz. 236,808	.....	Doz. 236,808	14,703
Feathers	United States .....	.....	.....	.....	.....	34
Furs, undressed	Great Britain .....	.....	.....	.....	.....	2,883
	United States .....	.....	.....	.....	.....	878
		.....	.....	.....	.....	3,761
Hides & Skins..	United States .....	.....	.....	.....	.....	694

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

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

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
AGRICULTURAL PRODUCTS.— Continued.		Lbs.			Lbs.	\$
Maple Sugar . . .	Great Britain . . .	300	.....	.....	300	19
	United States . . .	470	.....	.....	470	27
	Prince Edward I . . .	755	.....	.....	755	46
		1,525	.....	.....	1,525	92
Meal	United States . . .	Brls.	Brls.		Brls.	
	Prince Edward I . . .	1	33	.....	34	193
		12	.....	.....	12	40
		13	33	.....	46	233
Oats	United States . . .	Bush.	Bush.		Bush.	
	British West Indies	4,440	138	.....	4,578	1,852
	Spanish W. Indies.	394	.....	.....	394	164
	Canary Islands . . .	1,423	.....	.....	1,423	851
	Demerara	1,075	15	.....	1,090	395
		1,004	.....	.....	1,004	452
		8,336	153	.....	8,489	3,714
Other Seeds . . .	United States . . .			.....	.....	66
Tobacco	Prince Edward I . . .	Lbs.			Lbs.	
		250	.....	.....	250	50
Vegetables . . .	Great Britain . . .					13
	United States . . .	.....	.....	.....	.....	2,742
	British West Indies	.....	.....	.....	.....	382
	Spanish W. Indies.	.....	.....	.....	.....	709
	Newfoundland . . .	.....	.....	.....	.....	118
		.....	.....	.....	.....	3,964
Wheat	Great Britain . . .	Bush.	Bush.		Bush.	
	United States . . .	13,000	.....	.....	13,000	13,000
	Prince Edward I . . .	208	1	.....	1	2
		13,208	1	.....	208	250
		13,208	1	.....	13,209	13,252
Other Articles . . .	United States . . .					38
	B. N. A. Provinces	.....	.....	.....	.....	86
		.....	.....	.....	.....	124

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES.		Cwt.			Cwt.	\$
Biscuits	United States	3			3	12
	Prince Edward I.	156			156	602
	South America	54			54	205
		213			213	819
Carriages	Great Britain	No.	No.		No.	
	United States	1	6		1	180
	Prince Edward I.	7			6	356
		8	6		7	360
					14	896
Cottons	United States					8,485
	Prince Edward I.					230
						8,715
Gypsum, Plaster and Lime....	United States					43,054
	Prince Edward I.					95
						43,149
Iron and Hard- ware	Great Britain					15,040
	United States					4,395
	British West Indies					356
	Spanish West Indies					1,384
	Prince Edward I.					19,405
	South America					1,000
						41,580
Leather	United States					3,353
	Prince Edward I.					5,821
						9,174
Machine	Great Britain					11
	United States					579
						590
Musical Instru- ments	Prince Edward I.					100
Sewing Ma- chines	Great Britain	No.	No.		No.	
	United States	10	426		10	475
	Prince Edward I.	125			551	23,510
		23			26	644
		161	426		587	24,629

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

ARTICLES.	COUNTRIES.	In British Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantity.	Total Value.
MANUFACTURES. <i>Continued.</i>		Lbs.			Lbs.	\$
Soap	United States	250	.....	.....	250	15
	Prince Edward I.	1,050	.....	.....	1,050	65
		1,300	.....	.....	1,300	80
Sugar Boxes....	United States	No. 11,568	No. 1,304	.....	No. 12,872	6,606
	Spanish West Indies	698,927	395,289	.....	1,034,216	528,308
		710,495	396,593	.....	1,107,088	534,914
Tobacco	United States .....	.....	.....	.....	.....	80
Wood	United States .....	.....	.....	.....	.....	1,187
	British West Indies	.....	.....	.....	.....	117
	Prince Edward I. ....	.....	.....	.....	.....	215
		.....	.....	.....	.....	1,519
Woollens	United States .....	.....	.....	.....	.....	7,404
	Prince Edward I. ....	.....	.....	.....	.....	4,341
		.....	.....	.....	.....	11,745
Ale, Beer, and Cider	United States .....	.....	.....	.....	.....	180
Whisky	Prince Edward I.	Galls. 75	.....	.....	Galls. 75	60
Other Spirits	Prince Edward I. ....	.....	.....	.....	.....	120
Vinegar	United States .....	.....	.....	.....	.....	11
Other Articles .	Great Britain .....	.....	.....	.....	.....	14,530
	United States .....	.....	.....	.....	.....	8,530
	Prince Edward I. ....	.....	.....	.....	.....	799
	Italy .....	.....	.....	.....	.....	15,250
Other Misch- lanous Arti- cles .....	.....	.....	.....	.....	.....	39,109
	United States .....	.....	.....	.....	.....	9,003
	British West Indies	.....	.....	.....	.....	235
	Spanish West Indies	.....	.....	.....	.....	30
		.....	.....	.....	.....	9,268
Coin and Bul- lion	Great Britain .....	.....	.....	.....	.....	40,000

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

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

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE OF ONTARIO.

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

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

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Value.
THE FOREST.—Continued.					
Shingle Bolts \$1 per Cord Cords	8,141	2,896	.....	11,037	\$ 39,887 \$ 11,063 94
Stave Bolts \$1 per Cord	1,528	89	.....	1,617	5,205 1,651 31
Oak Logs \$2 per M. feet M." ft.	190	685	.....	875	9,153 1,752 66
Pine Logs \$1 per M. feet	17,607	427	.....	18,034	85,022 18,010 44
Sleepers & Railroad Ties Pcs.	248,667	30,650	.....	279,317	55,842
Other Woods \$	85,905	.....	.....	.....	85,905
Total Value, Produce of the Forest .....	.....	.....	.....	.....	5,115,157 32,498,35
ANIMALS AND THEIR PRODUCE.					
Horses No.	2,947	2,762	1,607	7,316	\$ 661,547
Horned Cattle. ,	50,557	6,810	26,696	84,063	2,427,689
Swine . ,	98,956	2,822	2,967	104,745	251,250
Sheep . ,	35,119	18,094	35,466	88,679	251,755
Poultry \$	11,760	10,229	992	.....	22,981
Bacon and Hams Cwt.	52,974	.....	3,902	56,876	482,271
Beef .	5,853	53,206	722	59,781	66,845
Beeswax Lbs.	6	57	160	223	75
Bones Cwt.	524	8	182	684	785
Butter Lbs.	1,066,065	299,131	244,803	1,609,999	289,859
Cheese . ,	775,316	37	23,692	799,045	96,959
Eggs . Doz.	829,264	118,266	483,226	1,430,756	184,744
Feathers Lbs.	20	76	6	102	40
Furs—Dressed and Un- dress'd \$	5,368	8,708	80	.....	14,156
Hides and Skins \$	29,574	71,925	3,929	.....	105,428
Horns and Hoofs Cwt.	.....	.....	13	13	165
Honey Lbs.	66	50	30	146	20
Lard . ,	294,942	6,715	60,620	362,277	57,514
Pork Cwt.	7,503	28,836	767	37,106	60,005
Sheeps' Peits No.	97,143	37,205	70,383	204,731	108,755
Tallow Lbs.	8,593	460	1,590	10,643	932
Tongues Kegs.	74	.....	.....	74	497
Venison \$	1,669	160	65	.....	1,894
Wool Lbs.	915,130	122,482	835,436	1,873,048	586,353
Other Articles \$	136	.....	.....	.....	136
Total Value, Animals and their Produce .....	.....	.....	.....	.....	5,672,655
AGRICULTURAL PRODUCTS.					
Balsam \$	.....	.....	128	.....	128
Barley and Rye Bush.	4,814,237	1,251,788	346,364	6,412,389	4,586,878
Beans .	16,373	5,319	33,569	55,261	57,349
Bran Cwt.	13,840	40,824	34,020	88,684	73,874
Flax .	2,539	16,303	43,632	62,474	64,388
Flax Seed Bush.	.....	29,497	22,339	51,836	68,158
Flour Brls.	4,298	6,325	42,625	53,148	207,263
Fruit, green . ,	4,581	2,207	1,707	8,495	19,943
Hay Tons.	17	139	31	187	1,551
Hemp Cwt.	1	37	.....	38	407
Hops Lbs.	184,361	107,200	98,622	390,183	44,157
Indian Corn Bush.	13,079	531	.....	13,610	8,434

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

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities,	Total Value.
AGRICULTURAL PRODUCTS.— <i>Continued.</i>					
Malt	Bush. 51,676	14,659	61,008	127,343	112,120
Maple Sugar	Lbs. —	85	.....	85	9
Meal	Brls. 2,641	661	14,701	18,003	72,821
Oats	Bush. 116,129	176,795	157,055	449,979	155,108
Peas	" 258,730	82,256	112,139	453,125	306,889
Other Seeds	" 5,638	1,992	2,084	9,714	15,244
Tobacco	Lbs. —	6,417	.....	6,417	3,565
Vegetables	\$ 4,134	249	.....	.....	4,383
Wheat	Bush. 752,253	63,967	31,264	847,484	810,146
Other Articles	\$ 1,458	.....	.....	.....	1,458
Total Value, Agricultural Produce .....	.....	.....	.....	.....	6,614,273
MANUFACTURES.					
Books	\$ 7,279	259	20	.....	7,558
Carriages	No. 111	280	246	637	19,912
Cottons	\$ 62	65	8	.....	135
Extract of Hemlock Bark	Brls. —	.....	5	5	90
Furs	\$ 52	.....	.....	.....	52
Glass	\$ 6,448	969	.....	.....	7,417
Gypsum Plaster, Lime, &c	\$ \$ 2,895	.....	.....	.....	2,895
Indian Rubber	\$ 16	.....	.....	.....	16
Iron and Hardware	\$ \$ 35,330	1,343	2,656	.....	39,329
Leather	\$ \$ 7,432	.....	.....	.....	7,432
Machinery	\$ \$ 16,462	2,150	1,113	.....	19,725
Musical Instruments	\$ \$ 4,403	1,430	578	.....	6,411
Rags	\$ \$ 22,981	2,132	255	.....	25,368
Sewing Machines	No. 2	.....	22	24	1,257
Soap	Lbs. —	1,137	.....	1,137	93
Straw	\$ 913	.....	.....	.....	913
Wood	\$ 20,883	584	455	.....	21,922
Woollens	\$ \$ 1,164	443	.....	.....	1,307
Ale, Beer and Cider	Galls. 200	2,020	539	2,759	1,102
Whiskey	" 255	25,548	4,533	30,336	30,230
Other Spirits	" 11,378	8,649	.....	20,027	27,204
Vinegar	" 947	.....	.....	947	429
Other Articles	\$ 8,323	.....	.....	.....	8,323
Total Value, Manufactures .....	.....	.....	.....	.....	229,420
COIN AND BULLION					
OTHER MISCELLANEOUS ARTICLES					
					287,951

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

RECAPITULATION.	Value.	Duty.
	\$	\$ cts.
The Mine	1,230,874	
,, Fisheries	84,976	
,, Forest	5,115,157	32,498 35
Animals and their Produce	5,672,655	
Agricultural Products	6,614,273	
Manufactures	229,420	
Miscellaneous Articles	287,951	
Total Produce	19,235,306	32,498 35
Coin and Bullion	2,055,154	
Goods not Produce of Canada	525,866	
Estimated Amount short returned at Inland Ports	2,243,273	
Total Exports	24,659,399	32,498 35

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

PROVINCE OF QUEBEC.

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

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

ARTICLES.	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Values.
	Quantity.	Quantity.	Quantity.		
THE FOREST.—Continued.					
Deals..... Stand. Hund.	39,735	26,413	.....	66,148	3,019,100
Deal Ends	2,860	2,284	.....	5,144	151,237
Planks and Boards M' ft.	233,262	37,567	29,656	300,485	3,007,194
Spars	510	205	12	727	8,672
Masts	33	9	.....	42	1,823
Handspikes	86	.....	.....	86	34
Laths	Mille. 3,990	2,754	1,939	8,683	9,052
Lathwood	Cords. 2,096	114	.....	2,210	15,004
Firewood	" 70	546	852	1,408	1,788
Shingles	Mille. 5,554	18	1,811	7,383	15,433
					Duty. \$ cts.
Shingle Bolts, \$1 p cord. Cords.	.....	1	.....	1	2 75
Stave Bolts, do	.....	8	.....	8	43 80
Oak Logs, \$2 p M. ft.. M' ft.	.....	1	.....	1	12 166
Spruce Logs, \$1 p M. ft.. "	.....	5,165	5,165	17,348	5,344 52
Pine Logs, do .....	.....	59	59	580	59 00
Sleepers & Railroad Ties. Pieces.	293	7,801	28,214	36,308	4,383
Cars	Fairs. 792	1,291	.....	2,083	2,377
Other Woods	\$ 88,979	.....	64,273	.....	153,252
Total Value, produce of the Forest .....	.....	.....	.....	11,814,784	5,413 93
ANIMALS, AND THEIR PRODUCE.					
Horses..... No.	.....	2	8,761	8,763	765,891
Horned Cattle	do	.....	20,475	20,475	492,932
Swine	do	.....	2,331	2,331	19,356
Sheep	do	.....	53,918	53,918	123,480
Poultry .....	\$	.....	40,648	.....	40,648
Bacon and Hams	Cwt. 96,519	.....	.....	96,519	1,063,390
Beef	Lbs. 6,108	.....	370	6,478	61,271
Beeswax	Lbs. 23,738	.....	100	23,838	5,234
Bones	Cwt. 8,129,703	4,118	2,098,867	10,232,688	1,952,125
Butter	Lbs. 5,015,616	.....	492	5,016,108	575,773
Cheese	do	1,973	2,557	635,651	640,181
Eggs	Lbs. 1,973	.....	.....	1,113	96,153
Feathers	do	.....	1,113	1,113	149
Furs—dressed	\$ 275,002	.....	139	.....	275,141
Furs—undressed	\$ 16,815	.....	204	.....	17,019
Hides and Skins	\$ 1,560	.....	44,239	.....	45,799
Horns and Hoofs	\$ 1,065	.....	.....	.....	1,065
Honey	Lbs. 994,613	.....	1,324	1,324	202
Lard	do	.....	365	994,978	140,220
Pork	Cwt. 21,029	.....	205	21,234	213,388
Sheep's Pelts	No. 10,899	.....	10,899	10,899	5,563
Tallow	Lbs. 3,926	.....	.....	3,926	380
Tongues	Kegs. 79	.....	.....	79	1,115
Wool	Lbs. 5,160	.....	563,544	568,704	183,798
Other Articles	\$ 2,832	.....	3,805	.....	6,637
Total Value, Animals and their Produce .....	.....	.....	.....	.....	6,099,752

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

ARTICLES.	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Values.
	Quantity.	Quantity.	Quantity.		
AGRICULTURAL PRODUCTS.					
Balsam	\$ 4,270		788		5,058
Barley and Rye	Bush. 6,003	194,837	50,634	251,474	165,867
Barley—Pot and Pearl. Lbs.	400		13,400	13,800	552
Beans	Bush. 149		7,765	7,914	11,060
Bran	Cwt. 36		30,471	30,507	33,491
Flax	"		1,859	1,859	9,885
Flax Seed	Bush. 390		1,269	1,659	4,369
Flour	Brls. 270,814	20,389	14,126	305,329	1,960,265
Fruit—Green	" 7,027		1,006	8,033	27,840
Hay	Tons.		8,366	8,366	60,713
Hops	Lbs. 565,760		218,993	784,753	86,496
Indian Corn	Bush. 450	150	434	1,034	699
Maple Sugar	Lbs. 4,100		2,192	6,292	581
Meal	Brls. 12,361	307	7,754	20,422	80,319
Oats	Bush. 296,871	366,786	1,044,671	1,708,328	552,002
Peas	" 840,036	105,568	50,828	996,432	893,198
Other Seeds	\$ 507		50,467		50,974
Tobacco	Lbs.		24,551	24,551	982
Vegetables	\$ 410		283		693
Wheat	Bush. 2,167,615	496,090	32,693	2,696,398	2,881,757
Other Articles	\$ 126		2,694		2,820
Total Value, Agricultural Produce					6,829,621
MANUFACTURES.					
Books	\$ 43,530		705		44,235
Biscuits	Cwt. 2,812			2,812	10,768
Candles	Lbs. 916			916	111
Carriages	No. 10		104	114	3,953
Cottons	\$ 3,004		51		3,055
Extract of Hemlock Bark	Brls. 3,232		15,514	18,746	154,846
Furs	\$ 9,875		28		9,703
Glass	" 1,773		100		1,873
Gypsum, Plaster, Lime, &c.	" 376		6,135		6,511
India Rubber	" 170				170
Indian Bark-work	" 570				570
Iron and Hardware	" 18,212		12,310		30,522
Leather	" 256,676		7,445		264,121
Linen	" 4,324		11		4,335
Machinery	" 6,357		3,395		9,752
Musical Instruments	" 2,186		5		2,191
Oil Cake	" 42,802				42,802
Rags	" 3,171		153		3,324
Sewing Machines	No. 4,320		1,486	5,806	89,868
Soap	Lbs. 6,247		55	6,302	333
Starch	" 880		860	1,740	183
Straw	" 3,392		1,360		4,752
Sugar Boxes	No. 8,508	145,994	19,813	174,315	57,274
Tobacco	Lbs. 315,408		14,406	329,814	49,987
Wood	\$ 44,505	2,406	10,121		57,032
Woollens	\$ 15,375		153		15,528
Liquors—Ale, Beer, and Cider	Galls. 203		1,740	1,943	811
Whiskey	" 1,294		114	1,408	895

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

ARTICLES.	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Values.
	Quantity.	Quantity.	Quantity.		
MANUFACTURES.—Continued.					
Other Spirits	Galls.	3,338	74,477	77,815	\$ 56,113
Vinegar	60	.....	.....	60	15
Other Articles	\$	4,310	21,634	.....	25,944
Total Value, Manufactures .....	.....	.....	.....	.....	951,577
OTHER MISCELLANEOUS ARTICLES	\$	46,245	21,241	.....	67,486
COIN AND BULLION :—				.....	.....
Gold	\$	1,624,704	.....	.....	1,624,704
Silver	\$	3,628,160	.....	.....	3,628,160
Copper	\$	500	.....	.....	500
		5,253,364	.....	.....	5,253,364
VESSELS BUILT AT QUEBEC DURING THE YEAR.—No. 27; Tons, 18,127, @ \$40 per ton .....	.....	.....	.....	.....	725,080

RECAPITULATION.

—	Value.	Duty.
	\$	\$ cts.
Produce of the Mine	359,656	.....
do do Fisheries	573,720	.....
do do Forest	11,814,784	5,453 43
Animals and their Produce		
Agricultural Products	6,099,752	.....
Manufactures	6,829,621	.....
Miscellaneous Articles	951,577	.....
New Ships, built at Quebec during the Fiscal Year ended 30th June, 1870.—No. 27; Tons, 18,127, @ \$40 per Ton	67,486	.....
	725,080	.....
Total Produce	27,421,676	5,453 43
Coin and Bullion	5,253,364	.....
Goods not Produce of Canada	4,413,303	.....
Estimated Amount short returned at Inland Ports	719,125	.....
Total Exports	37,807,468	5,453 43

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

PROVINCE OF NOVA SCOTIA.

ARTICLES.	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Values.
	Quantity.	Quantity.	Quantity.		
THE MINE.					
Gold Bars	\$ 131,095				131,095
Copper.....	Tons. 7			7	1,045
Copper Ore.....	" 4			4	280
Coal	" 255,361	25,788		281,149	532,554
Barytes	" 1,195			1,195	11,960
Manganese	" 1,256			1,256	4,102
Pig and Scrap Iron	" 216			216	7,257
Stone and Sand	\$ 27,480				27,480
Mineral or Earth Oils	Galls. 12,546			12,546	3,868
Other Articles	\$ 3,474	5			3,479
Total Value, produce of the Mine					723,120
THE FISHERIES.					
Salmon—Fresh	\$ 4,460	400			4,860
Smoked	Lbs. 50			50	15
Pickled	Brls. 2,607	1,610		4,217	58,908
Canned	Pkgs. 576			576	2,347
Fish—all other—Fresh	\$ 8,478				8,478
Preserv'd & Spic'd Pkgs.	1,747	674		4,221	9,898
Salted, dry	Cwt. 370,056	3,830		373,886	1,553,163
Salted, wet	Brls. 204,899	17,180		222,009	758,690
Smoked	Pkgs. 10,049			10,049	4,931
Fish Oil	Galls. 72,739	20,174		92,913	54,461
Furs or Skins, &c.	\$ 82,500				82,500
Other Articles	\$ 3,615				3,615
Total Value, produce of the Fisheries					2,541,667
THE FOREST.					
Timber—Birch	Tons. 3,524	275		3,799	26,062
Tamarack	" 11			11	33
White Pine	" 270			270	994
Standard Staves	Mille. 452	12		464	9,212
Other Staves	" 286			286	3,410
Battens	\$ 990				990
Knees and Futtocks	No. 5,137	2		5,137	3,932
Scantling	\$ 2,018	289		4,904	2,020
Deals	Stand. Hund. 4,615			4,904	107,974
Deal Ends	\$ 1,412				1,412
Plank and Boards	Mille. 65,631	1,153		66,784	716,308
Spars	Pieces. 4,598	65		4,663	8,304
Laths	Mille. 6,262	55		6,317	6,830
Lathwood	Cords. 420	10		430	693
Firewood	" 32,780			32,780	97,463

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

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

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

ARTICLES.	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Values.
	Quantity.	Quantity.	Quantity.		
MANUFACTURES.					
Biscuit.....	Cwt.	446	.....	446	\$ 10,435
Candles.....	Lbs.	77,884	.....	77,884	9,412
Carriages.....	No.	1	.....	1	80
Cottons.....	\$	1,000	.....	.....	1,000
Gypsum Plaster, &c.	\$	78,295	292	.....	78,587
Iron and Hardware....	\$	36,500	.....	.....	36,500
Leather.....	\$	29,975	.....	.....	29,975
Machinery.....	\$	3,682	.....	.....	3,682
Musical Instruments....	\$	200	.....	.....	200
Rags.....	\$	126	.....	.....	126
Sewing Machines.....	\$	395	.....	.....	395
Soap.....	Lbs.	53,087	736	53,823	3,812
Sugar Boxes.....	No.	577	.....	577	678
Tobacco.....	Lbs.	85,249	5,832	91,081	19,812
Wood.....	\$	6,059	.....	.....	6,059
Woolloens.....	\$	5,890	.....	.....	5,890
Ale, Beer, and Cider....	Galls.	50,127	84	50,211	18,338
Other Spirits.....	L,	2,740	1,753	4,493	2,705
Vinegar.....	\$	172	.....	172	70
Other Articles.....	\$	7,436	.....	.....	7,436
Total Value Manufactures.....					235,192
OTHER MISCELLANEOUS ARTICLES					
ARTICLES	\$	6,947	.....	.....	6,947
COIN AND BULLION					
COIN AND BULLION	\$	53,760	.....	.....	53,760

RECAPITULATION.

The Mine	\$ 723,120
,, Fisheries	2,541,667
,, Forest	1,058,314
Animals	310,235
Agricultural Products	186,564
Manufactures	235,192
Miscellaneous Articles	6,947
Total Produce	5,061,039
Coin and Bullion	53,760
Goods not Produce of Canada	688,618
Total	15,803,417

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

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	In British or Colonial Vessels. Quantity.	In Foreign Vessels. Quantity.	By Land Carriage. Quantity.	Total Quantities.	Total Values.
PRODUCE OF THE MINE.					
Copper Ore.....\$					
Coal .....Tons.	5,425			5,425	112 54,927
Iron Ore					12
Antimony.....\$					10
Manganese.....Tons.	142	4		146	3,580
Pig and Scrap Iron,	678	481		1,159	24,051
Stone					82,480
Mineral or Earth Oil ..Galls.	900			900	487
Other Articles.....\$					7,729
Total Produce of the Mine					173,388
PRODUCE OF THE FISHERIES.					
Salmon—Fresh, No.	43,555			43,555	56,790
Smoked	6,876			6,876	6,915
Pickled, Brls.	1	10		11	221
Canned	\$				72,126
Fish—all other—Fresh ..\$					19,980
Preserved and spiced, Pkgs.	6,606	3,605		10,211	76,894
Salted, dry, Cwt.	8,174	470		8,644	33,980
Salted, wet, Brls.	38,056	5,853		43,909	119,350
Smoked, Boxes	6,550	22,068		28,618	18,389
Fish Oil, Galls.	2,591	90		2,681	1,339
Other Articles	\$				2,202
Total Produce of the Fisheries					408,186
PRODUCE OF THE FOREST.					
Birch, Tons.	10,937	3,245		14,182	91,357
White Pine, "	9,018	477		9,493	98,133
Tamarack	7			7	35
Knees and Futtocks, Pieces	1,868	80		1,948	1,763
Scantling, M.Ft.	19,837	5,969		25,806	174,170
Tree-nails, Pieces	10,500			10,500	100
Deals, Stand. Hund.	65,085	23,920		89,005	1,794,343
Deal Ends	5,349	1,344		4,693	69,631
Plank and Boards, M.Ft.	54,208	8,135		62,343	469,053
Spars, Pieces	8,096	4,528		12,624	6,515
Masts	20			20	30
Laths, Mille.	63,980	29,882		93,862	94,528
Lathwood, Cords.	203	54		257	1,431
Firewood	526			526	1,368
Shingles, Mille.	22,149	449		22,598	44,602
Sleepers and Railroad Ties, Pieces	144,637	73,733		218,370	41,660
Oars, Pairs.	38			38	23
Other Woods, "					63,437
Total Produce of Forest					2,952,179

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

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantities.	Total Values.
ANIMALS AND THEIR PRODUCE.					
Horses..... No.	.....	267	.....	267	24,033
Horned Cattle..... "	.....	58	.....	58	1,662
Sheep..... "	.....	40	.....	40	105
Poultry.....	.....	.....	.....	.....	454
Bacon and Hams..... Cwt.	21,840	.....	.....	21,840	1,260
Beef..... Lbs.	85	900	.....	985	4,452
Butter..... "	2,511	9,469	.....	11,980	2,747
Cheese..... "	.....	129	.....	129	16
Eggs..... Doz.	.....	236,808	.....	236,808	14,703
Feathers..... \$	.....	.....	.....	.....	34
Furs—Undressed.....	.....	.....	.....	.....	3,761
Hides and Skins..... "	.....	.....	.....	.....	694
Horns and Hoofs..... "	.....	.....	.....	.....	16
Pork..... Cwt.	.....	10	.....	10	113
Sheep's Pelts..... No.	.....	3,067	.....	3,067	1,106
Wool..... \$	.....	.....	.....	.....	82
Other Articles..... \$	.....	.....	.....	.....	281
Total Animals and their Produce .....	.....	.....	.....	.....	55,519
AGRICULTURAL PRODUCTS.					
Flax Seed..... Bush.	.....	380	.....	380	442
Flour..... Brls.	3,522	.....	.....	3,522	19,550
Fruit—Green.....	665	44	.....	709	1,913
Hay..... Tons.	192	.....	.....	192	1,902
Hops..... Lbs.	200	9,017	.....	9,217	1,859
Maple Sugar.....	1,525	.....	.....	1,525	92
Meal..... Brls.	13	33	.....	46	233
Oats..... Bush.	8,336	153	.....	8,489	3,714
Other Seeds..... \$	.....	.....	.....	.....	66
Tobacco..... Lbs.	250	.....	.....	250	50
Vegetables..... \$	.....	.....	.....	.....	3,964
Wheat..... Bush.	13,208	1	.....	13,209	13,252
Other Articles..... \$	.....	.....	.....	.....	124
Total Agricultural Products .....	.....	.....	.....	.....	47,161
MANUFACTURES.					
Biscuit..... Cwt.	213	.....	.....	213	819
Carriages..... No.	8	6	.....	14	896
Cottons..... \$	.....	.....	.....	.....	8,715
Gypsum Plaster, and Lime..... \$	.....	.....	.....	.....	43,149
Iron and Hardware..... \$	.....	.....	.....	.....	41,580
Leather..... \$	.....	.....	.....	.....	9,174
Machinery..... \$	.....	.....	.....	.....	590
Musical Instruments..... \$	.....	.....	.....	.....	100
Sewing Machines..... No.	161	426	.....	587	24,629
Soap..... Lbs.	1,050	.....	.....	1,050	80
Sugar Boxes..... No.	710,495	396,593	.....	1,107,088	534,914
Tobacco..... Lbs.	.....	.....	.....	.....	80
Wood..... \$	.....	.....	.....	.....	1,519
Woollens..... \$	.....	.....	.....	.....	11,745
Ale, Beer, and Cider..... Galls.	.....	.....	.....	.....	180

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

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

RECAPITULATION.

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

ARTICLES]	In British or Colonial Vessels.	In Foreign Vessels.	By Land Carriage.	Total Quantities.	Total Value.
	Quantity.	Quantity.	Quantity.		
PRODUCE OF THE MINE.					
Gold-bearing Quartz, Nuggets, &c. \$	131,145	.....	.....	.....	\$ 131,145
Copper Tons.	225	.....	.....	225	21,062
Copper Ore	5,227	.....	.....	5,227	250,159
Coal	260,792	25,788	127	286,707	588,799
Iron Ore	10,249	4,983	.....	15,232	34,927
Antimony Ore .....	.....	.....	2	2	282
Manganese	1,398	4	.....	1,402	7,682
Pig and Scrap Iron	11,714	2,812	2,121	16,647	294,497
Stone	\$ 128,660	2,126	473	.....	131,259
Mineral or Earth Oil... Gall.	2,308,258	158	2,440,141	4,748,557	966,461
Other Articles	\$ 56,380	2,266	2,119	.....	60,765
Total Value, Produce of Mine.	.....	.....	.....	.....	2,487,038
PRODUCE OF THE FISHERIES.					
Salmon,—Fresh	\$ 61,250	400	17,385	.....	79,035
Smoked	No. 18	6,873	.....	6,891	6,930
Pickled	Brls. 2,614	1,020	100	4,334	60,116
Canned	\$ 74,473	.....	8	.....	74,481
Fish, all other—Fresh	" 94,397	.....	.....	.....	94,397
Preserved and					
Spiced Pkgs.	8,453	4,279	.....	12,732	87,592
Salted, dry	Cwt. 496,356	4,311	.....	500,667	2,055,692
Salted, wet	Brls. 259,866	26,600	2,841	289,307	950,898
Smoked..... Boxes	16,624	22,068	.....	38,692	23,325
Fish Oil	Gall. 124,751	30,445	.....	155,196	87,043
Furs and Skins, the pro- duce of Fish or Cre- atures living in the sea. \$	83,223	.....	.....	.....	83,223
Other Produce of the Fisheries	\$ 5,817	.....	.....	.....	5,817
Total Value, Produce of the Fisheries .....	.....	.....	.....	.....	3,608,549
PRODUCE OF THE FOREST.					
Ashes—Pot	Brls. 13,840	.....	1,755	15,595	499,381
Pearl	" 2,003	12	637	2,652	76,999
Timber—Ash	Tons. 6,633	890	.....	7,523	37,726
Eirch	" 23,773	6,271	.....	30,044	212,606
Elm	" 28,229	5,269	.....	33,498	313,982
Maple	" 1,544	15	.....	1,559	709
Oak	" 56,200	12,451	8	68,659	806,537
White Pine	" 331,306	43,269	96	374,671	2,805,081
Red Pine	" 40,003	5,298	.....	45,301	333,756
Tamarac	" 3,081	1,098	103	4,282	15,198
Walnut	M."ft. 1,085	619	5	1,709	52,052
Basswood, Butternut, & Hickory	" 486	225	103	814	14,854

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

ARTICLES.	In British or Colonial Vessels. — Quantity.	In Foreign Vessels. — Quantity.	By Land Carriage. — Quantity.	Total Quantity.	Total Value.
PRODUCE OF THE FOREST.— <i>Continued.</i>					
Standard Staves	Mille. 2,924	315	.....	3,239	\$ 347,489
Other Staves	" 5,823	1,141	169	7,133	242,913
Battens	Pcs. 26,380	.....	.....	26,380	1,014
Knees and Futtocks	" 7,005	174	5,738	12,917	10,764
Scantling	Pcs. 33,583	M. ft. 19,827	Pcs. M. ft. 738327 5,969	Pcs. M. ft. 772028 25,806	\$ 226,668
Treenails	" 31,500	.....	.....	31,500	278
Deals	Stand. Hund. 109,435	50,622	.....	160,057	4,921,417
Deal Ends	" 6,303	3,628	.....	9,931	222,280
Planks and Boards	M. ft. 673,953	128,364	42,565	846,882	8,256,593
Spars and Masts	Pcs. 14,539	4,823	12	19,374	36,600
Handspikes	" 86	.....	.....	86	34
Laths	Mille. 92,446	36,372	1,939	130,757	140,298
Lathwood	Cords. 2,719	178	.....	2,897	17,128
Firewood	" 87,058	147,162	1,542	235,762	520,235
Shingles	Mille. 79,818	23,376	6,934	112,128	218,242
Shingle Bolts	Dutiable Cords. 8,141	2,896	1	11,038	Duty. 39,889
Stave Bolts	" 1,518	89	8	1,615	11,084,469 5,248 1,659,31
Oak Logs	M. ft. 190	685	1	876	9,165 1,754,32
Pine & Spruce Logs	Dutiable " 17,607	427	3,224	21,258	102,950,23,413,96
Sleepers and Railroad Ties	Pcs. 403,391	112,184	28,214	543,789	104,059
Oars	Pairs. 1,851	1,291	.....	3,142	3,215
Other Woods	\$ 271,276	9,519	64,273	.....	345,068
Total Value, Produce of the Forest .....	.....	.....	.....	.....	\$ 20,940,434
ANIMALS AND THEIR PRODUCE.					
Horses	No. 3,062	3,031	10,368	16,461	\$ 1,458,111
Horned Cattle	" 53,692	6,868	47,171	107,731	3,006,878
Swine	" 99,035	2,822	5,298	107,155	270,952
Sheep	" 39,857	18,134	89,384	147,375	388,757
Poultry	" 14,426	10,229	40,940	.....	65,595
Bacon and Hams	Cwt. 171,341	.....	3,902	175,243	1,553,323
Beef	" 25,052	1,523	1,092	27,672	197,665
Beeswax	Lbs. 23,744	57	260	24,061	5,309
Bones	Cwt. 924	8	3,714	4,646	8,223
Butter	Lbs. 9,604,499	311,718	2,343,670	12,259,887	2,353,570
Cheese	5,801,302	2,296	24,184	5,827,782	674,486
Eggs	Doz. 971,699	370,111	1,118,877	2,460,687	314,812
Feathers	Lbs. 20	76	1,119	1,215	223
Furs—dressed and un- dressed	\$ 300,946	8,708	423	.....	\$ 310,077
Hides and Skins	" 34,148	74,416	48,163	.....	156,732
Horns and Hoofs	" 1,111	.....	165	.....	1,276
Honey	Lbs. 66	50	1,354	1,470	222
Lard	1,301,417	6,715	60,985	1,369,117	199,504
Pork	Cwt. 28,614	23,846	972	58,432	274,301
Sheep's Pelts	No. 97,143	40,272	81,282	218,697	115,424
Tallow	Lbs. 12,829	490	1,590	14,879	1,342
Tongues	Kegs. 153	.....	.....	153	1,612
Venison	" 1,669	160	65	.....	1,894
Wool	Lbs. 922,400	122,482	1,398,980	2,443,862	770,299
Other Articles	\$ 3,769	.....	3,805	.....	7,574
Total Value, Animals and their Produce .....	.....	.....	.....	.....	\$ 12,138,161

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

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

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

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

RECAPITULATION.

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

ARTICLES.	Total Exports.				Fiscal Year ending 30th June, 1869.	Fiscal Year ending 30th June, 1870.
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
PRODUCT OF THE MINE:						
Gold-bearing Quartz, Dust, Nuggets, &c.	\$ 3	\$ 174,806	\$ 0	.....	.....	\$ 131,145
Copper Ore	Tons. 305	34,110	.....	.....	225	.....
Copper Ore	" 9,513	482,520	.....	.....	5,927	.....
Coal	" 440,308	763,262	.....	.....	286,707	.....
Lead Ore	" 13	6,317	.....	.....	.....	250,159
Iron Ore	" 27,848	60,298	.....	.....	.....	688,799
Iron Ore	" 1	10	.....	.....	15,232	.....
Antimony Ore	" 498	10,869	.....	.....	.....	34,927
Manganese	" 1	152,017	.....	.....	.....	2,232
Pig and Scrap Iron	" 9,371	250,038	.....	.....	.....	7,682
Stone	" 33	127,319	.....	.....	.....	29,487
Mineral (or Earth) Oil	Gall. 690	37,636	.....	.....	4,748,557	.....
Other Articles	" 3	.....	.....	.....	.....	60,765
Total Produce of the Mine	.....	2,093,502	.....	.....	.....	2,487,038
PRODUCT OF THE FISHERIES:—						
Salmon—Fresh	No. 2,906	61,912	.....	.....	.....	79,025
Smoked	Brls. 3,325	4,533	.....	.....	.....	6,830
Pickled	Brls. 442,476	58,314	.....	.....	.....	60,116
Canned	Lbs. 8	78,424	.....	.....	.....	74,481
Fish—all other—Fresh	.....	101,366	.....	.....	.....	94,387
Preserved and Spiced	8,108	38,677	.....	.....	12,732	.....
Salted—dry	Owt. 1,496,581	1,783,639	.....	.....	500,867	87,592
Salted—wet	Brls. 217,513	926,605	.....	.....	238,307	2,055,692
Smoked	Boxes 45,002	28,085	.....	.....	950,888	23,325
Fish Oil	Galls. 271,702	135,016	.....	.....	98,692	81,043
Furs or Skins, the produce of Fish or Creatures living in the Sea	" 8	14,725	.....	.....	186,196	83,223
Other produce of the Fisheries	" 11	1,414	.....	.....	.....	5,817
Total Produce of the Fisheries	.....	.....	.....	.....	.....	3,608,549

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

ARTICLES.	Fiscal Year ending 30th June, 1869			Fiscal Year ending 30th June, 1870		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
TOTAL EXPORTS.						
PRODUCER OF THE FOREST:—						
Ashes—Pot	Brls.	\$ 16,501	\$ 565,094	15,595	\$ 499,381	cts.
Pearl	"	6,235	168,479	2,652	76,939	"
Timber—Ash	Tons.	4,479	35,213	7,623	37,726	"
Birch	"	31,377	223,304	30,044	212,606	"
Elm	"	35,965	319,102	33,498	313,982	"
Maple	"	467	2,635	1,559	709	"
Oak	"	67,354	820,489	68,659	806,537	"
White Pine	"	431,814	2,655,257	374,671	2,803,081	"
Red Pine	"	56,860	407,349	45,301	333,756	"
Tamarac	"	2,455	18,100	4,282	15,198	"
Walnut	M. ft.	1,835	65,622	1,709	52,052	"
Basswood, Butternut, and Hickory	M. ft.	573	8,452	814	14,854	"
Standard Staves	Mille.	2,811	362,182	3,239	347,480	"
Other Staves	"	8,783	264,529	7,138	242,913	"
Battens	Pieces	9,964	602	26,380	1,014	"
Kneads and Futtocks	"	21,046	14,572	12,917	10,764	"
Scantling	Pieces, M. feet.	72,463	180,965	772,028	226,668	"
Treenails	"	72,389	887	25,806	278	"
Deals	Pieces	187,117	5,293,533	31,500	4,921,417	"
Deal Ends	Stand. Hund.	6,680	15,290	160,057	222,280	"
Planks and Boards	"	677,859	6,690,936	9,931	8,256,359	"
Spars and Masts	Pieces	23,182	63,413	846,882	36,500	"
Handspikes	"	3,019	373	19,374	34	"
Lath and Lathwood	Mille.	112,759	Cords.	86	Mile.	Cords.
Firwood	"	645	192,547	130,757	2,897	157,426
Shingles	Cords.	244,365	521,383	235,762	520,325	"
Saw Logs and Shingle Bolts	M. ft.	118,547	238,083	112,128	218,242	"
do	do	for Duty	105,518	do	do	"
Sleepers and Railroad Ties	Pieces	432,620	53,092	14,402	12,653	157,252
Oars	Parts.	8,614	81,123	do	543,789	104,659
Other Woods	"	329,354	11,815	3,142	3,215	345,068
Total Produce of the Forest		19,838,963	14,402,67	do	do	37,912,28
						37,912,28

ANIMALS AND THEIR PRODUCE:—

No.	Horses	Cwt.	Lbs.	Doz.	Lbs.	Cwt.	Lbs.	Cwt.	No.	Kegs.	No.	Ibs.
	Horned Cattle	"	"		"	"	"	"				"
	Swine	"	"		"	"	"	"				"
	Sheep	"	"		"	"	"	"				"
	Poultry	"	"		"	"	"	"				"
	Bacon and Ham	"	"		"	"	"	"				"
	Beef	"	"		"	"	"	"				"
	Beeswax	"	"		"	"	"	"				"
	Bones	"	"		"	"	"	"				"
	Butter	"	"		"	"	"	"				"
	Cheese	"	"		"	"	"	"				"
	Lard	"	"		"	"	"	"				"
	Eggs	"	"		"	"	"	"				"
	Feathers	"	"		"	"	"	"				"
	Furs—dressed and undressed	"	"		"	"	"	"				"
	Hides and Skins	"	"		"	"	"	"				"
	Horns and Hoofs	"	"		"	"	"	"				"
	Ham	"	"		"	"	"	"				"
	Pork	"	"		"	"	"	"				"
	Sheep's Pelts	"	"		"	"	"	"				"
	Tallow	"	"		"	"	"	"				"
	Tongues	"	"		"	"	"	"				"
	Venison	"	"		"	"	"	"				"
	Other Articles	"	"		"	"	"	"				"

BROWNSTEIN

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

ARTICLES.	Total Exports.				Fiscal Year ending 30th June	Quantity.	Value.	Duty.	\$ cts.
	Fiscal Year ending 30th June		Fiscal Year ending 30th June, 1870.						
AGRICULTURAL PRODUCTS.—Continued.									
Other Seeds	Bush. Lbs. \$	23,525 9,650 \$	\$ 37,219 1,288 76,896 3,183,383	\$ cts. ..... ..... ..... .....	.....	31,218 3,657,101	\$ 66,454 4,597 56,323 3,705,173 4,570		
Tobacco	Bush.	2,369,208							
Vegetables	Bush.								
Wheat	Bush.								
Other Articles	\$								
Total Agricultural Products			12,183,702						
MANUFACTURES:—									
Books	Cwt. Lbs. \$	3,940 238,184 506 \$	18,304 19,192 22,962 25,157 16,182 186,750 3,859 4,606 56,046 30	\$ cts. ..... ..... ..... ..... ..... ..... ..... ..... .....	.....	3,471 141,112 766 18,751	\$ 51,733 22,922 13,841 24,941 12,905 184,936 9,755 9,250 131,142 186		
Biscuits									
Candles and Soap									
Carriages									
Cottons									
Extract of Hemlock Bark	Bush.	20,910							
Furs	\$								
Glass									
Gypsum, Plaster, Lime, &c.									
India Rubber									
Indian Barkwork									
Iron and Hardware									
Leather									
Linen									
Machinery									
Musical Instruments									
Oil Cake									
Rags	No. Lbs. \$	214,947 67 65,913 7,612 60,615 29,713 60,933 10,622 17,121 684,919 38,826 69,037 24,453							
Sewing Machines	No. Lbs. \$	4,849 250,221 \$							
Search									
Straw									
Sugar Boxes									
Tobacco	No. Lbs. \$	1,208,756 250,601 \$							
Wood									
Woollens									

Liquors—Ale, Beer, and Cider	Galls.	49,836	17,411	55,313	20,431
Whisky		4,351	4,145	31,185	
Other Spirits		124,478	86,471	86,142	
Vinegar			2,834	625	
Other Articles				1,179	80,812
Total Manufactures		1,765,461		2,133,659	
Miscellaneous Articles	\$		350,559		371,682
Vessels built at Quebec	No. | Tons.	37 | 27,000	1,080,000	No. | Tons.	27 | 18,127
COIN AND BULLION	\$		4,218,208		725,080
					8,002,278

RECAPITULATION.

Produce of the Mine		2,093,502			2,487,038
do Fisheries		3,242,710			3,608,549
do Forest		19,838,963	14,402 67		20,940,434
Animals and their Produce		8,769,407			12,138,161
Agricultural Produce		12,182,702			13,676,619
Manufactures		1,765,461			2,133,659
Other Articles		350,559			371,682
Ships built at Quebec	No. | Tons.	37 | 27,000	1,080,000	No. | Tons.	27 | 18,127
Total Produce of the Dominion		49,323,304	14,402 67		56,061,192
COIN AND BULLION		4,218,208			8,002,278
Goods not Produce of the Dominion		3,855,801			6,527,622
Estimated Amount short returned at Inland Ports		3,077,468			2,962,398
Grand Total of Exports		60,474,781	14,402 67		73,573,490

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE

ARTICLES.	CLIFTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
THE MINE.				
Gold-bearing Quartz, Dust, Nuggets.....\$		\$		\$
Copper and Copper Ore.....				
Coal.....Tons				
Iron Ore.....				
Pig and Scrap Iron....."	545	13,458	810	17,006
Stone and Sand.....\$		100		
Mineral or Earth Oil.....Galls.	2,096,187	465,701	26	56
Other Articles.....\$				
Total.....		479,259		17,062
FISHERIES.				
Fish of all descriptions.....\$		2,053		
Fish Oil.....Galla.				
Total.....		2,053		
THE FOREST.				
Ashes- Pot.....Brls.				
Timber, other than Spars and Masts.....\$			1,300	3,000
Standard Staves.....Mille.			51	4,210
Other Staves....."	6	427		
Planks and Boards.....\$	319	4,289	82,638	730,056
Spars and Masts.....Pcs.				
Laths.....Mille.			395	496
Firewood.....Cords.				
Shingles.....Mille.	2,311	6,147	1,944	3,994
Shingle Bolts.....Cords.				
Stave Bolts.....				
Oak Logs.....M. ft.				
Pine Logs.....				
Sleepers and Railroad Ties.....Pcs.				
Other Woods.....\$				
Total.....		10,863		741,756
ANIMALS AND THEIR PRODUCE.				
Horses.....No.	250	23,640	86	10,158
Horned Cattle....."	1,860	56,911	313	7,275
Sheep....."	3,919	12,622	241	950
Swine....."	181	835	22	110
Poultry.....\$				50
Pork, Beef, and other Meats....."	25,588	263,933		48
Butter, Cheese, and Eggs....."	1,058,215	131,904	22,041	2,707
Tallow and Lard....."	165,864	20,571		
Hides, Pelts, Horns, and Hoofs....."	48,175	29,516	5,497	2,354
Wool.....Lbs.	424,043	131,813		
Furs, dressed and undressed.....\$				
Other Articles.....\$				
Total.....		671,745		23,652

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

OF ONTARIO.

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

ARTICLES.	CLIFTON.		TORONTO.	
	Quantity.	Value.	Quantity.	Value.
AGRICULTURAL PRODUCTS.				
Wheat.....	Bush.	9,191	10,033	103,102
Barley, Rye, Beans, Peas, and Oats	"	68,381	120,869	1,562,404
Indian Corn.....				12,346
Flour and Meal of all kinds.....	Brls.	23,763	89,615	68
Seeds of all descriptions, not mentioned above \$.....	\$	4,603	9,180	
Hops.....	Lbs.	137,476	17,467	
Tobacco.....				
Fruit and Vegetables.....	\$	1,169	2,600	
Flax.....	"		11,191	
Other Articles.....	"			
Total.....			260,955	275,387
MANUFACTURES.				
Books.....	\$			
Furs.....	No.			
Iron and Hardware.....	\$		856	
Leather.....	"		340	
Machinery.....			4,064	
Carriages.....	"	28	1,291	9
Straw.....				235
Wood.....	"		180	
Woollens.....	"			
Ground Plaster, Lime, and Gypsum.....				
Ale, Beer, and Cider.....	Galls.	507	120	
Whiskey and other Spirits.....	"	4,533	5,168	3
Other Articles.....	"		38	10
Total.....			12,057	130
Other Miscellaneous Articles			32,553	3,212
Total Goods, Produce of Canada			1,469,485	1,061,444
COIN AND BULLION			2,433,000	
Goods not the Produce of Canada				23,072
Total as Reported			3,902,485	1,084,516

Province of Ontario.—*Continued.*

HOPE.		HAMILTON.		KINGSTON.		OTHER PORTS.		TOTAL.	
Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.	Quant.	Value.
	\$		\$		\$		\$		\$
154,122	155,902	198,564	190,581	19,179	15,277	363,325	308,178	847,483	810,146
236,001	166,123	682,633	507,333	484,408	332,884	4,543,015	3,842,278	7,572,842	5,100,224
						1,264	726	13,610	8,434
1,146	7,136	2,600	12,710	46	176	43,528	169,694	71,151	280,084
				2,342	1,252	76,417	72,963	83,362	83,402
				57,778	5,224	194,929	21,466	390,183	44,157
		1,000	2,000	126	273	6,417	3,565	6,417	3,565
						10,583	19,446	12,878	24,326
							53,197		64,388
							189,547		189,547
	329,161		712,624		355,086		4,681,060		6,614,273
					188		7,370		7,558
					41		11		52
		133			27,551		10,789		39,329
					720		6,372		7,432
					392		15,269		19,725
6	685			228	1,954	366	15,747	637	19,912
	25				352		536		913
	240		100		1,929		19,473		21,922
	14				1,032		561		1,607
							2,895		2,895
					10	5	2,242	977	2,759
					198	197	45,629	52,059	1,102
						947		50,363	57,434
							48,424		49,539
	1,097		100		35,308		180,483		229,420
					14,110		238,076		287,951
	1,171,722		846,883		1,067,650		13,618,122		19,235,306
					113,930		108,224		2,655,154
			13,603		379,605		109,296		525,666
	1,171,722		860,486		1,561,275		13,835,642		22,416,126
Estimated Amount short returned at Inland Ports									2,243,273
Grand Total Exports									24,659,399

PROVINCE

ARTICLES.	COATICOOK.		MONTREAL.	
	Quantity.	Value.	Quantity.	Value.
THE MINE.				
Coal.....	Tons.	\$	89	1,010
Copper and Copper Ore.....	,,	63,272	3,758	194,645
Iron Ore.....	,,			
Pig and Scrap Iron.....	,,	1,930	98	2,026
Antimony Ore.....	,,		2	272
Stone.....	\$	20		
Mineral or Earth Oil.....	Galls.		123,201	14,061
Other Articles.....	\$	1,130		9,451
Total.....		66,352		231,465
THE FISHERIES.				
Fish of all descriptions.....	\$	17,845		12,091
Fish Oil.....	Galls.		7,300	4,385
Furs, and Skins of Fish, &c.....	\$			
Total.....		17,845		16,476
THE FOREST.				
Pot and Pearl Ashes.....	Brls.	2,194	67,516	15,980
Deals—Plank and Boards.....	\$		125,664	332,150
Timber, other than Spars or Masts.....			2,087	
Shingle Bolts, \$1 per cord.....	Cords.			
Staves, Bolts, “.....				
Oak Logs, per M. feet, \$2 per cord.....	M'. ft.			
Spruce Logs, \$1 per cord.....	“	8	32	167
Pine Logs, \$1 per cord.....				754
Shingles.....	Mille.	1,261	1,843	355
Spars and Masts.....	Pieces		50	198
Staves.....	Mille.	142	2,732	351
Other Woods.....	\$		39,191	14,611
Total.....			239,115	63,371
				917,986
ANIMALS AND THEIR PRODUCTS.				
Horses.....	No.	291	26,927	4,048
Horned Cattle.....	“	835	18,869	5,482
Sheep.....	“	1,363	2,785	10,907
Swine.....	“	23	67	1,715
Poultry.....	\$		1,304	31,316
Pork, Beef, and other Meats.....	“		1,052,492	263,966
Butter, Cheese, and Eggs.....	“		409,981	2,103,923
Tallow and Lard.....	“		101,026	39,375
Hides, Pelts, Horns and Hoofs.....	Lbs.		3,515	38,600
Wool.....	Lbs.	490,218	158,816	23,886
Furs, dressed or undressed.....	\$		6,284	285,672
Other Articles.....	“		9,816	5,922
Total.....			1,791,882	3,395,870

Ports, &c.—Continued.

OF QUEBEC.

QUEBEC.		ST. JOHN'S.		OTHER PORTS.		TOTAL.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	\$		\$		\$		\$
299	11,840	10	100	38	247	127	1,257
3	15					5,425	269,757
200	4,500	930	18,310	1,008	24,835	13	115
						2,327	51,601
						2	272
							458
140	61					123,548	14,426
	200		989		304		21,770
	16,616		19,399		25,824		359,656
	1,111		12				
	9,693		5,331	42,101	511,202	59,095	542,261
					21,020		30,736
					723		723
	1,111		5,343		532,945		573,720
		12					
	3,132,390		381	4	120	18,190	574,564
	4,204,837		2,387,241		200,086		6,177,531
			81,930		10,912		4,299,796
				1	2	1	2
				8	43	8	43
				1	12	1	12
				4,990	16,562	5,165	17,348
					225		580
169	360	2,206	6,278	3,647	6,754	7,383	15,433
	10,231				214		10,495
3,747	458,944			59	1,054	4,300	477,341
	33,799		66,243		39,035		241,639
	7,840,591		2,542,073		275,019		11,814,784
		2					
			175	4,422	365,879	8,763	765,891
				14,158	292,263	20,475	492,932
				41,648	88,459	53,918	123,480
				593	3,034	2,331	19,356
					8,028		40,648
	21,417				6,174		1,344,049
	13,754		854		95,539		2,624,051
			109		90		140,600
100	25			3,951	10,303	568,704	52,427
					1,071		183,798
					204		292,160
			3,659		963		20,360
	35,196		4,797		872,007		6,099,752

No. 10.—EXPORTS.—Principal

ARTICLES.	COATICOOK.		MONTREAL.	
	Quantity.	Value.	Quantity.	Value.
AGRICULTURAL PRODUCTS.				
Wheat.....	Bush.	230,572	207,344	2,237,231
Barley, Rye, Beans, Peas and Oats.....	"	662,789	261,224	1,482,828
Indian Corn.....	"			
Flour, and Meal of all kinds.....	Brls.	28,781	115,804	277,469
Seeds of all descriptions, not named above.....	\$		27,573	23,218
Hops.....	Lbs.	223,434	25,585	558,119
Tobacco.....	"			60,451
Fruits and Vegetables.....	\$		6,734	24,551
Other Articles.....	"		17,354	982
Total.....			661,618	17,733
				87,137
				5,481,361
MANUFACTURES.				
Books.....	\$		4,568	39,665
Candles and Soap.....	Lbs.			3,510
Furs.....	\$		804	179
Iron and Hardware.....	"		12,124	8,871
India Rubber.....	"			16,307
Leather.....	"		73,450	170
Machinery.....	"		5,208	188,472
Carriages.....	"			4,137
Straw.....	"		1,075	1,748
Sugar Boxes.....	"		5,909	3,392
Tobacco.....	Lbs.	10,348	1,656	20,659
Wood.....	\$		310,557	46,442
Woollens.....	"		9,847	28,769
Oil Cake.....	"		295	14,141
Ground Plaster, Lime, Gypsum, &c.	"		9,930	26,258
Ale, Beer and Cider.....	Galls.		1,671	18
Whisky, and other Spirits.....	"	68,677	40,457	1,807
Other Articles.....	\$		181,292	649
Total.....			348,286	16,458
				80,687
Miscellaneous Articles.....	\$		18,999	39,971
Ships, built at Quebec, No. 27.....	Tons.			
Total Produce.....			3,144,097	10,580,151
Coin and Bullion.....				4,212,840
Goods not Produce.....			6,745	4,317,762
			3,150,842	19,110,753

Ports, &c.—Quebec.—Continued.

QUEBEC.		ST. JOHN'S		OTHER PORTS.		TOTAL.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	\$		\$		\$		\$
227,529	234,010	666,255	280,956	1,066	834	2,696,398	2,881,757
13,353	10,896	150	96	152,723	55,920	2,977,948	1,622,679
450	277	307	1,458	434	326	1,034	699
15,868	78,291			3,326	6,443	325,751	2,040,584
3,200	460			527	4,025		55,343
						784,753	86,496
						24,551	982
	1,671				2,395		28,533
	151				7,906		112,548
	325,756		283,037		77,849		6,829,621
3,653	260			55	2	7,218	44,235
					5		444
	1,575				28		9,703
					516		30,522
							170
	1,582				617		264,121
					407		9,732
	186				2,019		3,953
					285		4,752
	18,729	11,758			219		57,274
8,903	1,885			6	4	329,814	49,987
	15,423	806			2,187		57,032
	939				153		15,528
	6,614						42,802
	358	1,575			2,889		6,611
20	10			116	152	1,943	811
10	12			29	81	79,223	57,008
	9,850	2,082			23,061		296,972
	57,423	16,221			32,625		951,577
18,127	2,064				6,462		67,486
	725,080					18,127	725,080
	9,003,827	2,870,870			1,822,731		27,421,676
	1,040,624						5,253,364
	75,365	6,412			7,019		4,413,303
	10,119,716	2,877,282			1,829,750		37,088,343
Estimated amount short returned at Inland Ports							719,125
Grand Total Exports							\$ 37,807,468

PROVINCE OF NOVA SCOTIA.

ARTICLES.	HALIFAX.		OTHER PORTS.		TOTAL.
	Quantity.	Value.	Quantity.	Value.	
THE MINE.					
Gold Bars.....\$	131,095	.....	532,196	.....	\$ 131,095
Coal.....Tons.	540	280,609	11,960	281,149	532,554
Iron....."	358	1,195	1,195	1,195	11,960
Copper and Copper Ore....."	"	11	1,325	11	1,325
Pig and Scrap Iron....."	"	216	7,257	216	7,257
Manganese....."	"	1,256	4,102	1,256	4,102
Stone and Sand.....\$	78	21,402	150	12,546	21,480
Mineral or Earth Oil.....Gals.	12,046	12,500	1,186	1,186	3,808
Other Articles.....\$	3	2,293	.....	.....	3,479
Total Produce of the Mine.....	137,542	.....	585,578	.....	723,120
THE FISHERIES.					
Fish of all description.....\$	1,735,642	605,449	17,219	92,913	2,401,091
Fish Oil....."	37,242	36,136	288	288	54,461
Furs or Skins of Creatures living in the water.....\$	82,212	.....	3,615	.....	82,500
Other Articles.....\$	.....	.....	.....	.....	3,615
Total Produce of the Fisheries.....	1,915,096	.....	626,571	.....	2,541,667
THE FOREST.					
Deals—Plank and Boards.....\$	113,257	.....	12,759	.....	825,694
Timber, other than Spars or Masts.....\$	13,330	.....	8,780	.....	26,089
Shingles.....Mills.	17,628	5,637	4,547	4,663	26,408
Spars.....Pcs.	1,240	4,547	7,064	7,064	8,304
Other Woods.....\$	32,547	.....	139,572	.....	171,819
Total Produce of the Forest.....	177,702	.....	880,612	.....	1,058,314
ANIMALS AND THEIR PRODUCE.					
Horses.....No.	1	60	114	6,580	115
Horned Cattle....."	4	120	3,131	84,475	3,135
					6,640
					84,595

Sheep.....	\$	150	650	4,608	12,767	4,788	13,417
Swine.....	\$	"	1,496	17	346	79	346
Poultry.....	\$	"	53,771	12,523	.....	.....	1,512
Pork, Beef and other Meats.....	\$	"	61,920	68,269	.....	.....	66,294
Bacon, Cheese and Eggs.....	\$	"	1,653	147	.....	.....	12,789
Lard and Tallow.....	\$	"	4,841	300	21	940	1,800
Hides, Pelts, Horns and Hoofs.....	\$	"	45	520	.....	.....	4,841
Wool.....	Lbs.	640	415	.....	.....	66	66
Other Articles.....	\$	"	124,570	185,665	.....	.....	935
Total Animals and their Products.....	"	"	124,570	185,665	.....	.....	310,235
AGRICULTURAL PRODUCTS.							
Wheat.....	Bush.	10	18	.....	10	18	18
Barley, Rye, Beans, Peas and Oats.....	Bush.	16,328	8,782	5,223	2,475	21,561	11,257
Flour and Meal of all kinds.....	Brs.	11,097	88,610	9,166	26,860	20,263	115,470
Seeds of all descriptions, not named above.....	\$	"	128	42	.....	.....	170
Hops.....	Lbs.	10,226	1,027	.....	.....	10,226	1,027
Fruit and Vegetables.....	\$	"	11,644	44,754	56,398	56,398	1,218
Other Articles.....	\$	"	654	564	.....	.....	.....
Total Agricultural Products.....	"	"	110,863	74,695	.....	.....	185,558
MANUFACTURES.							
Candles and Soap.....	Lbs.	131,707	13,224	.....	131,707	13,224	13,224
Iron and Hardware.....	\$	"	27,679	8,821	.....	.....	36,500
Leather.....	"	"	23,204	6,771	.....	.....	29,975
Machinery.....	"	"	2,697	985	.....	.....	3,682
Carriages.....	"	"	80	.....	.....	.....	80
Sugar Boxes.....	Lbs.	90,911	19,443	170	678	678	678
Tobacco.....	\$	"	2,311	3,848	69	91,061	19,812
Wood.....	"	"	5,307	5,583	.....	.....	6,059
Woollens.....	"	"	12	78,575	.....	.....	5,890
Gypsum, Plaster, &c.....	"	"	18,326	75	12	50,211	78,587
Ale, Beer and Cider.....	Galls.	50,136	2,955	70	150	4,93	18,338
Other Spirits.....	\$	4,423	11,029	.....	8,633	.....	2,705
Total Manufactures.....	"	"	126,067	.....	109,125	.....	19,662
Other Miscellaneous Articles.....	\$	"	6,212	.....	735	.....	6,947
Total—Goods Produce of the Dominion.....	"	"	2,598,052	.....	2,462,981	.....	5,061,033
Goods, not Produce.....	"	"	514,482	.....	174,136	.....	688,618
Coin and Bullion.....	"	"	53,766	.....	.....	.....	53,766
Grand Total of Exports.....	\$	"	3,166,300	.....	2,837,117	.....	6,903,417

PROVINCE OF

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

Ports, &c.—Continued.

NEW BRUNSWICK.

No. 10.—EXPORTS—Principal Ports, &c.—

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

Province of New Brunswick.—Concluded.

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE OF ONTARIO.

Ports.	Fiscal Year ending 30th June, 1869.			Fiscal Year ending 30th June, 1870.				
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	\$	\$	\$	\$ cts.	\$	\$	\$	\$ cts.
Amherstburgh.....	144,510	45,631	45,679	1,448 42	126,542	36,863	36,663	1,793 79
Belleisle.....	575,004	192,692	190,809	24,506 38	587,834	155,232	158,411	30,091 42
Brantford.....	127,751	242,671	236,386	34,692 05	138,560	272,297	263,724	46,202 40
Brighton.....	5,340	5,340	5,340	5,153 07	54,124	8,885	8,885	675 60
Brockville.....	60,125	634,404	384,759	10,757 24	70,918	322,576	320,609	17,356 33
Burwell.....	136,250	4,185	4,185	9,944 46	93,490	8,928	8,928	1,951 71
Chatham.....	543,452	84,969	84,969	5,329 16	647,561	80,518	80,518	6,893 16
Chippawa.....	59,157	66,254	66,254	631 66	19,102	61,242	61,242	1,846 90
Clifton.....	3,297,961	4,178,654	4,136,106	57,597 80	3,958,516	2,945,332	2,945,332	94,535 86
Cobourg.....	90,660	90,627	90,881	6,980 75	57,892	82,458	82,458	7,856 22
Colborne.....	15,233	12,386	12,386	1,240 23	21,359	15,393	15,393	1,713 99
Cornwall.....	44,543	23,678	23,286	1,549 21	64,006	46,047	46,436	1,758 24
Cramahe.....	78,475	51,124	51,124	705 37	79,913	56,340	56,340	817 01
Darlington.....	118,777	127,037	135,125	29,429 90	164,540	106,159	106,440	22,348 02
Dover.....	339,573	19,077	17,061	2,331 67	211,852	18,773	18,773	3,459 46
Dundas.....	63,366	161,668	161,668	6,000 70	6,993	190,465	190,465	5,576 47
Dunville.....	178,397	21,808	21,808	823 49	162,746	12,800	12,800	1,094 53
Eggn.....	2,958	1,394	1,394	79 58	6,273	3,227	3,227	1,178 35
Fort Erie.....	1,001,306	54,371	54,371	6,124 91	2,355,350	55,260	55,260	5,775 26
Gananoque.....	70,831	32,492	32,492	1,325 66	64,275	28,403	28,403	1,505 89
Goderich.....	120,377	90,732	90,732	2,994 68	16,933	119,943	119,943	4,204 82
Guelph.....	262,169	254,410	254,410	29,677 48	412,563	222,930	222,930	37,076 86
Hamilton.....	3,627,658	3,202,567	44,129 34	862,936	3,662,550	3,377,138	3,377,138	463,112 21
Hope.....	1,176,570	283,166	20,944 24	1,171,020	183,227	183,611	183,611	16,925 13
Kingston.....	1,234,475	3,381,001	3,385,634	98,893 52	1,527,519	5,441,554	4,494,189	102,684 98

Kingsville.....	46,019	10,005	922,810	167,183	159 66	53,963	3,357	1,110,224	1,110,250	103 59
London.....	450,001	9866	52,006	470,80	1,149,137	1,104,224	47,727	47,727	47,727	200,887 72
Morrisburg.....	177,038	52,006	65,867	6,564,55	182,333	182,333	54,222	54,222	54,222	613 14
Napanee.....	403,249	67,795	31,562	4,531,83	499,949	499,949	33,615	33,615	33,615	8,038 82
Newcastle.....	48,934	32,357	20,733	4,320,65	64,053	64,053	32,900	32,900	32,900	5,168 82
Niagara.....	106	20,901	5,408	5,408	230,60	839	29,988	29,988	29,988	7,441 70
Oakville.....	95,101	5,408	67,853	67,853	97,549	8,975	8,975	8,975	8,975	8,975 05
Oshawa.....	106,560	733,561	754,243	89,997	5,863,68	132,864	69,317	69,317	69,317	6,876 73
Ottawa.....	173,253	12,626	12,626	886,08	326,331	326,331	962,377	962,377	962,377	311,01
Owen's Sound	8,753	46,997	46,997	4,190,83	154,813	154,813	7,729	7,729	7,729	718 40
Paris.....	112,992	10,265	10,265	10,265	375,45	74,727	51,586	51,586	51,586	5,000 50
Penetanguishene.....	76,086	232,460	27,759	27,759	1,208,59	289,158	18,933	18,933	18,933	51,51
Petion.....	705,174	309,208	309,208	10,525,39	746,215	394,076	394,076	394,076	394,076	1,320 14
Prescott	133,845	6,162	6,162	4,465,07	128,057	3,871	3,871	3,871	3,871	9,672 43
Queenston	78,321	827,547	846,828	28,031,01	41,789	819,827	633,486	633,486	633,486	17,449 67
St. Catharine's	343,385	387,455	387,455	5,750,56	495,379	189,176	188,176	188,176	188,176	34,402 55
Sarnia.....	23,181	928	928	3,470	3,470	348	348	348	348	13,233 80
Saugeen.....	160,430	37,551	37,551	3,546,97	18,293	64,705	64,705	64,705	64,705	8,342 55
Sault Ste. Marie.....	33,707	87,231	87,231	33,707	222,27	127,660	28,704	28,704	28,704	708,704
Scarborough.....	103,954	6,704,987	6,472,791	6,472,791	6,458,39	166,421	106,930	98,519	98,519	9,789 16
Toronto.....	1,847,623	25,745	25,745	916,987	88	2,039,215	7,268,015	7,127,198	7,127,198	1,007,268 71
Trenton.....	477,177	9,431	9,431	9,431	634,72	486,213	15,239	15,239	15,239	1,119 53
Wellaceburgh.....	254,072	94,180	94,180	15,654,15	750,05	227,478	6,709	6,709	6,709	720 66
Whitby.....	536,004	339,615	335,462	14,425,62	396,498	87,219	488,548	87,219	87,219	15,058 48
Windsor.....	237,009	72,766	72,766	8,027,55	343,381	101,114	481,382	481,382	481,382	20,465 61
Woodstock.....	90,254	18,625,318	24,242,928	23,722,365	2,090,982	1	101,114	87,905	87,905	10,893 15
		2,328,165	2,398	2,398	2,398	2,398	2,398	2,398	2,398	2,398
Totals	20,953,483	24,245,326	23,724,764	2,090,982	13	24,659,399	26,135,176	24,630,457	2,421,710	80

Estimated Amount short returned at
Inland Ports.....
Copyrights

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

PROVINCE OF QUEBEC.

Ports.	Fiscal Year ending 30th June, 1869.			Fiscal Year ending 30th June, 1870.		
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.
	\$	\$	\$	\$ cts.	\$	\$ cts.
Clarenceville	36,860	8,350	8,350	601 30	55,909	6,606
Coaticook	2,791,397	403,262	402,658	9,251 32	3,151,142	551,176
Dundee	95,613	21,153	21,153	1,312 18	145,542	13,911
Frelighsburgh		8,111	8,111	796 06	3,400	9,207
Gaspé	289,138	72,750	73,804	10,160 43	318,427	112,236
Hemmingford	189,125	14,150	14,150	636 70	283,988	12,585
Lacolle	33,381	4,726	4,726	567 73	37,104	5,302
Magdalen Islands	28,713	3,377	3,517	538 65	7,607	2,456
Montreal	11,222,101	23,698,688	22,560,809	3,608,254 73	19,100,413	25,680,814
New Carlisle	296,762	79,606	68,127	13,123 43	260,396	133,232
Philipburgh	32,824	6,851	6,851	434 95	30,755	2,441
Potton	42,270	6,402	6,402	607 36	36,412	10,705
Quebec	9,629,537	6,141,140	5,894,744	567,324 07	10,131,165	5,670,332
Rimouski	63,288	38	38	11 45	86,092	1,200

Russelltown	44,846	6,132	6,132	707 41	45,840	10,324	10,324	935 72
Saint John's	2,364,288	353,153	353,153	7,374 15	2,877,173	491,680	483,686	8,209 66
Stanstead	301,961	102,404	102,404	9,456 36	322,193	110,226	110,226	12,729 20
Sutton	121,053	8,774	8,774	1,078 51	91,513	8,698	8,698	794 99
Three Rivers, Outport of Quebec in '69 .....	.....	.....	.....	.....	103,273	49,334	48,997	3,403 15
.....
27,473,965	30,939,667	29,543,903	4,232,236 79	37,063,343	32,882,465	32,164,837	4,860,859 31	.....
Estimated amount short returned at } Inland Ports	749,303	.....	.....	719,125	.....	.....	.....	.....
Copies .....	.....	1,274	1,274	.....	1,451	1,451	1,451	.....
Totals	28,223,268	30,940,341	29,545,177	4,232,236 79	37,887,468	32,883,916	32,166,288	4,860,859 31

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

PROVINCE OF NOVA SCOTIA.

Fiscal Year ending 30th June, 1869.

Port	Fiscal Year ending 30th June, 1869.			Fiscal Year ending 30th June, 1870.			\$	cts.
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	\$	\$	\$	\$ cts.	\$	\$	\$	cts.
Amherst.	116,965	104,648	102,339	14,724 55	121,982	93,312	93,052	15,894 84
Annapolis.	78,435	122,555	122,555	6,462 70	32,440	32,340	5,237 95	5,237 95
Antigonish.	101,142	38,094	36,491	10,529 46	96,169	40,627	40,692	10,250 39
Arlington.	42,718	62,635	62,635	5,884 09	46,145	62,166	62,166	4,206 46
Baddick.	97,374	2,147	6,621	3,464 67	38,374	5,846	5,823 96	12,777 02
Barrington.	38,622	33,485	33,485	7,667 75	32,444	30,594	30,294	1,214 02
Bridgewater.	4,208	46,379	46,042	6,308 07	3,312	16,218	16,767	2,669 81
Cornwallis.	75,615	157,040	157,040	3,960 37	60,801	41,512	41,512	3,268 39
Dalvay.	72,983	45,834	45,809	3,708 31	77,076	41,726	43,583	4,355 26
Halifax.	2,982,867	6,498,345	5,659,379	892,062 55	3,112,848	7,292,504	6,208,787	972,652 27
Liverpool.	201,361	108,529	109,348	8,985 47	219,871	123,057	112,692	9,619 60
Londonberry.	65,471	47,603	47,603	1,979 43	34,376	41,473	31,448 61	3,148 61
Lower Sackville.	140,009	72,279	69,333	3,616 88	209,130	85,220	83,877	6,248 23
Margaretsville.	15,436	29,245	29,245	1,191 34	13,901	20,619	20,619	4,478 35
North Sydney.	84,124	62,164	71,780	12,087 96	88,209	26,221	38,308	7,274 35
Parlborough.	13,138	20,164	20,164	269 60	11,746	13,042	13,042	322 10
Pictou.	316,898	351,287	358,445	41,427 40	236,345	345,448	350,859	38,704 52
Port Hawkesbury.	50,602	37,123	21,282	2,371 24	13,956	17,811	14,764	1,921 98
Port Hood.	12,076	10,858	9,851	763 33	32,407	5,754	6,550	2,222 60
Port Medway.	186,818	31,029	31,029	1,403 95	127,699	32,237	30,359	2,294 84
Port Mulgrave.	50,116	40,942	41,008	2,904 61	.....	.....	36,681	6,657 49*
Ragged Islands.	149,004	34,902	31,366	1,964 35	183,068	37,152	37,152	3,891 02
Shelburne.	19,076	24,438	24,438	836 58	26,062	13,470	13,470	6,655 81
Sydney.	335,855	16,386	16,386	3,695 10	221,148	14,498	14,498	15,156 66
Weymouth.	122,099	80,777	80,687	4,066 09	91,563	55,945	55,945	55,909
Windsor.	122,463	134,937	133,319	9,576 19	91,301	116,185	116,185	164,013
Yarmouth.	267,447	373,656	380,259	31,182 43	329,013	425,732	425,732	428,198
Copyrights.	5,743,511	8,607,081	7,749,171	1,076,173 47	5,803,417	8,940,769	8,007,940	1,162,592 51
Totals.	5,743,511	8,607,244	7,749,334	1,076,173 47	5,803,417	8,940,800	8,008,031	1,162,592 51

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

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

PROVINCE OF NEW BRUNSWICK.

Ports.	Fiscal Year ending 30th June, 1869.				Fiscal Year ending 30th June, 1870.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
Bathurst.....	\$ 99,411	\$ 34,244	\$ 71,155	\$ 14,622 70	\$ 158,220	\$ 69,780	\$ 75,141	\$ 15,823 94
Bay Verte.....	4,050	558	588	23 30	25,956	6,999	317 16	3,599 28
Campo Bello (Welchpool).....	11,553	6,862	6,862	3,342 23	4,753	15,771	15,271	2,183 26
Caraqnette	13,527	9,646	12,444	1,357 01	1,770	8,046	6,873	1,187 531
Chatham.....	294,069	201,774	185,213	29,219 49	384,176	189,123	37,070 99	37,070 99
Dalhousie.....	43,133	143,407	22,917	* 7,733 96	103,423	27,682	33,451	8,293 41
Dorchester.....	52,289	12,124	13,197	49,124 07	17,139	18,132	2,132 86	2,132 86
Fredrickton.....	66,824	212,936	184,413	44,188 10	53,159	168,644	175,173	41,779 90
Hillsborough.....	144,403	4,813	4,813	346,92	110,160	9,057	9,057	1,520 58
Moncton.....	1,541	38,808	61,331	8,024 17	9,814	63,986	65,368	9,423 46
Newcastle.....	-196,940	95,479	90,759	17,074 06	24,572	85,863	92,028	20,577 71
Richibucto.....	188,735	28,750	30,700	4,921 53	146,391	28,793	30,679	4,439 79
Richmond Station.....	3,898	3,898	6,883	3,717 29	... ..	5,338	2,510 84	5,573 06
Sackville.....	23,282	72,547	75,633	5,884 23	25,096	53,784	53,689	5,573 06
Shediac.....	141,494	241,806	242,888	1,002 74	143,652	229,366	230,494	724 39
Shippegan.....	41,816	20,932	22,317	3,141 90	36,842	19,697	24,550	3,896 23
St. Andrews.....	41,170	75,597	95,806	22,987 25	43,142	122,917	120,162	18,966 13
St. George.....	139,470	31,038	31,038	2,812 99	142,312	21,307	21,307	2,676 99
St. John.....	3,853,262	5,247,371	4,963,265	677,526 20	3,541,107	5,406,311	5,064,402	764,426 06
St. Stephens.....	96,311	232,533	232,533	35,773 85	89,666	279,689	282,644	60,388 09
West Isles.....	450	4,985	5,384	3,078 36	8,740	2,555	5,036	2,776 55
Woodstock.....	455	1,068	15,302	7,144 54	.....	19,483	19,483	8,678 14
Totals.....	5,554,519	6,621,819	6,382,461	89,517 32	5,303,206	6,854,332	6,532,712	1,017,777 82
Copyright Works.....	.....	435	435	.....	.....	116	115	.....
Grand Totals.....	5,554,519	6,622,254	6,382,896	89,517 32	5,303,206	6,854,447	6,532,827	1,017,777 82

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCES.	Fiscal Year ending 30th June, 1869.			Fiscal Year ending 30th June, 1870.		
	Total Exports.	Total Imports.	Entered for Consumption.	Duty.	Total Exports.	Total Imports.
Ontario	\$ 20,953,483	24,245,326	\$ 23,724,764	\$ 2,090,982 13	\$ 24,659,399	\$ 26,135,176
Quebec	28,223,288	30,940,341	29,545,177	4,232,236 79	37,807,468	32,883,916
Nova Scotia	5,743,511	8,607,244	7,749,333	1,076,173 47	5,803,417	8,940,800
New Brunswick	5,554,51	6,622,254	6,382,896	899,517 32	5,303,206	6,854,447
Grand Total	60,474,781	70,415,165	67,402,170	8,298,909 71	73,573,490	74,814,339
						\$ 71,237,603
						cts. 9,462,940 44

Commissioner of Customs.

R. S. M. BOUCHETTE,

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

COMMERCE.		SHIPPING.					
		Tonnage of British Vessels.		Tonnage of Foreign Vessels.		Totals.	
		Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.
		\$	\$	\$	\$	\$	\$
			cts.		cts.		cts.
Great Britain.....	24,950,925	38,595,433	5,037,439 70				
United States.....	32,984,652	24,728,166	1,738,162 99				
France.....	278,420	1,394,346	392,871 74				
Germany.....	15,635	469,275	121,963 60				
British North American Provinces.....	1,421,423	1,268,948	84,421 96				
British West Indies.....	1,512,780	882,134	387,136 75				
Spanish West Indies.....	1,280,268	2,423,421	1,041,284 79				
China.....		432,919	136,618 76				
Spain.....	85,082	314,925	64,452 48				
Other Foreign Countries.....	1,534,985	718,036	302,724 30				
Goods not the produce of Canada.....	6,527,622	.....	.....		
Estimated amount short, returned at Inland Ports.....	2,962,398	.....	.....		
Add difference of currency on certain entries at the Port of Halifax and other Ports in Nova Scotia.....				17,194 38			
Add Collected at Port Mulgrave, N.S., for which no Returns were furnished to the Department.....					657 49		
Add Additional Duty of 5% from 7th April only.....						118,111 50	
	73,573,490	71,237,603	9,462,940 44				

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

PROVINCE OF ONTARIO.

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

PROVINCE OF QUEBEC.

ARTICLES.	TOTAL.		DIRECT.	THROUGH OTHER COUNTRIES.	
	Quantity.	Value.		United States.	Newfoundland, Prince Ed. Island, &c.
Sugar.....Lbs.	24,335,016	\$ 1,078,278	\$ 320,425	\$ 757,863	\$
Cane Juice..... "	17,058,605	505,335	179,376	325,959	.....
Molasses..... "	7,517,367	96,858	34,404	62,454	.....
Rum.....Galls.	3,383	1,076	557	519	.....
Cigars.....Lbs.	5,211	14,198	258	13,940	.....
Sago.....	.....	1,151	1,151	.....	.....
Wax.....	.....	1,502	1,502	.....	.....
Other Articles.....	.....	6	6	.....	.....
Total .....	.....	1,698,404	537,679	1,160,725	.....

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

PROVINCE OF NOVA SCOTIA.

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

PROVINCE OF NEW BRUNSWICK.

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE OF ONTARIO.

DESCRIPTION OF GOODS.	FOREIGN GOODS PURCHASED IN THE UNITED STATES MARKETS.				Quantity.	Value.
	Foreign Goods passing through the United States under Bond to the Canadian Importer.	In Bond.	After having paid duty free under American tariff.	Imported duty free into the United States.		
	Quantity.	Value.	\$	\$	Quantity.	Value.
Animals—Horses	No. 2	\$ 500				
" Horned Cattle	"					
" Swine	"					
" Sheep	"					
" Lbs.						
Acid—Sulphuric	Lbs. 109	502				
Cordials	Galls. 109	11				
Perfumed Spirits not in flasks	No. 24	84				
Tinctures, Essences, and Extracts	Galls. 5,271	5,557	724	559	1	2
Brandy	" 823	311				
Gin	" 1,304	660				
Rum	" 2,052	1,520				
Whiskey	"					
Spirits and Strong Waters	"					
Oil—Coal and Kerosene—distilled, purified and refined	"					
Oil—Benzole, Naphtha and Refined Petroleum	"					
Products of Petroleum, &c.	"					
Crude Petroleum	"					
Molasses for Refining purposes	Lbs. 76,859	7,385	397,736	46,848	237	819
Coffee, green	"					
Coffee, ground or roasted	"					
Chicory, raw or green	"					
Chicory, roasted or ground	"					
Common Soap	"					
Search	"					

Cigars—Value not over \$10 per M. per M.	192	1,020	486	2,261	.....	.....	296	396
Cigars—Value over \$10 and not over \$20 per M.	20	238	130	2,395	.....	.....	10	200
Cigars—Value over \$20 and not over \$40 per M.	16	685	130	4,414	.....	.....	3	90
Cigars—Value over \$40 per M.	"	"	50	2,453	.....	.....	2	11
Cigars—from 7th April, new tariff Butter	2,372	2,048	1,075	881	.....	.....	172	532
Cheese ....	"	"	"	"	.....	.....	183	37
Lard and Tallow ....	"	"	"	"	.....	.....	14,610	1,532
Fish salted or smoked ....	"	"	"	"	.....	.....	56,774	5,411
Malt	Bushels	Bushels	Bushels	Bushels	.....	.....	233,804	13,785
Meats, fresh, salted, or smoked	Lbs.	Lbs.	Lbs.	Lbs.	.....	.....	3,350,976	33,732
Coal and Coke	Tons	Tons	Tons	Tons	.....	.....	144,743	192,634
Salt	Bushels	Bushels	Bushels	Bushels	.....	.....	19,022	5,701
Hops	Lbs.	Lbs.	Lbs.	Lbs.	.....	.....	684	273
Vinegar and Acetic Acid	Gals.	Gals.	Gals.	Gals.	.....	.....	20,531	466
Rice	Lbs.	Lbs.	Lbs.	Lbs.	.....	.....	476,225	529,831
Wheat	Bushels	Bushels	Bushels	Bushels	.....	.....	92,321	68,920
Grain of all other kinds ....	"	"	"	"	.....	.....	197	875
Flour of Wheat and of Rye ....	"	"	"	"	.....	.....	389	1,294
Flour and Meal of all other kinds ....	"	"	"	"	.....	.....	2,696	693
Ale, Beer, and Porter in Casks	Galls.	Galls.	Galls.	Galls.	.....	.....	.....	.....
Tea, green and Japan	Lbs.	Lbs.	Lbs.	Lbs.	.....	.....	.....	.....
Tea, black	168	122	618,332	217,870	340	143	32	27
Tobacco, manufactured, and Snuff	"	"	13,454	8,058	.....	.....	41,198	9,694
Wines of all kinds	Gals.	Gals.	30,445	8,407	116	230	165	298
Sugar, equal to and above No. 9, Dutch Standard	9,346	7,796	9,657	8,407	.....	.....	.....	.....
Sugar, below No. 9, Dutch Standard	Lbs.	Lbs.	193,705	6,640,883	359,755	100	9	9
Cane Juice, Melado, &c.	6,766	371	118,128	5,669	283	8	12,211	718
Sugar Candy and Confectionery	"	"	49,946	1,089	.....	.....	235	9
Goods paying 25 per cent. ....	"	"	"	"	.....	.....	47	4
" 15 "	"	"	5,738	"	28,214	.....	9,776	1,855
" 10 "	"	"	3,839,735	"	71,267	.....	59,172	59,172
" 5 "	"	"	16,302	"	261	457	2,186,298	2,186,298
Free Goods	"	"	124,930	"	3,738	.....	83,089	83,089
Coin and Bullion	"	"	79,575	191,749	.....	.....	213,100	213,100
Total	"	"	"	"	1,982	.....	2,123	6,948,570
						.....	2,123	2,869,773
						.....	2,123	14,042,788

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

PROVINCE OF QUEBEC.

DESCRIPTION OF GOODS.	Foreign Goods purchased in the United States Markets.				Goods, the Produce of the United States.	
	Quantity.	Value.	In Bond.	After having paid duty under American Tariff.	Imported duty free into the United States.	Quantity.
Animals—Horses..... No.		\$			\$	
" Horned Cattle					41	\$ 4,122
" Swine					11	240
" Sheep					2,625	43,577
Acid ² Sulphuric Lbs.	7	22			10	56
Cordials..... Lbs.					91,689	1,999
Perfumed Spirits not in flasks	62	245			901	1,411
" when in flasks	708	228				
Tinctures, Essences, and Extracts..... Galls.	158	222	517	1,207		
Brandy..... Galls.	6,288	3,189	737	530		
Gin.....	9,389	1,402	604			
Rum.....	2,387	1,706	458	546		
Whiskey					451	1,650
Spirits, and Strong Waters					181	240
Oil—Coal and Kerosene distilled, purified and refined						
Oil—Benzole, Naphtha and Refined Petroleum						
Products of Petroleum, &c.....						
Molasses for Refining purposes..... Lbs.	436,491	8,123	1,115,225	20,168		
Coffee, ground or roasted	66,108	9,207	244,564	31,448		
Chicory, raw or green						
" roasted or ground			10,523	410	3	2
Common Soap						
Starch			2	16		
Cigars—value not over \$10 per M. Mille.	3,908	12,882				
" Per M.	353	5,208	78	1,083		
" Cigars—value over \$10 and not over \$20 per M.	170	4,921	63	1,767		
						189
						5,810

Cigars—v u over \$40 per M.	39	2,627	15	763		15	685
Cigars—f m 7th April, new tariff	5,444	6,418	2,570	6,291		845	1,815
Butter	"	664	.....	.....		718,718	52,310
Cheese	3,407	.....	.....	.....		3,632	604
Lard and Tallow	"	.....	.....	.....		2,189	382
Fish, salted or smoked	20,050	378	.....	.....		201,923	11,549
Malt	1,000	1,551	20,000	4,282		.....	.....
Meats, fresh, salted or smoked	438	148	.....	.....		714,017	88,230
Coal and Coke	.....	.....	.....	.....		13,984	53,200
Salt	.....	.....	.....	.....		5,479	791
Hops	.....	.....	.....	.....		379,802	368,427
Vinegar and Acetic Acid	.....	.....	.....	.....		11,497	278
Ripe	.....	.....	.....	.....		14	209
Wheat	.....	.....	.....	.....		14	6
Grain of all other kinds	.....	.....	.....	.....		.....	.....
Flour of Wheat and of Rye	.....	.....	.....	.....		.....	.....
Flour and Meal of all other kinds	.....	.....	.....	.....		35,803	5,760
Ale, Beer and Porter, in Casks	.....	.....	.....	.....		159	120
" " green and Japan	5,046	268	.....	.....		.....	.....
Tea, black	1,925,134	621,830	1,908,020	545,163		.....	.....
Tobacco, manufactured, and Snuff	238,588	92,074	125,849	28,917	10	5	.....
Wines of all kinds	1,232	565	517	265	.....	.....	.....
Sugar, equal to and above No. 9, Dutch Standard	3,553	6,185	6,536	5,039	.....	.....	.....
Sugar, below No. 9, Dutch Standard	13,870,437	611,883	912,492	40,565	12	12	1
10,372,103	425,854	218,591	104,221	104,221	2	2	1
Cane Juice, Melado, &c.	11,039,255	325,919	1,128,614	37,491	.....	8,709	1,501
Sugar Candy and Confectionery	7,257	1,664	.....	177,762	.....	.....	29,709
Goods paying 25 per cent	.....	80,340	.....	35,191	.....	.....	1,452,616
" 15 "	.....	.....	.....	13,871	.....	.....	15,129
" 10 "	.....	142,331	.....	1,161	.....	.....	83,987
" 5 "	.....	119,566	.....	2,075	.....	.....	2,470,141
Free Goods	.....	438,939	.....	861,994	1,208	.....	157,041
Coin and Bullion	.....	146,339	.....	.....	.....	.....	.....
Total	6,986,081	.....	1,921,674	2,378	.....	.....	4,934,534

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE OF ONTARIO.

ARTICLES.	Quantity.	Value.	Duty.	
			\$	cts.
Swine.....	No. 285	4,573	457	30
Acid, Sulphuric	Lbs. 30,778	677	153	89
Cordials.....	Galls. 80	283	96	00
Perfumed Spirits	" 9	33	10	80
Brandy	51,408	59,983	41,126	00
Gin	" 11,262	5,309	9,009	32
Rum	" 9,116	4,794	7,292	80
Whiskey	13,000	10,188	10,400	00
Spirits and Strong Waters.....	" 51	83	61	20
Coffee—Green	Lbs. 169,808	19,632	5,094	24
Chicory—Roasted or Ground	" 15,052	1,017	602	08
Starch	" 2,280	182	45	60
Cigars	" 7,418	4,475	3,337	87
Meats.....	Tons. 14,800	1,800	148	00
Coal and Coke.....	Galls. 2,331	13,054	1,165	50
Vinegar and Acetic Acid	Galls. 7,844	1,378	784	40
Rice	Lbs. 241,472	5,068	2,414	72
Wheat	Bush. 187,543	180,571	7,501	72
Ale, Beer and Porter, in bottles.....	Galls. 8,805	4,648	1,081	44
Tea—Green and Japan	Lbs. 1,002,276	378,164	126,883	92
do —Black	" 91,471	34,742	8,412	56
Tobacco Manufactured and Snuff	" 17,732	3,703	4,009	81
Wines of all kinds	Galls. 101,251	63,998	26,124	72
Sugar, equal to and above No. 9 Dutch standard.....	Lbs. 2,189,578	113,016	50,149	89
Cane Juice, Melado, &c.....	" 4,960	126	62	50
Sugar Candy and Confectionery	" 288	41	13	13
Goods paying 25 per cent. ad valorem		10,227	2,556	63
do 15 do		178,858	26,528	73
do 10 do		101	10	10
do 5 do		1,062	53	10
Free Goods.....		8,335		
Add 5 per cent additional on Duty, per New Tariff.....		1,108,076	335,587	97
			16,779	30
Total		1,108,076	352,367	27

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

PROVINCE OF QUEBEC.

ARTICLES.	Quantity.	Value.	Duty.
Cordials.....	Galls. 1,057	\$ 1,623	\$ 1,268 40
Perfumed Spirits not in Flasks.....	No. 71	227	85 20
do do in Flasks.....	No. 2,208	114	88 32
Brandy.....	Galls. 120,613	128,731	96,490 40
Gin.....	" 109,692	37,229	87,753 44
Rum.....	" 24,259	12,456	19,407 50
Whiskey.....	" 20,802	15,026	16,641 60
Spirits of Wine and Alcohol.....	" 17,069	7,020	13,655 20
Spirits and Strong Waters.....	" 790	879	948 00
Oil—Coal and Kerosene.....	" 3,690	1,502	553 50
Benzole, Naphtha and Refined Petroleum.....	" 5,582	1,926	837 30
Crude Petroleum.....	" 2,048	453	122 88
Molasses for Refining purposes.....	Lbs. 193,214	4,757	1,410 46
Coffee—Green.....	" 186,536	21,346	5,596 08
Coffee—Ground or Roasted.....	" 471	8	18 84
Chicory—do.....	" 55,416	1,989	2,216 64
Common Soap.....	" 27,988	1,396	279 88
Starch.....	" 10,642	790	212 84
Cigars.....	" 38,165	25,601	15,824 25
Cheese.....	" 606	75	18 18
Meats—Fresh, Salted or Smoked.....	" 54,328	2,027	543 28
Coal and Coke.....	Tons. 14,496	35,713	7,248 00
Vinegar and Acetic Acid.....	Galls. 70,286	11,231	7,028 60
Rice.....	Lbs. 2,009,353	51,566	20,093 53
Wheat.....	Bush. 197,754	192,670	7,910 16
Grain of all other kinds.....	" 1,363	1,146	40 89
Flour of Wheat or of Rye.....	Brls. 6,347	29,922	1,586 75
Ale, Beer and Porter, in casks.....	Galls. 346	83	25 60
do do in bottles.....	" 16,007	6,545	1,774 99
Tea—Green and Japan.....	Lbs. 2,018,938	638,298	237,070 36
do —Black.....	" 415,787	107,305	30,648 32
Tobacco Manufactured and Snuff.....	" 33,994	7,569	7,744 93
Wines of all kinds.....	Galls. 340,110	197,007	83,262 75
Sugar equal to and above No. 9, Dutch standard. Lbs.	7,614,707	339,560	161,037 07
do below No. 9 Dutch standard.....	" 2,581,706	110,063	46,878 54
Cane Juice, Melado, &c.....	" 2,738,852	80,134	37,151 32
Sugar Candy and Confectionery.....	" 20,017	2,443	810 92
Goods paying 25 per cent. ad valorem.....		143,456	35,864 00
do 15 do.....		493,820	74,073 00
do 10 do.....		5,083	508 30
do 5 do.....		19,706	985 30
Free Goods.....		55,141	51,285 77
Add 5 per cent. additional on Duty, per New Tariff.....		2,793,636	1,077,001 29
Total.....			

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

PROVINCE OF NOVA SCOTIA.

ARTICLES.		Quantity.	Value.	Duty.
			\$	\$ cts.
Cordials.....	Galls.	453	197	543 78
Brandy	"	67,774	72,749	54,219 52
Gin.....	"	81,923	28,787	65,538 56
Rum	"	68,082	9,445	54,465 44
Whiskey.....	"	31,149	11,901	24,919 50
Spirits of Wine and Alcohol	"	1,803	456	1,442 00
Spirits and Strong Waters—other.....	"	5,429	1,896	6,514 62
Oil—Coal and Kerosene.....		471	144	70 65
Coffee—green	Lbs.	60,716	7,643	1,821 48
roasted or ground	"	1,716	118	68 64
Chicory—raw or green.....	"	4,318	190	129 54
Common Soap.....	"	36,138	1,592	361 38
Starch	"	2,244	997	44 88
Cigars	"	1,640	2,110	738 00
Cheese.....	"	1,988	331	59 64
Lard and Tallow	"	16,729	1,729	167 29
Fish—salted or smoked	"	72,828	2,049	728 28
Meats—fresh, salted, or smoked	"	58,445	5,277	584 45
Vinegar and Acetic Acid	Galls.	9,668	2,288	966 80
Rice	Lbs.	105,140	2,581	1,051 40
Flour of Wheat or of Rye	Brls.	2,486	10,316	621 50
Flour and Meal of all other kinds	"	787	2,487	118 65
Ale, Beer, and Porter—in casks	Galls.	14,994	4,861	1,235 81
do do in bottles.....	"	21,684	5,433	2,061 18
Tea—green and Japan	Lbs.	237	173	42 54
Black	"	393,614	110,825	30,400 13
Tobacco, manufactured, and Snuff.....	"	43,302	12,309	10,199 03
Wines of all kinds.....	Galls.	62,432	61,947	21,729 95
Sugar—equal to and above No. 9 Dutch standard	Lbs.	5,890,764	258,229	123,465 00
below	do do "	183,247	6,416	2,978 57
Sugar Candy and Confectionery	"	15,390	2,103	679 65
Goods paying 25 per cent. ad Valorem			291,928	72,981 92
do 15 do do			97,320	14,598 04
do 10 do do			53	5 30
do 5 do do			23,211	1,160 55
Add 5 per cent. additional on Duty, per New Tariff.....			1,040,091	496,713 07 24,836 70
Total			1,040,091	521,549 77

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

PROVINCE OF NEW BRUNSWICK.

ARTICLES.	Quantity.	Value.	Duty.
		\$	\$ ets.
Cordials.....	Galls. 72	82	86 40
Brandy.....	" 87,290	91,815	69,831 44
Gin.....	" 105,640	36,402	84,512 32
Rum.....	" 28,818	10,743	23,054 20
Whiskey.....	" 53,470	41,017	42,776 00
Spirits of Wine and Alcohol.....	" 84	284	67 20
Oil—Coal and Kerosene.....	" 4,486	801	672 89
Coffee—green.....	Lbs. 31,857	4,091	955 71
Chicory—roasted or ground.....	" 4,137	139	165 48
Common Soap.....	" 5,105	269	51 05
Starch.....	" 8,486	558	169 72
Cigars.....	" 2,037	2,042	916 65
Meats—fresh, salted, or smoked.....	" 88,100	3,652	881 00
Coal and Coke.....	Tons. 529	2,820	264 50
Vinegar and Acetic Acid.....	Galls. 4,827	1,608	482 70
Rice.....	Lbs. 65,360	721	653 60
Flour of Wheat and of Rye.....	Brls. 319	1,596	79 75
Ale, Beer, and Porter—in casks.....	Galls. 7,886	2,599	654 20
do do in bottles.....	" 8,166	5,197	1,091 29
Tea—green and Japan.....	Lbs. 3,478	1,115	410 65
black.....	" 419,145	107,784	30,837 78
Tobacco, manufactured, and Snuff.....	" 14,286	2,379	3,154 47
Wines of all kinds.....	Galls. 38,500	36,977	13,094 27
Sugar, equal to and above No. 9 Dutch Standard.....	Lbs. 2,885,328	150,655	66,517 28
do below do do	" 10,619	525	210 90
Confectionery.....	" 6,952	770	262 02
Goods paying 25 per cent. ad Valorem.....		135,029	33,757 38
do 15 do do		67,559	10,133 38
do 10 do do		76	7 60
do 5 do do		4,628	231 38
Add 5 per cent. additional on duty, per New Tariff.		713,933	385,983 21
			19,312 85
Total.		713,933	405,296 06

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

RECAPITULATION.

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

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 17.

SHIPPING STATEMENTS

(BY PROVINCES)

OF THE

DOMINION OF CANADA,

Shewing, at each Port, the Number and Tonnage of British and Foreign Vessels Entered Inwards and Cleared Outwards, Seaward—distinguishing whether with Cargo or in Ballast, the Countries whence they Came, or for which they Cleared, and the Flag under which they Sailed. Shewing, also, the Shipping engaged in the Inland Trade between the Dominion and the United States.

Also, Tables of Ships Built and Registered, &c., during the Fiscal Year ending 30th June, 1870.

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

PROVINCE OF ONTARIO.

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

PROVINCE OF QUEBEC.

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

PORT OF GASPE.

United Kingdom	15	2,635	129	.....	.....	.....	6	1,211	52	.....
Newfoundland	2	153	13	.....	.....	.....	1	50	5	.....
Prince Edward Island	7	201	23	.....	.....	.....	3	156	12	.....
United States	6	554	40	.....	.....	.....	1	149	7	.....
British West Indies	1	110	7	.....	.....	.....	1	173	9	.....
South America	9	1,000	55	.....	.....	.....	1	99	6	.....
France	4	341	20	.....	.....	.....	1	63	6	.....
Spain .....	.....	.....	.....	.....	.....	.....	14	1,900	97	.....
Portugal .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italy .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	44	4,994	287	.....	.....	.....	14	1,900	97	.....

PORT OF MONTREAL.

United Kingdom	192	163,913	8,098	3	966	29	3	1,667	39	2	730	19
Newfoundland	56	5,827	307	.....	.....	.....	1	340	9	.....	.....	.....
Prince Edward Island	5	758	27	.....	.....	.....	4	2,683	46	9	5,464	106
United States	5	2,323	58	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies	4	663	29	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies	13	4,824	125	1	366	8	8	.....	.....	.....	.....	.....
South America	1	237	10	.....	.....	.....	.....	.....	.....	.....	.....	.....
France	11	3,986	122	2	885	24	1	1,327	14	.....	.....	.....
Spain	6	1,917	62	1	204	8	8	.....	.....	.....	.....	.....
Portugal	4	2,349	54	1	215	11	11	.....	.....	.....	.....	.....
Netherlands	1	1,121	22	1	1,391	32	32	.....	.....	.....	.....	.....
Belgium .....	.....	.....	.....	1	454	11	11	.....	.....	.....	.....	.....
Bremen .....	.....	.....	.....	1	416	13	13	.....	.....	.....	.....	.....
Norway .....	.....	.....	.....	3	699	26	26	.....	.....	2	1,261	29
Africa	2	583	21	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gibraltar .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italy	1	126	6	.....	.....	.....	.....	.....	.....	1	446	11
Sicily .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Sardinia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bahia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	301	208,627	8,941	16	5,596	162	9	5,997	108	14	7,901	165

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

FROM WHAT PLACE OR COUNTRY.	PORT OF NEW CARLISLE.						PORT OF QUEBEC.					
	WITH CARGOES.			IN BALLAST.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	16	3,184	127	.....	.....	.....	3	387	17	.....	.....	.....
Newfoundland	6	823	43	.....	.....	.....	13	1,630	76	.....	.....	.....
Prince Edward Island	3	221	15	.....	.....	.....	12	664	40	.....	.....	.....
United States	3	277	16	.....	.....	.....	3	634	23	.....	.....	.....
British West Indies	4	526	28	.....	.....	.....	1	137	7	.....	.....	.....
South America	2	229	11	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portugal .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	34	5,260	238	.....	.....	.....	32	3,452	163	.....	.....	.....

Spain	2	972	24		204	8	13,266	281		9	
Portugal				1	490	25			1	175	
Belgium	3	1,639	40	3	1,391	35	2	2,380	48	4	2,729
Holland	1	1,121	21	1	454	10	4	4,031	84	1	633
Hamburg				1	416	14	1	785	17	1	434
Bremen				6	1,999	61	1	790	17	1	567
Norway				2	769	22			83	1	44,562
Malta							1	717	15		1,129
Africa							6	4,268	107		
Gibraltar							2	879	23	1	609
Italy							10	8,049	181	3	1,998
Sicily	3	426	22				1	1,342	22		
Sardinia	3	912	29				8	7,246	148		
Egypt											
Jersey	1	138	7								
Total	580	444,362	14,177	59	26,431	705	240	169,884	4,136	212	115,401
											2,913

PORT OF RIMOU SKI.

United Kingdom						9	5,853	125			
United States									1	632	14
Norway									9	4,026	109
Total						9	5,853	125	10	4,708	123

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

PROVINCE OF NOVA SCOTIA.

FROM WHAT PLACE OR COUNTRY.	PORT OF AMHERST.				IN BALLAST.				Foreign.			
	WITH CARGOES.				British.				Tons.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	1	140	7	.....	.....	.....	1	438	12	2	1,050	27
Newfoundland	20	1,026	57	1	25	1	1	140	5	.....	.....	5
Prince Edward Island	18	1,687	90	3	317	15	22	978	68	1	85	320
United States .....	.....	.....	.....	.....	.....	.....	25	1,823	121	63	8,960	25
Norway .....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	638	25
Total	39	2,853	154	4	342	17	49	3,389	206	63	10,933	387
PORT OF ANNAAPOLIS.												
United States	78	6,504	392	.....	.....	.....	.....	.....	53	5,623	321	.....
British West Indies	2	215	11	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	80	6,719	403	.....	.....	.....	.....	.....	53	5,623	321	.....

PORT OF ANTIGONISH.

Newfoundland	8	961	53				8	1,006	53
Prince Edward Island							3	142	11
St. Pierre Miquelon	17	2,369	107				1	31	4
United States									
Total	25	3,330	160				12	1,179	68

PORT OF ARICHTAT.

United Kingdom.....	2	324	20	2	761	21	1	119	7	
Newfoundland.....	5	465	30							
Prince Edward Island.....	40	1,105	160							
St. Pierre Miquelon.....	4	450	24							
United States.....	126	19,082	888	8	286	19				
Spanish West Indies.....	1	166	10							
Spain.....	1	96	8							
Portugal.....	1	109	9							
Total.....	180	21,796	1,119	5	1,046	40	1	119	7	

PORT OF BADDECK

REPORT OF BARRINGTON.

Prince Edward Island.....	2	80	10	7	386	61	2	119	10	3	180	28
United States.....	63	3,619	236	6	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.....	1	86	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	66	3,785	312	7	386	61	2	119	10	3	180	28

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

PORT OF BRIDGETOWN.

FROM WHAT PLACE OR COUNTRY	WITH CARGOES.				IN BALLAST.			
	British.		Foreign.		British.		Foreign.	
	No. of Vessels,	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
United States.....	13	1,133	65	.....	.....	.....	7	691
United States.....	127	-	11,576	609	.....	.....	55	5,590
							268	.....
							

PORT OF CORNWALLIS.

United States.....	107	10,460	525	.....	.....	.....	29	4,294
British West Indies.....	3	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	7	834	40	.....	.....	.....	177	6
Total.....	97	9,259	465	.....	.....	.....	28	4,117
		367	20	.....	.....	.....	1	155
	
	
	
	

PORT OF DIGBY.

United States.....	97	9,259	465	.....	.....	.....	28	4,117
British West Indies.....	7	834	40	.....	.....	.....	1	155
Spanish West Indies.....	3	367	20	.....	.....	.....	.....	6
Total.....	107	10,460	525	.....	.....	.....	29	4,294
		.....	.....	.....	.....	.....	.....	161
	
	
	
	
	

REPORT OF HALIFAX.

PORT OF LIVERPOOL.

PORT OF LONDONDERRY.

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

From what Place or Country;	PORT OF LUNENBURG.						PORT OF NORTH SYDNEY.					
	WITH CARGOES.			IN BALLAST.			British.			Foreign.		
	No. of Vessels.	British.	Foreign.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
Newfoundland	2	352	15	.....	.....	.....	2	248	12	.....	.....	.....
Prince Edward Island	5	247	24	.....	.....	.....	1	32	3	.....	.....	.....
St. Pierre Miquelon	141	11,032	695	.....	.....	.....	46	4,185	241	2	118	14
United States	601	36	36	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies	6	848	48	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies	7	.....	.....	.....	.....	.....	49	4,465	256	2	118	14
Total	161	13,080	818	.....	.....	.....	.....	.....	.....	.....	.....	.....
PORT OF MARGARETVILLE.												
United States	41	2,976	184	.....	.....	.....	.....	.....	.....	.....	.....	.....

British West Indies.....	2	392	14	...	...	...	...	...	...	...	...	...	...	...
Spanish West Indies.....														
Spain														
Total.....	2	392	14	...	...	...	...	...	...	...	...	...	...	56

PORT OF PARRSBORO.

United States.....	49	6,212	306	306

PORT OF PICTOU.

United Kingdom	6	3,372	97	97	...	...	...	...	...	...	...	...	...	...
Newfoundland.....	2	38,315	10	10	...	...	...	...	...	...	...	...	...	...
Prince Edward Island.....	159	45	1,110	4	...	...	...	...	...	...	...	...	...	...
St. Pierre Miquelon.....	1	30,266	690	25	16,371	685	...	...	...	...	...	...	...	...
United States.....	80	...	...	...	...	...	...	...	...	...	...	...	...	...
South America														
Belgium														
St. Thom														
Total.....	248	72,165	1,911	25	16,371	685	477	96,044	3,070	8	2,517	58	58	

PORT OF PORT HAWKESBURY.

United Kingdom	2	822	24	1	16	2	2	148	10	...	...	...	...	...
Newfoundland.....	1	40	6	22	16,664	598	1	51	5	...	...	...	...	...
Prince Edward Island.....	67	24,871	1,120	42	18,087	891	1	51	4	...	...	...	...	...
St. Pierre Miquelon.....	22	5,213	418	42	...	...	...	...	...	...	...	...	...	...
United States.....														
Total.....	92	30,946	1,568	65	34,767	1,491	4	250	19	13	917	176	176	

PORT OF PORT HOOD.

Newfoundland.....	2	98	7	...	...	...	...	5	233	19	...	...	...	...
Prince Edward Island.....	7	108	17	...	...	...	...	...	...	...	...	...	...	...
St. Pierre Miquelon.....	11	301	33	...	...	...	...	...	...	...	...	...	...	...
Norw y	1	381	10	...	...	...	...	...	...	...	...	...	...	...
Total.....	21	888	67	...	...	...	...	5	233	19	...	...	...	...

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

PORT OF PORT MEDWAY.

PORT OF SYDNEY.

Newfoundland	2	97	7	.....	.....	.....	.....	60	7,407	370	3	899	30
Prince Edward Island	2	243	12	.....	.....	.....	.....	8	1,341	50	.....	.....	.....
St. Pierre Miquelon	28	4,300	178	.....	.....	.....	.....	20	2,067	101	.....	.....	247
United States .....	.....	.....	.....	.....	.....	.....	.....	127	30,938	1,049	32	10,038	.....
Total	32	4,640	197	.....	.....	.....	.....	215	41,753	1,570	35	10,937	277

PORT OF WEYMOUTH.

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

PORT OF WINDSOR.

United Kingdom	2	422	17	.....	.....	.....	.....	6	.....	.....	.....	.....	.....
United States	113	12,569	668	1	.....	124	.....	6	.....	.....	.....	.....	.....
Total	115	12,991	685	1	.....	124	.....	6	81	11,159	504	63	11,270

PORT OF YARMOUTH.

United Kingdom	3	680	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newfoundland	1	65	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward Island	4	236	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Pierre Miquelon	1	54	4	.....	.....	.....	.....	4	189	17	.....	.....	.....
United States	121	20,365	1,081	.....	.....	.....	.....	18	1,700	94	.....	.....	.....
British West Indies	33	3,242	178	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies	36	3,116	186	.....	.....	.....	.....	1	162	6	.....	.....	.....
Total	199	27,758	1,491	.....	.....	.....	.....	23	2,061	117	.....	.....	.....

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

PROVINCE OF NEW BRUNSWICK.

PORT OF BATHURST.

FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	3	2,288	60	.....	.....	.....	4	3,287	78	2	850	24
Newfoundland.....	2	144	9	.....	.....	.....	2	64	8	.....	.....	.....
United States.....	11	1,558	60	1	103	4	4	425	20	1	99	4
Total.....	16	3,990	129	1	103	4	10	3,776	106	3	949	28

PORT OF BAY VERTE.

United Kingdom.....	1	215	8	.....	.....	.....	22	1,243	83	.....	.....	.....
Prince Edward Island.....	14	532	41	.....	.....	.....	1	335	10	.....	.....	.....
United States.....	2	495	16	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	17	1,242	65	23	1,578	93

PORT OF CAMPO BELLO (WELSHPOOL).

United Kingdom.....	5	3,485	80
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PORT OF CARAQUTTE.

Prince Edward Island.....	7	270	27	1	34	3
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PORT OF CHATHAM.

United Kingdom.....	10	7,746	165	1	361	10	22	8,689	232	13	5,018	151
Newfoundland.....	41	850	103	26	314	12
Prince Edward Island.....	.....	.....	.....	.....	.....	.....	10	1,096	85	.....	.....	.....
St. Pierre Miquelon.....	6	571	31	.....	.....	.....	1	5,699	121	1	134	7
United States.....	6	.....	.....	.....	.....	.....	3	365	10	3	1,214	34
France.....	.....	.....	.....	.....	.....	.....	3	967	33	1	1,246	38
Portugal.....	.....	.....	.....	.....	.....	.....	1	613	13	1	363	12
Hamburg.....	.....	.....	.....	.....	.....	.....	.....	.....	6	1	399	10
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	2,608	77
Total.....	57	9,167	299	1	361	10	65	17,483	506	28	10,982	329

PORT OF DALHOUSIE.

United Kingdom.....	6	4,174	100	.....	.....	.....	1	761	17	3	1,269	36
Newfoundland.....	1	108	5	.....	.....	.....	3	586	21	.....	.....	.....
Prince Edward Island.....	1	15	2	.....	.....	.....	1	92	5	.....	.....	.....
United States.....	1	124	6	.....	.....	.....	6	2,387	59	1	1,122	18
France.....	.....	.....	.....	.....	.....	.....	1	477	12	1	415	13
Spain.....	.....	.....	.....	1	360	10	.....	.....	.....	2	687	24
Portugal.....	.....	.....	.....	1	.....	.....	1	436	12	1	329	10
Norway.....	.....	.....	.....	1	360	10	13	4,739	126	8	3,822	101
Madeira.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	9	4,421	113	1	361	10	13	17,483	506	28	10,982	329

PORT OF DORCHESTER.

United States.....	6	362	30	42	6,985	277
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No. 17.—STATEMENT of Vessels, British and Foreign, entered Inwards, from Sea, &c.—Province of New Brunswick.—Continued.

PORT OF FREDERICTON.

FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.						IN BALLAST.					
	British.			Foreign.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United States.....	32	2,178	126	.....	.....	.....	79	6,676	404	.....	.....	.....

PORT OF HILLSBOROUGH.

United States.....	PORT OF MONCTON.						PORT OF NEWCASTLE.					
	13	1,119	63	1	119	5	57	7,256	325	13	2,165	75
United States.....	11	806	52	.....	.....	.....	3	173	14	.....	.....	.....

PORT OF NEWCASTLE.

United Kingdom.....	3	1,221	34	.....	.....	.....	28	14,014	376	10	4,114	126
Prince Edward Island.....	6	276	21	.....	.....	.....	12	714	42	1	163	6
St. Paul's Island.....	.....	.....	.....	.....	.....	.....	1	816	13	1	929	18
United States.....	6	1,569	44	.....	.....	.....	.....	.....	.....	3	1,279	34
France.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....

Belgium	15	3,066	99	41	15,544	431	22	9,575	239
Norway							6	2,479	70
Total							1	611	15

PORT OF RICHIBUCTO.

PORT OF SACKVILLE.

REPORT OF SHEDIA C.

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

PORT OF SHIPPEGAN

FROM WHAT PLACE OR COUNTRY.	WITH CARGOES.				IN BALLAST.			
	British.		Foreign.		British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
United Kingdom.....	2	346	18					
Jersey	2	212	14					
Prince Edward Island								
British West Indies	1	63	6					
Spain	1	125	7					
Total.....	6	746	45					

PORT OF ST. ANDREW'S.								
United Kingdom.....	1	429	8	1	380	12	220	24
United States.....	53	4,841	231.	13	549	37	4,602	2,193
Total.....	54	5,270	239	14	929	49	220	24

PORT OF ST. GEORGE.								
United States.....	46	2,732	156	6	377	24	66	33
Spanish West Indies							6,464	4,581
Total.....	46	2,732	156	6	377	24	67	33

PORT OF ST. JOHN.

United Kingdom.....	64	40,635	1,064	6	2,097	61	14	7,898	183	189	73,459	1,904
United States.....	343	43,102	1,686	406	91,394	2,747	215	119,943	3,290	1,445	40	.....
British West Indies.....	14	2,859	101	.....	.....	.....	4	1,445	.....	.....	.....	.....
Spanish West Indies.....	15	2,846	100	.....	.....	.....	2	1,216	30	.....	.....	.....
South America.....	5	1,791	51	.....	.....	.....	.....	.....	.....	1	499	12
France.....	2	554	16	2	401	17	6	.....	.....	11	.....	.....
Holland.....	1	647	15	1	159	6	.....	535	11	170	.....	.....
Madeira.....	.....	.....	.....	.....	.....	1	24	5,199	.....	.....	.....	.....
Other Countries.....	243	74,184	2,270	1	414	8	.....	.....	.....	.....	.....	.....
Total.....	687	166,578	5,283	416	94,465	2,839	320	136,296	3,644	190	73,958	1,016

PORT OF ST. STEPHEN'S.

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

PORT OF WEST ISLES.

United States.....	7	24	28	9	400	41
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R. S. M. BOUCHETTE,

Commissioner of Customs.

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

PROVINCE OF QUEBEC.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	PORT OF AMHERST.						PORT OF GASPÉ.					
	WITH CARGOES.			IN BALLAST.			British.			Foreign.		
	No. of Vessels.	Tons.	Men.									
Prince Edward Island	8	337	34	3	275	27	3	109	14	6	387	39
United States	1	25	3	5	275	27	3	109	14	6	387	39
Total.....	9	362	37	5	275	27	3	109	14	6	387	39

PORT OF MONTREAL.

United Kingdom.....	231	201,654	8,560	9	3,526	99	
Newfoundland.....	86	9,330	531	.....	.....	.....
Prince Edward Island.....	16	1,551	89	.....	.....	.....
St. Pierre et Miquelon	7	612	32	1	472	20	
United States.....	5	640	32	.....	.....	.....
French West Indies.....	1	144	6	.....	.....	.....
Spanish West Indies.....	3	586	22	5	2,167	48	
South America.....	39	17,566	440	5	3,652	76	
France.....	2	1,267	25	.....	.....	.....
Total.....	390	233,350	9,741	20	9,817	243	

PORT OF NEWCASTLE.

United Kingdom.....	9	1,625	66	.....	.....	.....
Newfoundland.....	17	1,732	98	.....	.....	.....
Prince Edward Island.....	14	1,750	47	.....	.....	.....
United States.....	5	374	25	.....	.....	.....
British West Indies.....	6	618	37	.....	.....	.....
South America.....	7	1,477	66	.....	.....	.....
Spain.....	1	76	6	.....	.....	.....
Portugal.....	1	139	8	.....	.....	.....
Italy.....	5	627	37	.....	.....	.....
Total.....	64	7,468	390	.....	.....	.....

PORT OF NEWCASTLE.

United Kingdom.....	636	526,943	14,733	212	114,158	2,872	
Newfoundland.....	82	5,627	383	.....	.....	.....
Prince Edward Island.....	14	3,056	240	.....	.....	.....
St. Pierre et Miquelon	4	389	19	.....	.....	.....
United States.....	2	514	18	1	472	20	
British West Indies.....	2	300	13	.....	.....	.....
Spanish West Indies.....	1	127	6	6	2,514	53	
South America.....	6	4,327	96	6	4,540	96	
France.....	7	3,501	76	6	2,512	73	
Spain.....	.....	.....	.....	2	1,019	29	
Portugal.....	.....	.....	.....	4	636	32	
Belgium.....	.....	.....	.....	2	885	26	
Holland.....	.....	.....	.....	1	457	12	
Australia.....	2	2,194	45	3	643	22	
Total.....	756	546,978	15,628	243	127,916	3,237	

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

PORT OF RIMOUSKI.

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

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

PROVINCE OF NOVA SCOTIA.

PORT OF AMHERST.

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

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

PORT OF ANTIGONISH.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.				IN BALLAST.			
	Foreign.				British.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
Newfoundland	22	2,689	146					
Prince Edward Island	3	137	11					
St. Pierre et Miquelon	2	119	9					
United States	1	151	7					
Total.....	28	3,096	173					

PORT OF ARRICHA.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.				IN BALLAST.			
	Foreign.				British.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
Newfoundland	4	310	31					
Prince Edward Island	33	983	185					
United States	5	601	40	1	70	5		
Portugal	1	95	10					
Italy	1	108	11					
Total.....	44	2,097	277	1	70	5	6	301
								22

PORT OF BADDECK.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.				IN BALLAST.			
	Foreign.				British.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
Newfoundland	25	1,700	125					
St. Pierre et Miquelon	10	400	50					
Total.....	35	2,100	175					

PORT OF BARRINGTON.

Newfoundland.....	2	121	10	.....	.....	.....	.....	10	366	89
Prince Edward Island.....	20	1,102	95	.....	.....	.....	.....	.....	.....	.....
United States.....	3	286	15	.....	.....	.....	.....	.....	.....	.....
British West Indies.....
Total.....	25	1,509	120	10	566	89

PORT OF BRIDGETOWN*.

United States.....	16	1,361	81
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.....
.....
.....

PORT OF CORNWALLIS.

Newfoundland.....	1	114	5
United States.....	167	16,385	922
British West Indies.....	12	1,253	69
Spanish West Indies.....	4	574	27	.....	.....	.....	.....	.....	.....	.....
Total.....	184	18,326	1,023	.....	.....	.....	.....	.....	.....	.....

PORT OF DIGBY.

United States.....	79	8,364	431	.....	.....	.....	.....	.....	.....	.....
British West Indies.....	19	2,842	126	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	5	818	35	.....	.....	.....	.....	.....	.....	.....
Total.....	103	12,024	592	.....	.....	.....	.....	.....	.....	.....

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

PORT OF HALIFAX.

WITH CARGOES.

COUNTRIES AND PLACES
FOR WHICH THEY CLEARED

	British.				Foreign.				IN BALLAST.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	48	53,989	2,896	4	1,711	47	4	4,672	135	2	976	47
Newfoundland	182	22,753	1,665	2	265	15	8	639	53	9	670	90
Prince Edward Island	129	8,962	651	20	15,135	636	27	2,570	116	.....	.....	.....
St. Pierre et Miquelon	12	8,586	53	3	225	24	3	2,036	19	1	180	30
United States	139	43,638	2,574	95	57,054	2,408	17	18,950	1,089	4	2,012	83
British West Indies	176	25,670	1,450	.....	.....	.....	1	.....	.....	9	.....	.....
Spanish West Indies	113	10,593	730	.....	.....	.....	1	329	.....	.....	.....	.....
South America	6	1,268	45	.....	.....	.....	.....	.....	.....	.....	.....	.....
France	1	129	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain	2	227	13	.....	.....	.....	2	323	14	.....	.....	.....
Madeira	2	345	15	1	140	9	1	781	19	.....	.....	.....
St. Domingo	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	810	168,160	10,098	125	74,474	3,139	63	29,530	1,453	16	3,838	250

PORT OF LIVERPOOL.

Newfoundland	4	247	20	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward Island	7	274	29	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Pierre et Miquelon	1	20	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States	48	3,308	252	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies	53	11,138	446	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies	4	584	30	.....	.....	.....	.....	.....	.....	.....	.....	.....
South America	4	1,000	36	.....	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies	1	238	9	.....	.....	.....	.....	.....	.....	.....	.....	.....

PORT OF LONDONDERRY.

Azores, or Western Islands	1	259	10					
Danish West Indies	2	306	14					
Total	125	17,374	850					

LUNENBURG.

Newfoundland	17	1,356	91					
Prince Edward Island	12	483	48					
St. Pierre et Miquelon	1	32	4					
United States	189	13,002	933					
British West Indies	24	3,213	158					
Spanish West Indies	12	1,852	79					
South America	5	2,160	55					
Total	260	22,098	1,368					

PORT OF MARGARETVILLE.

United States	51	3,828	241					
Total								

PORT OF NORTH SYDNEY.

Newfoundland	141	13,659	808					
Prince Edward Island	23	1,786	111					
St. Pierre et Miquelon	23	1,249	102	10	739	55		
United States	16	1,935	97					
British West Indies	1	462	10					
Spanish West Indies	7	1,422	55					
Total	211	20,513	1,183	10	739	55		

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

PORT OF PARRSBOROUGH

With CARGOES.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	British.				Foreign.				IN BALLAST.			
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	4	976	32									
United States.....	21	2,681	130									
Total.....	25	3,657	162									

PORT OF PICTOU.

United Kingdom.....	2	996	24									
Newfoundland.....	3	163	12									
Prince Edward Island.....	339	31,796	1,414									
St. Pierre et Miquelon	1	32	4									
United States.....	248	55,317	1,912	17	7,726		283					
British West Indies	1	254	9									
Danish West Indies	1	360	6									
Total.....	505	88,918	3,381	17	7,726	283	88	53,971	1,289	17	11,926	490

PORT OF PORT HAWKESBURY.

Newfoundland.....	5	293	19	22	16,664	598	13	68	48	1	31	6
Prince Edward Island.....	45	22,683	916	2	16,108	12	12	12	12	12	12	12
St. Pierre et Miquelon.....	2	105	8	22	16,664	598	13	68	48	1	31	6
United States.....	16	4,384	380	22	16,664	598	13	68	48	1	31	6
Total.....	68	27,465	1,323	46	33,436	1,298	13	68	48	1	31	6

PORT OF PORT HOOD.

Newfoundland.....	8	417	32	3	.....	.....	2	94	9	.....	.....	.....
Prince Edward Island.....	1	30	3	28	.....	.....	2	94	9	.....	.....	.....
St. Pierre et Miquelon.....	9	294	28	28	.....	.....	2	94	9	.....	.....	.....
Total.....	18	701	63	63	.....	.....	2	94	9	.....	.....	.....

PORT OF PORT MEDWAY.

United Kingdom.....	2	510	19	39	.....	.....	.....	.....	.....	.....	.....	.....
Newfoundland.....	6	634	59	5	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward Island.....	1	59	5	5	.....	.....	.....	.....	.....	.....	.....	.....
St. Pierre et Miquelon.....	1	86	5	5	.....	.....	.....	.....	.....	.....	.....	.....
United States.....	72	5,188	368	1	180	6	6	6	6	6	6	6
British West Indies.....	31	6,138	233	46	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	7	743	46	46	.....	.....	.....	.....	.....	.....	.....	.....
South America.....	1	451	12	3	599	32	32	32	32	32	32	32
Madeira.....	2	431	18	3	599	32	32	32	32	32	32	32
Total.....	123	14,260	745	4	779	38	38	38	38	38	38	38

PORT OF RAGGED ISLANDS.

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

No. 18.—**S**TATEMENT of Vessels, British and Foreign, cleared Outwards, for **S**ea and **S**eaward, &c.—**N**ova **S**cotia.—*Continued.*

PORT OF SHELBOURNE.									
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.					IN BALLAST.			
	British.		Foreign.			British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United States.....	20	1,613		103			2	1,102	26
Spanish West Indies.....	3	574		21					
South America.....	1	261		8					
Total.	24	2,448		132			2	1,102	26

PORT OF SYDNEY.									
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.					IN BALLAST.			
	British.		Foreign.			British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	2	1,069		54					
Newfoundland.....	40	5,895		288					
Prince Edward Island.....	32	2,362		145					
St. Pierre et Miquelon.....	4	167		16					
United States.....	31	58,210		2,183		43	14,123	353	
British West Indies.....	1	250		6					
Spanish West Indies.....	33	6,349		248					
Total.	425	74,302		2,340		43	14,123	353	

PORT OF WEYMOUTH.									
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.					IN BALLAST.			
	British.		Foreign.			British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom.....	5	1,974		49					
United States.....	237	16,999		1,161					

British West Indies	16	2,280	103				
Spanish West Indies	2	367	14				
Total.....	260	21,620	1,327				

PORT OF WINDSOR.

United Kingdom.....	2	1,234	25				
United States.....	311	39,723	1,887	63	11,271	397	
Total.....	313	40,957	1,912	63	11,271	397	

PORT OF YARMOUTH.

United Kingdom.....	1	81	5				
Newfoundland.....	5	299	22				
Prince Edward Island	10	569	47				
St. Pierre et Miquelon.....	10	16,673	833				
United States.....	74	2,447	148				
British West Indies	26	4,056	260				
Spanish West Indies	42	.....	.....		
South America.....	.....	.....	.....	
Belgium.....	.....	.....	.....	
Total.....	158	22,965	1,315				

PORT OF CARAQUET.

Prince Edward Island	4	136	18	.....	.....	.....	.....	.....
United Kingdom	54	28,189	646	28	12,452	793	2	79
Prince Edward Island	57	2,105	160	.....	.....	.....	6	.....
St. Pierre et Miquelon	4	323	15	.....	.....	.....	.....	.....
United States	9	911	46	1	53	4	.....	.....
France .....	.....	.....	.....	1	134	8	.....	.....
Total	124	31,528	886	30	12,639	805	2	79
							6	.....

PORT OF CHATHAM.

United Kingdom	20	9,545	244	14	6,667	175	.....	.....
Newfoundland	2	180	9	.....	.....	.....	.....	.....
Prince Edward Island	2	216	11	.....	.....	.....	1	15
United States	2	.....	.....	.....	.....	.....	.....	2
Total	24	9,941	264	14	6,667	175	1	15
							2	.....

PORT OF DALHOUSIE.

United Kingdom	2	848	21	.....	.....	.....	.....	.....
United States	42	6,815	277	.....	.....	.....	.....	.....
Total	44	7,663	298	.....	.....	.....	.....	.....

PORT OF DORCHESTER.

United Kingdom	2	848	21	.....	.....	.....	.....	.....
United States	42	6,815	277	.....	.....	.....	.....	.....
Total	44	7,663	298	.....	.....	.....	.....	.....

PORT OF FREDERICTON.

United States	103	7,749	416	.....	.....	.....	.....	.....

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

PORT OF HILLSBOROUGH.

COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.				IN BALLAST.			
	British.		Foreign.		British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.
United Kingdom	1	293	9	9	16	2,570	83	.....
United States	92	9,999	502	52	.....	.....	.....	.....
Total	93	10,292	511	69	16	2,570	83	.....

PORT OF MONCTON.

United Kingdom	2	514	17	.....	.....	.....	.....	.....
United States	11	662	52	.....	.....	.....	.....	.....
Total	13	1,176	69	.....	.....	.....	.....	.....

PORT OF NEWCASTLE.

United Kingdom	36	15,819	404	24	10,194	285	.....	.....
Newfoundland	2	288	13	.....	.....	.....	.....	.....
Prince Edward Island	11	515	30	.....	.....	.....	.....	.....
St. Pierre et Miquelon	2	235	11	.....	.....	.....	.....	.....
United States	9	860	53	3	439	18	.....	.....
South America	2	632	19	.....	.....	.....	.....	.....
Total	66	18,349	530	27	10,633	303	.....	.....

PORT OF RICHIBUCO.

United Kingdom	41	11,807	377	12	5,265	134	1	15	3	
Prince Edward Island	90	3,827	299	5	.....	.....	1	.....	.....
St. Pierre et Miquelon	1	66	5	5	.....	.....	1	.....	.....
United States	1	89	5	5	.....	.....	1	.....	.....
Demerara	1	151	6	21	.....	.....	1	.....	.....
France	2	582	21	2	831	26	.....	.....	.....
Total	136	16,522	713	14	6,096	160	1	15	3	

PORT OF SACKVILLE.

United Kingdom	7	1,823	61	.....	.....	.....	1	197	7	
United States	15	1,185	85	.....	.....	.....	1	.....	.....
British West Indies	2	335	15	.....	.....	.....	1	.....	.....
Total	24	3,343	161	.....	.....	.....	1	197	7	

PORT OF SHEDDAG.

United Kingdom	16	7,771	185	2	60	7	53	4,313	205	
Prince Edward Island	119	37,190	967	2	60	7	53	4,313	205	
Total	135	44,961	1,152	2	60	7	53	4,313	205	

PORT OF SHIPPAGAN.

United Kingdom	2	324	16	.....	.....	.....	1	.....	.....
Jersey	1	216	10	.....	.....	.....	1	.....	.....
Prince Edward Island	2	138	7	.....	.....	.....	1	.....	.....
Portugal	1	119	7	.....	.....	.....	1	.....	.....
Italy	1	93	7	.....	.....	.....	1	.....	.....
Total	7	889	47	.....	.....	.....	1	.....	.....

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

PORT OF ST. ANDREW'S.									
COUNTRIES AND PLACES FOR WHICH THEY CLEARED.	WITH CARGOES.					IN BALLAST.			
	British.			Foreign.		British.		Foreign.	
	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.	No. of Vessels.	Tons.	Men.
United Kingdom	1	255	8	21	1,932	94	1	96	4
United States	54	4,675	257	21	.....	.....	.....	.....	.....
Spanish West Indies	1	176	7	.....	.....	.....	.....	.....	.....
Total	56	5,106	272	21	1,932	94	1	96	4

PORT OF ST. GEORGE.									
United Kingdom	8	2,406	77	1	778	17	18	396	5
United States	121	10,073	569	40	4,363	195	.....	36	265
British West Indies	1	172	7	.....	.....	.....	.....	.....	22
Spanish West Indies	3	700	23	2	357	12	.....	.....	.....
Italy .....	.....	.....	.....	1	326	9	.....	.....	.....
Total	133	13,351	666	44	5,824	233	18	396	5

PORT OF ST. JOHN.									
United Kingdom	200	119,118	2,764	58	51,465	943	.....	.....	.....
St. Pierre et Miquelon	1	54	5	170	117,781	3,063	4	4,045	87
United States	468	56,634	1,821	.....	.....	.....	1	1,110	25

Briard West Indies.....	11	2,042	83	66	17,973	473	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	133	30,456	1,058	10	5,020	108	.....	.....	.....	.....	1	125
South America.....	20	8,855	227	3	849	24	.....	.....	.....	.....	.....	7
Spain.....	2	436	17	1	190	7	.....	.....	.....	.....	.....	.....
Canary Islands.....	1	705	18	1	.....	.....	.....	.....	.....	.....	.....	.....
Australia.....	1	530	17	.....	.....	.....	.....	.....	.....	.....	.....	.....
Honduras.....	2	530	297	193,278	4,618	4	4,045	87	2	1,235	32	.....
Azores or Western Islands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	838	218,830	6,010	297	193,278	4,618	4	4,045	87	2	1,235	32

PORT OF ST. STEPHEN.

United Kingdom	1	365	13	28	2,186	112	.....	.....	.....	6	.....	732
United States	25	2,729	116	6	.....	.....	.....	.....	.....	6	.....	732
British West Indies.....	1	120	11	3	655	18	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	2	287	146	31	2,841	130	.....	.....	.....	5	732	27
Total	29	3,501	146	31	2,841	130	5	732	27

PORT OF WEST ISLES.

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

Commissioner of Customs.

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

PROVINCE OF QUEBEC.

PORT OF AMHERST.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	10	354	British	12	471
United States	42	2,731	United States	11	662
Total.....	52	3,085	Total.....	23	1,133

PORT OF GASPE.

British	58	6,894	British	54	6,626
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PORT OF MONTREAL.

British	310	214,624	British	390	233,350
United States	10	5,830	United States	11	6,322
French	2	885	Norwegian	7	2,840
Norwegian	9	3,806	Swedish	1	255
Swedish	1	255	Hamburg	1	400
Hamburg	2	836			
Bremen	4	1,441			
Portuguese	1	215			
Danish	1	229			
Total.....	340	228,121	Total.....	410	243,167

PORT OF NEW CARLISLE.

British	66	8,712	British	64	7,468
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No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (Seaward).—Province of Quebec.—Continued.

P O R T O F Q U E B E C .

ARRIVED.			DEPARTED.		
Under what Colours.	No. of Vessels.	Tonnage.	Under what Colours.	No. of Vessels.	Tonnage.
British	820	614,246	British	756	546,978
United States	14	7,789	United States	14	9,597
French	5	2,388	French	5	2,388
Norwegian	225	120,367	Norwegian	194	103,315
Prussian	6	2,338	Prussian	8	3,331
Swedish	3	1,131	Swedish	3	1,131
Hamburg	2	836	Hamburg	3	1,180
Bremen	7	3,313	Bremen	5	2,283
Portuguese	4	665	Portuguese	4	636
Mecklenberg	1	341	Mecklenberg	1	341
Danish	4	2,664	Danish	6	3,714
Total.....	1,091	756,078	Total.....	999	674,894

P O R T O F R I M O U S K I .

British	9	5,853	British	9	5,853
United States	1	682	United States	1	682
Norwegian	9	4,026	Norwegian].....	9	4,026
Total.....	19	10,561	Total	19	10,561

RECAPITULATION.

PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst	10	354	42	2,731	52	3,085	12	471	11	662	23	1,133
Gaspé	58	6,894	...	...	58	6,894	54	6,626	54	6,626	410	243,167
Montreal	310	214,624	30	13,497	340	228,121	390	233,350	20	9,817	64	7,468
New Carlisle	66	8,712	...	...	66	8,712	64	7,468	990	674,894	19	10,561
Quebec	820	614,246	271	141,832	1091	756,078	756	546,978	243	127,916	1569	943,849
Rimouski	9	5,853	10	4,708	19	10,561	9	5,853	10	4,708		
Total	1273	850,683	353	162,768	1626	1,013,451	1285	800,746	284	143,103		

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

PROVINCE OF NOVA SCOTIA.

PORT OF AMHERST.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	88	6,222	British.....	122	17,136
United States	68	9,387	United States	90	10,269
Norwegian	3	1,513	Norwegian	1	508
Swedish	1	375	Swedish.....	1	375
			Russian.....	1	529
Total	160	17,497	Total	215	28,817

PORT OF ANNAPOLIS.

British	133	12,342	British	134	12,921
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PORT OF ANTIGONISH.

British	37	4,509	British	34	3,397
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PORT OF ARICHAT.

British	181	21,915	British	53	2,484
United States	1	70	United States	1	70
Norwegian	4	976			
Total	186	22,961	Total	54	2,554

PORT OF BADDECK.

British	29	1,999	British	35	2,100
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PORT OF BARRINGTON.

British	68	3,904	British	25	1,509
United States	10	566	United States	10	566
Total	78	4,470	Total	35	2,075

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

PORT OF BRIDGETOWN.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	20	1,824	British	16	1,361

PORT OF CORNWALLIS.

British	182	17,166	British	184	18,326
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PORT OF DIGBY.

British	136	14,754	British	103	12,024
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PORT OF HALIFAX.

British	1,036	227,481	British	875	197,837
United States	192	77,230	United States	126	72,443
French	5	2,112	French	4	2,157
Norwegian	5	1,560	Norwegian	3	971
Prussian	1	497	Prussian	2	780
Swedish	1	281	Spanish	1	156
Spanish	1	156	Portuguese	2	264
Portuguese	8	1,427	Russian	1	454
Russian	1	454			
Holland	1	159			
Total	1,251	311,357	Total	1,014	275,062

PORT OF LIVERPOOL.

British	129	17,514	British	125	17,374
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PORT OF LONDONDERRY.

British	30	2,809	British	24	2,137
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PORT OF LUNENBURG.

British	210	17,545	British	260	22,098
United States	2	118	United States	2	118
Total	212	17,663	Total	262	22,216

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

PORT OF MARGARETVILLE.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	41	2,976	British	51	3,828

PORT OF NORTH SYDNEY.

British	228	28,416	British	211	20,513
French	12	668	French	10	739
Total	240	29,084	Total	221	21,252

PORT OF PARRSBORO'.

British	60	7,583	British	25	3,657
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PORT OF PICTOU.

British	725	168,209	British	683	142,889
United States	33	18,888	United States	34	19,652
Total	758	187,097	Total	717	162,541

PORT OF HAWKESBURY.

British	96	31,196	British	81	28,073
United States	78	35,684	United States	47	33,467
Total	174	66,880	Total	128	61,540

PORT HOOD.

British	25	740	British	20	795
Norwegian	1	381			
Total	26	1,121			

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

PORT MEDWAY.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnag
British	69	7,474	British	123	14,260
United States	5	463	United States	1	180
Portuguese	2	364	Portuguese	3	599
Total	76	8,301	Total	127	15,039

PORT OF RAGGED ISLANDS.

British	49	3,556	British	47	3,391
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PORT OF SHELBURNE.

British	19	1,690	British	26	3,550
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PORT OF SYDNEY.

British	247	46,393	British	425	74,302
United States	35	10,937	United States	43	14,123
Total	282	57,330	Total	468	88,425

PORT OF WEYMOUTH.

British	223	18,854	British	260	21,620
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PORT OF WINDSOR.

British	196	24,150	British	313	40,957
United States	64	11,394	United States	63	11,271
Total	260	35,544	Total	376	52,228

PORT OF YARMOUTH.

British	222	29,809	British	179	27,845
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No. 19.—STATEMENT of the Number and Tonnage of Vessels which arrived at, and departed from, &c., (Seaward).—Province of Nova Scotia.—Continued.

RECAPITULATION.

PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst.....	88	6,222	72	11,275	160	17,497	122	17,136	93	11,681	215	28,817
Annapolis.....	133	12,342	.....	.....	133	12,342	134	12,921	.....	.....	134	12,921
Antigonish.....	37	4,509	.....	.....	37	4,509	34	3,397	.....	.....	34	3,397
Arichat.....	181	21,915	5	1,046	186	22,961	53	2,484	1	70	54	2,554
Baddeck.....	29	1,999	.....	.....	29	1,999	35	2,100	.....	.....	35	2,100
Barrington.....	68	3,904	10	566	78	4,470	25	1,509	10	566	35	2,075
Bridgetown.....	20	1,824	.....	.....	20	1,824	16	1,361	.....	.....	16	1,361
Cornwallis.....	182	17,166	.....	.....	182	17,166	184	18,326	.....	.....	184	18,326
Digby.....	136	14,754	.....	.....	136	14,754	103	12,024	.....	.....	103	12,024
Halifax.....	1036	227,481	215	83,876	1251	311,357	878	197,837	139	77,225	1014	275,062
Liverpool.....	129	17,514	.....	.....	129	17,514	125	17,374	.....	.....	125	17,374
Londonderry.....	30	2,809	.....	.....	30	2,809	24	2,137	.....	.....	24	2,137
Lunenburg.....	210	17,545	2	118	212	17,663	260	22,098	2	118	262	22,216
Margarevetville.....	41	2,976	.....	.....	41	2,976	51	3,828	.....	.....	51	3,828
North Sydney.....	240	29,084	.....	.....	240	29,084	221	21,252	.....	.....	221	21,252
Parrsborough.....	60	7,583	.....	.....	60	7,583	25	3,657	.....	.....	25	3,657
Pictou.....	725	168,209	53	18,888	758	187,097	682	142,889	34	19,652	717	162,541
Port Hawkesbury.....	96	31,196	78	35,684	174	66,880	81	28,073	47	33,467	128	61,540
Port Hood.....	25	740	1	381	26	1,121	20	795	.....	.....	20	795
Port Medway.....	69	7,474	7	827	76	8,301	123	14,260	4	779	127	15,039
Ragged Islands.....	49	3,556	.....	.....	49	3,556	47	3,391	.....	.....	47	3,391
Shelburne.....	19	1,690	.....	.....	19	1,690	26	3,550	.....	.....	26	3,550
Sydney.....	247	46,393	35	10,937	282	57,330	425	74,302	43	14,123	468	88,425
Weymouth.....	223	18,854	.....	.....	223	18,854	260	21,620	.....	.....	260	21,620
Windsor.....	196	24,150	64	11,394	260	35,544	313	40,957	63	11,271	376	52,228
Yarmouth.....	222	29,809	.....	.....	222	29,809	179	27,845	.....	.....	179	27,845
Total.....	4491	721,698	522	174,992	5013	896,690	4444	697,123	436	168,952	4889	866,075

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

PROVINCE OF NEW BRUNSWICK.

PORT OF BATHURST.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	26	2,766	British	42	11,591
United States	2	202	United States	2	253
Norwegian	2	850	Norwegian	1	502
Total	30	8,818	Total	45	12,346

PORT OF BAY VERTE.

British	40	2,820	British	30	2,368
			Norwegian	1	428
Total	40	2,820	Total	31	2,796

PORT OF CAMPO BELLO (WELCHPOOL).

British	5	3,485	British	5	3,485
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PORT OF CARAQUETTE.

British	8	304	British	4	136
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PORT OF CHATHAM.

British	122	26,620	British	126	31,607
French	1	134	United States	2	1,103
Norwegian	24	9,790	French	1	134
Prussian	2	768	Norwegian	24	10,303
Swedish	1	331	Prussian	2	768
Russian	1	320	Swedish	1	331
Total	151	37,963	Total	156	44,246

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

PORT OF DALHOUSIE.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colors.	No. of Vessels.	Tonnage.
British	22	9,160	British	25	9,956
United States	1	1,122	United States	1	1,122
Norwegian	7	2,731	Norwegian	11	4,605
Swedish	1	329	Swedish	2	940
Total	31	13,342	Total	39	16,623

PORT OF DORCHESTER.

British	48	7,347	British	44	7,663
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PORT OF FREDERICTON.

British	111	8,854	British	103	7,749
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PORT OF HILLSBOROUGH.

British	70	8,375	British	93	10,292
United States	14	2,284	United States	16	2,570
Total	84	10,659	Total	109	12,862

PORT OF MONCTON.

British	14	979	British	13	1,176
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PORT OF NEWCASTLE.

British	56	18,610	British	56	18,349
United States	4	1,745	United States	3	1,104
Norwegian	14	5,982	Norwegian	20	7,681
Prussian	2	737	Prussian	2	737
Swedish	1	611	Swedish	1	611
Holland	1	500	Holland	1	500
Total	78	28,185	Total	83	28,982

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

PORT OF RICHIBUCTO.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colours.	No. of Vessels.	Tonnage.
British	108	12,775	British	137	16,537
United States	3	1,787	United States	4	2,536
Norwegian	7	2,337	Norwegian	6	2,098
Danish	1	384	Danish	1	384
German	2	904	German	2	904
Holland	1	174	Holland	1	174
Total	122	18,361	Total	151	22,633

PORT OF SACKVILLE.

British	28	3,314	British	24	3,343
United States	1	197	United States	1	197
Total	29	3,511	Total	25	3,540

PORT OF SHEDIAC.

British	187	47,077	British	188	49,274
United States	2	60	United States	2	60
Total	189	47,137	Total	190	49,334

PORT OF SHIPPEGAN.

British	8	822	British	7	889
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PORT OF ST. ANDREW'S.

British	101	9,872	British	57	5,202
United States	37	2,742	United States	23	2,153
Norwegian	1	380			
Total	139	12,994	Total	80	7,355

PORT OF ST. GEORGE.

British	113	9,342	British	150	13,421
United States	89	4,958	United States	50	6,415
Total	152	14,300	Total	200	19,836

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

PORT OF ST. JOHN.

ARRIVED.			DEPARTED.		
Under what Colors.	No. of Vessels.	Tonnage.	Under what Colours.	No. of Vessels.	Tonnage.
British	1,279	272,722	British	842	221,348
United States	317	193,108	United States	279	189,066
Norwegian	9	2,940	Norwegian	11	3,871
Prussian	6	2,196	Prussian	2	813
Danish	1	172	Italian	4	1,407
Holland	1	159	Russian	1	552
			Danish	1	172
			Holland	1	159
Total	1,613	471,297	Total	1,141	417,388

PORT OF ST. STEPHENS.

British	25	3,050	British	29	3,501
United States	35	3,506	United States	36	3,573
Total	60	6,556	Total	65	7,074

PORT OF WEST ISLES.

British	7	244	British	5	183
United States	9	400	United States	3	134
Total	16	644	Total	8	317

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

RECAPITULATION.

PORTS.	VESSELS ARRIVED.						VESSELS DEPARTED.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst.....	26	7,766	4	1,052	30	8,818	42	11,591	3	755	45	12,346
Bay Verte.....	40	2,820	.....	.....	40	2,820	30	2,368	1	428	31	2,796
Campo Bello (Welchpool).....	5	3,485	.....	.....	5	3,485	5	3,485	.....	.....	5	3,485
Caraqette.....	8	304	.....	.....	8	304	4	136	.....	.....	4	136
Chatham.....	122	26,620	29	11,343	151	37,963	126	31,607	30	12,639	156	44,246
Dalhousie.....	22	9,160	9	4,182	31	13,342	25	9,956	14	6,667	39	16,623
Dorchester.....	48	7,347	.....	.....	48	7,347	44	7,663	.....	.....	44	7,663
Frédericton.....	111	8,854	.....	.....	111	8,854	103	7,749	.....	.....	103	7,749
Hillsborough.....	70	8,375	14	2,284	84	10,659	93	10,292	16	2,570	109	12,862
Moncton.....	14	979	.....	.....	14	979	13	1,176	.....	.....	13	1,176
Newcastle.....	56	18,610	22	9,575	78	28,185	56	18,349	27	10,633	83	28,982
Richibucto.....	108	12,775	14	5,586	122	18,361	137	16,537	14	6,096	151	22,633
Sackville.....	28	3,314	1	197	29	3,511	24	3,343	1	197	25	3,540
Shediac.....	187	47,077	2	60	189	47,137	188	49,274	2	60	190	49,334
Shippegan.....	8	822	.....	.....	8	822	7	889	.....	.....	7	889
St. Andrew's.....	101	9,872	38	3,122	139	12,993	57	5,202	23	2,153	80	7,356
St. George.....	113	9,342	39	4,958	152	14,300	150	13,421	50	6,415	200	19,836
St. John.....	1,279	272,722	334	198,575	1,613	471,297	842	221,348	299	196,040	1,141	417,388
St. Stephen's.....	25	3,050	35	3,506	60	6,556	29	3,501	35	3,573	65	7,074
West Isles.....	16	644	.....	.....	16	644	8	317	.....	.....	8	317
Totals.....	2,387	453,938	541	244,440	2,928	698,378	1,983	418,204	515	248,226	2,499	666,430

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 20.—SHIPS INWARDS.—Statement (by Provinces) of the Number of Vessels entered Inwards, from Sea, at the under-mentioned Ports, in the Dominion of Canada, shewing their Tonnage, Number of Men Employed, and the Countries from whence they came, during the Fiscal Year ending on 30th June, 1870.

PROVINCE OF QUEBEC

PORTS.	Total.			Great Britain.			British Colonies.			United States.			Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	No.	Tons.
Amherst	52	3,085	387	.....	.....	.....	9	297	43	2,788	.....	.....	.....	.....
Gr. Lé	58	6,894	384	21	3,846	19	1,113	1	149	17	1,786	.....	.....	.....
Montreal	340	228,121	9,366	200	187,276	66	7,588	18	10,450	56	23,807	.....	.....	.....
New Carlisle	66	8,712	401	19	3,571	38	3,864	6	911	3	366	.....	.....	.....
Quebec	1,091	756,078	21,931	747	598,383	107	15,099	33	22,779	204	119,817	.....	.....	.....
Rimouski	19	10,561	248	6	3,535	3	2,318	1	632	9	4,026	.....	.....	.....
Totals	1,626	1,013,451	32,717	903	796,611	242	30,279	102	37,759	289	148,802			

No. 20.—*SHIPS INWARDS.—Statement of the Number of Vessels entered Inwards, from Sea, &c.,—Continued.*

PROVINCE OF NOVA SCOTIA.

PORTS.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherst.....	160	17,497	764	3	1,478	46	2,334	109	12,787	2	838
Annapolis.....	133	22,342	724	.....	.....	2	215	131	12,127	.....	.....
Antigonish.....	37	4,309	228	.....	.....	19	2,109	17	2,369	1	31
Arichat.....	186	22,961	1,166	4	1,085	46	1,689	129	19,367	7	820
Baddeck.....	29	1,993	142	.....	.....	20	1,639	.....	.....	9	360
Barrington.....	78	4,470	411	.....	.....	2	80	75	4,304	1	86
Bridgetown.....	20	1,824	101	.....	.....	.....	.....	20	1,824	.....	.....
Cornwallis.....	182	17,166	877	.....	.....	.....	.....	182	17,166	.....	.....
Digby.....	136	14,754	636	.....	.....	8	1,011	125	13,376	3	307
Halifax.....	1,251	31,357	16,319	97	77,125	549	66,262	427	136,811	178	31,139
Liverpool.....	129	17,514	800	.....	.....	27	3,876	96	12,173	6	1,465
Londonderry.....	30	2,809	160	1	206	.....	.....	29	2,603	.....	.....
Lunenburg.....	212	17,663	1,088	.....	.....	15	1,448	189	15,335	8	880
Margaretsville.....	41	2,976	1,164	.....	.....	.....	.....	41	2,976	.....	.....
North Sydney.....	240	21,084	1,302	15	3,746	124	12,422	56	8,492	45	4,425
Parslborough.....	60	7,583	374	10	5,369	488	.....	60	7,583	.....	.....
Pictou.....	758	187,697	5,724	.....	.....	94	93,369	245	82,564	15	5,735
Port Hawkesbury.....	174	66,380	3,254	2	822	41,730	77	24,217	1	51	301
Port Hood.....	26	1,121	86	1	381	14	439	.....	.....	11	904
Port Medway.....	76	8,301	451	1	228	12	1,721	57	5,448	6	1,534
Regged Islands.....	49	3,556	273	.....	.....	15	1,039	15	923	19	1,534
Shelburne.....	19	1,690	104	.....	.....	.....	.....	19	1,690	.....	.....
Sydney.....	282	57,330	2,044	.....	.....	73	9,744	187	45,276	22	2,310
Weymouth.....	223	18,354	1,110	2	94	6	760	210	17,463	5	537
Windsor.....	260	35,544	1,594	2	422	.....	.....	258	35,122	.....	.....
Yarmouth.....	222	23,809	1,608	3	680	38	3,533	139	22,065	42	3,521
Totals.....	5,013	806,630	41,634	141	91,635	1,598	245,610	2,883	504,061	381	55,384

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

PROVINCE OF NEW BRUNSWICK.

Ports.	Total.			Great Britain.			British Colonies.			United States.			Other Foreign Countries.		
	No.	Tons.	Men.	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
Bathurst	30	8,818	247	9	6,425		4	208		17	2,185		.....	.....	.....
BayVerte	40	2,820	158	1	215		36	1,775		3	830		.....	.....	.....
CambieBello (Welchpool)	5	3,485	80	5	3,485		8	304		19	7,294		17	6,395	
Caraquette	8	304	30	.....	46	21,814	69	2,200	801	8	3,633		7	2,704	
Chatham	151	37,963	1,144	.....	10	6,204	6	.....	.....	43	7,347		.....	.....	.....
Dalhousie	31	13,342	330	.....	.....	.....	.....	.....	.....	111	8,854		.....	.....	.....
Dorchester	48	7,347	307	.....	.....	.....	.....	.....	.....	84	10,659		.....	.....	.....
Fredericton	111	8,934	530	.....	.....	.....	.....	.....	.....	14	979		10	4,369	
Hillsborough	84	10,659	468	.....	.....	.....	.....	.....	.....	314	5,543		9	3,271	
Moncton	14	979	66	.....	41	19,349	19	1,153	83	14	3,314		1	125	
Newcastle	78	28,185	799	.....	16	4,703	83	3,324	171	27	3,145		1	5,810	
Richibucto	122	18,361	739	1	195		1	43,506	5	5	2,559		1	5,475	
Sackville	29	3,511	172	1	1,072		182	351	.....	137	12,185		1	1,227	
Shediac	189	47,137	1,268	2	52		2	809	.....	151	14,154		1	3,390	
Shippagan	8	822	588	2	346		5	.....	.....	154	5,475		4	644	
St. Andrew's	139	12,994	632	.....	74	44,928	27	30,103	154	16	33		1	1,466	
St. George	152	14,300	632	.....	365	1	27	146,110	691	146,110	419,256		84	23,102	
St. John	1,613	47,297	13,332	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Stephen's	60	6,556	274	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Isles	16	644	69	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	2,928	638,378	21,415	210	109,910	691	146,110	1,943	419,256	84	23,102	.....	.....	.....	.....

R. S. M. BOUCHETTE,

Commissioner of Customs.

No. 21.—**SHIPS OUTWARDS.**—Statement (by Provinces), of the Number of Vessels Entered Outwards for Sea, at the under-mentioned Ports, in the Dominion of Canada, shewing the Tonnage, Number of Men employed, and for what Country cleared, during the Fiscal Year, ending on 30th June, 1870.

PROVINCE OF QUEBEC.⁴⁴⁵

PORTS.	Total.			Great Britain.			British Colonies.			United States.			Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
Anherst.....	23	1,133	117	.....	.....	.....	11	446	12	687	.....	.....	.....
Gaspé.....	54	6,626	357	11	2,794	13	788	.....	.....	.....	.....	30	3,044
Montreal.....	410	243,167	9,984	240	205,180	102	10,881	6	1,112	62	25,994	.....	.....
New Carlisle	64	7,468	390	9	1,625	36	3,150	5	374	14	2,319	.....	.....
Quebec.....	999	674,894	18,865	848	641,101	100	11,177	3	986	48	21,630	.....	.....
Rimouski	19	10,561	248	16	8,935	1	682	.....	.....	2	944	.....	.....
Total	1,569	943,849	29,961	1,124	859,635	263	27,124	26	3,159	156	53,931	.....	.....

No. 21.—SHIPS OUTWARDS.—Statement of the Number of Vessels Entered Outwards for Sea, &c.—Continued.

PROVINCE OF NOVA SCOTIA.

Ports.	Total.			Great Britain.			British Colonies.			United States.			Other Foreign Countries.		
	No.	Tons.	Mens.	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
Anherst	215	28,517	1,140	17	8,422	44	2,377	150	17,785	4	233				
Annapolis	134	12,921	681	1	235	21	3,311	108	8,071	4	1,304				
Antigonish	3,367	195	.....	.....	.....	31	3,127	1	151	2	119				
Archibat	54	2,554	316	.....	.....	46	1,689	6	671	2	194				
Baileys	35	2,100	175	.....	.....	25	1,700	.....	.....	10	400				
Barrington	35	2,075	209	.....	.....	12	687	20	1,102	3	286				
Bridgetown	16	1,351	81	.....	.....	.....	.....	.....	1,361	.....				
Cornwallis	184	18,326	1,023	.....	.....	13	1,367	16	16,385	4	574				
Digby	103	12,024	592	.....	.....	19	2,842	79	8,364	5	818				
Halifax	1,014	275,062	14,940	58	61,348	533	76,625	256	121,654	148	15,435				
Liverpool	125	17,374	850	.....	.....	64	11,659	48	3,308	13	2,407				
Londonberry	24	2,137	129	1	181	.....	.....	23	1,456	.....				
Lunenburg	262	22,216	1,382	.....	.....	31	1,957	189	13,002	42	7,257				
Margaretsville	51	3,828	241	.....	.....	.....	.....	51	3,828	.....				
North Sydney	221	21,262	1,238	.....	.....	165	15,307	16	3,935	40	3,410				
Parsborough	25	3,657	102	4	976	.....	.....	21	2,681	.....				
Pictou	717	162,541	5,443	2	996	431	86,184	282	74,969	2	332				
Port Hawkesbury	128	61,940	2,585	.....	.....	86	40,279	38	21,048	4	213				
Port Hood	20	795	72	.....	.....	11	541	.....	.....	9	254				
Port Medway	127	15,039	783	2	510	38	6,851	73	5,368	14	2,310				
Ragged Islands	47	3,301	261	.....	.....	41	3,036	6	295	.....				
Shelburne	26	3,550	155	.....	.....	.....	.....	22	2,715	4	835				
Sydney	468	88,125	3,293	2	1,089	73	8,487	357	72,333	36	6,516				
Weymouth	260	21,620	1,327	5	1,974	16	2,280	237	16,369	2	367				
Windsor	376	52,228	2,309	2	1,234	.....	.....	374	50,994	.....				
Yarmouth	179	27,845	1,499	3	1,337	35	2,970	85	16,747	56	6,791				
Total	4,880	866,075	41,084	97	78,302	1,755	273,936	2,624	463,722	404	50,115				

No. 21.—SHIPS OUTWARDS.—Statement of the Number of Vessels Entered Outwards for Sea, &c.—Concluded.

PROVINCE OF NEW BRUNSWICK.

Ports.	Total.			Great Britain.		British Colonies.		United States.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst.....	45	12,346	390	12	8,736	10	699	23	3,001	...	...
Bay Verte.....	31	2,736	134	5	1,700	26	1,096	...	...	...	...
Campo Bello, (Welchpool)	5	3,485	80	...	...	5	3,485	...	...	...	...
Carquette	4	136	18	...	...	4	136	...	...	...	...
Charlottetown.....	136	44,246	1,677	82	40,641	50	2,184	10	964	5	457
Dalhousie.....	39	16,623	1,441	34	16,212	3	195	2	216	...	...
Dorchester.....	44	7,663	298	2	848	...	...	42	6,815	...	...
Fredericton.....	103	7,749	416	...	...	...	...	103	7,749	...	...
Hillsborough.....	109	12,862	594	1	293	...	...	108	12,569	...	...
Moncton.....	13	1,176	69	2	514	...	...	11	662	...	...
Newcastle.....	83	28,982	833	54	26,013	13	803	12	1,299	4	867
Richibucto.....	151	22,633	876	53	17,072	32	3,933	1	89	5	1,479
Sackville.....	25	3,540	168	7	1,823	2	335	16	1,382	...	...
Shediac.....	190	49,334	1,364	16	7,771	174	41,563	...	...	...	...
Shippagan.....	7	889	47	2	324	3	353	...	...	2	212
St. Andrew's.....	80	7,335	379	1	255	...	...	78	6,924	*1	176
St. George.....	200	19,836	937	9	5,184	1	172	184	15,097	6	1,383
St. John.....	1,141	411,388	10,747	258	170,583	11	2,042	643	179,570	229	65,193
St. Stephen's.....	65	7,974	303	1	365	1	120	58	5,647	5	942
West Isles.....	8	317	34	...	...	...	...	8	317	...	...
Totals	2,499	666,430	19,815	539	296,334	404	57,086	1,299	242,301	217	70,709

No. 22.—STATEMENT (by Provinces) of the Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, shewing the Intercourse, exclusive of Ferriage, by Inland Navigation, between the Dominion of Canada and the United States, during the Fiscal Year ending 30th June, 1870.

PROVINCE OF ONTARIO.

Ports.	InWARDS.						OutWARDS.						American.					
	British.			American.			British.			Steam.			Steam.			American.		
	No.	Tons.	Sail.	No.	Tons.	Sail.	No.	Tons.	Sail.	No.	Tons.	Sail.	No.	Tons.	Sail.	No.	Tons.	
Annerthburgh.....	25	1,770	317	5,401	309	55,403	572	18,164	25	1,770	177	5,401	300	55,403	572	18,164		
Belleisle.....	16	2,016	366	39,948	5	286	44	2,572	17	2,285	401	43,742	5	286	44	2,584		
Brighton.....	38	2,850	69	5,796	..	..	13	026	38	2,850	24	1,450	..	13	026	626
Brockville.....	121	74,411	120	10,505	329	137,000	216	91,402	121	74,411	129	10,505	329	137,000	216	91,402		
Burwell.....	31	8,683	130	17,372	12	2,186	8	413	31	8,683	134	17,963	12	2,186	7	7		
Chatham.....	91	10,672	108	12,511	40	6,094	92	6,525	91	10,672	108	12,511	40	6,094	92	6,525		
Chippawa.....	13	248	76	10,534	142	2,035	11	8,812	12	2,230	41	5,057	142	2,025	11	812		
Cobourg.....	74	300	187	27,566	..	..	25	2,237	23	1,725	133	34,103	..	..	27	2,941
Colborne.....	1,825	109	25,616	180	..	..	217	62,082	70	2,138	285	34,445	35	..	2,559	91
Cornwall.....	30	5,876	..	5,285	36	661	3	314	30	5,876	..	..	36	314	3	314
Cranae.....	106	7,950	65	5,285	..	..	..	3	141	106	7,950	72	6,147	..	..	3
Dalington.....	57	24,575	37	4,174	..	..	1	10	57	24,575	72	4,174	..	..	1	10
Dover.....	49	9,549	296	21,812	8	..	329	12	2,324	49	9,549	283	21,017	8	..	329		
Dundas.....	39	2,400	28	2,228	..	..	5	434	..	..	..	2,454	..	..	5	454
Dunnville.....	..	..	..	5,416	3	109	7	663	38	2,246	84	9,950	3	109	7	571
Fort Erie.....	..	..	..	..	..	..	202	96,233	241	852	..	..	202	96,233	241	852
Gananoque.....	7	682	16	..	839	61	15,825	39	880	10	673	42	1,055	39	1,055	68		
Goderich.....	2	269	36	3,524	4	1,711	9	2,474	..	..	43	3,501	4	1,711	9	2,474
Hamilton.....	4	882	195	30,323	1	33	20	2,981	15	3,533	172	27,041	1	53	22	3,182		
Port Hope.....	184	14,921	480	73,636	..	..	..	..	184	2,054	184	14,921	480	73,636	..	50
Kingston.....	704	127,908	543	93,203	36	..	..	2,956	224	54,341	702	126,106	486	78,870	38	218
Kingsville.....	8	1,226	34	3,738	8	..	2,827	14	1,369	9	288	42	5,118	8	226	14		
Morrisburg.....	134	13,119	29	2,499	160	1,503	3	210	108	10,374	19	2,235	36	700	1	67		
Napanee.....	4	430	296	31,355	..	..	33	1,815	1	..	316	33,085	15	1,845	34	2,251
Newcastle.....	7	525	16	1,725	..	..	2	945	1	47	7	525	15	1,845	1	47
Niagara.....	369	97,012	19	1,334	..	..	..	..	369	97,012	19	1,334	2	945	2	47

RECAPITULATION.

	INWARDS.		OUTWARDS.		TOTAL.	
	Canadian.	American.	Canadian.	American.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Steam.....	1,059,011	772,445	1,044,948	803,729	1,831,456	1,848,677
Sail.....	657,871	289,776	612,350	270,106	947,647	882,466
Total	1,916,882	1,062,221	1,657,298	1,073,835	2,779,103	2,731,133

INWARDS AND OUTWARDS.	
Canadian—Steam.....	2,103,959
Do Sail.....	1,270,221
American—Steam.....	1,576,174
Do Sail.....	559,882
Grand Total Tons, Inwards and Outwards	5,510,236

LANDS AND OUTWARDS

American—Steam	2,100,393	3,374,180
Do Sail	1,270,221	•
American—Steam	1,516,174	•
Do Sail	559,882	•
		2,133,056

Grand Total Tons, Inwards and Outwards.

112.—STATEMENT of Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, &c.—Concluded.

PROVINCE OF QUEBEC.

No. 23.—STATEMENT, shewing Number and Tonnage of Vessels which Arrived at, and Departed from, the several Provinces in the Dominion of Canada, during the Fiscal Year ending on 30th June, 1870.

PROVINCES.	VESSELS ARRIVED.					VESSELS DEPARTED.				
	British.		Foreign.		Total.	British.		Foreign.		Total.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Quebec	1,273	850,683	353	162,768	1,626	1,013,451	1,285	800,746	284	143,103
Nova Scotia	4,491	721,698	522	174,992	5,013	893,630	4,444	697,123	436	168,932
New Brunswick	2,387	453,938	541	244,440	2,928	698,278	1,983	418,204	516	248,226
Total Sea-going	8,151	2,026,319	1,416	582,200	9,567	2,608,519	7,712	1,916,073	1,236	560,281
Vessels employed in the Inland Trade, between Ontario and Quebec and the United States	12,194	2,050,398	5,672	1,137,208	17,866	3,187,606	12,364	1,980,370	6,440	1,163,621
Total	20,345	4,076,717	7,088	1,719,408	27,433	5,796,125	20,076	3,896,443	7,676	1,723,302
										27,732
										5,619,745

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

No. 24.—STATEMENT (by Provinces), shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, at the under-mentioned Ports, in the Dominion of Canada, during the Fiscal Year ending on the 30th June, 1870.

PROVINCE OF ONTARIO.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Amherstburgh	1	53	1	84	2	137	1	53	1	84	2	137
Burwell . . . . .	.....	.....	1	118	1	118	.....	.....	1	118	1	118
Chatham	2	149	.....	.....	2	149	.....	.....	1	62	1	62
Chippawa . . . . .	.....	.....	1	35	1	35	.....	.....	1	245	1	245
Cobourg . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	1	33	1	33
Dover . . . . .	.....	.....	1	33	1	33	.....	.....	1	1	1	77
Goderich	1	77	.....	.....	1	77	1	77	.....	.....	1	77
Hamilton	1	24	1	262	2	286	.....	.....	2	298	2	298
Port Hope . . . . .	.....	.....	.....	.....	4	283	.....	.....	.....	.....	4	283
Kingston	3	210	3	536	6	746	2	135	7	833	9	988
Kingsville . . . . .	.....	.....	1	70	1	70	.....	.....	1	70	1	70
Morrisburg . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	1	176	1	176
Ottawa	1	137	8	721	9	838	1	22	12	1,101	13	1,123
Picton . . . . .	.....	.....	2	256	2	256	.....	.....	3	331	3	331
Rowan . . . . .	.....	.....	1	125	1	125	.....	.....	1	125	1	125
St. Catharine's	1	11	5	1,093	6	1,104	1	11	5	1,093	6	1,104
Sarnia . . . . .	.....	.....	1	48	1	48	.....	.....	1	48	1	48
Port Stanley . . . . .	.....	.....	.....	.....	.....	.....	1	362	.....	.....	1	362
Toronto	2	33	1	32	3	65	2	33	1	32	3	65
Wallaceburg	4	353	.....	.....	4	353	4	353	1	47	5	400
Windsor . . . . .	.....	.....	2	65	2	65	.....	.....	3	141	3	141
Total	16	1,047	29	3,478	45	4,525	17	1,329	43	4,857	60	6,186

PROVINCE OF QUEBEC.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Gaspé . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	1	46	1	46
Montreal	3	77	11	1,210	14	1,287	12	543	52	5,620	64	6,163
Quebec	2	164	39	17,932	41	18,096	2	164	42	19,079	44	19,243
Total	5	241	50	19,142	55	19,333	14	707	95	21,745	109	25,452

No. 24.—STATEMENT, shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, &c.—Concluded.

PROVINCE OF NOVA SCOTIA.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Arichat			6	148	6	148	14	1,191	14	1,191
Baddeck	2		128	2	128	.....	.....	2	128	2	128
Barrington	3		792	3	792	.....	.....	4	962	4	962
Cornwallis	4		1,765	4	1,765	.....	.....	.....	.....	.....	.....
Digby	14		3,739	14	3,739	.....	.....	12	2,197	12	2,197
Halifax	1	4	16	805	17	809	1	4	76	13,360	77	13,364
Liverpool	11		1,019	11	1,019	1	7	22	2,524	23	2,531	
London'derry	6		2,680	6	2,680	.....	.....	.....	.....	.....	.....
Lunenburg	6		511	6	511	.....	.....	6	511	6	511
Parrsboro'	10		1,326	10	1,361	.....	.....	12	1,501	12	1,501
Pictou	6		2,244	6	2,244	.....	.....	6	1,319	6	1,319
Port Hawkesbury	1		1/6	1	146	21	5	544	6	565
Shelburne	12		1,921	12	1,921	.....	.....	13	2,091	13	2,091
Sydney	5		547	5	547	.....	.....	7	1,116	7	1,116
Windsor	17		6,566	17	6,566	.....	.....	17	6,566	17	6,566
Yarmouth	1	35	20	9,248	21	9,283	1	35	27	10,566	28	10,601
Total	2	39	139	33,620	141	33,659	4	67	223	44,576	227	44,643

PROVINCE OF NEW BRUNSWICK.

PORTS.	BUILT.						REGISTERED.					
	Steam.		Sail.		Total.		Steam.		Sail.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bathurst			1	378	1	378	.....	.....	.....	.....	.....	.....
Bay Verte			3	556	3	556	.....	.....	.....	.....	.....	.....
Chatham	12		4,341	12	4,341	.....	.....	16	5,035	16	5,035	
Dorchester	3		1,701	3	1,701	.....	.....	.....	.....	.....	.....	.....
Moncton	1		916	1	916	.....	.....	9	1,100	9	1,100	
St. Andrew's	1		118	1	118	.....	.....	.....	.....	.....	.....	.....
St. George	1		90	1	90	.....	.....	.....	.....	.....	.....	.....
St. John	2	879	64	26,620	66	27,499	5	1,250	69	27,186	74	28,436
Total	2	879	86	34,720	88	35,599	5	1,250	94	33,321	99	34,571

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

No. 25.—STATEMENT shewing the Number and Tonnage of Steamers and Sailing Vessels Built, and those Registered, in the several Provinces of the Dominion of Canada, during the Fiscal Year ending 30th June, 1870.

PROVINCES.	BUILT.						REGISTERED.					
	Stear.			Sail.			Steam.			Sail.		
	No.	Tons.	No.	No.	Tons.	Total.	No.	Tons.	No.	Tons.	No.	Total.
Province of Ontario	16	1,047	29	3,478	45	4,525	17	1,329	43	4,867	60	6,186
Province of Quebec	5	241	50	19,142	55	19,383	14	707	95	24,745	109	25,552
Province of Nova Scotia	2	39	139	33,620	141	33,659	4	67	223	44,576	227	44,643
Province of New Brunswick	2	879	86	34,720	88	35,599	5	1,250	94	33,321	99	34,571
Total.....	25	2,206	304	90,960	329	93,166	40	3,344	455	107,499	495	110,852

R. S. M. BOUCHERTE,

Commissioner of Customs.

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Chinaware, Crockery, and Earthenware	13	63	121	171	254
Church Bells and Communion Plate	33	88	141	190	260
Cider	13	63	121	171	254
Cigars—not over \$10 per Mille	5	54	112	163	252
,, value over \$10 and not over \$20 per Mille	5	54	112	163	252
,, value over \$20 and not over \$40 per Mille	6	54	112	163	252
,, value over \$40 per Mille	6	55	113	164	252
,, (new tariff, from 7th April only)	6	55	113	164	252
Clocks	13	64	121	171	254
Clothing—Donations of, for Charitable Purposes ..	33	88	141	260
,, or Wearing Apparel, made by hand or sewing machine	13	64	121	171	254
Coach and Harness Furniture	13	63	121	170	254
Coal and Coke	40	96	149	196	264
,, (from 7th April, under new tariff)	7	56	114	165	252
Cocoa and Chocolate	13	64	254
,, Bean and Shell	96	149	264
,, Paste	33	89	141	190	260
Coffee—green	4	53	111	162	252
,, ground or roasted	5	53	111	163	252
Coin and Bullion	46	106	266
Colors and other Articles imported by Room Paper Makers and Stainers	30	85	138	187	260
Common Soap	5	53	111	163	252
Copper in Pig, Bars, Rods, Bolts and Sheets, and Sheathing	38	93	146	194	262
Cordage	14	64	122	171	254
Cordials	2	50	108	160	252
Corkwood and Bark	97	149	264
Corks	14	65	122	171	254
Cotton	14	65	122	172	254
,, Candle Wick	33	88	141	189	260
,, and Flax, waste	33	88	141	189	260
,, and Woollen Netting for India Rubber Shoes	89	260
,, Wool	33	88	141	189	260
Crank and Shafts for Steamboats and Mills, rough	38	93	193	262
Cream of Tartar in Crystals	31	85	138	187	260
Crude Petroleum	4	110	162	252

DETAILED Index of Imports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	
D.	Page.	Page.	Page.	Page.	Page.
Deck Plugs, Wedges, Knees and Masts of Iron, and Treenails	37	93	145	193	262
Diamonds and Precious Stones	41	97	.....	.....	264
Drain Tiles	34	89	.....	190	260
Drawings (not in oil)	29	83	.....	.....	258
Dried Fruits and Nuts of all kinds	14	65	122	172	254
Drugs not elsewhere specified	15	66	123	172	254
Duck, for belting and hose	34	89	142	.....	260
E.					
Earths, Clays, and Sand	41	97	149	196	264
Eggs	41	97	149	196	264
Emery	41	97	149	.....	264
" Glass and Sand Paper, and Cloth	34	89	142	190	260
Engravings and Prints	15	65	123	172	254
F.					
Fancy Goods	15	66	123	173	254
Farming Implements and Utensils imported by Agricultural Societies	34	.....	142	190	260
Fibrilla, Mexican Fibre, or Tampico, White and Black, and other Vegetable Fibres for manufacturing purposes	41	97	149	196	264
Fire Brick	34	89	142	190	260
" Clay	41	98	150	.....	264
" Engines, Steam, imported by Municipal Corporations	34	.....	.....	.....	262
" Wood	41	98	150	.....	264
Fireworks	15	66	123	173	254
Fish, and Products of Fish, and Fish Oil (B. N. A. Provinces)	47	106	158	201	266
" Bait .....	.....	.....	150	.....	264
" fresh	41	98	150	.....	264
" salted or smoked	7	55	113	164	252
Fishing Hooks, Nets and Seines, Lines and Twines	35	89	142	191	262
Flat Wire for Crinolines, covered	15	67	123	173	254
Flax, Hemp and Tow, undressed	42	99	151	197	264
Flour and Meal of all other kinds	8	57	115	165	252
" of Wheat and Rye	42	98	150	196	264
" " (from 7th April, under new tariff)	8	57	115	165	252
Foreign Newspapers	15	66	123	173	254
Fruits of all kinds, green	28	81	135	185	258
" preserved in Brandy or other Spirits .....	.....	57	.....	.....	252
Furs, Skins, and Tails, undressed	42	99	151	197	264

DETAILED Index of Imports.—Continued.

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	Dominion of Canada.
G.	Page.	Page.	Page.	Page.	Page.
Gems and Medals, including Cabinets of ditto, Antiquities, Coins, &c.	29	83	137	186	260
Gin	3	51	109	161	252
Glass—Plate and Shivered	16	67	124	173	254
" Window, Stained, Painted, Colored, or Plain	16	67	124	174	254
Glassware	16	67	124	174	256
Gold Beaters' Brim Moulds and Skins, Gold, Silver, and Platers' Leaf	35	90	143	191	262
Grain of all kinds, except Indian Corn and Wheat	42	99	151	197	264
"	8	57	115	165	252
Gravels	42	99	136	197	264
Grease and Grease Scrap	42	99	151	197	264
" (10 per cent.)	42	99	151	197	264
Gum, Copal		99		197	264
Gunpowder	15	67	124	173	254
Guns, Rifles, and Firearms of all kinds	16	67	124	173	254
Gypsum (B. N. A. Provinces)			158		266
" and Plaster of Paris, not ground nor calcined	42	100			264
H.					
Hair	43	100	151	197	264
Hats, Caps, and Bonnets	17	68	125	174	256
Hat Plush		68			256
Hay, Straw, and Bran (10 per cent.)	28	81	135	185	258
"	43	100	151	197	264
Hides, Horns, and Pelts	43	100	152	197	264
Hoop Skirt Manufacture, Articles for	35	90	143	197	262
Hops	43	100	152	198	264
"	7	56	114	165	252
Horned Cattle	2	49			252
Horses	2	49		160	252
Hosiery	17	68	125	174	256
I.					
Indian Corn	43	101	152	198	264
Meal	43	101	152	198	264
Indigo	31	85	138	187	260
Inks of all kinds, except Printing Ink	17	68	125	175	256
Iron (5 per cent.)	29	82	133	186	258
" Scrap, Galvanized or Pig, Puddled in Bars, Blooms, and Billets, Bolts and Spikes (Gal- vanized)	38	94	147	194	262
" Cutlery of all sorts	17	69	125	175	256
" Japanned and Planished Tin, and Britannia Metal Ware	17	69	125	175	256
" Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge Tools, Scythes, and Snaths	17	69	125	175	256
" Spikes, Nails, Tacks, Brads, and Sprigs	17	69	125	175	256
" Stoves and all other Iron Castings	18	69	126	175	256

DETAILED Index of Imports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	Dominion of Canada.
J.					
Jewellery and Watches.....	18	70	126	176	256
Junk and Oakum	35	90	143	191	262
L.					
Lard and Tallow (B. N. A. Provinces) .....	.....	.....	158	202	266
" Sheep, Calf, Goat, and Chamois Skins— dressed.....	19	70	.....	176	256
Lead—Red and White, dry.....	31	85	138	187	260
(in Sheet or Pig) and Litharge	39	94	147	194	264
Leather.....	19	70	126	176	256
" Iron, or "Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.....	39	94	147	194	264
Lithographic Stones.....	35	90	143	.....	262
Linen	19	71	127	177	256
Locomotive Engines and Railroad Cars.....	19	71	.....	177	256
Frames, Axles, Cranks, Hoop Iron, or "Steel for Tires, Bent and Welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins, &c.....	39	94	147	194	264
Lumber—Plank and Sawed, of Mahogany, Rose- wood, Walnut, Cherry and Chesnut, and Pitch Pine.....	35	90	143	191	262
" Sawn and Plank, not being of Mahogany, Rosewood, Walnut, Chestnut, or Cherry, or not imported from B. N. A. Provinces	18	70	.....	176	256
M.					
Maccaroni and Vermicelli	19	71	127	177	256
Mace and Nutmegs	10	60	118	168	254
Machine Linen, Thread and Silk Twist.....	35	91	143	191	262
Machinery, when used in the original construction of Mills or Factories	36	91	144	191	262
not elsewhere specified.....	23	75	130	180	256
Malt	7	55	113	.....	252
Manilla Grass and Sea Grass	43	101	153	198	264
Manures	43	101	153	198	264
Manufactures of Marble or Imitation of Marble, or other than rough Slabs or Blocks	19	71	127	177	256
" " Caoutchouc, India Rubber, or Gutta Percha	20	71	127	177	256
" " Cashmere .....	.....	.....	.....	177	256
" " Fur, or of which Fur is principal part	20	72	127	177	256
" " Hair, or Mohair	20	72	127	178	256
" " Papier Maché	20	72	128	.....	256
" " Grass, Osier, Palm Leaf, Straw, Whalebone, or Willow, not elsewhere specified	21	72	128	178	256

DETAILED Index of Imports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	Dominion of Canada.
M.— <i>Continued.</i>	Page.	Page.	Page.	Page.	Page.
Manufactures of Bone, Shell, Horn, Pearl, and Ivory.....	21	73	.....	178	256
" " Gold, Silver, or Electro Plate, Argentine, Albata, German Silver, and Plated and Gilded Ware of all kinds	21	73	128	178	256
" " Brass or Copper	21	73	128	178	256
" " Leather, or Imitation of Leather	21	73	129	179	256
" " Leather, Boots and Shoes	21	73	129	179	256
" " Harness and Saddlery	22	73	129	179	256
" " Wood, not elsewhere specified	22	74	129	179	256
Maps, Charts, and Atlases, not elsewhere mentioned.....	19	71	127	177	256
Marble, un wrought	43	101	153	198	264
Materials for Hats, Boots, and Shoes	35	91	143	191	262
Meats, fresh, salted, or smoked	7	56	114	164	252
(B.N.A. Provinces)	47	106	158	201	266
Molasses, for refining purposes	52	.....	.....	.....	252
other than for refining purposes	11	61	119	169	254
Moss, for Upholstery purposes	44	101	153	199	264
Mowing, Reaping, and Threshing Machines	22	74	129	179	256
Musical Instruments, including Musical Boxes and Clocks.....	22	74	129	179	256
Mustard	23	74	130	179	256
N.					
Nails, Composition or Sheathing, and Composition Spikes.....	.....	91	144	191	262
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, &c.	31	85	139	188	260
O.					
Oatmeal (B. N. A. Provinces).....	.....	.....	.....	202	266
Ochres and Metallic Oxides, dry, ground or unground, washed or unwashed, not calcined or ground or calcined	31	85	139	188	260
Oil "Cake"	36	.....	.....	.....	262
" Cloths	23	75	130	180	256
" Benzole, Naphtha, and Refined Petroleum	4	52	110	162	252
" Coal and Kerosene	4	52	110	162	252
" Cocoanut, Palm, and Pine, in their natural state	31	86	139	188	260
" in anyway rectified or prepared, not otherwise specified	23	75	130	180	256
" of all kinds, Crude, except Whale Oil and others, elsewhere specified	23	75	130	180	256
Opium	23	75	.....	.....	256
Ores of Metals, of all kinds	44	101	153	.....	264
Oisers or Willows	44	.....	.....	.....	266
Other Articles	46	106	.....	.....	266
" Hardware	18	69	126	176	256

DETAILED Index of Imports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	
P.	Page.	Page.	Page.	Page.	Page.
Packages	23	76	131	180	256
Paints and Colors	24	76	131	181	256
Paintings in Oil	23	83	137	186	260
Paper Hangings	24	76	131	181	258
" of all kinds	24	77	131	181	258
Parasols and Umbrellas	24	77	131	181	258
Patent Medicines, and Medicinal Preparations	10	60	118	168	254
Perfumed and Fancy Soaps	11	61	119	169	254
" Spirits, not in flasks	3	50	108	.....	252
" in flasks	3	50	108	160	252
Perfumery, not elsewhere specified	11	61	119	169	254
Philosophical Instruments and Apparatuses for Colleges and Schools	36	91	144	192	262
Phosphorus, Brimstone, and Sulphur, in roll or flour	31	86	139	188	260
Pickles and Sauces	25	77	132	181	258
Pipe Clay	44	101	153	.....	266
Plaster of Paris and Hydraulic Cement, ground or calcined	25	77	132	181	528
Playing Cards	11	61	118	168	254
Portable Hand Printing Presses	25	.....	132	182	258
Preserved Meats, Poultry, Fish, and Vegetables	25	77	132	182	258
Printed Books, Periodicals, and Pamphlets	29	82	136	186	258
" or Lithographed, Copper Plate Bills, and Advertising Pamphlets	25	77	132	182	258
Printers' Implements, viz.:— Presses, Electrotype and Stereotype Blocks and Ink	36	91	144	192	262
Products of Petroleum	4	52	110	162	252
R.					
Rags	36	92	.....	.....	262
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, and Fish Plates and Car Axles	39	94	147	194	264
Ratan, for Chair Makers	44	102	153	199	266
Rice	7	57	115	165	252
Roots—Medicinal, in their natural state	32	86	139	188	260
Rosin	44	102	153	199	266
Rum	3	51	109	161	252
S.					
Sails, ready made	25	78	133	182	258
Salt	45	102	154	199	266
" (from 7th April, under new tariff)	7	56	114	165	252
Seeds, other than Cereals	28	81	135	185	258
" for Agricultural, Horticultural, or Manufacturing purposes	45	102	154	199	266
Settlers' Effects	47	105	157	201	266
Shawls	2	49	78	133	258
Sheep	25	78	133	183	258
Silks, Satins, and Velvets	25	78	133	183	258
Silk Twist, and Silk and Mohair Twist	26	79	134	183	258
Small Wares	27	81	135	185	258
Sole and Upper Leather	3-59	465	.....	.....	.....

DETAILED Index of Imports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
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S.—Continued.					
Speltzer and Zinc (in Block, Sheet, or Pig).....	39	95	147	195	264
Specimens of Botany, Mineralogy, Natural History, Sculpture, and Models.....	30	84	137	260
Spices—including Cassia, Cinnamon, Pimento, and Pepper, ground.....	10	60	118	168	254
including Ginger, Pimento, and Pepper, unground.....	26	79	133	183	258
Spirits of Turpentine.....	26	79	133	183	258
" and Strong Waters.....	4	52	110	161	252
" &c., unenumerated.....	.....	.....	110	.....	252
Starch.....	5	53	111	163	252
Stationery.....	26	79	133	183	258
Steel (wrought or cast), in Bars, Rods, and Plates, cut to any form but not moulded.....	39	95	147	195	264
Steam Engines, other than Locomotive.....	26	79	133	183	258
Stone, unwrought, and Slate.....	45	103	154	199	266
Straw Plaite, Tuscan, Grass, and Fancy.....	37	.....	144	.....	262
Sugar Candy and Confectionery.....	10	60	118	167	254
Sugar—equal to and above No. 9, Dutch Standard.....	9	59	117	167	254
" below No. 9, Dutch Standard.....	9	59	117	167	254
Swine.....	2	49	108	160	252
T.					
Tanners' Bark.....	45	103	155	.....	266
Tar and Pitch.....	45	103	155	199	266
Teasels.....	45	103	155	.....	266
Tea—Green and Japan.....	9	58	116	166	254
Black.....	9	58	116	166	254
Timber and Lumber (B. N. A. Provinces).....	39	106	158	202	266
Tin, in Bar, Blocks, Pig, or Granulated.....	3	95	147	195	264
Tinctures.....	3	51	.....	161	252
Tobacco (manufactured) and Snuff.....	45	103	155	200	266
" unmanufactured.....	27	79	134	184	258
" Pipes.....	27	80	134	184	258
Toys.....	.....	92	.....	192	.....
Treenails.....	45	103	155	200	266
Trees, Plants and Shrubs, Bulbs and Roots.....	45	82	136	185	258
(10 per cent.).....	28	82	148	195	264
Tubes " and Piping " of Brass, Copper, or Iron (drawn).....	39	95	155	.....	266
Turpentine, other than Spirits of.....	45	103	155	.....	258
Type.....	29	83	137	186	264
" Metal, in Blocks or Pigs.....	40	95	.....	.....	264
U.					
Unenumerated Articles (10 per cent.).....	27	80	135	185	258
"	201	.....	.....	.....	.....

DETAILED Index of Imports.—*Concluded.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	
	Page.	Page.	Page,	Page.	Page.
V.					
Varnish, bright and black, when used for ships only other than bright or black	38	93	146	193	262
Vegetables (10 per cent.).....	27	80	134	184	258
".....	28	82	136	185	258
Veneering—of Wood or Ivory	46	104	155	200	266
Vinegar and Acetic Acid	37	92	145	192	262
Vitriol, blue	7	56	114	165	252
	32	86	139	189	260
W.					
Whale Oil	46	104	156	200	266
Wheat	46	104	156	200	266
" (from 7th April, under new tariff)	8	57	115	.....	252
Whiskey	3	51	109	161	252
Whiting or Whitening	32	87	139	189	260
Wines, of all kinds	9	59	116	167	254
Wire Cloth—of Brass or Copper	37	92	145	.....	262
" of Brass or Copper (round or flat)	40	95	148	195	264
Wood, unmanufactured	46	104	156	200	266
Wool	46	104	156	201	266
Woollens	27	80	135	184	258
Y.					
Yellow Metal—in Bolts, Bars, and for Sheathing	95	148	195	264
Z.					
Zinc, white, dry	32	87	140	260

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Antimony Ore		294	326	351
Ale, Beer, and Cider	293	308	224	335	354
Asheas—Pearl		296	351
,, Pot	287	295	.....	.....	351
B.					
Bacon and Hams	288	301	318	331	352
Balsam	290	303	.....	.....	353
Barley and Rye	290	303	320	.....	353
,, Pot, and Pearl		303	.....	.....	353
Barytes			311	.....	351
Batten		298	314	.....	352
Beans	290	303	320	.....	353
Beef	288	301	318	331	352
Beeswax	289	301	.....	.....	352
Biscuits		306	322	334	353
Books	292	305	.....	.....	353
Bones	289	301	318	.....	352
Bran	290	303	320	.....	353
Butter	289	301	318	331	352
C.					
Candles		306	322	.....	353
Carriages	292	306	322	334	353
Cheese	289	301	319	331	352
Coal	286	294	311	326	351
Coin and Bullion	293	309	325	335	354
Copper	286	294	311	.....	351
,, Ore		294	311	326	351
Cottons	292	306	322	334	353
D.					
Deals		298	315	329	352
Deal Ends		298	315	329	352

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ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
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E.	Page.	Page.	Page.	Page.	Page.
Eggs.....	289	301	319	331	352
Extract of Hemlock Bark.....	292	306	353
F.					
Feathers.....	289	302	.....	331	352
Fish, fresh, of all kinds.....	286	295	312	327	351
,, Oil.....	286	295	313	328	351
,, preserved and spiced.....	295	312	327	361	
,, smoked.....	295	313	327	351	
,, salted, dry.....	286	295	313	327	351
,, wet.....	286	295	313	327	351
Firewood.....	287	299	316	330	352
Flax.....	290	303	.....	.....	353
Seed.....	290	303	.....	332	353
Flour.....	290	304	320	332	353
Fruit, Green.....	290	304	320	332	353
Furs.....	292	306	.....	.....	353
,, dressed.....	289	302	.....	.....	352
,, undressed.....	289	302	.....	331	352
,, or Skins of Fish, &c.,]	295	314	.....	.....	351
G.					
Glass.....	292	306	.....	.....	353
Gold-bearing Quartz, Dust, and Nuggets.....	286	.....	311	.....	351
Gypsum Plaster, Lime, &c.....	292	306	322	334	353
H.					
Handspikes.....	.....	299	.....	.....	352
Hay.....	290	304	321	332	353
Hemp.....	291	.....	.....	.....	353
Hides and Skins.....	289	302	319	331	352
Honey.....	289	302	.....	.....	352
Hops.....	291	304	321	332	353
Horned Cattle.....	288	300	317	331	352
Horns and Hoofs.....	289	302	319	332	352
Horses.....	288	300	317	331	352
I.					
India Rubber.....	292	308	.....	.....	353
Indian Bark Work.....	.....	306	.....	.....	353
,, Corn.....	291	304	.....	.....	353
Iron and Hardware.....	292	307	322	334	353
,, Ore.....	286	294	.....	326	351
K.					
Knees and Futtocks.....	.....	293	315	328	352

DETAILED Index of Exports.—*Continued.*

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	Dominion of Canada.
L.	Page.	Page.	Page.	Page.	Page.
Lard	289	302	319	....	352
Laths	287	299	316	330	352
Lathwood		299	316	330	352
Leather	292	307	323	334	353
Linen		307	....	....	353
M.					
Machinery	292	307	323	334	353
Malt	291	....	....	....	353
Maple Sugar	291	304	....	333	353
Manganese			311	326	351
Masts	287	299	....	329	352
Meal	291	304	321	333	353
Mineral or Earth Oil	286	294	311	326	351
Musical Instruments	292	307	323	334	353
O.					
Oak Logs	288	300	....	....	352
Oars .....	....	300	317	330	352
Oats	291	305	321	333	353
Oil Cake			307	....	353
Other Articles				314	351
,, ,,	286	294	312	326	351
,, ,,	290	303	320	332	352
,, ,,	291	305	322	333	353
,, ,,	293	309	324	335	354
,, Miscellaneous Articles	293	309	325	335	354
,, Seeds	291	305	321	333	353
,, Spirits	293	309	324	335	354
,, Staves	287	297	314	....	352
,, Woods	288	300	317	330	352
P.					
Pears	291	305	321	....	353
Pig and Scrap Iron	286	294	311	326	351
Pine Logs	288	300	....	....	352
Planks and Boards	287	298	315	329	352
Pork	289	302	319	332	352
Poultry	288	301	318	331	352
R.					
Rags .....	....	292	307	323	....

DETAILED Index of Exports.—Concluded.

ARTICLES.	GENERAL STATEMENTS.				SUMMARY.
	Province of Ontario.	Province of Quebec.	Province of Nova Scotia.	Province of New Brunswick	Dominion of Canada.
S.	Page.	Page.	Page.	Page.	Page.
Salmon, canned		295	312	327	351
,, fresh		294	312	326	351
,, pickled		294	312	327	351
,, smoked			312	326	351
Scantling		298	315	328	352
Sewing Machines	292	307	323	334	353
Sheep	288	301	318	331	352
Sheeps' Pelts	289	302		332	352
Shingles	288	299	316	330	352
Shingle Bolts	288	300			352
Sleepers and Railroad Ties	288	300	317	330	352
Soap	292	308	323	335	353
Spars	287	299	316	329	352
Spruce Logs		300			352
Starch		308			353
Standard Staves	287	297	314		352
Stave Bolts	288	300			352
Stone	286	294	311	326	351
Straw	293	308			353
Sugar Boxes		308	323	335	353
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GENERAL REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE,

1870.

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

.....

PRINTED BY ORDER OF THE HOUSE OF COMMONS.

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OTTAWA:

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—
1871.

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REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1870.

To His Excellency the Right Honorable SIR JOHN YOUNG, BARONET, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor-General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

The following Report is presented in compliance with the 19th section, 12th Cap., 31st Vic. (1867), and contains a record of all the transactions of the Department, and also a statement of its expenditure, during the fiscal year comprised between the 1st of July, 1869, and the 30th of June, 1870.

The details of the expenditure are given at pages 3 and 4 of the Appendices.

CANALS.

The Canals of Canada were designed for the purpose of opening up water communication along the following routes of inland navigation, viz.:—

1. The St. Lawrence navigation.
2. The Montreal and Kingston navigation, *via* the Ottawa River.
3. The Richelieu and Lake Champlain navigation.
4. The St. Peter's Canal navigation, Nova Scotia.

ST. LAWRENCE NAVIGATION.

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

The Canadian Canals on this route are the Lachine, the Beauharnais, the Cornwall, the Farran's Point, the Rapide Plat, the Galops, and the Welland. Their united length is $70\frac{2}{5}$ miles, and the total lockage is $536\frac{1}{2}$ feet, through 54 locks.

The Farran's Point, Rapide Plat, and Galops Canals are also known under the name of the "Willimisburgh Canals."

The Sault Ste. Marie Canal, a United States work, supplies the last link in this line of navigation. This canal avoids the Sault Ste. Marie Rapids, and unites the two lakes, Superior and Huron. Its length is a little over one mile, with eighteen feet lockage.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at Three Rivers.

TABLE OF DISTANCES.

Sections of Navigation.	Statute Miles.	
	Intermediate Distances.	Total Distance from Belle Isle.
From the Straits of Belle Isle to the head of tide water (Three Rivers).....	900	.....
From head of tide water (Three Rivers) to the Lachine Canal.....	86	986
The Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
From Lachine Canal to Beauharnais Canal	15 $\frac{1}{4}$	1,009 $\frac{1}{4}$
The Beauharnais Canal.....	11 $\frac{1}{2}$	1,021
From the Beauharnais Canal to the Cornwall Canal.....	32 $\frac{3}{4}$	1,053 $\frac{3}{4}$
The Cornwall Canal.....	11 $\frac{1}{4}$	1,065 $\frac{1}{4}$
From the Cornwall Canal to Farran's Point Canal	5	1,070 $\frac{1}{4}$
The Farran's Point Canal.....	2	1,071
From Farran's Point Canal to Rapide Plat Canal.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
The Rapide Plat Canal.....	4	1,085 $\frac{1}{2}$
From Rapide Plat Canal to the Iroquois and Galops Canal.....	4 $\frac{1}{2}$	1,090
The Iroquois and Galops Canal	7 $\frac{1}{2}$	1,097 $\frac{1}{2}$
From Iroquois and Galops Canal to the Welland Canal.....	236 $\frac{3}{4}$	1,334
The Welland Canal	27	1,361
From the Welland Canal to Sault Ste. Marie Canal.....	625	1,986
The Sault Ste. Marie Canal	1 $\frac{1}{7}$	1,987 $\frac{1}{7}$
From Sault Ste. Marie Canal to Fond du Lac, head of Lake Superior..	397	2,384 $\frac{1}{7}$

For intermediate distances see Appendices, page 5.

Dates of the opening and closing of the St. Lawrence navigation, for the year 1869, and the dates of opening for 1870 :—

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
Lachine Canal	3rd May ..	7th Dec....	218	29th April..
Beauharnais Canal	3rd „ ..	30th Nov ...	211	28th „ ..
Cornwall Canal	3rd „ ..	7th Dec....	218	28th „ ..
Farran's Point Canal	1st „ ..	3rd „ ..	216	23rd „ ..
Rapide Plat Canal	1st „ ..	3rd „ ..	216	23rd „ ..
Galops Canal	1st „ ..	3rd „ ..	216	23rd „ ..
Welland Canal.....	21st April ..	10th „ ..	233	20th „ ..

LACHINE CANAL.

Length of canal.....	8½ statute miles
Number of locks	5
Dimensions of locks	200 feet × 45 feet
Total rise of lockage	44¾ feet
Depth of water on sills { at two locks	16 "
{ at three locks.....	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

The Lachine Canal avoids the St. Louis Rapids.

No interruption to traffic occurred during the season.

It was stated in the Annual Report of the Department for the year 1868, that the supply of water in this canal was insufficient, at certain periods, to furnish the quantity required for milling purposes, and, at the same time, to maintain the canal at a full navigable height. An appropriation was granted during the last Session of Parliament to meet this want, by enabling the construction of an additional race-way and weir at Lachine, by means of which more copious supplies can be admitted into the canal when requisite. Tenders have been called for, and these works will be executed during the next fiscal year.

The small river St. Pierre, which discharges into the St. Lawrence near Montreal, passes under the Lachine Canal by means of a culvert. The Grand Trunk Railway, which

crosses this river at a point a little higher up than where the St. Pierre River and Lachine Canal intersect each other, traverses some low-lying land in this vicinity, known as the Lachine Swamp. Representations have been made that the works of this railway suffer, owing to the inadequacy of the culvert to carry off a sufficiently large volume of water, by reason of which the swampy ground in question is flooded, and the portion of the line, which runs across it, is periodically submerged. Other complaints of damage from this cause have been made by persons owning property in the neighbourhood. A sum has been voted by Parliament to cover the expense of providing additional means for the escape of the water if such a step be found absolutely necessary. The Chief Engineer of the Department has been instructed to report in reference to the subject.

A survey of this canal has been commenced.

The various works of the canal have been kept in a proper state of repair during the year. Among the more important repairs and renewals may be mentioned the rebuilding of 750 feet of the outside wall of the pier at Lachine which had been carried away by ice—the placing in good condition of the slope-wall throughout the entire length of the canal—the substitution of an oak pier in lieu of one of the stone piers at the regulating weir, Lachine, which had been forced out of position by the current—and the re-construction of the wharf at the lower end of Basin No. 1, Montreal, which was carried away during the floods in April.

For a description of the works and repairs executed during the year—see Superintendent's Report, at page 6 of the Appendices.

BEAUHARNAIS CANAL.

Length of canal	11½ statute miles
Number of locks	9
Dimensions of locks	200 feet × 45 feet
Total rise of lockage	82½ ,,
Depth of water on sills	9 ,,
Breadth of canal at bottom	80 ,,
Breadth of canal at water surface	120 ,,

The Beauharnais Canal carries navigation round the Cascades, the Cedars, and Côteau du Lac Rapids.

An interruption to the traffic of this canal—of 24 hours duration—was caused in July, owing to the lower gates of Lock No. 6 being broken off by a schooner.

Serious damage occurred to the dykes and dams connected with the upper entrance of the canal, in consequence of the freshets in the spring of 1870. The several works have been placed in good order again, and protected with stone.

Other usual repairs were executed.

For further details—see Appendices, page 8.

CORNWALL CANAL.

Length of canal	11½ statute miles
Number of locks	7
Dimensions of locks	200 feet × 55 feet
Total rise of lockage	48 "
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth at water surface	150 "

The Cornwall Canal avoids the Long Sault Rapids.

No casualty is reported on this work during the navigable period.

The supply of water passing through this canal being found insufficient during dry seasons, it was determined to build a pier 350 feet in length on the south side of the upper entrance, in such a position that a larger area of the current would be controlled and forced into the canal. This pier has been completed during the past year, and has already proved of great service.

The contract for the waste weir at the lower end of the canal, near Lock No. 17, which experience had shown to be necessary to enable the officers in charge to regulate the water level, has also been completed.

A steam dredge was engaged, during the working season, removing deposit from the bed of the canal.

The raising of embankments, cleaning out of ditches, drains, culverts, &c., have, with general renewals and repairs, received attention.

For a detailed description of works and repairs—see Appendices, page 19.

THE FARRAN'S POINT CANAL.

Length of canal	2 miles
Number of locks	1
Dimensions of lock	200 feet × 45 feet
Total rise of lockage	4 "
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at water surface.....	90 "

This canal avoids the Farran's Point Rapids.

Navigation was uninterrupted during the season.

The pier and ice-breaker at the upper entrance of the canal were repaired.

For further particulars—see Appendices, page 20.

THE "RAPIDE PLAT" CANAL.

Length of canal	4 miles
Number of locks	2
Dimensions of locks.....	200 feet × 45 feet
Total rise of lockage	1½ "
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth at surface of water.....	90 "

This canal overcomes the "Rapide Plat" Rapids.

Navigation was uninterrupted.

Renewals of the embankments have been continued this season. One pair of lock gates, at lock No. 24, has been rebuilt.

For details—see Appendices, page 20.

THE GALOPS CANAL.

Length of canal	7½ miles
Number of locks	3
Dimensions of locks	200 feet × 45 feet
Total rise of lockages	15¾ "
Depth of water on sills	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water	90 "

This canal avoids the Iroquois, the Cardinal, and the Galops Rapids.

Navigation was not interrupted.

A swing-bridge over lock No. 26 was completed in the month of August.

For details—see Appendices, page 20.

WELLAND CANAL.

MAIN LINE, FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal	27 miles and 1,099 feet
Pairs of guard gates	3
Number of lift-locks	27
Dimensions of locks	{ 2 locks of 200 feet × 45 feet 24 " 150 " × 26½ " 1 lock of 230 " × 45 "
Total rise of lockage	330 "
Depth of water on sills	10½ "

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to Welland River	2,622 feet
,, from Welland Canal to Welland River, <i>via</i> lock	
at aqueduct	300 ,,
,, Chippewa Cut to Niagara River	1,020 ,,
Number of locks—1 at aqueduct and 1 at Port Robinson	2
Dimensions of locks.....	150 ft. \times 26½
Total lockage, from Welland Canal down to Welland River	17 feet
Depth of water on sills	9 ft. 10 in.

GRAND RIVER FEEDER.

Length of canal	21 miles
Number of locks.....	2
Dimensions of locks	{ 1 of 150 \times 26½ { 1 of 200 \times 45
Total rise of lockage	7 to 8 feet
Depth of water on sills	10½ feet

PORT MAITLAND BRANCH.

Length of canal	1½ miles
Number of locks	1
Dimensions of lock	185 \times 45 feet
Total rise of lockage	8½ feet
Depth of water on sills	11 ,,

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

The traffic of this canal was stopped on two occasions during the navigable season, the first for a period of 24 hours, in consequence of the failure of a lock gate, and the second for the space of three days, in order to admit of the requisite steps being taken to stop a leak that had sprung in a waste weir.

The repairs necessary to the embankment on the south side of the Dunnville Dam—a part of which was carried away by the exceptionally high freshet that took place on the 20th April, 1869—have been completed during the past year. To prevent, as far as possible, the recurrence of a similar accident, it has been decided to build an additional waste weir at this spot. A vote having been obtained from Parliament for that purpose, a site has been selected on which to erect the work, and negotiations are in progress for the purchase of the land.

At Port Dalhousie, the point at which the Welland Canal enters Lake Ontario, there are two piers of cribwork filled in with stone, placed parallel with each other, at a distance of 200 feet apart, their united length being 4,980 feet. At the end of the east pier there is a platform, some 60 feet square, on which is erected a lighthouse. The superstructure

of the east pier having been destroyed by fire in 1868, and the west pier having fallen into decay, measures had to be taken for their reconstruction, and contracts were accordingly given out. The works connected with the west pier have been completed during the past year, and progress has been made with those of the east pier. The high state of the water of the lake has retarded the completion of the latter.

At Port Colborne, the Lake Erie terminus of this canal, there is a basin for the accommodation of shipping, measuring 800 feet in length by 350 in breadth. It was deemed advisable to increase the capacity of this basin, and a contract was entered into in August, 1868, for the necessary works of excavation, embracing an area at bottom of about 20,000 superficial feet. This improvement has been completed since date of last Report.

The Welland Canal at present obtains its water supply from the Grand River, through a feeder extending from Dunnville to a point on the canal known as the Junction, about 7 miles from Port Colborne at the Lake Erie end of the canal. The summit reach of this canal, from Port Colborne to Allanburgh, a distance of 14 miles, is on the same level as the feeder—that is, some 8 feet higher than the ordinary level of Lake Erie. Works were commenced in 1846—about five years after the canal passed into the hands of the United Provincial Government of Upper and Lower Canada—to provide for a more abundant supply of water, the quantity procurable through the Grand River feeder having proved insufficient. The operations consisted of the lowering of the summit level 8 feet, and the execution of other minor works, which, conjointly, would admit of the Lake Erie water being used in the canal. It was further decided, in the year 1854, in order to afford greater accommodation to shipping, to make the bottom width of this summit reach 50 feet, instead of 26 feet, the width at one time proposed. Notwithstanding the serious obstacles which had to be overcome, in consequence of the unstable nature of portions of the "Deep Cut" through which this section of the Welland Canal passes, the works of excavation, &c., had made such progress at the date of the last Annual Report, that it was hoped they would be in a condition to allow of the Lake Erie water finding its way into the canal in the course of the summer of 1870. Extensive slides of earth having, however, occurred since that date, the anticipations of last year have not been realized. It is suggested that the tendency of the banks to slide would be greatly diminished were the upper strata of earth—on either side of the canal, where this difficulty is met with, and stretching to some distance back—removed. The expediency of acting on this suggestion is under consideration.

A 20 years' lease of the surplus water, passing between Locks Nos. 22 and 11 on this canal, granted, on the 12th April, 1855, to the Welland Canal Loan Company—a society incorporated by Act of Parliament for the purpose of loaning money to persons establishing mills or manufactories on the banks of the canal—has been, by mutual consent, surrendered to the Government, on conditions approved by Your Excellency in Council.

The repairs executed during the year are of the usual description, and comprise the replacing of worn-out lock-gates, renewing of embankments, cleansing channel of canal ditching, putting in new swing-bridges, &c.

In connection with this line of navigation, it may be mentioned that an Act (33 Vict., cap. 48) has passed the Dominion Parliament, empowering the "Ontario and Erie Ship Canal Company" to make the necessary surveys, and to construct a ship canal, to commence at or near Fort George, at the mouth of the Niagara River on Lake Ontario, and terminate at Port Colborne on Lake Erie, or at or near the Village of Chippewa, on the Upper Niagara River. The Company is also authorised to connect—on terms to be agreed to by Your Excellency in Council—its proposed new canal with the existing line of navigation, and to widen, deepen, and otherwise improve, the portion of the present work that may in that event call for such improvements. The Act further enables the said Company to "take, hold, or use," any portion of the Welland Canal system, together with the tolls and revenues thereof, on terms to be mutually agreed upon between the Government and the Company.

For a detailed description of the various works and repairs to the Welland Canal during the past year—see Superintendent's Report, page 21 of the Appendices.

TABLE showing the sizes of the smallest locks on the canals of the St. Lawrence line of navigation, also the dimensions of the largest vessel that can pass through them.

Name of Canal.	Dimensions of Locks. in feet.			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sill.	Length.	Breadth.	Draught of water when loaded.	Tonnage of Vessels.
St. Lawrence Canals	200	45	9	186	44 $\frac{1}{2}$	9	600
Welland Canal.....	150	26 $\frac{1}{2}$	10 $\frac{1}{2}$	142 $\frac{1}{2}$	26 $\frac{1}{2}$	10	400
Sault Ste. Marie Canal ...	{ 350	70 top 61 bottom	{ 12	.....	.....	.....	2,000

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. It enables vessels to reach the city of Hamilton and the

Desjardins Canal, the latter a work belonging to a private Company, furnishing water communication with the town of Dundas.

Navigation was uninterrupted during the season.

This work has not required any outlay upon it for repairs.

A small sum has been expended in the maintenance of the ferry, and in keeping the ferry scow in good order.

For details—see Appendices, page 27.

TUG SERVICE.

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

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

The tug service was performed by Messrs. Calvin and Breck, during the season of navigation of 1868, under a contract dated 20th December, 1866, and during the season of 1869-70, under another contract, dated the 20th February, 1869.

The following statement shows the number of towages, and the amounts received from ship-owners, by Messrs. Calvin and Breck, from 1st July, 1869, to the 1st of July, 1870.

	1st July to end of navigation, 1869.		Opening of navi- gation in 1870 to 30th June of same year.		Totals.	
	No. of Crafts.	Amount received.	No. of Crafts.	Amount received.	No. of Crafts.	Amounts.
UPWARDS.		\$ cts.		\$ cts.		\$ cts.
Lachine to foot of Beauharnois Canal ..	512	4,093 91	224	1,960 48	736	6,063 39
Head of Beauharnois Canal to foot of Cornwall Canal.....	508	7,580 86	225	3,840 82	733	11,421 68
Head of Cornwall Canal to Kingston ..	415	14,022 53	203	7,280 71	618	21,303 24
Total.....	1,435	25,697 30	652	13,001 01		
DOWNTOWARDS.						
Kingston to head of Cornwall Canal ..	303	6,853 83	152	3,709 79	455	10,563 62
Foot of Cornwall Canal to head of Beauharnois Canal ..	354	3,383 15	184	1,829 29	538	5,212 44
Foot of Beauharnois Canal to Lachine.	416	2,188 65	189	1,064 84	605	3,253 49
Total.....	1,073	12,425 63	525	6,603 92	3,685	57,817 86

MONTREAL AND KINGSTON *via* OTTAWA.

This second line of navigation extends from Montreal to Kingston, passing up the Ottawa river as far as Ottawa City. Its length is $246\frac{1}{2}$ miles.

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

- The Ste. Anne, (known as the Ste. Anne Lock),
- The Carillon,
- The Chute à Blondeau,
- The Grenville,
- The Rideau.

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

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

TABLE OF DISTANCES IN STATUTE MILES.

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
The Lachine Canal.....	$8\frac{1}{2}$	.....
From Lachine Canal to Ste. Anne Lock.....	15	$23\frac{1}{2}$
Ste. Anne Locks and Piers	$\frac{1}{2}$	$23\frac{1}{2}$
From Ste. Anne Lock to Carillon Canal.....	27	$50\frac{1}{2}$
The Carillon Canal.....	$2\frac{1}{2}$	$52\frac{1}{2}$
From the Carillon Canal to Chute à Blondeau.....	4	$56\frac{1}{2}$
Chute à Blondeau Canal.....		$56\frac{1}{2}$
From Chute à Blondeau Canal to Grenville Canal.....	$1\frac{1}{2}$	$58\frac{1}{2}$
The Grenville Canal	$5\frac{1}{2}$	64
From the Grenville Canal to the Rideau Canal.....	56	120
Rideau Canal, ending at Kingston	$126\frac{1}{2}$	$246\frac{1}{2}$

Dates of opening and closing of navigation on this line for the year 1869, and the dates of opening for 1870.

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
Ste. Anne Lock.....	20th April ..	21st Nov....	215	19th April.
Carillon Canal.....	3rd May.....	26th , , ...	207	27th , ,
Chute à Blondeau Canal	3rd , , ...	26th , , ...	207	27th , ,
Grenville Canal.....	3rd , , ...	26th , , ...	207	27th , ,
Rideau Canal.....	1st , , ...	27th , , ...	210	2nd May.

STE. ANNE'S LOCK.

Length of canal.....	$\frac{1}{3}$ mile.
Number of locks.....	1.
Dimensions of lock.....	190 feet \times 45 feet.
Total rise of lockage	3 , ,
Depth of water on the sills	{ 6 , , at low water. 7 , , at ordinary high water.

The St. Anne Lock enables vessels to pass the St. Anne Rapids at the mouth of the Ottawa.

A detention of eight days was caused to shipping by the sinking of the steamer *Beaver*, on the 5th May, 1870.

The north pier and front of dam have been raised to check the flow of water during spring freshets.

Ordinary repairs were executed.

For details—see Appendices, page 9.

THE "CARILLON" CANAL.

Length of canal.....	$2\frac{1}{2}$ miles.
Number of locks.....	3 (two rising—one falling.)
Dimensions of locks—Lift Lock No. 1.....	128 feet \times $32\frac{1}{2}$ feet.
do No. 2.....	$126\frac{1}{2}$ " \times $32\frac{1}{2}$ "
Guard Lock No. 3	$126\frac{1}{2}$ " \times $32\frac{1}{4}$ "
Total lockage.....	$34\frac{3}{4}$ " { $21\frac{3}{4}$ upwards. 13 downwards.
Depth of water on sills.....	$6\frac{1}{2}$ "
Breadth of canal at bottom.....	30 "
Breadth of canal at surface	50 "

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

The bottom of the canal was cleaned, and the towing path and banks were repaired.

The locks of this canal are in a dilapidated condition, and measures had to be taken to stop the leakage of water.

For details—see Appendices, page 9.

THE "CHUTE À BLONDEAU" CANAL.

Length of canal.....	$\frac{1}{2}$ of a mile.
Number of locks.....	1.
Dimensions of lock.....	$130\frac{5}{8}$ feet \times $32\frac{5}{8}$ feet at upper end, and $36\frac{1}{2}$ feet at lower end.
Total rise of lockage	$3\frac{3}{4}$ feet.
Depth of water on sills	6 ",
Breadth of Canal at bottom	30 ",
Breadth of Canal at surface	30 ",

This canal carries navigation round the Chute à Blondeau rapids.

New upper gates have been placed in the locks.

Ordinary repairs were executed.

For details—see Appendices, page 10.

THE GRENVILLE CANAL

Length of canal.....	5 $\frac{3}{4}$	miles.
Number of locks.....	7.	
Dimensions of locks—Lift Lock No. 5 } Combined.....	{ 130 $\frac{3}{4}$	feet \times 32 $\frac{1}{2}$ feet.
, , No. 6 } Combined.....	{ 128 $\frac{3}{4}$	„ \times 32 $\frac{1}{2}$ „
, , No. 7 }	128 $\frac{3}{4}$	„ \times 31 $\frac{5}{8}$ „
, , No. 8 }	128	„ \times 32 $\frac{1}{8}$ „
, , No. 9.....	107 $\frac{3}{4}$	„ \times 19 „
, , No. 10	106 $\frac{5}{8}$	„ \times 19 $\frac{1}{4}$ „
Guard lock, No. 11	107 $\frac{5}{8}$	„ \times 19 $\frac{1}{16}$ „
Total rise of lockage.....	45 $\frac{1}{4}$	„
Depth of water on sills.....	6 $\frac{1}{2}$	„
Breadth of canal at bottom	20 to 30	feet.
Breadth of canal at surface of water	25 to 60	„

The Grenville Canal overcomes the Long Sault Rapids.

Attention was directed in last year's Report to the serious disadvantages under which the important lumbering interests of the Ottawa district labour, owing to the incapacity of the Grenville canal to meet the wants of trade, especially at seasons of the year when the traffic requiring to pass through the canal is at its maximum. The Chief Engineer of the Department was instructed to investigate the subject, and has submitted a Report, (see Appendices, page 31) from which it appears that to render this line of navigation more serviceable, it is necessary to lower the bottom of the upper reach between the upper entrance of the canal and Lock No. 10, to widen the prism of the canal to forty feet bottom throughout, and to enlarge the three smaller locks, Nos. 9, 10 and 11. An appropriation, to be expended on improvements to this canal, was granted by Parliament at its last session, and plans and specifications are being prepared prior to the works enumerated above being let out to contract.

New gates were put in Locks 5 and 6—the bottom of canal cleaned out—towing path placed in good order—the preliminary steps taken for the renewal of the upper gates at Locks 6 and 8, and other ordinary repairs effected.

For a description of the works and repairs executed during the year—see Appendices, page 10.

RIDEAU CANAL.

Length of canal.....	126½ miles.
Number of locks	{ In going from Ottawa to Kingston, 33 ascending, 14 descending.
Total lockage .....446½ feet,	{ 282½ feet rise, and } at high water. 164 fall.
Dimensions of locks .....134 ,,"	x 33 feet.
Depth of water on sills 5 ,,"	(navigable depth through canal, 4½ ft.)
Breadth of canal at bottom. { 60 ,,"	in earth.
54 ,,"	in rock.
do at surface of water ... 80 ,,"	in earth.

This canal connects the Ottawa River with the lower end of Lake Ontario, and extends from Ottawa City to Kingston.

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

TABLE OF DISTANCES, &c.

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each station, in miles.	
			No.	Lift at low Water.	No.	Length.	Height.		
				Miles.	Ft. In. Rise.				
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616 100	18 33 14 28		
2	Hartwell's	4 $\frac{1}{4}$	2	22 0	....			4.00
3	Hogsback	5 $\frac{1}{2}$	2	13 6	1	320	60		
4	Black Rapids.....	9 $\frac{1}{2}$	1	10 0	1	300	12	0.13	
5	Long Island	14 $\frac{3}{4}$	3	27 0	3	850	68	0.13	
6	Burritt's.....	40 $\frac{1}{4}$	1	10 6	1	240	14	1.50	
7	Nicholson's.....	43 $\frac{3}{4}$	2	15 2	1	500	9	0.50	
8	Cleves	44 $\frac{1}{2}$	1	10 6	1	481	16	0.05	
9	Merrickville	46 $\frac{3}{4}$	3	25 0	1	150	6	0.33	
10	Maitland's.....	55	1	4 9	1	270	8	0.13	
11	Edmonds	59 $\frac{1}{2}$	1	10 10	1	343	8	0.06	
12	Old Sly's.....	60 $\frac{1}{2}$	2	15 6	1	250	20	0.25	
13	Smith's Falls	61 $\frac{1}{2}$	4	33 9	2	600	24	0.13	
14	First Rapids, or Poonamalie.....	64	1	7 9	1	260	5	1.25	
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	0.06	
Total rise at low water				292 3					
16	Isthmus	87 $\frac{1}{2}$	1	4 0	....	....	....	1.25
17	Chaffey's	92	1	12 6	....	....	....	0.13
18	Davis	94 $\frac{1}{4}$	1	9 0	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	108 $\frac{1}{4}$	2	19 0	1	200	20	1.75	
21	do Lower Mills.....	110	1	14 2	1	200	12	4.25	
22	Kingston Mills.....	120 $\frac{1}{4}$	4	46 8	1	6,042	14	0.25	
23	Kingston.....	126 $\frac{1}{4}$	....	....	....	....	....	....
Total fall at low water				165 4					
Total.....			47	....	24	15,472	....	16.46

Navigation was stopped for one month during the working season, owing to the carrying away, by a barge, of two pairs of gates at the combined locks, Jones' Falls.

Long Island, about 17 miles from the mouth of the Rideau, divides this river into two streams. The eastern channel answers the purposes of navigation, and the western channel serves for the passage of the surplus water. At Manotic, a village on the western channel, a bulk-head was built to regulate the flow of water. This structure, having fallen considerably into decay in consequence of long usage, and moreover having sustained serious damage from the heavy freshet which took place in the spring of 1870, it was decided to renew it, and to rebuild it of greater length, so as to afford increased facilities for the escape of water. To allow of advantage being taken of the enlarged proportions of the work, the engineers of the Department recommended that the channel of the river immediately above and below this spot should be widened and excavated. The requisite funds having been provided, and authority obtained from Your Excellency to acquire the land necessary to admit of these improvements being carried out, the works have been placed under contract.

Fears being entertained for the safety of the Long Island Dam in this vicinity during the spring freshets of 1870, an additional opening was made so as to give freer vent to the water. Further works of restoration are reported necessary to this dam as well as to the bulk-head at Hogsback.

Succeeding years prove more and more how essential it is to restrain the flow of water from the lakes at the source of this line of navigation by the construction of dams, so that the superabundant supply passing along the canal in the spring may be reserved for recuperative purposes in the latter part of the season, and when the quantity is deficient. Efforts will be made to meet this want in some degree before another report is presented.

The ordinary renewals and repairs required to the works of this canal were duly executed.

For particulars—see Superintendent's Report, page 28 of the Appendices.

TABLE showing the sizes of the smallest locks on the canals of the Montreal and Kingston line of navigation, *via* Ottawa; also the dimensions of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville	106 $\frac{5}{8}$	19	5 $\frac{1}{2}$	95	18 $\frac{1}{2}$	5	100
Rideau	134	32	5	110	31 $\frac{1}{2}$	4 $\frac{1}{2}$	250

RICHELIEU AND LAKE CHAMPLAIN NAVIGATION.

The third line of navigation extends from Sorel, at the mouth of the Richelieu River, a point 46 miles below Montreal and 114 above Quebec, and extends to Lake Champlain ; thence through American canals and the Hudson River to New York.

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

The total length of canal navigation between Montreal and New York, on this route is 85 miles, and the total lockage, upwards and downwards, is 283 feet.

TABLE OF DISTANCES IN STATUTE MILES.

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
Montreal to Sorel	46	.....
Sorel to St. Ours Lock	14	60
St. Ours Lock .....	.....	60
St. Ours Lock to Chambly Canal.....	32	92
Chambly Canal	12	104
Chambly Canal to Province Line.....	23	127
Boundary Line to Champlain Canal.....	111	238
Champlain Canal to Junction with Erie Canal.....	64	302
Erie Canal from Junction to Albany	9	311
Albany to New York.....	146	456

Dates of opening and closing of the Richelieu and Lake Champlain navigation for the year 1869, and the dates of opening for 1870 :—

Name of Canal.	1869.			1870.
	Opened.	Closed.	No. of days open.	Opened.
St. Ours Lock.....	28th April	1st Dec.....	217	12th April.
Chambly Canal.....	28th , ,	29th Nov....	215	4th May.

ST. OURS LOCK AND DAM.

Length of canal.....	$\frac{1}{8}$ mile.
Number of locks.....	1.
Dimensions of lock.....	200 feet \times 45 feet.
Total rise of lockage	5 "
Depth of water on sills	7 " at low water.

These structures retain the waters of the Richelieu River, and enable a navigable depth of 7 feet to be maintained, as far as the lower entrance of the Chambly Canal.

Necessary repairs were executed to lock and dam, lock-house, and scow.

For details—see Appendices, page 8.

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks :—	
Guard lock, No. 1, at St. John.....	122 feet \times $23\frac{1}{2}$ feet.
Lift , No. 2.....	124 " \times $23\frac{7}{16}$ "
Lift , Nos. 3, 4, 5, 6.....	118 " \times 23 to $23\frac{7}{16}$ feet.
Lift , Nos. 7, 8, 9, combined.....	125 " \times $23\frac{3}{4}$ feet.
Total rise of lockage.....	74 "
Depth of water on sills.....	7 "
Breadth of canal at bottom.....	36 "
do surface.....	60 "

The Chambly Canal overcomes a succession of rapids on the Richelieu River.

Negotiations have commenced for the purchase of sites at several of the locks on this canal, on which to erect lock-masters' houses, reported necessary by the Superintendent.

Preparations have been made for re-building the west wall of Lock No. 5.

The banks of the canal, for a considerable distance, have been raised, to guard against spring freshets. Mooring posts have been put in where needed, and other pressing wants have been supplied.

A steam dredge was engaged during the working season, cleaning out the bottom of the canal.

For details—see Appendices, page 8.

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

Name of Canal.	Dimensions of Lock, in feet			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal	110	18	7	102	17½	6	210
U. S.—Champlain Canal...	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	30

CAUGHNAWAGA SHIP CANAL.

An Act of last Session (33 Vic. cap 47) authorizes the incorporation of a Company for the construction of a Ship Canal, to connect the waters of Lake Champlain and the River St. Lawrence; the said Canal to leave the St. Lawrence at a point on Lake St. Louis, and to terminate at such point on the River Richelieu, Lake Champlain, or the Chambly Canal, as may be found best suited for the public interests, and as may be approved of by Your Excellency in Council. The Government consenting thereto, the Company is further empowered to embody the whole or part of the Chambly Canal, on terms to be agreed upon, in the proposed new Ship Canal, and to increase the capacity of the Chambly Canal for that purpose. The Company is also authorized (subject to agreement with the Government) to improve the Richelieu River, and to enlarge the St. Ours lock and dam, so as to secure to the Richelieu river navigation equal facility for the passage of vessels to that obtainable along the projected canal.

ST. PETER'S CANAL NAVIGATION, C.B.

ST. PETER'S CANAL.

The length of the canal is about 2,400 feet.

Breadth „ „ at bottom 26 feet.

Number of locks, one (tidal lock, 4 pairs of gates.)

Dimensions „ 26 feet × 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This canal connects St. Peter's Bay, on the southern coast of the Island of Cape Breton, with Great and Little Bras D'Or Lakes—waters almost enclosed by the Island, and possessing a natural outlet into the Atlantic, in a northerly direction.

The canal crosses an isthmus half a mile long, the cutting for some considerable length being through rock, and attaining a maximum depth of 74 feet.

The construction of this work was begun by the Nova Scotia Government in the year 1854, and was completed by the Dominion, so that water could be let into it, on the 12th June, 1869.

The final estimate of the contractor, Mr. Patrick Purcell, has been paid since date of last Report.

The following statement gives the total expenditure on the work from its commencement, in Nova Scotia currency:—

Expenditure by Nova Scotian Government.

From the year 1854 to the year 1865, on Works.....	\$68,443 68½
On account of damages to land	3,418 67½
To Patrick Purcell, contractor, up to November, 1867.....	88,949 39
N. B.—The Nova Scotian Government entered into a contract with this person, on the 20th June, 1866, to complete the canal.	—————
Total sum expended by Nova Scotian Government	\$160,811 75

(The payments as above appear to have exhausted the appropriation made for the work by the Provincial Government.)

Expenditure by Dominion Government.

During fiscal year ending 30th June, 1868.....	\$22,109 30
" " " 1869.....	72,657 33
" " " 1870.....	47,459 15
Total sum expended by Dominion Government	\$142,225 78
Total cost of work in N. S. currency	\$302,037 53
" " in Canada currency	\$294,956 41

THE RIVER TRENT NAVIGATION.

For remarks on the works connected with River Trent navigation—see Slides and Booms, River Trent District, at page 34.

WORKS ON NAVIGABLE RIVERS.

Your Excellency was pleased, by Order in Council, dated the 22nd March, 1870, to declare the following rivers and waters under the control of the Dominion Government, viz.:—

The St. Lawrence River (to the head of Lake Superior).

“ Ottawa ”

“ St. Croix ”

“ Restigouche ”

“ St. John ”

That portion of Lake Champlain lying in Canadian territory.

OTTAWA RIVER.

An Act passed during last Session (33 Vict., cap. 24) enacts that the navigation of this river, as well as the various works in connection with such navigation, in and on the river, by whomsoever constructed, or to be constructed, shall be subject to the legislative authority of the Parliament of Canada, and to the provisions of the Act, intituled, “ An Act respecting the Public Works of Canada ”; and provides that they shall be under the control and management of the Department of Public Works.

RIVIÈRE DES PRAIRIES.

This river leaves the Ottawa near the Lake of Two Mountains, and discharges into the St. Lawrence below the Island of Montreal, being, in fact, a continuation of the Ottawa River. Considerable difficulty and risk having been encountered in passing timber rafts through the rapids situate thereon, owing to the obstruction of the channel by several large boulders, it has been decided to remove these impediments.

ST. LAWRENCE RIVER.

The wrecking of the steamer *Grecian*, while running the Côteau Rapids, afforded an opportunity for the improvement of the channel of the river at this point, by the removal of a boulder, measuring from 16 to 17 feet in circumference, which was a source of danger to navigation.

RIVER THAMES.

An appropriation of \$2,400 was embraced in the Estimates of 1870-71, to be expended conjointly with a like sum, to be contributed by the municipalities interested, on the excavation necessary for the clearance of a channel through the sand-bar at the entrance of this river.

ST. JOHN RIVER, NEW BRUNSWICK.

Authority has been obtained to make an exploration of the River St. John and Lake Temiscouata, with a view of determining on the feasibility or otherwise of rendering these waters available as portion of a through mixed land and water line of communication between the city of St. John, New Brunswick, and the River St. Lawrence, at Trois Pistoles.

The St. John River is already navigable at high water, from its mouth, at St. John, as far as the Grand Falls, a distance of 220 miles, and it is urged that if certain improvements were carried out on the upper waters of this river, and on the Madawaska River, covering a distance of say 60 miles, steamers of light draft would be able to ascend these rivers so as to enter the Temiscouata Lake (30 miles in length). It is represented they would then be in a position to convey passengers and freight to a point within 22 miles of the proposed route of the Intercolonial Railway at or near Trois Pistoles.

DREDGING MACHINES.

Steps have been taken for the building and fitting up at St. John, New Brunswick, of a scoop dredge, with four dumping scows, for the service of the Dominion.

The construction of two dredges, with appurtenances—one for use on the waters of the Upper St. Lawrence, and the other to be devoted to the requirements of the Maritime Provinces—has been authorized by Parliament.

HARBORS AND PIERS.

An Order in Council, bearing date the 29th March, 1870, directs that the harbors of the Dominion be classified as follows, the object being to define the respective claims of these works for assistance from the General Government, viz.:—

Class 1. To include harbors, in the construction, improvement, or repairs of which the Dominion, as a whole, is interested, and for which it provides the funds.

Class 2. Harbors, the construction, improvement, or repairs of which are matters of both general and local interest, and for which the Dominion Government might defray not exceeding one-half the expenditure, on condition that the remainder were provided from other sources.

Class 3. Harbors that are affected by the terms of the Act 32 and 33 Vict., cap. 40 (which authorizes a special tax to be levied on vessels entering the same), as also harbors

coming under the provisions of Acts of similar import that may be passed hereafter, for the construction, improvement, or repairs of which the Dominion Government might advance the necessary funds, recouping itself from the said special tax.

Class 4. Harbors which serve purely local interests, the funds for the construction improvement, or repairs of which are provided by the Local Government, or other parties interested in said works, the Dominion Government not contributing thereto.

In furtherance of this decision of Your Excellency, arrangements are being made for the examination of the following harbors, viz. :—

Mira Bay,	Nova Scotia.	Cape John,	Nova Scotia.
Port Hood,	"	Pictou Island,	"
Aspey and Southern Bay, C.B.,	"	Bird Island,	"
Victoria Harbor,	"	Ross Creek, Cornwallis,	"
Tracadie,	"	Nair's Cove,	"
Digby,	"	Margaretville,	"
Port George,	"	Acadia Ville & Croighton Island,	"
Parrsboro',	"	Shippegan,	New Brunswick.
West Arichat,	"	Irishtown,	"
Arisaig,	"	Quaco,	"
Green Cove,	"	Beaver Harbor,	"
Brooklyn (Liverpool)	"		

HARBORS OF REFUGE ON LAKES HURON AND ERIE.

The important question of establishing Harbors of Refuge along the Canadian coasts of these lakes has recently engaged the attention of the Department.

In the Appendices, at page 35, will be found a Report by the Chief Engineer, who was instructed to investigate the subject, and cause surveys to be made, with the view of acquiring information which would enable the undersigned to determine on the localities it would be expedient to recommend to Your Excellency for conversion into Harbors of Refuge, calculated to afford safe and commodious asylums for vessels during tempestuous weather.

It appears, as the result of this officer's inquiries, that there are no harbors presenting natural advantages of any moment on the Canadian coast of either of the lakes named.

That on Lake Huron there are two localities which it might be considered advisable to adapt for the purposes required, viz.:—

Chantry Island—where, by the construction of breakwaters, and by providing beacons, moorings, &c., at a total estimated cost of \$230,000, moderate shelter could be obtained, covering an area of 178 acres, and having a depth of water of 15 feet and upwards.

Goderich—where, by the formation of a new entrance channel, and the construction

of a fresh line of piers, &c., at an expenditure of say \$300,000, a harbor, enclosing an area of 20 acres, with a depth of 15 feet, could be secured.

The Chief Engineer states, with reference to these places, that they could be rendered available to a considerable extent as harbors of refuge, by the expenditure of \$75,000 at Chantry Island, and \$120,000 at Goderich.

On Lake Erie, it appears, navigation would be most benefitted by the creation of a harbor of refuge at *Rondeau*, where ample accommodation would be afforded by the expenditure of—say \$165,000 dollars, on the construction of break-waters and piers, dredging operations, &c.

The expenditure of \$100,000 on the commencement of harbor improvements on Lakes Huron and Erie having been authorised by Parliament, the Engineers of the Department have been instructed to prepare plans and specifications of the works proposed at the points indicated above.

KINCARDINE HARBOR, LAKE HURON.

An appropriation of \$4,000 has been placed at the disposal of the Department to be expended on the works at this harbor, on a certificate being signed by a Government Engineer, to the effect that an equal sum has been expended by the local authorities.

PIER AT COTEAU LANDING, RIVER ST. LAWRENCE.

It is proposed to erect a mooring-pier for the convenience of steamers, &c., navigating the river at the head of the rapids at this point, at night or during fog; the work to be of a similar description to the piers at the head of the Lachine and other rapids in the St. Lawrence.

PIERS BELOW QUEBEC.—RIMOUSKI, RIVIÈRE DU LOUP, RIVIÈRE OUELLE, MALBAIE, EBOULEMENTS, L'ISLET, BERTHIER.

Toll-gates, with accommodation for keepers, have been provided at these piers, and a small expenditure has been incurred in furnishing lights for the convenience of vessels.

Necessary repairs have been made during the year.

The expediency of establishing a harbor on the south shore of the St. Lawrence, as far below Quebec as practicable, at which the transfer of mails and passengers between the Canadian Ocean Steamships and the Intercolonial Railway might take place, and where railway traffic generally might connect with the St. Lawrence navigation, has been suggested by the Chief Engineer of the Intercolonial Railway. This officer states that the proposed line of railway will run within a short distance of the St. Lawrence at Rimouski, and, at his instance, a survey is being carried out under the direction of an Engineer of the Department, along the coast of the St. Lawrence between the port named and Father

Point, with the view of selecting a suitable spot at which to locate a harbor calculated to meet the requirements of the case.

As authorised by Your Excellency in Council, a Proclamation appeared in the *Canada Gazette*, on the 10th February, 1870, transferring to the control of the Municipality of the Parish of Berthier, the route leading to the pier at Berthier from the main road, an application to that effect having been received from the local authorities.

RICHIBUCTO HARBOR AND RIVER, N.B.

A Report by the Chief Engineer of the Department on the obstructions at the entrance of the Richibucto Harbor, was epitomised in last year's Annual Statement at page 24. A Parliamentary vote authorises the payment of \$2,000 annually for two years for the maintenance, as a temporary expedient, of a tug-boat for the service of vessels entering this harbor; the Dominion Treasury to be reimbursed that sum from the proceeds of tolls collected under the provisions of the Act 32 and 33 Vict., cap. 40.

BATHURST HARBOR, N.B.

A vote of \$2,000 has been granted for improvements at this harbor, this expenditure to be also provided for from a fund to be created by the imposition of tolls, as authorised by the Act 32 and 33 Vict., cap. 40. *Vide remarks in respect to the requirements of this harbor, in Annual Report, 1869, page 25.*

MABOU HARBOR, C.B.

This harbor was referred to in last year's Annual Report—see page 27. A vote having passed for the expenditure of \$5,000 on the improvements recommended here, an Engineer was directed to visit the spot, and prepare the necessary plans and specifications. It will be seen by the Report of the Chief Engineer, given at page 63 of the Appendices, that it would not be prudent to expend the sum that has been voted for the improvement of this harbor unless further sums were at the disposal of the Department to be expended so soon the present appropriation is exhausted. The reason assigned is, that such limited outlay would only provide for a small proportion of the improvements absolutely necessary, which are of such a nature as to require carrying through to completion when once commenced, any prolonged suspension of the works rendering them useless. Under these circumstances, the execution of works of improvement at this harbor has been deferred, to allow time for Parliament to consider the propriety of extending the vote.

AMHERST AND HOUSE HARBORS (MAGDALEN ISLANDS.)

A sum of \$4,000 was included in the Estimates of the past fiscal year for improvements at the entrances to these harbors, so as to admit of their being used by a larger class of vessels than is at present able to enter them (see remarks in Annual Report, 1869, at page 27). Instructions have been issued for the execution of the works required.

LIGHT-HOUSEES.

In addition to the management and furnishing of supplies to light-houses, the further responsibility of the *construction* of these buildings, in cases where the estimated expense attending their erection does not exceed \$10,000, has been entrusted by Your Excellency to the Department of Marine and Fisheries (Order in Council, 10th January, 1870).

The construction of light-houses, involving a larger expenditure than \$10,000, continues under the direction of the Department of Public Works.

MICHAEL'S POINT, GREAT MANITOULIN ISLAND.

Arrangements were entered into with Messrs. R. A. Lyon and Co., in August, 1869, for the construction of a light-house on public property, situate on the south side of the island, the Government providing lanterns, lamps, &c., and paying half the cost of the building (\$195) Messrs. Lyon and Co. furnishing an attendant.

SULPHUR ISLAND, LAKE HURON.

Provisions having been made by the Legislature for the construction of a light-house on this island, an officer of the Department visited the locality in August, 1869, for the purpose of selecting a suitable site, and taking the necessary measures for building the structure, which has since been completed.

BYNG INLET, GEORGIAN BAY.

The erection of a light-house on an island lying off this inlet, was taken in hand during the fall of 1869, by Messrs. Clark, White, and Co., and Messrs. Dodge and Co., under an agreement whereby the Government engaged to provide half the expenditure, not exceeding \$700, and to furnish lantern, lamps, oil, &c., the parties mentioned supplying a man to take charge of the structure, light the lamps, &c.

CAPE JOURIMAIN, N.B.

A contract entered into with the Department during the autumn of 1869, by Mr. John Duffey, for the construction of a light-house and keeper's dwelling at Cape Jourimain (see page 29, Annual Report, 1869) has been completed.

LITTLE HOPE ISLAND, N.S.

An appropriation of \$15,000 was made last Session, to be expended on necessary works of protection, comprising a breakwater, &c., in connection with the lighthouse on this island. The Chief Engineer has been directed to prepare plans and specifications:

SLIDES AND BOOMS.

The Government slides and booms are works designed for the passage of timber to the sea-ports, and have been divided into four districts, as follows:—

- 1.—The Saguenay District.
 - 2.—The St. Maurice District.
 - 3.—The Ottawa District.
 - 4.—The River Trent District.
-

THE SAGUENAY DISTRICT.**SAGUENAY RIVER.**

The Saguenay River flows from the north into the St. Lawrence, 122 miles below Quebec.

The Government improvements are situate on one of its branches, called the "Little Discharge." These works are about 105 miles above the mouth of the Saguenay, and were constructed for the purpose of passing timber from Lake St. John to the Saguenay River.

The works consist of:—

1 slide.....	5,840 feet.
1 boom	1,344 , with dams, piers and bulkheads.

They are generally in good order. The guide piers at the head of the slide were slightly damaged by fire on the 19th May, 1870.

For Superintendent's Report—see Appendices, at page 66.

THE ST. MAURICE DISTRICT.

ST. MAURICE RIVER.

The St. Maurice discharges into the St. Lawrence at Three Rivers, 74 miles above Quebec. This river flows from the north, and its length is about 300 miles.

The Government slides and booms in this District are on the St. Maurice River, and on one of its tributaries—the Vermilion.

LIST OF THE NAMES OF THE SLIDE AND BOOM STATIONS ON THE ST. MAURICE RIVER, IN THE ORDER IN WHICH THEY ARE MET ON ASCENDING THE RIVER.

	Distance from mouth of River.
1. Mouth of River.....	0 miles.
2. Grès Falls.....	16 "
3. Shawenegan Falls	20 "
4. Grand Mère Falls	29 "
5. Little Piles Falls	31½ "
6. La Tuque Falls.....	100 "
7. Plamondon's Eddy.....	106 "

The works at these seven stations consist of :—

- 43,181 lineal feet of booms,
- 1,000 , slides,
- 3,316 , dams and side piers,
- 73 mooring piers,
- 64 anchor piers,
- 3 dwelling-houses for slide-keepers, and
- 6 store-houses.

The repairs to these works during the year were of the ordinary description.

The section of the Province of Quebec, watered by the St. Maurice River, and its tributaries, furnishes an extensive field for lumbering operations. It is stated that the various works constructed for the purpose of facilitating the transit, along these rivers, of lumber are very disproportioned to the requirements of persons engaged in these avocations, and that the carrying out of additional improvements would add greatly to the prosperity of the trade, and be a source of considerably increased revenue to the Dominion. On the main stream improvements are especially needed at the mouth of the River, Grand Piles, and La Tuque Falls.

For Superintendent's Report—see Appendices, at page 67.

THE VERMILION RIVER.

This river discharges into the St. Maurice from the north-west, at a point about 116 miles above the mouth of the St. Maurice. Its length is about 90 miles.

The works on the Vermilion extend from about one mile above its mouth to the Iroquois Falls, five miles farther up.

The works consist of:—

- 2,677 lineal feet of booms.
- 550 , slide.
- 682 , dams and side-piers.
- 2 mooring piers.
- 1 anchor pier.
- 1 dwelling-house for slide-keeper.
- 1 store-house.

Ordinary repairs were executed.

For Superintendent's Report—see Appendices, page 67.

THE OTTAWA DISTRICT.

The Government works connected with the descent of timber in this district are on the following rivers:

On the Ottawa, main river.....	11 stations.
, Gatineau	1 ,,
, Madawaska	15 ,,
, Coulonge.....	1 ,,
, Black	1 ,,
, Petewawa.....	31 ,,
, Rivière du Moine.....	11 ,,

OTTAWA RIVER.

LIST OF SLIDE AND BOOM STATIONS ON THE OTTAWA RIVER.

The distances given are measured on the latest maps, following the channel through which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa, at Ste. Anne. 27 miles.
1. Carillon.....	
2. Chaudière { north side, Hull, south side, Ottawa. }	98 ,,
3. Chaudière (Little)	100 ,,
4. Remous	102 ,,
5. Deschênes Rapids	104 $\frac{3}{4}$,,
6. Chats Station.....	131 ,,
7. Head of Chats	134 ,,
8. Chenaux	152 ,,
9. Portage du Fort.....	156 ,,
10. Mountain	161 ,,
11. Calumet.....	163 ,,
12. Joachim Rapids	249 ,,

The works at these twelve stations consist of:—

2,000	lineal feet of canal,
3,835	„ slides,
29,855	„ booms,
8,656	„ dams,
346	„ bulkheads,
1,981	„ bridges,
52	piers,
3 slide-keeper's houses, and	
3 store-houses.	

No new works were undertaken during the year.

The necessity for the construction of dams at certain additional points on the Ottawa, so as to afford the means whereby a more abundant supply of water can be obtained for use in the slides, is again urged by parties interested. The lumber trade of this district has now attained such increased proportions that the works on which the supply of water to the slides is dependent, which answered their purpose tolerably well while the trade was in its infancy, have become inadequate to perform the services required, the result being that during dry seasons the passage of timber through the slides is difficult, owing to the scarcity of water.

Your Excellency was pleased, by Order in Council, dated the 18th May, 1870, to authorise the incorporation by patent of the "Ottawa Improvement Company," a society formed for the purpose of effecting improvements on the upper waters of the River Ottawa, to facilitate the descent of timber, the Company binding itself to adhere to certain specified conditions.

Repairs generally were executed to the works situate on this river.

GATINEAU RIVER.

In ascending the Ottawa, the Gatineau is the first tributary possessing Government works. The Gatineau flows from the north, and discharges into the Ottawa at a point about 96 miles from the mouth of the Ottawa. Its length is about 400 miles, and it drains an area of about 9,000 square miles.

The Government works are all at one station, about one mile from its confluence with the Ottawa.

These works consist of:—

3,071	lineal feet of canal,
4,138	„ booms.
52	„ bridge.
10 piers, and	
1 slide-keeper's house.	

The booms and piers on this river were repaired.

MADAWASKA RIVER.

The Madawaska is the second tributary in ascending the Ottawa, on which the Government has provided works for the descent of lumber.

The length of the Madawaska is about 240 miles, and it drains an area of about 4,100 square miles. It flows from the south, and discharges into the Ottawa at some 136 miles above Ste. Anne.

LIST of the names of slide and boom stations on the Madawaska, numbered from the mouth of the river upwards :—

- | | |
|---------------------|----------------------|
| 1. Mouth of River. | 9. High Falls. |
| 2. Arnprior. | 10. Ragged Chute. |
| 3. Flat Rapids. | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck's Island. |
| 5. Burnstown. | 13. Bailey's Chute. |
| 6. Long Rapids. | 14. Chain Rapids. |
| 7. Springtown. | 15. Opeongo Creek. |
| 8. Calabogie Lake. | |

The works at these stations consist of :—

1,750	lineal feet of slides,
18,179	„ booms,
4,080	„ dams,
182	„ bridges,
43	piers,
	1 slide-keeper's house, and
	1 work shop.

The slide at High Falls sustained considerable damage in the spring of 1870, in consequence of the unprecedented height of the river, the water of which, passing over the Nagle dam, caused a breach in that work, through which the *debris*, mingled with large quantities of logs, escaped. This mass, on coming in contact with the slide, tore down 500 feet of that structure. Efficient measures were taken for the reconstruction of a portion of the damaged work, so as to admit of the season's lumber being passed through. This accident, and the generally decayed state of the slide, will, it is feared, necessitate its being entirely rebuilt before the beginning of another season.

Other ordinary repairs were executed.

For further details—see Appendices, page 70.

THE COULONGE RIVER.

The Coulonge is the third tributary in ascending the Ottawa, on which the Government has placed slides and booms.

This river drains an area of about 1,800 square miles, and its length is about 160

miles. It flows from the north, and discharges into the Ottawa, 184 miles above Ste. Anne.

The following is a list of the Government works on this river :—

Boom at mouth.....	300	feet long, and 1 support pier.
Boom at Romain's Rafting-ground	400	„ 3 „ piers.
Booms at head of High Falls Slide	1,848	„ 6 „ „

Necessary repairs were executed.

THE BLACK RIVER.

Ascending the Ottawa, the Black River is the fourth tributary upon which works have been placed.

This river flows from the north, and empties into the Ottawa at a point about 193 miles above Ste. Anne.

Its length is about 128 miles, and the area drained by it is about 1,120 square miles.

The works consist of ;—

1,139 lineal feet of single-stick booms.

873	„	slide.
346	„	glance pier.
135	„	flat dam.

The slide was repaired.

THE PETEWAWA.

This is the fifth tributary in ascending the Ottawa, upon which Government slides and booms have been made.

The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers some 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above Ste. Anne. Seven miles from its mouth the Petewawa separates into two branches. On these seven miles there are five stations ; on the north branch there are eighteen stations, and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur, from the mouth upwards :—

- | | |
|------------------------|-----------------|
| 1. Mouth of the River. | 4. Third Chute. |
| 2. First Chute. | 5. Bois dur. |
| 3. Second Chute. | |

NORTH BRANCH.

- | | |
|--|---|
| 1. Half-mile Rapid. | 11. Devil's Chute. |
| 2. Crooked Chute. | 12. Elbow of Rapids. |
| 3. Between High Falls and Lake Traverse
(a slide and a series of dams and booms.) | 13. Foot of Long Sault. |
| 4. Thompson's Rapids. | 14. Middle of Long Sault. |
| 5. Sawyer's Rapids. | 15. Head of Long Sault. |
| 6. Meno Rapids. | 16. Between Long Sault and Cedar Lake
(south shore.) |
| 7. Below Trout Lake. | 17. Between Long Sault and Cedar Lake
(north shore.) |
| 8. Strong Eddy. | |
| 9. Cedar Islands. | 18. Cedar Lake. |
| 10. Foot of Devil's Chute. | |

— — —
SOUTH BRANCH.

- | | |
|------------------|-------------------|
| 1. First slide. | 5. Fifth slide. |
| 2. Second slide. | 6. Sixth slide. |
| 3. Third slide. | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide. |

The works at these 31 stations are as follows :—

ON THE MAIN RIVER.

2,963 lineal feet of slides,
8,469 , booms,
2,077 , dams, and
 7 piers.

ON THE NORTH BRANCH.

480 lineal feet of slides,
2,671 , booms,
1,131 , dams, and
 23 piers.

ON THE SOUTH BRANCH.

2,134 lineal feet of slides,
388 , dams.

Slight repairs were executed.

RIVIERE DU MOINE.

The sixth and last tributary of the Ottawa upon which Government works have been executed is the "Du Moine."

The length of this river is about 120 miles, and it drains an area of about 1,600 square miles.

It flows into the Ottawa from a northerly direction at a point about 256 miles above Ste. Anne.

The works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz. :—

300	lineal feet of slide,
800	„ booms,
1,324	„ dams, and
6 piers.	

No expenditure is reported on these works.

For further particulars respecting the works on the Ottawa and its tributaries—see Appendices, page 69.

RIVER TRENT AND NEWCASTLE DISTRICT.

The River Trent flows from the north-west and discharges into the Bay of Quinté Lake Ontario, at Trenton, a small town about sixty-seven miles above Kingston. In ascending from Lake Ontario to Lake Scugog, the chain of rivers and lakes which communicate with each other, occur in the following order :—

The Bay of Quinté, River Trent, Rice Lake, Otonabee River, Clear Lake, Buckhorn Lake, Pigeon Lake, Sturgeon Lake, River Scugog, and Lake Scugog.

The distance from the mouth of the Trent to Port Perry at the head of Lake Scugog is 190 miles.

The works on these waters are principally connected with the descent of timber. The difference of level between Lake Ontario, at the mouth of the Trent, and the head of Lake Scugog, is 570 $\frac{1}{4}$ feet, and of the whole distance between the two points only 152 $\frac{1}{4}$ miles are navigable, while 37 $\frac{3}{4}$ miles are not practicable for boats.

The Government has works at the following places :—

	Distance in miles above the mouth of River Trent.
On the River Trent, at Nine Mile Rapids (Widow Harris)	9
“ Chisholm's Rapids.....	15 $\frac{1}{2}$
“ Ranney's Falls.....	33 $\frac{1}{2}$
“ Campbellford.....	34 $\frac{3}{4}$

On the River Trent, at Fiddler's Island.....	36
" Middle Falls.....	37½
" Crow Bay.....	38
" Heely's Falls.....	42 ³
" Crook's Rapids.....	54½
On the River Otonabee—Whitlas Rapids.....	93
" Little Lake.....	94
At the foot of Buckhorn Lake—Buckhorn Rapids.....	125
At the foot of Sturgeon Lake—Bobcaygean Rapids.....	140 ³
On the River Scugog—Lindsay.....	161 ¹

The extraordinary freshet in the spring of 1870, was very destructive to the Government works situated below the Town of Peterboro' on this line of navigation, and caused serious inconvenience to the trading community. The bed of the Trent River was also disturbed by the action of the flood, so that the direction followed by the original channel has been lost in many parts. A large outlay would be required to replace the works in their former condition. Temporary repairs have been made pending more effective restorative measures. Above Peterboro', the damage done was of less consequence, and the repairs called for during the year were comparatively light.

The following is a description of the works at the various stations on this line of navigation, as they existed prior to the occurrence of this freshet. Where damages of much account have resulted, the fact is noted.

NINE MILE RAPIDS.

Stone dam, 1,265 feet in length, averaging 6 feet in height, with a base of 10 feet.

CHISHOLM'S RAPIDS.

Dam 715 feet long, averaging 6 feet in height.

Slide for the passage of lumber 100 feet by 50 feet.

A navigable canal somewhat over half a mile long.

Stone lock 133½ feet by 32½ feet, and having 4½ feet water on the sills.

Nearly the whole of the face and cap of the dam is torn off.

RANNEY'S FALLS.

Dam 414 feet long, averaging 12 feet in height.

Slide 2,262 feet by 33 feet.

Guide-booms and piers above the dam extending 1,352 feet.

The dam has been much injured, a portion of the slide and the guide-booms and piers have been washed away.

CAMPBELLFORD.

Guide-booms.

These have all disappeared.

FIDDLER'S ISLAND.

Cross dam and wing dam—united length 400 feet.

MIDDLE FALLS.

Lower dam 97 feet in length.

Slide 455 feet by 33 feet.

Upper dam composed of two short dams, 48 feet in length each.

Slide 60 feet by 33 feet.

CROW BAY.

Retaining boom for collecting timber and guiding it to Middle Falls slide.

HEELY'S FALLS.

Dam 488 feet long, averaging 8 feet high.

Two slides—lower one 713 feet in length, upper one 300 feet by 33 feet in breadth.

Guide-boom to conduct timber from one slide to the other.

The damage at this station is very extensive. All the works, with the exception of the dam, suffered severely, a large portion being carried off.

CROOK'S RAPIDS (HASTINGS.)

Dam 253 feet long.

Slide 79 feet by 33 feet.

Booms and piers above slides.

Short canal with cut stone locks 133 $\frac{2}{3}$ feet by 33 feet wide, with 6 feet water on mitre sill.

Swing-bridge over canal.

The guide-booms and piers were swept away, and the works generally sustained damage.

WHITLAS RAPIDS.

Wing and cross dam—united length, 483 feet; cut-stone lock, $133\frac{1}{2}$ feet by 33 feet, with 4 feet water on sills.

The attention of the undersigned has been called to the pressing necessity which exists for the repair of the works at this station.

LITTLE LAKE.

Three piers and boom, three quarters of a mile long.

BUCKHORN RAPIDS.

Wooden dam, 387 feet long, with stone-work extensions on each side 173 feet long.
Slide 65 feet by 33 feet.

900 feet of boom.

Bridge 600 feet in length.

A portion of the lower part of the dam, and of the booms, yielded to the force of the current, and some of the top timbers of the piers were carried off.

BOBCAYGEAN RAPIDS.

Two dams—united length 1,262 feet, averaging 6 feet in height.

Two slides—one for round logs and the other for square timber.

Cut-stone lock, 134 feet by 33 feet, with a depth of water on sills of $4\frac{1}{2}$ feet.

Swing-bridge.

LINDSAY.

Dam, 280 feet long, averaging 9 feet in height.

Slide 54 feet by 33 feet.

Bridge, 172 feet long.

The lock originally constructed at this place was converted into a slide in 1859.

An Order in Council, dated the 23rd October, 1869, authorises the construction, by the Port Hope, Lindsay, and Beaverton Railway Company, of a swing-bridge across the River Scugog, in the vicinity of these works, on the Company's compliance with certain specified conditions looking to the protection of the navigation of the river, and safety of passengers by the trains.

For further details in reference to the River Trent and Newcastle District Works—see Superintendent's Reports, dated the 20th July and 20th May, 1870, pages 72 and 74 of the Appendices.

ROADS AND BRIDGES.

THE MÉTAPÉDIAC ROAD.

The Métapédiac Road leaves the St. Lawrence at Ste. Flavie, 201 miles below Quebec, and extends to the Restigouche River, at a point $10\frac{1}{2}$ miles above its mouth.

This road was commenced in 1857, and completed in 1868.

Its entire length is $110\frac{1}{2}$ miles.

For the distance of 14 miles, starting from Ste. Flavie, and running west, and for the distance of $14\frac{1}{2}$ miles at the other end, starting from Restigouche, and running east, the maintenance of this road was transferred to the several municipalities through which it passes.

By authority of an Order in Council, dated the 4th May, 1868, the maintenance of the 52 miles then remaining in the hands of the Government, was entrusted to Mr. Daniel Fraser, the mail carrier on this road. According to the terms of the agreement, Mr. Fraser contracted to keep the road in ordinary repair for a period of five years in consideration of an annual payment of \$800.

A portion of this road, extending for a distance of three miles, near the confluence of the two rivers, Métapédiac and Restigouche, being required for the track of the Intercolonial Railway, has, under the authority of an Order in Council, been transferred to the Commissioners of said railway, to be so applied. The amount being expended in the construction of a new piece of road to replace that appropriated as above, has been provided for by the Intercolonial Railway Commissioners.

Much damage was done to the bridges, culverts, &c., on this line of route, by the extensive conflagrations which ravaged this portion of the Province in the month of June, 1870. Measures are being taken to set on foot the necessary works of restoration. For details—see Appendices, page 76.

SOUTH SHORE, GULF ROAD.

The Dominion and Quebec Governments, having each appropriated a sum of \$10,000 to be expended in the completion of the section of this road lying between Ste. Anne des Monts and the Rivière au Renard, in the County of Gaspé, P. Q., preparations are in progress for the placing of the works, to be executed by this Department, under contract. The total distance between the points named is 118 miles, a portion of which (about 16 miles) is already open to the public.

UNION SUSPENSION BRIDGE, OTTAWA.

This bridge has undergone necessary repairs.

POOLEY'S BRIDGE

A wooden structure on the line of approach from the south to the Union Suspension Bridge, Ottawa, has been repaired and strengthened.

LAKE SUPERIOR AND RED RIVER ROAD.

The following table gives the distances between Thunder Bay and Fort Garry:—

	Land Carriage.		Navigable water.
	Miles.	Chains.	Miles.
From the Depôt at Thunder Bay to Shebandowan Lake	40		
Shebandowan and Kashaboiwekamak Lakes			23
Height of land portage.....		50	
Lac des Mille Lacs			23
Baril Portage		16	
Baril Lake.....			8½
Brûlé Portage		21	
Windegoostegon Lakelets			12
French Portage	2		
Kaogassikok Lake.....			15
Deux Rivières Portage	2		
Sturgeon Lake and River			27
Island Portage		13	
Nequaquon Lake			17
Nequaquon Portage	2		
Namenkan Lake			10
Bare Portage		11	
Rainy Lake.....			46
Fort Francis Portage		10	
Rainy River and Lake of Woods			120
North-West angle of Lake of Woods to Fort Garry	90		
	137	41	305½ 137½
			433 miles.

The Superintendent, charged with the construction of this road, reports that operations extending over a period of somewhat more than three months, during the summer of 1869, resulted in the completion of a road practicable to waggons from Thunder Bay to the Matawin River—a distance of 25 miles—and that a track, on which

oxen with sleds or carts can pass, was cut through the woods for a further distance of 10 miles.

During the winter of 1869-70, bridges of some magnitude were built over the Kaministiquia and Matawin rivers, and timber was prepared for bridges to cross the Sunshine and Oskondagé rivers, and for the building of a wharf at Thunder Bay.

The carrying out of measures necessary for the opening up of a temporary route for the passage of the military expedition to the Red River—for rendering assistance in the transport of the boats required for the conveyance of that force—and for facilitating generally the progress of the expedition, has retarded the works, connected with the construction of a permanent road, during the portion of the available season of 1870 that has already elapsed.

For Superintendent's Report, giving further information—see Appendices at page 129.

RAILWAYS.

NOVA SCOTIA.

LINE WORKED BY GOVERNMENT.

The line of railway worked by the Dominion Government in this Province extends from Halifax to Pictou, a distance, including 1 mile of ferry, of 113 miles and from Windsor Junction to Windsor, a distance of 32 , , .

Total length of Government line	145	"
---------------------------------------	-----	---

The Windsor Branch leaves the main line at a point 13½ miles from Halifax.

The total cost of the line to the close of the fiscal year, terminating on the 30th June, 1869, was \$6,791,254 18

Less over credited, Department of Public Works in converting currency (to be corrected)	241 72	
		\$6,791,012 46

The expenditure on construction account during the fiscal year ending the 30th June, 1870, was as under :—

Engineering	\$ 1,711 85
Roadway and works	27,102 33
Permanent way	11,234 61
Rolling stock	45,368 09
Station and water service	4,779 16
Sundry services	9,528 49
	99,724 53

Making the cost of road, up to the 30th June, 1870, in N.S. C... in Canada currency	6,890,736 99
	6,706,984 00

It further appears from the accounts rendered that the

Traffic receipts for the fiscal year were	275,687	73
And the ordinary working expenses	261,038	80
leaving a difference of	\$ 14,648	93

For Superintendent's report and detailed accounts—see Appendices, pages 78 to 104.

NEW BRUNSWICK.

LINES WORKED BY GOVERNMENT.

The following lines are now worked by the Dominion Government in this Province, viz.:—

The "European and North American," extending from St. John to Shédiac, a distance of	108 miles.
The "Eastern Extension," from Painsec Junction to Sackville	32 ,,
Total length of Government Lines	140 ,,

The "Eastern Extension" leaves the European and North American Railway, as stated, at Painsec Junction, 97 miles from St. John, and it is intended to carry it as far as the Missiquash River, which forms the boundary between the two Provinces of New Brunswick and Nova Scotia, a total distance of $37\frac{1}{4}$ miles.

It is being built by an English firm, with the assistance of subsidies voted by the New Brunswick Government prior to Confederation (see table, page 43), and follows the general route of the Intercolonial Railway in this section of the Province.

The Government having decided to incorporate this line into the Intercolonial Railway, it was arranged that, pending the completion of the latter, the working of the Extension should devolve on the Department of Public Works, and accordingly the

finished section of the line between Painsec Junction and Dorchester (20 miles) was, on the 11th November, 1869, transferred to the charge of the Government Superintendent of Railways in New Brunswick; and on the 13th December, 1869, a further section, extending from Dorchester to Sackville, a distance of 12 miles, was opened to the public under that officer's supervision. For further information respecting the Eastern Extension Railway, see Annual Report, 1868, page 41.

The total cost of the European and North American road up to the end of the fiscal year ending the 30th June, 1869, was 4,674,807 94

The expenditure on construction during the past fiscal year was .. 28,577 22

making the total cost to the 30th June, 1870 \$4,703,385 16

The accounts of the European and North American, and Eastern Extension, Railways further show that—

The traffic receipts during the past fiscal year were 195,557 36

And the ordinary working expenses 139,683 99

leaving a difference of \$55,873 37

For Superintendent's Report and detailed accounts—see Appendices, pages 105 to 128.

RAILWAYS—Continued.

LINES SUBSIDIZED by Local Governments in Maritime Provinces, under provisions of Acts of Nova Scotia Legislature, 28 Vic., cap. 13 (1865), and New Brunswick Legislature, 27 Vic., cap. 3 (1864).

Name of Line.....	Wind.: & Annap.: N.S.	Wind.: & Annap.: N.S.	{ West : Ex. } { East : Ex. } { N.B. }	Fred'cton B'nch, N.B. Woodst'ck B'nch, N.B. St. Stephen's B'nch, N.B.	Gross Totals. 263 miles.
Length	85 miles.	88 miles.	37½ miles.	22½ miles.	19 miles.
Amount of Subsidy at \$10,000 per mile	*N.S. Cy., \$1,103,000 Can. Cy., \$1,073,586 67	+880,000 00	372,500 00	227,500 00	110,000 00
Sums paid by Province previous to Confederation					190,000 00
By Dominion on account of Local Government, from 1st July, 1867, to 30th June, 1869. C.Cy	919,137 88	500,000 00	285,000 00	125,000 00	74,800 00
Do. do. during fiscal year ending 30th June, 1870.... C.Cy	154,448 79	300,000 00	67,500 00	92,500 00	5,764 57
Total paid to 30th June, 1870. C.Cy	\$1,073,586 67	\$800,000 00	\$352,500 00	\$217,500 00	\$189,764 57
Balance remaining unpaid.... C.Cy		\$80,000 00	\$20,000 00	\$10,000 00	\$235 43

* The subsidy granted to the Windsor and Annapolis Railway, N.S., was capitalized into a sum of £188,600 sterling, in accordance with an arrangement between the Nova Scotia Government and the contractors of the Railway, under authority of the Nova Scotia Act above cited; and it was further agreed that a sum of £22,000 should be paid for the construction of a bridge across the River Avon, under the same Act. This line has been completed during the past fiscal year.

+ In addition to the subsidy to the Western Extension Line, N.B., stock to the extent of \$300,000 has been taken by the Province in aid of the Railway, as authorized by the New Brunswick Act, 30 Vic., cap. 6 (1867).

PUBLIC BUILDINGS.

PARLIAMENT AND DEPARTMENTAL BUILDINGS, OTTAWA.

A different method of lighting, during the night, the House of Commons in the Parliament Building—by means of gas-light and reflectors—has been adopted. It is believed that the change has conduced to the comfort of the House, by affording a more agreeable light, improving the ventilation, and lessening the heat formerly experienced in the galleries.

Plans and specifications were being prepared at the close of the fiscal year, with a view to placing under contract, at an early date, the works necessary to the completion of the Parliament Library, for which partial provision was made in the Estimates of last Session.

The levelling of the grounds, attached to these Buildings, has been proceeded with. The Major's Hill and Point Nepean properties, in the immediate vicinity, have been placed under the control of the Department, and a small sum has been expended on renewals to the fencing, removing decayed trees, &c.

More than ordinary expenditure, on internal alterations and repairs to the Departmental Buildings, has been incurred this year, in fitting up spare offices for the accommodation of the new Stationery Department, the Queen's Printer, the Penitentiary Inspectors, the Engineers of the Intercolonial Railway, and in making needful changes and additions consequent on the re-organization of certain of the Departments, and their removal, for the better convenience of the public service, from one suite of offices to another. Besides the above; increased accommodation was provided for some 10,000 volumes in the Parliament Library, and additions and improvements were made to the Engine House, in connection with the water supply.

The expenditure for the fiscal year, under the following heads, has been—

For furniture	10,179	40
Alterations, additions, and permanent improvements to the		
buildings	9,506	45
Repairs, maintenance, and cleansing.....	8,804	32
<hr/>		
	\$28,490 17	

For further information—see Appendices, page 137.

PARLIAMENT BUILDINGS, TORONTO AND QUEBEC.

These are occupied and maintained by the Local Governments, although not yet formally transferred to them by Order in Council.

PROVINCIAL BUILDINGS, FREDERICTON, N. B.

These buildings were appropriated to the use of the Government and Legislature of the Province of New Brunswick, under the provisions of the 108th Section of the British North America Act, 1867, and the 8th item of the 3rd Section appended thereto, in accordance with an Order in Council, signed by Your Excellency on the 11th February, 1870.

GOVERNMENT HOUSES.**RIDEAU HALL, OTTAWA.**

Various additions, chargeable to construction, in fitting up the interior of the establishment, improving the drainage, completing roads, painting wood-work, &c., were effected during the year. Necessary repairs were also attended to.

For further information—see Appendices, page 137.

GOVERNMENT HOUSE, MONTREAL.

This remains in charge of the General Government.

SPENCERWOOD, QUEBEC.

This establishment was formally transferred to the Local Government of Quebec, by Order in Council, dated the 29th April, 1870.

GOVERNMENT HOUSE, FREDERICTON, N. B.

An Order in Council, signed by Your Excellency, on the 11th February, 1870, places this building—which, by the British North America Act, 1867, became the property of the Dominion—under the jurisdiction of the Government and Legislature of the Province of New Brunswick.

CUSTOM HOUSES.

MONTREAL.

In the month of May, 1869, the Government received an offer from the Royal Insurance Company of Montreal, to dispose of its property, known as the "Royal Insurance Block," at the corner of Common and Commissioners' Streets. It was ascertained that this building was very eligibly situated, and well adapted for the purposes of a Custom House and examining warehouse, and Your Excellency was pleased to sanction negotiations being entered into for its purchase. Ultimately it was agreed that the building and site should be transferred to the Government for the sum of \$200,000, and Parliament, at its last Session, passed a vote to cover this expenditure. So soon as the offices of the newly acquired building have been altered and furnished, so as to meet the new object for which they are intended, this structure will be placed at the disposal of the Customs' Department.

For further particulars, see Appendices, page 135.

KINGSTON.

The hot-air furnaces and pipes, in connection with the heating of the Kingston Custom House, having fallen into decay, and being no longer serviceable, it is proposed to substitute therefor a new steam apparatus, the use of which is expected to lead to reduced consumption of fuel. Tenders have been received for the fitting up of the new apparatus.

For particulars, see Appendices, at page 135.

LONDON.

It has been decided to erect a new Custom House in this city, and a suitable site, forming a part of the Episcopal Church property, situate at the corner of North Street and Mark Lane, has been secured.

For details—see Appendices, at page 135.

HAMILTON.

The Custom House in this city has been enclosed by a wall of cut stone and cast iron railing.

QUEBEC.

Repairs have been executed to the Custom House in this city.

ST. JOHN, N. B.

The necessary funds having been voted by Parliament, steps have been taken, under authority of an Order in Council, bearing date the 4th February, 1870, for the purchase, from the proprietors, the Honorable Alexander Keith and the heirs of the late William McLeod, for the sum of \$71,250, of the building in St. John, N. B., appropriated by the Provincial Government to Custom House, Immigration, Inland Revenue, and other public purposes.

**SEVEN ISLANDS, ST. REGIS, DUNDEE, TORONTO, PORT DALHOUSIE,
AND RONDEAU**

compose the remaining Custom Houses of the Dominion, and are all confided to the care of this Department.

POST OFFICES.**QUEBEC.**

Preliminary steps have been taken for the purchase of additional land required for the new Post Office it is proposed to build in this city, and for which Parliament has voted an appropriation.

For further information—see Appendices, page 136.

TORONTO.

The architects of the Department have been engaged in perfecting arrangements in connection with the building of a new Post Office in Toronto, for which a Parliamentary grant has also been made.

For further information—see Appendices, page 136.

HOSPITALS AND ASYLUMS.**LAWLOR'S ISLAND, QUARANTINE STATION,**

Situate at the entrance of the Halifax Harbor, N. S. The deed conveying this property to the Government was signed on the 1st June, 1870.

EMIGRANT BUILDINGS, TORONTO.

A number of framed buildings, comprising landing and sleeping accommodation, cook-house, baggage shed, &c., with necessary adjuncts, to admit of the railway cars being drawn up alongside of them, such as planked tramway and platforms, have been provided for the use of emigrants, in close vicinity to the dépôts of the various Railway Companies in this city.

For particulars—see Appendices, at page 136.

GROSSE ISLE QUARANTINE STATION, EMIGRANT SHED, QUEBEC, AND MARINE HOSPITAL, QUEBEC.

are the other buildings belonging to the Dominion which are embraced in the above heading, and for the maintenance of which the Department of Public Works is responsible.

Necessary repairs were executed to the last named.

COURT HOUSES.

THE OLD DISTRICT COURT HOUSE, QUEBEC ;
SHERBROOKE COURT HOUSE, DISTRICT OF ST. FRANCIS ;
DISTRICT COURT HOUSE, THREE RIVERS ;
THE NEW DISTRICT COURT HOUSE, MONTREAL.

Of these the Court Houses at Quebec and Three Rivers were formally transferred to the Local Government of Quebec, by Order in Council, signed by Your Excellency, on the 19th November, 1869.

JAILS AND PRISONS.

THE NEW DISTRICT JAIL, QUEBEC ;
SHERBROOKE OLD JAIL, DISTRICT OF ST. FRANCIS ;
DISTRICT JAIL, THREE RIVERS ;
THE NEW DISTRICT JAIL, MONTREAL.

The Jails at Three Rivers and Montreal were transferred to the Local Government, by Order in Council, dated the 19th November, 1869.

DISTRICT COURT HOUSES AND JAILS. (COMBINED).

- | | |
|--------------------------|---------------------|
| 1. MAGDALEN ISLANDS ; | 10. ARTHABASKA ; |
| 2. PERCÉ, GASPÉ ; | 11. RICHELIEU : |
| 3. NEW CARLISLE, GASPÉ ; | 12. BEDFORD ; |
| 4. RIMOUSKI ; | 13. ST. HYACINTHE ; |
| 5. CHICOUTIMI ; | 14. JOILETTE ; |
| 6. SAGUENAY, MALBAIE ; | 15. IBERVILLE ; |
| 7. KAMOURASKA ; | 16. BEAUHARNAIS ; |
| 8. MONTMAGNY ; | 17. TERREBONNE ; |
| 9. BEAUCE ; | 18. AYLMER. |

All the above buildings, with the exception of the Court House and Jail at Kamouraska, have been formally transferred to the Provincial Government, by command of Your Excellency.—See Order in Council, dated the 19th November, 1869.

DRILL SHEDS, GUN SHEDS, AND BARRACKS.

These, which are all under the charge of the Militia Department, have, in some cases, had work done to them by this Department, the expense being borne by the former.—See Appendices, page 137.

MISCELLANEOUS BUILDINGS.

THE OLD CUSTOM HOUSE, QUEBEC, AND THE GEOLOGICAL MUSEUM, MONTREAL

continue under the care of this Department, and have undergone the repairs and renewals necessary for their proper maintenance.

OFFICIAL ARBITRATORS.

Twelve claims were adjudicated upon by the Official Arbitrators during the year.—See List of same given at Page 139 of the Appendices.

All of which is respectfully submitted.

H. L. LANGEVIN,
Minister of Public Works.

DEPARTMENT OF PUBLIC WORKS, OTTAWA.

APPENDICES TO THE REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1870.

APPENDIX, No. 1.**EXPENDITURE.**

STATEMENT showing the amount expended by the Department of Public Works, Dominion of Canada, during the fiscal year ending 30th June, 1870.

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
<i>Canals.</i>			
Lachine		\$ 13,287 28	\$ 16,139 03
Beauharnais	587 50	6,384 81	10,167 57
Cornwall	17,780 05	7,145 42	10,368 16
Williamsburgh		6,546 16	5,619 81
Welland	19,177 30	49,561 21	38,340 45
do enlarging basin at Port Colborne	4,996 42		
do rebuilding E. and W. piers at Port Dalhousie		15,447 98	
Burlington Bay		47 27	
Tug Service			\$ 12,000 00
St. Anne's Lock		1,280 36	1,136 54
Carillon and Grenville Canal	4,187 96	9,470 95	6,753 14
Rideau Canal		19,469 33	20,072 37
do Manotic Bulkhead		13 16	
St. Ours Lock		1,006 22	1,458 09
Chambly Canal		20,180 73	8,934 41
St. Peter's Canal	46,193 57		
<i>Slides and Booms.</i>			
Saguenay District		119 20	\$ 690 80
St. Maurice do		7,258 72	9,166 67
Ottawa do	300 00	24,148 35	15,630 40
Newcastle do		2,935 49	597 28
<i>Harbors and Piers.</i>			
Dredge and Scows, New Brunswick	8,873 67		
Amherst Harbor	600 00		
Piers below Quebec		3,359 63	
<i>Light-houses.</i>			
Cape Jourimain	3,384 08		
Paspébiac	216 81		
Maisonneuve	216 65		
Pointe St. Laurent	1,326 25		
Michael's Point	259 94		
Byng Inlet	367 69		
Sulphur Island	2,359 20		
<i>Roads and Bridges.</i>			
Métapedia Road	1,500 00	1,716 25	
Petite Nation Bridge		385 20	
Huntingdon and Port Louis Road		25 82	
York Roads	1,170 91		
Liverpool and Annapolis Road.. N.S. Currency \$861.99		839 00	

STATEMENT of Expenditure.—*Continued.*

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
<i>Opening Communication with North-West Territory.</i>			
Total amount of Certificates issued by Department to 30th June, 1870	\$161,125 34		
Lake Superior and Red River Roads	117,640 44		
Boats for Transport Service	19,651 14		
Survey of Canal route			6,698 89
Open accounts and funds in hands of Paymasters	17,134 87		
<i>Public Buildings.</i>			
Ottawa, Parliament and Departmental Buildings	\$42,183 19		
do do	19,685 85	61,869 04	8,804 32
do do Heating			26,535 01
do Major's Hill		93 00	
do Rideau Hall	11,757 79	4,950 67	
Toronto, Post Office		632 93	
do Old Bank of Upper Canada		77 50	
do Immigrant Sheds	7,303 58		
Kingston, Post Office		139 21	
Hamilton, Custom House		852 60	
Algoma Court House	3,062 49		
Montreal New Custom House	75 00		
do Purchase of Land	9,926 98		
do Post Office		219 45	
do Government Buildings		88 03	
Quebec, Marine Hospital		1,216 92	
do Spencer Wood		2,640 18	
do Leased Buildings		1,913 00	
do Old Custom House		1,413 51	
do Post Office		333 05	
Sherbrooke New Gaol	1,227 19		
Port Neuf County Court House	144 00		
Bagot do do	612 00		
Sorel Court House and Gaol	842 30		
Industrie do	753 99		
<i>Surveys, &c.</i>			
Surveys generally		7,853 03	
do of townships, North-West Territory \$11,140 09			
Less refund	2,114 47		
<i>Arbitrations.</i>			9,925 62
			7,679 78
<i>Railways, Maritime Provinces (per Financial Inspector's Statement).</i>			
Nova Scotia Railway	Stores \$34,403 45	97,065 21	
European and North American Railway			
Stores 1,749 21	28,577 22		
			139,683 99
		498,964 27	214,002 91
Total expenditure by Department of Public Works			1,365,099 95

DEPARTMENT OF PUBLIC WORKS.

J. BAIN,
Accountant.

APPENDIX, No. 2.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO FOND DU LAC, AT HEAD OF LAKE SUPERIOR.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile	Quebec	River & Gulf of St. Law'ce	826	826
Quebec	Three Rivers	Riv. St. Law'ce to Tide-water	74	900
Three Rivers	Montreal	do do	86	986
Montreal	Lachine	Lachine Canal	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine	Beauharnais	Lake St. Louis	15 $\frac{1}{4}$	1,009 $\frac{1}{4}$
Beauharnais	Ste Cécile	Beauharnais Canal	11 $\frac{1}{4}$	1,021
Ste Cécile	Cornwall	Lake St. Francis	32 $\frac{1}{2}$	1,053 $\frac{1}{2}$
Cornwall	Dickinson's Landing	Cornwall Canal	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070 $\frac{1}{4}$
Farran's Point	Upper end of Croyle's Island	Farran's Point Canal	3 $\frac{1}{2}$	1,071
Upper end of Croyle's Island	Williamsb'gh or Morrisb'gh	River St. Lawrence	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburgh	Rapide Plat	Rapide Plat Canal	4	1,085 $\frac{1}{2}$
Rapide Plat	Point Iroquois Village	River St. Lawrence	4 $\frac{1}{2}$	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu'Ile	Point Cardinal, Edwardsb'gh	Junction Canal	2 $\frac{5}{8}$	1,095 $\frac{5}{8}$
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097 $\frac{1}{2}$
Galops Rapids	Prescott	River St. Lawrence	7 $\frac{3}{8}$	1,105
Prescott	Kingston	do	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	27	1,361
Port Colborne	Amherstburgh	Lake Erie	232	1,593
Amherstburgh	Windsor	Detroit River	18	1,611
Windsor	Foot of Ste. Mary's Island	Lake Ste. Claire	25	1,636
Lake Ste. Claire	Sarnia	Ste. Claire River	33	1,668
Sarnia	Foot of St. Joseph's Island	Lake Huron	270	1,939
Foot of St. Joseph's Island	do Sault Ste. Marie	St. Mary's River	47	1,986
Sault Ste. Marie	Head of do	Sault Ste. Marie Canal	1 $\frac{1}{7}$	1,987 $\frac{1}{7}$
Head of Sault Ste. Marie	Pointe aux Pins	St. Mary's River	7	1,994 $\frac{1}{7}$
Pointe aux Pins	Fond du Lac	Lake Superior	390	2,384 $\frac{1}{7}$

Out of the 2,384 miles, from the Straits of Belle-Ile to the Head of Lake Superior, 71 $\frac{1}{2}$ miles are artificial navigation, and 2,312 $\frac{1}{2}$ open navigation.

Straits of Belle-Ile, to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total ascent from tide-water to Lake Superior is about 600 feet.

APPENDIX No. 3.

LACHINE, BEAUHARNAIS, ST. OURS, CHAMBLY, ST. ANNE, CARILLON,
CHUTE-À-BLONDEAU, AND GRENVILLE CANALS.

Description of the works and repairs executed on these Canals during the fiscal year ending 30th June, 1870, by J. G. Sippell, Superintending Engineer.

(No. 12,708.)

LACHINE CANAL OFFICE,
MONTREAL, July, 1870.

F. Braun, Esq.,
Secretary, Public Works, Ottawa.

SIR,—I beg respectfully to submit the following Report on the works under my charge for the fiscal year ending 30th June, 1870.

These works embrace the Lachine and Beauharnais Canals, on the St. Lawrence route; the St. Ours and Chambly Canals, on the Richelieu River and Lake Champlain route; and the St. Anne's, Carillon, Chute-à-Blondeau and Grenville Canals, on the Lower Ottawa.

All these works were efficiently maintained throughout the year. The water was kept at full navigable height, and the trade was such as to produce a general feeling of satisfaction to forwarders and others interested in this branch of national industry.

LACHINE CANAL.

This Canal is so situated that it forms a general receptacle for vessels trading not only on the St. Lawrence and Ottawa River routes, but from the Lower St. Lawrence, Gulf Ports, and Maritime Provinces, which renders it one of the most important links in the great chain of inland navigation connecting the ocean shipping interests at Quebec and Montreal with the great lakes and rivers of the Dominion.

It should, therefore, receive special attention, with a view to making such improvements at the Montreal terminus as the trade of the country demands. Much has been said and written on this subject, but efficient action is now required to make the necessary harbor and basin accommodation for the trade which concentrates in this great commercial centre.

The repairs for the year were of a general character, and confined to such works as circumstances seemed to demand. All the works connected with this Canal were in good working order at the end of the year.

In July the lower gates at Lock No. 5 were changed, and the old gates hauled out and repaired; later, the towing paths and berin banks were repaired, the slope walls put in order, and mooring posts set where required along the entire length of the Canal. The swing bridges were all replanked and repaired.

When the ice broke up in April, 1869, seven hundred and fifty feet of the outside

wall of the pier at Lachine was carried away by a shove, which was rebuilt in August and September.

When the ice began to form in the Canal in November, the frazil collected at the Regulating Weir at Lock No. 4 (Côte St. Paul) in such a manner as to entirely choke up the sluice gates, when the water rose eighteen inches on the Côte St. Paul reach, and it was only by the prompt action of the Lock Master and Superintendent that great damage was prevented to the works. In order to avoid this danger, which may occur annually, four of the sluices, which worked on the centre, were removed, and sliding gates inserted, worked with lifting screws, which cannot be obstructed by this frazil.

After the close of navigation, the Wellington Street Bridge was overhauled, and additional centre stringers inserted. New bumping posts were prepared for the locks, and new binders, platforms, knee-quoins, and other timber prepared for repairing the gates and bridges in the spring.

At the end of March the snow and ice was removed from the culverts and ditches to form a free discharge for the surface water during the usual spring freshets.

A large amount of work was done, while the water was out of the Canal for repairs, in April, when the slope wall throughout the entire line was repaired, the bottom of the Canal cleaned where required, and the silt and sediment that had collected in front of the Mills in Basin No. 2 removed, and the dock walls pointed. The walls of Locks Nos. 2, 3, and 4 were also pointed and grouted, and new platforms placed on the gates at Locks Nos. 1, 3, and 4. New knee quoins and binding timbers were also placed on the gates at Locks Nos. 3 and 4, the sluices taken out and repaired, new friction rollers inserted in all the gates, new segment plates placed under the gates at Lock No. 4, and the bottom of the Locks cleaned.

When the water was shut out, it was found that one of the piers, between the sluices in the Regulating Weir at Lachine, had been forced out of place and carried down by the current about one hundred feet below the Weir. This pier was of stone, six feet in height, two feet thick, and six feet three inches in length. Some idea may be formed of the current required to remove a solid mass of masonry of the above dimensions. This pier was replaced with one of oak timber, thoroughly bolted to the rock and masonry.

During the high water in April, the wharf at the lower end of Basin No. 1 was lifted and floated away, which was repaired in May; the wharves on Basin No. 2, and flour sheds were also repaired. One of the upper gates at Lock No. 2, which shewed signs of weakness, was replaced in June, and the old gate hauled out for repairs. New segment plates and suspension cables were furnished for Bridge No. 1, and all the other bridges put in order.

This Canal was closed by ice on the 7th day of December, 1869, and opened to the trade on the 29th day of April, 1870.

The amount expended for repairs during the fiscal year amounted to \$13,229 16, and the amount collected, besides the regular tolls and rents, amounted to \$8,758 22, viz.:-

Fines and damages collected by order of the Superintendent.....	\$216 00
Dues on Firewood at Lachine	114 90
Do. on Timber in Basin at do.	1,387 12
Do. for use of Canal ground for repairing Vessels	172 00
Do. for Graving Dock at Montreal	329 75
Do. on Vessels from Lower Ports	2,715 29
Wharfage dues on Firewood and Flour	2,168 23
Storage in Flour Sheds	940 53
Vessels wintering in Canal	702 00
Proceeds of sales of abandoned property, by Superintendent ..	12 40
	<hr/>
	\$8,758 22

BEAUHARNAIS CANAL.

During the first half of the year the piers and breakwater at the lower entrance of the Canal, which had been injured by ice in March, were repaired, and the bridges, lock gates, lock-houses, canal banks, dykes and dams kept in good working order, and the navigation satisfactorily maintained, with only one interruption of twenty-four hours, which occurred in July, when the lower gates at Lock No. 6 (at the lower entrance) were carried away by a schooner which was entering the lock.

During the winter the ditches were cleared of snow and ice, and timber prepared for the spring repairs.

While the Canal was empty in April, the works below water line were carefully examined, the lock gates, their sluices and segment plates, the regulating weirs and sluices were generally repaired and put in working order. The bottom of the Canal was cleaned, and slope walls repaired where found necessary.

After the opening of the navigation in May, the wood work in the swing bridges at Locks 10 and 14 was renewed and painted, and the lower gates at Locks 6, 10, and 11 replaced; the old gates hauled out, and are now undergoing repairs.

The dykes and dams connected with the upper entrance of this Canal and through Hungry Bay, which were seriously damaged and washed by high water during the early part of the season, were repaired, and protected with stone.

There has been \$6,385 11 expended for repairs during the year, and \$337 collected for fines and damages by order of the Superintendent.

The navigation was closed by ice on the 30th day of November, 1869, and opened for the passage of vessels on the 28th day of April, 1870.

ST. OUR'S LOCK AND DAM.

The posts and chambers in the piers at the upper and lower entrances of the lock were repaired, the friction rollers under the lower gates were renewed, the sluice gates repaired, and new chains furnished for working the west lower gate. The repairing scow was hauled out and repaired, and sixty-five toises of stone used in protecting the dam. The lock houses were also repaired.

The expenditure for these repairs amounted to \$1,006 22.

The navigation was closed by ice on the 1st day of December, 1869, and opened on the 12th day of April, 1870.

CHAMBLY CANAL.

During the first half of the year the bank on the river side of the Canal, between St. John's and Island of Ste. Therese, was raised to protect it from damage by the spring freshets; and about 1,900 feet of other portions of banks raised—viz.: 1,500 at Culvert No. 1, and 350 between Locks 2 and 3; forty mooring posts were set, and 67½ toises of stone used in protecting the inside slopes of the banks.

The Canal office and workshop were newly shingled, and the lock houses repaired. New fenders were also placed at Bridges Nos. 4, 5, 6 and 7, and the abutments at Bridges Nos. 2, 3, and 4 repaired.

The superstructure of the wharf at St. John's was repaired, and the ferry landing on Ste. Therese Island renewed. The lock walls were braced to prevent them from being thrown in by frost; preparations were also made for rebuilding the west wall of Lock No. 5, which was taken down and rebuilt between the 1st of December, 1869, and 1st of May, 1870, and the west gates renewed. The old gates in Locks Nos. 1, 4, 5 and 6 were repaired; the mitre sill at Lock No. 7 was also repaired, and all the bridges put in good order.

After the Canal was opened in May, the banks were raised between Locks Nos. 2, 4, 6 and 7, and the inside angle at surface water protected with stone.

The bottom of the Canal has been greatly improved by the steam dredge, which has been employed on this Canal during the working season.

There has been expended—

On ordinary repairs	\$7,256 56
In rebuilding the west wall of Lock No. 5	8,951 01
And in working the steam dredge	3,973 16
Making a total expenditure of	\$20,180 73

The collections for the same period amounted to \$41,458 52 ; of this sum \$35 17 was for fines and damages and for wharfage ; the balance was Canal tolls.

The Canal was closed by ice on the 29th day of November, and opened for the passage of vessels on the 4th of May, 1870.

The west chamber walls of Locks Nos. 3 and 6 are in a dilapidated and almost falling condition ; they must be rebuilt, either in whole or in part, before the opening of navigation in 1871.

ST. ANNE'S LOCK.

The north pier above the lock was raised, the upper end sheeted and otherwise repaired. The corners of the guide pier were strengthened and sheeted, and the front of the dam, from the lock upwards, raised to check the flow of water during the spring freshets. Bumping posts were also placed at the upper end of the lock and on the dam.

The face and end of the south pier, below the lock, were newly sheeted, and the corner well protected with a guard post. Portions of the long or north pier were also repaired.

The friction rollers under the lock gates were renewed, and the sluices and platforms repaired.

The steamer 'Beaver' sunk in the lock on the 5th day of May, 1870, where she was virtually abandoned by the proprietor. She was raised by the Department, and floated out of the lock on the 12th, causing a delay of eight days to the trade.

The expenditure for repairs during the year amounted to \$949 86.

The navigation closed on the 21st day of November, 1869, and opened on the 19th day of April, 1870.

CARILLON AND GRENVILLE CANALS.

These Canals consist of three divisions, known as the Carillon, Chute à Blondeau, and Grenville Canals. They were built by the Royal Engineer Department between 1820 and 1833, and now form a very important link in the Ottawa River route.

Although these Canals have been efficiently maintained, their capacity is much too small to accommodate the trade—the class of vessels now in use being too large to pass through portions of these Canals without frequently grounding, causing serious and vexatious delays ; their enlargement has, therefore, now become a necessity.

CARILLON CANAL.

There are three locks on this Canal, all of which are in a leaky and dilapidated condition. The walls were pointed and grouted in April, and the sluice-ways in the walls at the upper and lower gates closed up to prevent the water from spreading from them through the walls, and the sluices placed in the gates. This change checked the leakage, and has, no doubt, been beneficial to the works.

The bottom of the Canal was cleaned, and the towing path and other banks repaired. The road along the north side of the Canal has also been maintained in good condition.

The supply of water from the North River was good throughout the year. The expenditure on this feeder consisted in raising and maintaining the dams.

CHUTE À BLONDEAU CANAL.

This work consists of one lock and a few hundred feet of canal cut through solid rock. The Canal was never properly excavated to the depth of the mitre sills, which is the cause of delays during seasons of low water. Some means must, therefore, be devised for either deepening the Canal, or for raising the water on the reach above.

New upper gates were inserted in the lock in May, and the lock house and fences repaired.

GRENVILLE CANAL.

This Canal is about six miles in length, with seven locks, numbering from 5 to 11 inclusive. Of these, Nos. 5 and 6, 7 and 8 form two sets of combined locks; their capacity is much larger than the others, which are known as the three small locks. The walls of the combined locks are in a dilapidated condition, and provision must soon be made for rebuilding them.

Arrangements are now being made for enlarging the three small locks and the narrow portion of the Canal, as provided for by the last Session of Parliament.

New gates were built for and inserted in the lower recesses of Locks 5 and 6, and preparations made for renewing the upper gates at Locks 6 and 8. The walls of all the locks were pointed, grouted, and repaired in April, and the bottom of the Canal thoroughly cleaned before the Canal was opened, and the towing-path put in good order. The bridges and lock houses were also repaired.

The expenditure for repairs on these Canals amounted to \$8,687 36.

They were closed by ice on the 26th day of November, 1869, and opened on the 27th day of April, 1870.

I have the honor to be, Sir,

Your obedient Servant,

(Signed.)

JOHN G. SIPPELL,

Superintendent Engineer.

LACHINE CANAL,

STATEMENT of Fines and Damages, collected by order of the Superintendent, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
1869.			\$ cts.	
July 25	Barge Olear	Easton	5 00	Removing and watching.
" 28	do Tweed	Ranger	5 00	Fine.
Aug. 2	Steamer Lord Elgin	Canadian Nav. Co.	4 00	Damage.
" 3	Barge No. 32	McNaughton & Co.	5 00	do
" 11	Steamer Huron	Jacques and Co.	4 00	do
" 18	Propeller Dominion	Norris and Neelon	20 00	Fine.
" 19	Barge Canadian	Arcand	4 00	Damage.
" 20	do Madoc	Birkett	4 00	do
" 28	Propeller Glide	M. T. Co.	5 00	do
Oct. 6	Steamer Kingston	Canadian Nav. Co.	10 00	do
" 8	do Champion	do	4 00	do
" 9	Propeller St. Lawrence	Jacques and Co.	8 00	do
" 11	Barge Consolation	Glassford and Co.	5 00	Fine.
" 15	do Augusta	do	2 00	Damage.
Nov. 3	Propeller Washington	W. N. C. R. R. Co.	10 00	do
" 10	Barge "A."	McPhee and Co.	5 00	Fine.
" 12	Steamer Ottawa	B. & R. N. Co.	25 00	Damage.
" 15	Barge Frontenac	Glassford & Co.	4 00	Fine.
" 30	Propeller Lina	Cantin	25 00	Damage.
1870.				
June 8	Schooner Edmond	do		Fine.
" 8	Propellor Bristol	Cameron	4 00	Damage.
" 27	do Mary Ward	Law and Co.	20 00	Fine.
Collected on Rafts at Lachine			28 00	Fines.
	Total		\$216 00	

(Signed,) *M. CONWAY,**Superintendent.*

LACHINE CANAL.

STATEMENT of Floated Timber which passed downwards through the Lachine Canal from 1st July, 1869, to 30th June, 1870.

Description.	Quantity.	Amount of Tolls.
Square Timber.....	922 $\frac{1}{10}$ M.....	\$ 461 05
Round and Flat Timber.....	908 $\frac{3}{10}$ M.....	499 15
Boards and Plank.....	11,726 M.....	879 47
Saw Logs	4,086	81 72
Floats.....	318 $\frac{4}{10}$ M.....	111 44
Traverses.....	26,050	32 56
Total Tolls.....		\$2,065 39

(Signed,)

J. DUBREUIL,

Sub-Collector.

SUB-COLLECTOR'S OFFICE,

Lachine, 4th July, 1870.

BEAUHARNOIS CANAL.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, for the year ending the 30th day of June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
1869.			\$ cts.	
May 20....	Steamer Ottawa.....	B. & R. N. C.	10 50	Damage to St. Timothy Bridge.
June 24....	Propeller Indian.....	Proctor & Co.	5 00	do Lock No. 8.
				The above was collected during the present year.
July 29....	Schooner Aurore.....	Henry Perrault.....	250 00	Damage to Lock No. 6.
" 31....	Barge Waterloo.....	Glassford and Co.	11 70	do do 10.
Aug. 31....	Propeller Colonist	Fowler	7 40	do do 7.
Oct. 13....	Steamer Osprey	MacKay	7 50	do do 10.
1870.				
April 30....	Propellor Bristol.....	Cameron	5 00	do do 7.
May 2....	Schooner Persia.....	Phipps	40 00	do do 9.
	Total		\$337 10	

(Signed,)

PIERRE LAURENCEL,

Superintendent.

BEAUHARNOIS CANAL OFFICE,

30th June, 1870.

ST. OUR'S LOCK AND DAM.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
1869.			\$ cts.	
Aug. 10....	Steamer Caribou.....	Douglass	1 00	Damage to Upper Gate.
" 20....	Boat Mary Anne	Markette	0 72	do Fender Post.
Sept. 13....	Barge Dais	Blais	0 75	do do
1870.				
May 4.....	Barge Euclide	Langlois.....	1 00	Damage to Lamp-post.
" 9.....	do Lumina.....	St. Arneault	0 10	do Lantern.
	Total		\$3 57	

(Signed,)

LEVI LARUE,

ST. OUR'S LOCK AND DAM,
1st July, 1870.*Superintendent.*

CHAMBLEY CANAL.

STATEMENT of damages collected, by order of the Superintendent, and of Wharfage dues received for the year ending 30th June, 1870.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
1869.			\$ cts.	
July 28	Barge Maple Leaf	L. Plomondon	1 00	Damage to Lock Gate No. 9.
Aug. 5	Schooner Sea Flower.....	T. Dubéau	5 00	do do 3.
Oct. 11	Barge Maple Leaf	L. Plomondon	2 50	do do 9.
	Amount of Wharfage dues collected for year.....		8 50 26 67	
	Total		\$35 17	

(Signed,)

C. PRÉFONTAINE,

CHAMBLEY CANAL OFFICE,
30th June, 1870.*Superintendent.*

ST. ANNE'S LOCK.

COMPARATIVE STATEMENT of the number of Steamers, Sailing Vessels, &c., that passed through the St. Anne's Lock; and the amount of tolls collected during the fiscal years ending the 30th June, 1869 and 1870.

Vessels.	1869.			1870.		
	Number.	Tons.	Amount.	Number.	Tons.	Amount.
British Steamers	1,276	56,234	\$ cts.	1,406	61,771	\$ cts.
Sailing and other craft.....	5,065	408,268	8,034 14	5,332	450,178	10,049 51
American Vessels	204	19,288		618	42,930	
Total.....	6,545	479,162	\$8,034 14	7,356	554,879	10,049 51
Increase in 1870				6,545	479,162	8,034 14
				811	75,717	\$2,015 37

S wed lumber, in Vessels, in 1869,feet 149,453,000
do 1870,feet 220,481,000

Increase in 1870 71,028,000

(Signed,) _____

JOHN BARRETT,

Collector.

ST. ANNE'S LOCK,
30th June, 1870.

CARILLON AND GRENVILLE CANALS.

STATEMENT of the amounts collected for Fines and Damages, by order of the Superintendent, and for Vessels wintering in the Canal; and also for ground rent on Cordwood piled on Canal banks, for the year ending 30th June, 1870.

Date.	Name of Vessel.	Owner.	Amount.	Remarks.
1869.			\$ cts.	
July 25.....	Barge Cook	O. & R. F. Co.....	5 00	
" 25.....	do Brush	do	2 00	
" 25.....	do Australia	do	2 00	
Sept. 29.....	do Opportune	Owens	2 00	
			11 00	
			104 00	
			54 60	
			\$169 60	
	Total.....			

(Signed,) _____

WM. B. FORBES,

Superintendent.

CARILLON AND GRENVILLE CANALS' OFFICE,
Carillon, 30th June, 1870.

LACHINE CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 1, at lower entrance, and Lock No. 5, at upper entrance, during the fiscal year ending 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 1.—LOWER SILL.		LOCK NO. 5.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	21.6	19.10	13.0	12.0
August	20.2	19.4	12.3	11.7
September	21.0	19.0	12.5	11.4
October	21.6	19.3	12.9	11.3
November	19.0	18.0	11.3	10.5
December	32.2	18.6	12.0	10.9
1870.				
January	36.6	25.1	12.6	11.1
February	33.9	31.3	12.5	10.11
March	32.4	28.0	11.9	10.7
April	36.6	26.3	16.8	11.4
May	26.10	21.7	16.6	13.4
June	21.10	19.10	13.5	12.1

LACHINE CANAL OFFICE,
Montreal, July, 1870.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 6, at lower entrance, and lock No. 14, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 6.—LOWER SILL.		LOCK NO. 14.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	12.10	12.8	12.11	12.4
August	12.10	11.6	12.9	12.2
September	12.2	11.6	12.8	12.3
October	12.2	11.6	12.10	12.3
November	11.10	11.6	12.8	11.2
December	12.4	11.10	12.7	11.10
1870.				
January	13.4	12.4	13.7	11.8
February	19.0	13.4	13.5	12.4
March	15.0	13.9	12.9	12.1
April	15.6	13.9	13.9	12.5
May	15.6	13.6	13.8	13.2
June	13.6	11.10	13.5	13.1

LACHINE CANAL OFFICE,
Montreal, July, 1870.

ST. OUR'S LOCK.

STATEMENT showing the depth of river water on the lower and upper mitre-sills of St. Our's Lock, during the fiscal year ending the 30th day of June, 1870. (From Superintendent's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	14.0	11.0	11.5	9.4
August	11.11	10.3	10.8	8.11
September	11.11	9.10	9.3	8.2
October	14.8	11.1	13.1	8.9
November	12.9	10.5	12.0	10.3
December	15.5	11.11	11.9	9.10
1870.				
January	15.0	11.7	11.5	9.1
February	14.1	11.11	10.10	9.6
March	14.1	11.10	10.10	9.6
April	20.10	15.1	16.10	11.8
May	19.5	13.2	15.4	11.0
June	13.0	10.2	11.0	8.11

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CHAMBLY CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 9.—LOWER SILL.		LOCK NO. 1.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.4	10.9	10.3	9.1
August	13.0	10.3	9.4	8.4
September	10.5	9.4	8.7	8.3
October	16.7	9.7	11.5	8.2
November	15.0	12.0	11.1	9.10
December	14.3	12.0	10.3	9.2
1870.				
January	16.6	11.10	10.3	9.5
February	19.11	15.6	10.4	9.7
March	19.7	15.1	10.0	9.2
April	19.8	16.1	12.8	10.2
May	18.3	13.4	12.4	10.2
June	13.3	10.1	10.3	8.9

LACHINE CANAL OFFICE,
Montreal, July, 1870.

ST. ANNE'S LOCK.

STATEMENT showing the depth of river water on the lower and upper mitre sills of St. Anne's Lock, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	10.7	9.6	10.10	8.11
August.....	9.6	9.0	9.3	8.3
September.....	10.0	8.10	10.4	8.4
October.....	10.2	8.6	9.8	7.10
November.....	8.6	8.3	7.10	7.5
December.....	9.0	8.4	7.8	7.2
1870.				
January.....	10.2	8.7	8.0	7.2
February.....	10.2	9.0	8.5	7.6
March.....	9.11	8.6	8.2	6.11
April.....	14.4	8.7	15.5	6.11
May.....	14.4	10.8	15.4	9.11
June.....	10.8	9.2	9.10	7.8

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CARILLON CANAL.

STATEMENT showing the depth of river water on the mitre-sill of Lock No. 1, at lower entrance, and Lock No. 3, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 1.—LOWER SILL.		LOCK NO. 3.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	11.0	9.5	12.5	8.11
August.....	9.8	8.4	10.1	8.5
September.....	11.0	8.8	11.6	8.1
October.....	10.0	8.0	10.7	7.8
November.....	8.0	6.11	7.6	6.0
December.....	7.0	6.10	7.6	6.4
1870.				
January.....	9.6	6.3	10.6	6.0
February.....	9.6	8.3	10.0	8.3
March.....	8.6	7.10	8.3	6.0
April.....	17.0	9.0	18.10	6.6
May.....	17.0	10.6	18.8	11.4
June.....	10.6	8.0	10.10	7.7

LACHINE CANAL OFFICE,
Montreal, July, 1870.

CHUTE-A-BLONDEAU CANAL.

STATEMENT showing the depth of river water on the lower and upper mitre sills of Lock No. 4, at Chute à Blondeau, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOWER SILL.		UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.0	9.10	12.10	9.8
August	10.8	9.2	10.6	9.0
September	12.3	9.3	12.0	8.8
October	11.3	8.6	11.0	8.4
November	8.5	7.8	8.3	7.6
December	8.6	8.0	8.1	7.10
1870.				
January	11.0	7.10	12.0	7.8
February	13.4	11.6	14.0	11.6
March	10.0	7.2	12.0	7.0
April	20.1	7.9	19.9	7.6
May	19.7	11.8	19.2	11.4
June	11.8	8.5	11.5	8.3

LACHINE CANAL OFFICE,
Montreal, July, 1870.

GRENVILLE CANAL.

STATEMENT showing the depth of river water on the mitre sill of Lock No. 5, at lower entrance, and Lock No. 11, at upper entrance, during the fiscal year ending the 30th day of June, 1870. (From Lockmaster's Returns.)

MONTHS.	LOCK NO. 5.—LOWER SILL.		LOCK NO. 11.—UPPER SILL.	
	Highest.	Lowest.	Highest.	Lowest.
1869	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	13.2	10.4	12.7	9.6
August	11.1	9.7	10.6	8.7
September	12.4	9.4	11.10	9.0
October	11.8	8.7	11.3	8.3
November	9.8	8.4	8.3	7.4
December	8.10	8.4	7.6	6.10
1870.				
January	13.6	8.6	7.10	6.8
February	14.6	10.0	7.8	6.9
March	12.0	10.0	6.9	5.10
April	20.3	10.0	18.5	6.7
May	20.0	12.0	18.2	11.4
June	11.9	8.6	11.3	7.7

LACHINE CANAL OFFICE,
Montreal, July, 1870.

APPENDIX No. 4.**CORNWALL CANAL.**

Description of the works and repairs executed during the fiscal year ending 30th of June, 1870, by D. A. McDonnell, Superintendent.

(No. 11,738.)

CORNWALL, 19th July, 1870.

F. Braun, Esq., Secretary,

Department of Public Works, Ottawa.

SIR,—I have the honor to furnish you with the following Report upon the works executed on the Cornwall Canal, during the past fiscal year.

They may be enumerated as follows :

Repairs.

The raising of embankment and slope walls.

Repairs of lock gates and weirs, cleaning out of side ditches, drains, and culverts.

Repairing bridge across supply weir, at Guard-Lock.

Shingling roof of Superintendent's house, and repairing lock-houses along the Canal.

Seven new knees, and 4 new foot bridges supplied to lock gates.

Eight new sheaves placed in chain-holes of locks.

The total cost of the above works, amounts to the sum of \$4,846 26.

Dredging.

The steam dredge, which arrived at Cornwall Canal, on the 27th of last September, commenced operations on the 1st of October following in the reach above Lock No 20, when it removed 331 scow loads of deposit from the bed of Canal until the 30th of June last : the material thus removed, was dropped in the Bay above Milleroche's Culvert.

The sum expended on account of the dredging operations amounts to \$1,978 47. This embraces an expenditure of \$1,183 31 for the repairs of the dredge itself, which is greater than the amount estimated at first, because it had to be almost renewed, and the dredge scows had to be repaired. The dredge and scows are now in a very efficient state.

New Works.

The new weir for improving the entrance of Canal at Dickenson's Landing, and for raising the head of water at Guard-Lock, was successfully completed last November, and has proved highly beneficial to navigation and to the milling interests on the Canal.

The regulating weir, near the town of Cornwall, was completed on 1st of last May. This work, the want of which was felt for many years, will now enable the Government to regulate and control the water required for milling and manufacturing purposes as well as for the proper navigation of the Canal.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) _____

D. A. McDONNELL,
Superintendent.

APPENDIX No. 5.**WILLIAMSBURGH CANALS.**

Description of the works and repairs executed on these Canals during the fiscal year ending 30th June, 1870, by Isaac N. Rose, Superintendent.

(No. 12,518.)

MORRISBURGH, July 15th, 1870.

F. Braun, Esq., Secretary,

Department of Public Works, Ottawa.

SIR,—I have the honor to submit my Annual Report on the Williamsburgh Canals, for the fiscal year ending the 30th June, 1870.

The Canals were kept in good working order from the 1st July, 1869, to the 3rd of December, when they were closed for the winter ; opened again on the 23rd of April, 1870, and continued in good working condition to the 30th June.

The works which have been in progress during the year, may be classed under the head of ordinary repairs.

The swing bridge over Lock No 26, Galops Canal, was completed in the month of August, and is now in good working order.

The several lock-masters and lock-laborers houses, have been covered with shingles, and are now in good condition.

Repairs to the pier and ice-breaker at upper entrance, Farran's Point Canal, were completed during the month of July last.

Two pairs of lock-gates have been rebuilt anew, all above water, for Lock No. 24, Rapide du Plat Canal, and Lock No. 25, Point Iroquois Canal.

For the protection of the Canal banks the force employed consists of one scow, and a horse for towing, together with a foreman, and from four to six laborers.

The work was confined to the Junction and Rapid du Plat Canals, and continued from the 1st July to the 1st December, 1869, and from the 1st April to the 30th June, 1870. Some 300 cords of stone were used on repairs to the inside, and portions of the outside banks of the Canal.

It is necessary, for the safety of the Canals, that this work should be continued from year to year, in order to counteract the wear and tear which constant navigation entails.

Repairs have also been done to bridges, lock-gates, bumping and snubbing posts, scows, boats, ditches, sluices, and piers.

A new boat was built during last winter for the buoy service, using such materials from the old boat as could be worked with advantage ; the new boat is now in working order.

The buoys were put down in the months of May and June, from Dickenson's Landing to Prescott, which are all in good order.

The aggregate amounts of pay-lists, for the fiscal year ending the 30th of June 1870, are as follows.

For ordinary repairs, including the buoy service.....	\$7,137 43
For staff, certified.....	5,465 13
	12,602 56

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed.) ISAAC N. ROSE,
Supt. Williamsburgh Canals.

APPENDIX No. 6.

WELLAND CANAL.

*Description of the works and repairs executed during the fiscal year ending
30th June, 1870, by S. D. Woodruff, Superintendent.*

(No. 11,817.)

WELLAND CANAL OFFICE,
St. Catherine's, July 22nd, 1870.

F. Braun, Esquire, Secretary,
Department of Public Works, Ottawa.

SIR,—I have the honor to submit the following Report of the works on this Canal, for the fiscal year ending the 30th of June.

This Canal was opened on the 20th day of April, and closed on the 10th day of December last.

An interruption to the navigation for twenty-four hours occurred on the 7th of August, in consequence of one of the gates at Lock No. 1 having failed; and on the 6th of September, it became necessary to draw off the level above Lock No. 2 to staunch a leak under the waste weir.

During the progress there was a heavy fall of rain, which prolonged the staunching, so as to cause a suspension of navigation for three days. During the winter this leak has been thoroughly overhauled and repaired, so that it is not probable that any further escape of water will take place, or interruption to the navigation will ensue from it.

Construction.

Under the head of construction are embraced the new works proposed or required to complete the Canal.

The works completed during the past year are:—

The extension of the basin at Port Colborne,

The embankment between the Aqueduct and Junction,

The west pier at Port Dalhousie,

The protection works to the dam at Dunnville.

The work of rebuilding the superstructure of the east pier at Port Dalhousie was commenced last fall, and proceeded with until the winter set in, when further operations ceased. From the high state of the water there this season, the contractor has been unable to go on with this work, as, in consequence, it has been impossible to secure the new materials to the old, so that his operations have ceased until the water recedes.

Towards completing the summit level, with a view to lowering the water in this part of the Canal down to the level of Lake Erie, two dredges were employed part of last season in removing the bars and shoals from the bottom; but, in consequence of recent and extensive slides having occurred in the banks of the deep cut, these dredges have been necessarily occupied in their removal.

Previous to 1866, several slips occurred in the banks of this cut, but as they were of no great extent, no obstruction to the navigation was experienced from them; but during the winter of 1866, there was an extensive slide in it, by which a large portion of the channel was filled. This was removed, so that no obstruction to the navigation ensued from it.

In 1869, further signs of settlement in the banks of this cut were discovered in several places, but as they were of no great extent, they did not much encroach upon the navigable channel ; but during the past spring, another very extensive slide occurred in it, by which the channel has been considerably encroached upon, and the previous slides assumed much greater dimensions. At the removal of these, the two dredges, as above stated, have been employed since the opening of navigation.

The length of this cut is 9,800 feet, and the extent of the slides upon it is 3,900 feet, or about 40 per cent. of its length.

From what has taken place, it would appear that further slides may occur, and that the risk is too great to attempt to lower the water before the banks at the sides of the cut have been removed for a considerable distance back, as such risk might entail the closing of the Canal ; but with a staff of dredges on hand, this would, in all probability, be but for a short time, and, during the interim, the old means of furnishing the supply from the Grand River could be resorted to, and the slides removed with the dredges. But the incurring of such risk is to be avoided, if possible, and I see no other way of effecting it but by removing a portion of the banks of the cut. This may not prevent further slips ; but should they then occur, they certainly cannot be so extensive, nor be so likely to impede the navigation, and the cost of lightening the banks of this cut will, undoubtedly, be much less than the removal of the material out of the channel after it has slipped in ; and, as a matter of economy, I strongly recommend that the banks of the cut for a considerable way back be removed before the water in this level is lowered, as has been proposed ; as, in the removal of the slips, it is necessary to transport and waste it either in the Niagara River or Lake Erie, a distance of from ten to fourteen miles, whereas, by lightening the banks the material may be got rid of by wasting it at either ends of the cuts, or at the rear, and thereby save, in all probability, forty per cent. of the cost.

Repairs.

The maintenance of the works on this Canal consist of the repair or renewal in whole or part of such structures as have become unfit or unsafe for further use by decay, the raising and facing the embankments with stone and gravel, to protect them from wash by the action of the water, clearing deposits out of the Canal, ditching, and such other necessary works.

The renewals have been the construction and hanging a pair of gates in the Colborne Locks, fourteen gates in the mountain range of locks, and a spare gate for Lock 1, swing-bridges at Locks 4, 5, and Colborne Lock, towing path-bridges over the twelve-mile creek at Weaver's Point, St. Catharine's, and below the waste-weir at Lock No. 3.

During the past winter the water was drawn off between St. Catharine's and Thorold, and the bottom cleaned out, the lock-gates overhauled and repaired, and the locks pointed. Considerable bars formed in the channel below Locks Nos. 2 and 3, upon which vessels grounded ; these it has been necessary to dredge out, so as to prevent further delays.

The breaches in the embankments at Dunnville—caused by the overflow there last year, referred to in my previous Report as having been got up to their full dimensions—have been maintained with but trifling settlements, and these I have made up to the former dimensions.

Last spring this point was again visited with a sudden rise of floodwater. It rose to within a few inches of the previous height, but no damage ensued from it further than that, some of the inhabitants, headed by the Reeve of Dunville, cut the embankments in the strip of land which separates the Grand River from Sulphur Creek, by which a considerable portion of it was carried away. I have again got them up to their former dimensions, so that there is no escape of water. The perpetration of this unlawful act has been reported to you ; but as yet, I am not aware that any steps have been taken to punish the offenders, and I may add that unless proceedings are taken for such object, that it will be impossible to protect the Canal from further unlawful aggressions.

Rents.

The annual rental of the water-power and other property leased on the Canal is.....	\$8,909 01
The amount collected during the fiscal year is.....	3,951 45
The amount remitted is.....	140 00
The amount remaining due on the 1st of July is.....	22,555 99

Schedule No. 1, appended, gives a list of the several holdings, with the yearly rents, payments during the year, and amounts standing due. A large portion of the amount in arrears will not be collected, unless coercive measures are used for enforcing it.

Lands sold.

The lands sold to the municipality of the County of Welland, comprise an area of 12,912 acres, and there remains due upon the purchase \$10,329 60, with interest at the rate of six per cent. per annum, from the 2nd day of May, 1854.

Damages.

Schedule No. 2, appended, gives a list of the vessels, &c., upon which penalties have been imposed and collected, for damages done to the works, and for breaches of the Canal regulations.

The amount collected is \$892.

The foregoing is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,
(Signed,) S. D. WOODRUFF,
Superintendent.

WELLAND CANAL.—Continued.

SCHEDULE No. 1.—Statement showing the annual rents of water-power and other property situate on the Welland Canal, together with payments made, arrears of rent, and remitted during the fiscal year ending 30th June, 1870.

Where situate.	Name of Lessee.	Machinery, &c.	Yearly Rent.	Arrears to Payments 30th June, 1870.	Balance due to 1st July, 1870.	Remarks.	Remission of one year's rent of grist mill at Lock No. 10, as per letter No. 5,448, of 25th Sept., 1869.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Dalhousie . . .	Robert Laurie and Co.	Grist mill	187.30	280.95	187.30			93.65			
	R. and J. Laurie	do	240.00	360.00	240.00			120.00			
	R. and J. Laurie	Lot 1 acre	20.00	30.00	20.00			10.00			
	R. Morrison	Saw mill	121.00	242.00	121.00			242.00			
	Alexander Muir	2 Docks	176.00	264.00	176.00			176.00			
	Geo. A. Clark	{ 2 Wharf lots \$80 { \$20 }	100.00	180.00	100.00			180.00			
	Donaldson and Andrews.	Dry dock	100.00	150.00	100.00			150.00			
	James Mavor.	Lot	20.00	30.00	10.00			20.00			
	Michael Kearns	do	10.00	20.00	10.00			20.00			
	John L. Ranev.	Flouring mill	260.00	1,300.00	1,300.00			1,300.00			
	St. Catherine's Water Power Co.	Surplus water	560.00	750.00	560.00			250.00			
	Calvin Phelps	Merchant mill	150.00	225.00	150.00			75.00			
	Calvin Phelps	Wharf	40.00	60.00	40.00			20.00			
	Richard Collier	Saw mill	167.66	251.49	83.83			167.66			
	Thomas Bowers	Grist mill	140.00	280.00	140.00			140.00			
	W. and C. Collier	Surplus water	480.00	600.00	240.00			360.00			
	Locks 11 to 22	Welland Canal Loan Co.	63.00	159.00	63.00			600.00			
	do 12, 13 & 14	Gordon and Mackay	240.00	600.00	600.00			160.00			
	do 15	John Brown	160.00	320.00	160.00			724.00			
	do 20	Wm. B. Hendershot	181.00	724.00	724.00			324.00			
	do 21	Wm. Beatty	216.00	540.00	216.00			95.40			
	do 22	Wm. Beatty	63.00	159.00	63.00			50.00			
	do 23	W. H. Ward	50.00	100.00	50.00			146.00			
	do 23	W. H. Ward	146.00	232.00	146.00			40.00			
	do 23	John Brown	40.00	80.00	40.00			111.00			
	do 24	Jacob Keefer	222.00	333.00	222.00			130.00			
	do 24	Brown and Ross	130.00	260.00	130.00			1,520.00			
	do 24	S. B. Freeman	160.00	1,520.00	80.00			1,600.00			
	do 25	John Brown	80.00	160.00	80.00			1,600.00			
	do 25	Alexander Christie	160.00	1,600.00	1,600.00						

Thorold	Now Nutty and Woodward, now William Wait	Cotton Factory	260 00		200 00
Allaburgh	Wright and Duncan.	Flouring mill	1,624 00	1,624 00	Notice of resump- tion given.
do	W. H. Merritt, jun.	Saw mill	522 60	522 60	
do	J. and H. Bowman	Pail factory	231 00	231 00	
do	Wm. Pennock	Shingle factory	346 00	346 00	
do	Tucker and Kannie	Saw mill	300 00	300 00	
do	Philip S. Mussen	Lot 1 acre	20 00	20 00	
do	I. and J. Abbey	Dry dock	150 00	150 00	
do	Abbey and McFarland	do	300 00	75 00	
do	Donaldson and McFarland	Grist mill	79 20	979 60	
do	Rebt. Band and Co.	Merchant mill	86 00	172 00	
do	John Donaldson	Wharf lot—ground rent	206 00	412 00	
Welland	Killins and Dockstader.	Saw mill	8 00	12 00	
do	Dunlop and Seely	Grist mill	156 00	312 00	
do	Ebenezer Seely	Saw mill	216 00	432 00	
do	Moses Cook	Wharf, Old Aqueduct	214 00	1,177 00	
do	L. Mead	Grist mill	20 00	52 00	
do	Wharf lot	do	192 00	32 00	
do	H. Sherwood	do	141 15	96 00	
Junction	John A. Hellens	do	25 00	138 80	
Marsville	John Graybill	do	25 00	112 00	
Broad Creek	L. McCallum	Grist and saw mill	160 00	240 00	
do	Imback and Hicks	Saw mill	143 00	643 50	
Port Maitland	Jacob Turner	Grist mill	138 00	828 60	
Dunnville	Samuel Darling	Grist and saw mill	180 00	360 00	
do	L. J. Weatherley	Grist mill	86 68	86 68	
do	Henry Mittelberg	Carding works	53 34	106 68	
do	Chisholm and Minor	Saw mill	77 34	278 39	
do	A. S. St. John	do	138 67	277 36	
do	Brown and Merritt	Grist mill	120 00	69 34	
Haldimand	John Oldfield	Plaster mill	113 00	960 00	
do	J. Clark and Brothers	Saw	237 34	226 00	
do	J. O. and R. H. Kirkpatrick	do	1,793 55	1,793 55	
do	John Beatty and Robt. Band	Grist do	66 67	133 36	
Port Colborne	John Gordon	do	153 34	318 35	
do	A. X. Scholfield	Wood-yard	149 20	149 20	
Dunnville	J. W. Bosanquet	Wharf lot	25 00	12 50	
St. Catharines	Chas. John Brydges	2nd Elevator	20 00	20 00	
do	John Fanning	Water-pipes	20 00	50 00	
Thorold, Lock 23	R. B. McPherson and A. Weir	Lot	20 00	20 00	
do	Thorold, Lock 23	Grist mill	110 00	110 00	
			\$8,909 11	\$26,647 44	\$149 00
					\$22,555 99

WEILAND CANAL OFFICE,
St. Catherine's, July 22nd, 1870.

(Signed) S. D. WOODRUFF, Superintendent.
(Signed) THOMAS ADAMS, Paymaster & Clerk.

WELLAND CANAL.—Continued.

STATEMENT showing the amounts collected from vessels, &c., for damages done to the works, and for breaches of the Canal Regulations, during the fiscal year ending 30th June, 1870.

Date.	Name of Vessel, &c.	Amount.	Remarks.
		\$ cts.	
1869.			
July 10....	Schooner New Dominion	50 00	Damaged gates Lock No. 1.
Oct. 9....	do Ontario	10 00	Broke north wing wall stone bridge.
" 9....	Propeller Magnet	20 00	Violating Welland Canal Regulations.
" 9....	Schooner Garibaldi	20 00	do do do
" 9....	Propeller City of New York	10 00	Broke beam of bridge St. Catherines.
" 16....	do Empire	10 00	do balance beam Lock No. 9.
" 16....	Schooner George Thurnston	10 00	Damage to bridge at Lock No. 2.
" 16....	Barque Southampton	10 00	do St. Catherine's.
" 16....	Tug Minnie Parsons	50 00	do Aqueduct.
" 21....	Schooner Atwater	25 00	do Port Robinson.
" 24....	Propeller Young America	10 00	Violating Welland Canal Regulations.
1870.			
May 2....	Schooner Aurora	40 00	Damage to abutments, bridge Lock No. 2.
" 11....	do Dashing Wave	25 00	do bridge at Hurt's Bridge.
" 11....	do Montank	10 00	do do Lock No. 2.
" 16....	Steamer Georgian	20 00	Violating Welland Canal Regulations.
" 18....	Schooner John Tibbets	5 00	Destroyed large lantern at Port Colborne.
" 26....	do Theodore Perry	20 00	Violating Welland Canal Regulations.
" 28....	Propeller Bruno	20 00	Broke timbers, &c., bridge Lock No. 2.
" 28....	Schooner Clyde	10 00	Violating Welland Canal Regulations.
" 28....	do Sir Chas. Napier	10 00	do do do
June 1....	do Jamaica	40 00	do do do
" 2....	do Trade Wind	40 00	do do do
" 4....	do New Dominion	40 00	Damaged bridge at Stone-bridge.
" 6....	do Telegraph	58 00	do do Port Robinson.
" 6....	do Queen of the Lake	11 00	do anchor, at Lock No. 16.
" 7....	do Monarch	5 00	Broke needle-beam bridge at Welland.
" 7....	do Lathrop	5 00	do do do
" 8....	Scow Rattlesnake	7 00	Damaged bridge at Keefers.
" 8....	Propeller Lawrence	11 00	Broke anchor, gate Lock No. 4.
" 9....	Schooner Lyman Case	20 00	Damaged at Junction.
" 9....	do Jane C. Woodruff	10 00	Violating Welland Canal Regulations.
" 10....	do Reindeer	20 00	Capized gate Lock No. 20.
" 10....	Scow Royal Oak	40 00	Violating Welland Canal Regulations.
" 13....	Schooner L. B. Crocker	10 00	do do do
" 13....	do Ontario	10 00	do do do
" 16....	do Nashua	10 00	Broke anchor and collar, gate Lock No. 6.
" 16....	do S. Robinson	80 00	do swing bridge at Port Robinson.
" 16....	do R. H. Becker	20 00	Violating Welland Canal Regulations.
" 18....	do Son and Heir	40 00	do do do
" 27....	Barque Canada	20 00	do do do
	Schooner Union Jack	10 00	
		\$392 00	

(Signed,)
(Signed,)S. D. WOODRUFF, Superintendent.
THOMAS ADAMS, Paymaster & Clerk.WELLAND CANAL OFFICE,
St. Catherine's, 22nd July, 1870.

APPENDIX No. 7.

BURLINGTON BAY CANAL.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by S. D. Woodruff, Superintendent.
(No. 11,816.)

WELLAND CANAL OFFICE,
St. Catharines, July 22nd, 1870.

F. Braun, Esq., Secretary,
Department of Public Works, Ottawa.

SIR.—I have the honor to report that, during the fiscal year ending the 30th June, the works at the Burlington Bay Canal have not required any outlay upon them for repairs, and in the maintenance of the ferry it has been only necessary to expend the sum of \$47 27 in caulking the scow, and making some small repairs. A further outlay of from \$80 to \$100 will be required upon the ferry scow and punt before the winter sets in. They have been some time in use, and to render them serviceable during the winter, this outlay will be necessary.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) S. D. WOODRUFF,
Superintendent.

APPENDIX No. 8.

RIDEAU CANAL.

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by J. D. Slater, Superintendent.
(No. 11,896.)

OTTAWA, July, 1870.

F. Braun, Esq., Secretary,
Department of Public Works, Ottawa.

SIR,—In accordance with general instructions from the Department, dated 23rd May, 1865, I have the honor to submit the usual annual Report, on the state of the works connected with the Rideau Canal.

The navigation closed on the 27th November, and was opened on the 2nd May, 1870.

An accident occurred at Jones's Falls on the 16th July—two pairs of gates were carried away while passing a barge through the combined locks, which are 15 feet lift each at this station ; one of the boat hands, Michael Kelly, and a farmer named Timlin, were drowned ; the navigation was interrupted a month at this point in consequence.

On account of the frequency of the floods, and their increased volume, measures were adopted to pass the water more freely at Long Island ; the two 15 feet sluices in the dam at the locks were increased to three, of 20 feet each, and preparations were made to rebuild and enlarge the bulkhead at Manotic, by the addition of two 20 feet openings. It was thought better to defer the latter until the summer, after the spring flood had passed.

The freshet this spring, in the Rideau, and in all the southern tributaries of the Ottawa, was unusually high, and considerable damage was done to the works &c., on these streams ; the Canal escaped with but small damages ; the boom that was left at the head of Long Island, together with the top of the pier to which it was fastened were carried away ; a portion of the old bulkhead at Manotic was also carried away, and two bridges below were damaged. The water rose while the ice was solid ; the flood was anticipated, and precautions had been taken at all dangerous points. The water had to be kept back in Rideau Lake, higher than usual. The capacity of the River and Canal to pass the water was tested to the utmost for about a week.

On the 21st of June, a leak was formed under the large crib dam, at the foot of Long Island. This dam is upwards of 30 feet high, and the crib 40 feet wide at the base, filled with stones, with an embankment of clay in front. The water carried away about 100 feet in length of this clay embankment. The leak was checked by the good judgment of Lockmaster Addison, aided by Mr. Davis and his Manotic force, and the northerly end of the dam has since been repaired in a most substantial manner.

The crib is now twelve years old, the top timbers are decayed, and the only thing to do, as they think, is to place a sufficient weight of stones at the back of the dam to compensate for the strength of the timber. This has been thoroughly done on the north end of the dam where the leak was, and the front filled with stones, brush, and fine gravel, instead of clay ; about 600 yards of stone will be required next winter to fix the south end of this dam, and 400 yards for the reserve, and to face the banks from which the stone was borrowed to stop the leak.

The bulkhead at Hogsback is very much out of repair. It has been damaged by the ice and driftwood carried against it by the floods ; it will not be safe to trust it another season. Before reconstruction, it would be desirable to ascertain if some other plan could be substituted to pass the ice, etc., more freely.

There is a prospect of low water in the Canal this season, on account of the continued dry weather, but the reserve in the lake is not exhausted yet.

It is to be regretted that forwarders will not adapt their vessels to the depth of water the Canal was intended for—viz., 4 feet 6 inches ; there are boats now navigating the Canal that draw much more than that, even when light, and when the spring high water subsides, they have to be taken off, thus bringing discredit to the Canal.

Gates were renewed at the undermentioned stations, viz. :—

Poonamalie,	1	pair	high gates.
Nicholson's,	2	do	do
Burritt's,	1	do	do
Long Island,	1	do	do
Hogsback,	1	do	do
Ottawa,	1	do	do

Repairs to works and machinery were performed at nearly all the stations, involving in some cases, pumping the locks, and lowering gates, details of which are given hereunder, viz. :—

Kingston Mills. Five hundred yards stone supplied, face of dam repaired, also portions of embankment ; portions of the masonry pointed and grouted, sluice frames repaired, and sundry small repairs.

Brewer's Lower Mills. Gravel procured, and dam repaired, also sundry small repairs.

Brewer's Upper Mills. Sundry small repairs, and repairs to roadway.

Jones's Falls. New swing bars on gates (centre), and sundry repairs to iron works and machinery, coffer dam, and repairing sill of waste weir, cutting out stone, and fitting oak pieces to sills to stop leakage, dam, and pumping out lower lock, and removing rubbish.

Davis's. Two coffer dams, pumping out lock and repairing bottom, repairing pier in front of man-holes, also renewing flooring of pavement of lock, repairing sluices, &c., and one pair new swing bars on upper gates, and some small repairs ; new coping blocks, &c.

Chaffey's. Renewing coping blocks and sluice frames, putting on new mitre post, upper gate, and sundry small repairs.

Narrows. Splicing posts and new rails in gates, alteration and repairs to iron works, repairs to fence, and some small repairs.

Poonamalie. Lower gates renewed, new store-house built, dam much improved by placing in gravel, and dam built on creek to prevent flooding land. Bushing flanges, &c., machinery, and other small repairs.

Smith's Falls Detached. Lower gates renewed, bushing flanges, and repairs to machinery and small repairs.

Smith's Falls Combined. New bridge over Bye-wash, and sundry other small repairs.

Old Sly's. Repairs to protecting piers and to bottom of lock, new sheave blocks, and small repairs.

Edmond's. Some slight repairs to embankment.

Kilmarnock. Repairs to dam, and small repairs to works.

Merrickville. Sundry repairs to swing-bridge and approaches, underpinning basin wall, and pointing masonry generally, sundry small repairs to works, and putting on new mitre-post to basin-gate.

Clowes. Repairs to top of dam with coarse gravel, and putting in several new stones knocked out by ice, repairs to lockmaster's house, and small repairs to machinery.

Nicholson's. Renewing two pairs lock-gates, altering and repairing iron works and machinery, bushing flanges, &c., several new coping blocks, and other small repairs.

Burritt's. Renewing lower gates, bushing flanges, &c., and repairing machinery; sundry repairs to upper gates coffer-dam, to enable bulkhead to be reconstructed ; small repairs to embankments.

Long Island. Renewing centre gates, sluice-frames, and grating over man-holes ; renewing, altering, and enlarging waste weir, providing timber for new swing bars, coffer-dam for Manotic works, boom at point of Island, and sundry small repairs.

Black Rapids. Sundry repairs to embankments, upper gates, and dam, new swing bars, mitre post, and rails of gate, and small repairs.

Hogsback. Renewing centre gates, and sundry repairs to dam, bulkhead, and machinery.

Hartwell's. New swing bar, and sundry other repairs.

Ottawa. Renewing high gates, sundry repairs to gates, sills, and machinery. Several new sluice-frames and man-hole gratings, cleaning out and repairing basin, wharves, and sundry other repairs, and some improvements at Mutchmor's Cut and swing-bridge.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) JAMES D. SLATER,
Superintendent.

APPENDIX No. 9.

CARILLON AND GRENVILLE CANALS.

Report on improvements to Carillon and Grenville Canals, by John Page, Chief Engineer.

OTTAWA, 24th November, 1869.

The Secretary of Public Works.

SIR,—Under instructions contained in your letter, No. 5,645, I recently visited the Carillon and Grenville Canals, and now have the honor to submit the following remarks relative to certain improvements which it is desirable should be made to render the present line of navigation more serviceable; especially to such as might be undertaken and completed during the ensuing winter and spring.

In order to enable the matter to be readily understood, it is deemed necessary to draw attention to the works, as follows:—

Carillon Canal is about three miles long, has a bottom width of from 30 to 40 feet. At the lower end are two locks combined, and at the upper end there is one lock, 32 feet wide and 126 feet long.

It is fed from the North River, which forms a summit level 13 feet, and 22 feet higher than the Ottawa River at points adjoining the upper and lower entrances of the Canal, respectively.

The depth maintained on the lock sills is generally 6 feet, except during periods of low water, when the North River fails to furnish the requisite supply.

The side walls of some of the locks are in a rather dilapidated condition; the mortar having been washed out from between the stones, allows the water to escape through the joints on both sides and in rear of the gates; and the pressure, in several cases, has even displaced some of the stones. This seems to have been caused principally by the sluice-ways for the passage of water into and out of the locks having been formed in the side-walls, as it is invariably at places in their vicinity where the masonry is most disturbed.

To obviate this it has been proposed to build up the sluice-ways—secure the walls as well as the circumstances will permit, and, in their stead, to make sluices in the lock gates. This course, it seems to me, might, with advantage, be adopted, wherever practicable, on all the locks on this line of navigation.

The scarcity of water at certain seasons having hitherto led to much inconvenience and delay in passing through this canal, it has been suggested that as the channel above and below the Carillon Rapids is of a good depth, it would be advisable to ascertain minutely the greatest depth which could be carried through the rapids.

If a channel on this line could be made available, the downward trade, which is the heaviest and most bulky, would doubtless be greatly facilitated; whilst barges, in ascending, being generally light, would be less impeded in passing through the Canal.

Although unable, at present, to express any positive opinion on this point, it is nevertheless believed that the object proposed to be gained is of sufficient importance to warrant a careful examination being made, in order to ascertain whether it could be effected at a moderate expense.

Chute à Blondeau Canal is formed in a heavy rock cutting through a point which projects out into a deep bay on the north side of the river; it is about 700 feet long, 30 feet wide at bottom, with sides nearly vertical. At the lower end is a rock of from $3\frac{1}{2}$ to 4 feet lift, the sides of which are formed of the rock in position dressed down smoothly on the face; except the upper four feet, this, together with the gate quoins and recesses, being of dressed stone masonry.

The bottom of the Canal is at several places from 16 to 18 inches higher than the lock sills, and at seasons of very low water, no vessel drawing more than about $4\frac{1}{2}$ feet can pass through it.

To remedy this it is proposed to construct a flat dam from near the middle of the projecting point out to an island situated in the river, at a distance of from 180 to 200 feet, and thus raise the water in this comparatively narrow shoal, and unnavigable channel, as well as in the Canal, from $2\frac{1}{2}$ to 3 feet at low stages of the river.

It is believed that by the adoption of this plan the necessary depth could be maintained at all seasons. The probable cost of the dam thus proposed is estimated at \$4,000, a sum not exceeding what would in all probability be required to build coffer dams, unwater the cut, and lower the bottom.

Grenville Canal is for the most part a continuous thorough cut, chiefly thorough rock, and within a short distance of the north bank of the river. It is about $5\frac{3}{4}$ miles long; and although there are several sudden bends in the line within a space of three-fourths of a mile below the guard lock, the whole distance between the respective entrances by canal is very little, if any greater, than between the same points by the river. Its upper entrance is near the south extremity of a large bay, off which, on the south-westerly side of the river, are extensive shoals, partly dry at low water; and its lower outlet is in a small indent in the shore, where the channel is said to be of considerable depth.

The natural banks of the river, together with spoil deposited in low places from the excavation, have hitherto been found sufficiently high to protect the works of the Canal from being injured or flooded by high water.

Between the upper and lower outlets there is a declivity or fall of about 46 feet, to overcome which there are six lift locks, with a guard lock at the upper end, to regulate the level below at high stages of the river. The two upper locks and guard lock are each 19 feet wide and 106 feet long, they are single and detached; the others are 32 feet wide and 128 feet long, combined in pairs, placed 1,500 feet apart.

The reach between the two sets of combined locks is 50 feet wide at bottom; and the one next in ascending order, or that below lock No. 9, is 4,300 feet long, with a bottom width varying from 20 to 30 feet; the sides have generally irregular slopes.

Between locks Nos. 9 and 10 the distance is 15,200 feet, and the width of bottom ranges from 20 to 30 feet, for the most part with long irregular slopes.

In the line between locks Nos. 10 and 11 there are a number of abrupt sudden bends, and towards the upper end the rock cutting is of considerable depth; the whole distance is about 7,000 feet, and the bottom width for the lower two-thirds is about 30 feet; and for the upper one-third, through the deep rock cutting, the width at bottom is 20 feet.

From the head of the guard lock out to the entrance on the river the bottom width is 25 feet.

It may here be stated that the Ottawa River is subject to annual freshets or floods of more or less height, whilst occasionally in dry seasons the water level falls extremely low.

On the mitre-sills of the guard lock there was for a time, in May, 1861, a depth of 19 feet 7 inches, and in May, 1869, there was 19 feet 6 inches; on the same place there was for a short time, in August, 1868, only 4 feet 2 inches water; thus the fluctuation of the water level from August, 1868, to May, 1869, was 15 feet 4 inches.

The bottom of the cut above the guard lock, for a distance of 700 feet, consists of rock which is generally about the same level as the mitre-sills of the lock.

Between the guard lock and lift lock No. 10, the bottom is at some places barely as low as the sills of the upper lock.

From the foregoing it will be seen that there are at all times two serious impediments to the successful navigation of this route, and that at certain periods a still more formidable one is experienced from the shallowness of the water.

A vessel that can pass through the three upper locks may, under favorable circumstances, get expeditiously through the Canal, but from the contractedness of the prison, two vessels of the full dimensions cannot pass each other, which frequently leads to much detention and inconvenience. In fact, the narrowness of the channel limits the carrying capacity of the Canal to a far greater extent than the comparatively small dimensions of the locks.

Again, loaded vessels which could pass through the locks, and in single file through the reaches between them, are, at periods of very low water, prevented from entering the Canal at all.

It therefore appears that what is most urgently required is the means of maintaining the full depth in the upper reach at all times; consequently, this is the work most desirable to undertake first. Further, that the widening of the canal so as to enable two vessels of the full capacity of those now in use, to pass each other freely, would be of greater advantage to the trade than even the enlargement of the three small locks.

This view of the subject being assumed as correct, it will be evident that the proposed improvements should be proceeded with in the order above mentioned.

It is, however, proper to state, that instead of lowering the bottom of the upper reach of this Canal, it has been proposed to raise the level above it by means of a dam, and form a cut on the north side of the river, also to remove part of an island on the southerly side, to act as compensating channels for the escape of water when the river is at flood height.

By the adoption of this plan it is alleged that the Grenville Canal would not only be improved, but the whole line of navigation above it, up to within a short distance of the City of Ottawa, would be greatly benefitted.

The approximate cost of carrying out this scheme, irrespective of land damages, has been estimated at from \$125,000 to \$130,000.

But without attempting to discuss this matter, it may be stated that there is, at present, no satisfactory means of ascertaining the extent or probable value of land damages which such a dam would cause. Moreover, as the plan contemplates the raising of the water only three feet at low stages of the river, it would not, if carried out, obviate the necessity of widening the Canal, or even of lowering the bottom of the upper reach, when the proposed enlarged navigation of the Ottawa is undertaken.

In view of the known expense of executing this plan, and the uncertainty of what it might otherwise entail, it is believed that the most judicious course to adopt, for the present, would be the lowering of the canal bottom, as the work thus done would not only afford the necessary relief, but be serviceable in future operations, and would involve no claims for land or other damages.

In the event of its being decided to deepen the channel from the head of the rock cut down to Lock No. 10, the work could be done during the ensuing winter and spring, provided arrangements for that purpose were at once made.

The widening of the prism of the canal above water surface could be done next summer and fall, and the bottoming be completed during the following winter.

The three upper locks could also be enlarged in the winter of 1870-71, when the canal was emptied for the purpose of bottoming the increased width of channel.

The probable cost of executing the respective works above mentioned, is estimated by Mr. Sippell, the officer in charge, as follows:—

For the construction and removal of coffer-dams; unwatering work, and lowering the bottom of upper reach, an average depth of two feet; lowering chamber and mitre-sills of guard lock, &c., &c.	\$38,000
Widening prism of canal to 40 feet bottom throughout, coffer-dams and unwatering work, &c.	150,000
Enlarging the three upper locks, walls consisting of masonry ..	90,000

The enlargement of these locks, chiefly with timber, is estimated at \$45,000.

Judging from a cursory examination of the locality, in connection with the plans prepared, in 1860, by T. C. Clarke, Esq., C.E., I am, at present, inclined to believe that the general line of the existing canal, from its upper entrance down to within about three-fourths of a mile of Lock No. 9, will probably be found the most advantageous to improve for the proposed future enlarged Ottawa Canal.

If this is correct, any widening, deepening, or improvement in the line of the present channel may fairly be considered as so much done towards the future enlargement.

I have the honor to be, Sir,
Your obedient servant,

(Signed,) JOHN PAGE,
Chief Engineer, Public Works.

APPENDIX No. 10.

POR DOVER HARBOR

Description of the works and repairs executed during the fiscal year ending 30th June 1870, by S. D. Woodruff, Superintendent.

(No. 11,815.)

WELLAND CANAL OFFICE,
St. Catherines, July 27th, 1870.

F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—I have the honor to inform you that upon the works of the harbor, at Port, Dover, no expenditure has been made during the fiscal year ending the 30th June, 1870.

In my Report of the 24th July last, I apprised you that I had made arrangements for the removal of the sand bar formed across the mouth of this harbor, as authorized by your letter, No. 4,649, of the 15th June.

I have now to inform you that this arrangement has not been carried out, as, in consequence of the high state of the water in the lake, there was no immediate necessity for its removal, neither has there yet been; but, as the water in the lake is now beginning to recede, the contractor for it assures me that he will send a dredge there, and have it removed in sufficient time, so that the bar will not incommod the navigation.

I have the honor to be, Sir,
Your obedient servant,

(Signed,) S. D. WOODRUFF,
Superintendent.

APPENDIX No. 11.

HARBORS OF REFUGE, LAKES HURON AND ERIE.

Report by John Page, Chief Engineer.

OTTAWA, 20th January, 1870.

The Secretary of Public Works.

SIR,—In compliance with instructions conveyed in your letter (No. 2,901—Copy prefixed), examinations and surveys have been made of the different harbors and landing places on the east coast of Lake Huron and the north shore of Lake Erie, with a view of obtaining such information as would enable an opinion to be arrived at, as to which of them are the most capable of being made safe and accessible during storms.

On these coasts there are no natural harbors in which large vessels can find shelter; whilst the winds that render protection necessary, are generally those that have a tendency to create such seas at the mouths of the existing small harbors as prevent the possibility of their being approached.

Within the past twenty-five years the mercantile navy of the Lake has been more than quadrupled; the casualties to vessels, and frequently their entire loss, together with that of numerous lives and much valuable property, have also greatly increased. This has naturally led to the impression that if "Asylum Harbors" were established, many of these disasters would, in all probability, be avoided, and that the expense of their formation would bear a comparatively small proportion to the advantages they would ultimately confer on the trade.

But although these facts are generally admitted, many different views and opinions seem to be entertained as to the place or places which should be selected for this purpose—each locality, where small harbors or landing-piers have been constructed, having its advocates, in some cases irrespective of whether nature has at all adapted the place for shelter or access at the very time when these are most urgently required.

It is, however, believed that no considerations of a merely local kind should be allowed to have much weight in deciding a question of such general importance, but that the place should be selected chiefly on the grounds of its natural advantages, and its position in reference to the known wants of the navigation.

The propriety of establishing "Harbors of Refuge" being acknowledged, it is deemed proper to state at the outset what may properly be understood to constitute a harbor of this kind.

The basin or roadstead should be of ample area to accommodate at one time all the vessels likely to avail themselves of its shelter, and the depth of water be sufficient for loaded vessels to ride without touching bottom, during the oscillations of the surface caused by storms outside. It should have good anchorage ground, be easy of access and egress, and be situated as nearly as possible at a place or point on the coast towards which vessels are most frequently drifted by storms; or where, from the trend of the shore, they may be detained by adverse winds.

Fully impressed with the importance of the subject, every effort has been made to study all the facts bearing upon it that could be collected, such as the winds, currents, character of the coasts, soundings, anchorage, bearings, &c., &c.

All reports and documents relating to the question that could be found, have also been carefully perused, and the result of these enquiries and examinations is now respectfully submitted in the following report.

Lake Huron.

The prevailing winds over a large portion of this continent being westerly, the Canadian shores of the lakes, but especially those of Lake Huron, are peculiarly open to their influence.

On this lake it has been observed that the heaviest storms are generally from the north-west. At such times the central portion of the east coast receives the full sweep of the sea from Mackinac Straits, a distance of over 170 miles; and the lower part is equally open to gales from the direction of Saginaw, a distance across the lake of fully eighty miles.

From Cape Hurd, (seven and a half miles south of the lighthouse on Cove Island, at the entrance of the Georgian Bay,) to Chief's Point, a distance of forty-five miles, the general bearing of the shore is south-easterly. It is for the most part rocky, rugged in outline, and studded with numerous islands.

From Chief's Point to Point Clark the coast trends towards the south-west, and in this distance of forty-eight miles there is only one island of any considerable extent. From Point Clark to what is called Lakeview, the course of the shore is almost due south for fully fifty miles, when it again takes a south-westerly direction for forty-three miles to the mouth of the St. Clair River. The total distance between the places mentioned being about 186 miles.

The greater part of this shore presents an irregular line of clay bluffs, which at Goderich are about 120 feet high, but towards the north their elevation diminishes, and at many places there are long gradual inclinations from the lake up to the adjoining table land.

These banks overlie the limestone, which is exposed at various places near the shore, and also at or near the outlet of several streams.

The only rivers of any considerable extent which flow into the lake on its eastern side are the Saugeen and Maitland. The former of these drains an area of about 1,400 square miles, and the latter about 600 square miles of country.

Notwithstanding that these rivers are liable to heavy spring freshets, they do not bring down so large an amount of detritus as descends in streams of much less magnitude on the north shore of Lake Erie.

This should be especially borne in mind, as it forms a distinguishing characteristic of the difficulties to be encountered in the construction of harbors on these lakes.

Being fully convinced that any place on the coast, between Chief's Point and Cape Hurd, (no matter what natural advantages it might possess,) would be much too far to the north and east of the general track of vessels engaged in the trade to be of service as an asylum harbor, my investigations were principally directed to localities lying to the southward.

Having made these general remarks, it is now proposed to describe the different places which have been surveyed and examined.

The soundings or depth of water stated as existing at the various places mentioned, are in all cases, (unless specially stated,) those found in the fall of 1868, when the level of the lakes was unusually low.

Saugeen River

Is a stream of considerable magnitude, and drains a large extent of country.

It is liable to heavy spring freshets, that frequently carry with them great quantities of driftwood and generally large fields and masses of ice. These, from the contractedness of the outlet, sometimes form a jam or dam that raises the water and causes much damage.

In the spring of 1868, the water rose from fourteen to fifteen feet over its ordinary level, and for a time threatened the destruction of the warehouses built in the vicinity.

At the village of Southampton the banks are from 45 to 50 feet high, and the river from 300 to 400 feet in width. For about 1,000 feet within the line of the piers constructed at its outlet, the depth varies from 7 to 3 feet, but towards the upper part of the distance stated there are clusters of boulders dry at low water.

On the north side a pier has been carried out fully 600 feet parallel with the stream,

and on the south side one about 350 feet long, of a curved form, has been placed diagonally to the current, so that at its outer end there is a space of only 200 feet between it and the north pier. In the centre of that portion of the channel situated between the piers, the depth varies from 10 to 15 feet, which is maintained in an oblique direction outwards to the head of the north pier, where the width of water answering to these depths is about 80 feet.

From the south shore a shoal extends out fully 1,050 feet beyond the end of the south pier, in a direction across the entrance on which the greatest depth did not exceed 5 feet.

From this bar to considerably beyond the line of the north pier, as well as for at least 100 feet to the westward of the bar, the soundings varied from 8 to $9\frac{1}{2}$ feet.

This bank shifts its position, and the depth of water over it changes by the action of heavy gales; but for the most part it bars a direct entrance to the river.

There is reason to believe that these extensive shoals are formed more by the currents and action of the lake than from detritus brought down by the river; but to clear them out and guard against their formation is a problem very difficult, if at all possible, to solve.

Still, the construction of the north pier has, doubtless, been of great advantage to the locality, and it is quite probable that were it extended beyond the outer end of the shoal, the entrance to the river would at times be more accessible.

Chantry Island.—This Island lies $1\frac{3}{4}$ of a mile in a W.S.W. direction from the mouth of the Saugeen River, and fully three-quarters of a mile from the main land. It is about half a mile long, in a N.N.E. course, of a slightly curved shape, with a width varying from 50 to 300 feet, and contains an area above ordinary high water mark of about $9\frac{1}{2}$ acres. The central portion is 10 feet high, but its general height is not more than from 5 to 6 feet over the lake. It is composed chiefly of a substratum of clay and boulders with a gravel surface, patches of which are mixed with vegetable soil, and sparsely covered with a stunted growth of spruce, pine, and poplar trees. Near the centre of the island the trees are from 45 to 50 feet high, and towards the ends they are from 20 to 30 feet high.

The island is surrounded by reefs on its north, south, and west sides. Those at the north and south ends appear to be a subaqueous continuation of the ridge forming the island, and consist chiefly of granite boulders, some of which are of great size.

The easterly side of the southern reef runs south by west from the south point of the island. On this line, for the first 2,000 feet, the depth of water varies from 2 to 5 feet, thence for a like distance there is from 7 to 9 feet of water, and at about a mile from the island, there is a depth of 15 feet, gradually increasing to 40 feet, within the next quarter of a mile.

The northern reef runs N.N.E. from the north point of the island, and for about half a mile in that direction the depths vary from 5, 7, 10 to 13 feet, beyond which, on the same line and to the westward of it, there is a large area and several patches, with 14 feet water over them; but it is about a mile from the north point of the island before a clear line of 15 feet water is reached, when the depth suddenly increases to 25 feet and upwards.

On the westerly side, for the whole length of the island, there is a large area of an irregular width, closely studded with boulders, partly dry at low water; and it is fully half a mile to the westward before the line of 15 feet is reached.

Near the centre of the island a light-tower, about 80 feet high, has been erected, on which is placed a lenticular lighting apparatus of the second order.

The light stands fully 86 feet over the ordinary surface of the lake, and is visible from the deck of a vessel, in clear weather, at a distance of about eighteen miles.

It will, doubtless, be of importance to captains and masters of vessels to learn that after a careful hydrographic survey, it has been fully ascertained that both the north and south reefs, as well as the western shoals, can be cleared by keeping at the distance of one mile and a quarter from the lighthouse, and that outside of this line there will be found a gradually increasing depth of over fifteen feet water.

The island at the north end is 4,000 feet, and at the south end 5,400 feet to the westward of the main land. Along its landward or easterly side, the line of 10 feet water varies from 300 to 800 feet out from the beach, and the 15 feet water line is from

600 to 1,400 feet out, except at a few places, (near the centre,) opposite the northern end, where the depth is only 14 feet.

On the mainland side the 10 feet water line is from 300 to 700 feet from the shore, but there is a small patch about 600 feet to the southward at 1,400 feet out. The line of 15 feet water is from 600 to 900 feet out, except around the patch above mentioned, where it is nearly 2,000 feet distant from the shore.

The area of the water surface directly east of the island, and between it and the main shore, is 267 acres ; of this space there is an area of about 140 acres, in which the depth varies from 15 to 20 feet ; bottom generally covered with boulders, but at a few places there is good anchorage.

At the north end of the island a breakwater of cribwork, 683 feet long, has been built in an E.N.E. direction, out to a depth of 16 feet, which, to the southward, forms a small area of comparatively smooth water during north-westerly gales ; but as it does not strictly extend beyond the line of 15 feet, and only 200 feet outside of the 10 feet line, vessels really derive very little benefit from its shelter, unless they are of such a draught as can ride freely within the line of shoal water.

In short, the island being low, the trees upon it somewhat scattered and stunted, vessels at any place within the area of deep water inside, are still in a great measure exposed to the sweep of the wind, and to a heavy rolling sea in stormy weather. But it is said that the anchorage is in some places so good, that vessels provided with proper ground tackling, getting fairly under lee of the island, have hitherto been able to ride out heavy gales with safety.

Port Elgin Harbor lies five miles south of the mouth of the Saugeen River, and is formed by an indent in the shore, which, on the southerly side, trends very gradually towards the south-west.

This bay, between what may be considered the outer points, measures about three-fourths of a mile across, and from the same line extends about one-fourth of a mile inland.

For 300 feet outwards from the shore the water is from 4 to 6 feet deep, except on part of the northerly side, where there is only 3 feet water at 400 feet out.

Lakewards of the bay there are two large shoals, one of which lies about 600 feet south of the north point, and measures 560 feet from east to west, with a width of from 100 to 300 feet, partly dry at low water ; the other is opposite the centre of the bay, and is 868 feet long from north to south, with a width of from 100 to 450 feet, on which there is a depth of from 4 to 6 feet.

In other parts of the bay the soundings found were from $7\frac{1}{2}$ to 13 feet, but in the channel leading from the north-west there is not a clear depth of more than $7\frac{1}{2}$ feet.

On a line leading south-west from the head of the landing pier, past the southern shoal, only 7 feet water can be carried ; but in a S.S.W. direction from the same place, the least depth found was 10 feet.

A landing wharf, 420 feet long, with a cross-head of 80 feet, was constructed in 1857 and 1858, near the centre of the bay, at the outer end of which there was found a depth of 10 feet ; but it being open to all winds from S.W. round to N.W., a breakwater, 420 feet long, consisting of groups of piles driven into the gravel bottom, has been formed at right angles to, and 650 feet out from, the pier. A crib has also been placed on the southern point of the north shoal.

These works are expected by the residents to have the effect of rendering the landing pier easier of access, and of making the water inside more tranquil.

All the expenditure at this place, with the exception of a grant of \$4,000 from the Government, has been made either by private individuals or by the municipalities.

There is reason to believe that these improvements have been of great advantage to the locality, and especially to the village situated about three-fourths of a mile inland, the residents of which were chiefly instrumental in getting them properly carried out.

Inverhuron Bay lies nineteen miles S.W. by S. of the mouth of the Saugeen River, and two-and-a-half miles south of Point Douglass.

It is about four-fifths of a mile across in a south-easterly direction from the north

point to the opposite shore, and extends about one-third of a mile inland from the same line.

On its easterly side there is generally a depth of 10 feet water at 300 feet out from the beach, but on the north side the 10 feet line is within 100 feet of the shore, and at some places less.

The line of 15 feet water is from 400 to 800 feet out from the eastern shore, and on the north side it is from 100 to 250 feet out.

At a distance of 2,100 feet from the north point, in a south-easterly course, there is a rocky shoal about 150 by 250 feet, on which the depth varies from 7 to 10 feet.

This reef appears to be of limestone, with deep and wide fissures running through it, and lies about 900 feet out from, and in line with, the landing pier, which was built there in 1856 and 1857.

The pier is situated a little to the south of where a small creek empties into the lake; it is 546 feet long, and there is a depth of 17 feet water at its outer end.

The beach has made out considerably since the pier was first built, so that part of it is now in a measure on solid dry ground.

The whole area of the bay within the line first mentioned, is about 124 acres, of this there are 33 acres lying south of the pier and reef, 91 acres between that line and the south shore of the north point.

About one-half of the latter, or fully 45 acres, has a depth varying from 15 to 26 feet and upwards. The Bay is partly sheltered on the north and north-west by a wooded projecting point, and a reef which runs out nearly a quarter of a mile in a westerly direction.

On the west and south-west it is fully open to the sweep of the sea, which at times rolls in with great force.

Along the north-east side there is a considerable area where the bottom is clay, and where the anchorage is said to be good, but at other places the bottom affords no reliable holding ground.

The Government expended \$15,125 on the construction of the landing pier, but its maintenance is now provided for by the County Municipality, by which some addition to its length has also been made.

Kincardine Harbor is situated at the mouth of the River Penetangore, about 27 miles S.S.W of the Saugeen River, and 31 miles north of Goderich. This part of the coast is remarkably uniform, presenting no bays or indentations of an extent that affords any natural facilities for the construction of a harbor. The banks are generally high and bluff, but at many places they recede from the shore with a quick slope, through which the streams that drain the interior have cut deep ravines as they approached the lake. The Penetangore is one of these, and although comparatively small, it furnishes in its winding course and rapid descent through the village plat of Kincardine, sufficient power to drive several mills. Previous to the construction of the harbor into which it now discharges, the stream ran southerly along in line of the beach for nearly half-a-mile before entering the lake.

The harbor consists of an inner basin, and two lines of piers, placed 100 feet apart, which run out from the shore in a direction W. by N. $\frac{1}{2}$ N. Part of the north pier is built of crib-work, and part is formed by ranges of piles driven close along the outer and inner sides; these different sections together with the inside docking, make a continuous line of structure 1,155 feet long.

This pier extends out to a depth of 12 feet water, and is 550 feet beyond the present line of beach, which appears to have made considerably on the north side since the works were first constructed.

The south pier is also built partly of crib-work and of piles, placed so as to afford a clear water-way of 100 feet for a distance of 300 feet, when an offset is made, which increases the width of the entrance to about 135 feet—this line is then continued as far as the pier extends, or to within 300 feet of the outer end of the north pier.

A basin or inner harbor of about one and a half acres area has been excavated, partly in the old bed of the river, and through an adjoining flat which lies to the south and landwards of the south pier.

It is faced on the north and west sides by lines of piles driven close together; and with a view of preventing the sand in the vicinity from silting it up, a line of narrow crib-work has been placed in rear of part of the piles on the west side.

The depth of water in the basin varies from 8 to 10 feet, and although of small extent, it doubtless affords an area of comparatively smooth water, and a degree of shelter during westerly winds which could not easily be otherwise obtained.

There was found from 7 to 10 feet water between the entrance piers, except for a short distance within the outer end of the south pier, and in line with the north beach, where the depth was only from 5 to 7 feet. This bar was said to have been formed by sand drifting through the north pier during heavy gales. To guard against this in future, a narrow line of crib-work has been placed immediately inside of the face piles.

At other places, improvements of the works have also been made, or contemplated, and fully five acres of the adjoining flat has been reserved for the future enlargement of the basin, so that there is reason to believe, from the enterprise shown by the village corporation, that strenuous efforts will be made to render the place as good a commercial harbor as nature and circumstances will permit.

The Government has, at various times, assisted in the construction of the works by grants, which, in the aggregate, amount to \$23,544, and it is said that a like sum has been expended by the village and county municipalities.

Kincardine contains about 1,800 inhabitants, and is built principally on the high land lying north of the river. It has grown up rapidly within the last few years, and now forms a point of export for a large tract of fertile country in the interior, there being now shipped annually from this place about a quarter of a million bushels of grain, besides large quantities of other farm produce.

Goderich Harbor is situated at the mouth of the River Maitland, sixty-three miles N.E. by N. from the entrance to the St. Clair River, and twenty-three miles S. $\frac{1}{2}$ E. from Point Clark Lighthouse, which is about thirty-six miles S.W. by S. from the Saugeen River.

The Maitland is a stream of considerable size, and drains a large extent of country, but the valley through which it passes is generally narrow until within about two miles of the Lake, where it quickly widens out to a width of from a quarter to half a mile.

Through this flat the river winds, at low water, in numerous channels, amongst a series of islands into the harbor. Some of these islands are quite large, others of small area; but most of them show indications of having been formed by the detritus brought down from higher levels by the action of the stream.

They are liable to change their shape by cross-currents, produced by heavy freshets, which at times submerge the whole bottom of the wide portions of the valley, and many of the works constructed along its margin.

Along the inside line of the present beach of the lake there is at the water surface a distance of fully 1,600 feet between the high, and, at most places, steep banks which form the sides of the basin, and about half a mile further up stream the width is 1,000 feet. This area, containing $77\frac{3}{4}$ acres, may be subdivided as follows:—

Islands which stand from 3 to 6 feet over water surface,	
occupy a space of.....	20 $\frac{1}{4}$ acres
Space covered with water from 1 to 6 feet deep, probable	
average $2\frac{1}{2}$ feet depth	50
Water space from 6 to 10 feet deep.....	3
Area of water from 10 to 15 feet deep.....	4 $\frac{1}{2}$
	77 $\frac{3}{4}$ acres

The space last mentioned as containing $4\frac{1}{2}$ acres lies south of the range of the south pier, and constitutes what may be called the extent of the inner harbor.

This, together with the whole area of the river's outlet, as well as the flats above described, are shut in on the southern and northern sides by high clay and gravel banks, which, on the lake shore, are quite bluff, and stand about 100 feet over the water surface.

The entrance is formed by two lines of piers, placed 164 feet apart, which run out in a direction W.S.W. from the shore.

The north pier is of open cribwork, 1,216 feet long : has a row of sheet piles driven along its outer face, and extends out to a depth of from 13 to 14 feet, and 600 feet beyond the line of the present north beach, which appears to have formed fully 500 feet since the improvements were made.

The south pier consists of two longitudinal lines of piles, 20 feet apart, each range being driven close together, and secured by wale pieces, and at intervals by transverse ties. It is carried out to within 120 feet of the extreme end of the north pier.

In the channel between the piers, the depth of water varies from 12 to 16 feet, except for a distance of 500 feet along the inner end, and 50 feet out from the north pier, where there is a shoal with only from 4 to 9 feet water over it.

For nearly half a mile within the inner end of the south pier, the bank on that side is faced with docking, formed at some places of piles, but for the most part of cribwork.

In front of this docking, for a distance of 1,200 feet inwards from an angle in the south pier, is the inner basin before referred to, which has an irregular width, varying from 150 to 300 feet, and a depth of from 10 to 15 feet.

In order to prevent the wharves, warehouses, &c., from being damaged during spring freshets, as well as for the protection of such vessels as might winter in the harbor, an ice-breaker, 1,100 feet long, and from 9 to 10 feet high over low water, has been constructed.

This commences at a point on the south shore, 2,300 feet inside of the basin, and extends outwards in a direction nearly parallel with the entrance piers. It appears to be strongly built and secured ; nevertheless, a heavy freshet in the spring of 1868, carried away about 200 feet of it, and made a large breach through the gravel bank in its rear.

At this time the water was fully three feet over the wharves, and nearly 10 feet higher than the lake level. When the flood was at its highest pitch, the descending ice formed a dam between the entrance piers, which resulted in a breach, nearly 400 feet wide, being made in the south pier, through which the water escaped and washed out the bottom at one place to a depth of 24 feet below the surface. The few vessels which were then in the harbor sustained some damages, but none of a very serious nature.

At this time, it is said, the water also forced its way through the beach behind the north pier.

The construction of a harbor at this place was first undertaken, in 1835, by the "Canada Company," who held the right under a lease from the Crown, but although a considerable expenditure was then made on the works, they were subsequently allowed to fall into decay.

In 1859, this Company transferred their claims on the harbor to the Buffalo and Lake Huron Railway Company, who, in 1862, were granted a new lease from the Crown, one of the conditions of which is that they (the Company) should make and maintain a harbor sufficient to accommodate the largest class of vessels which navigate Lake Huron.

A large portion of the works above described as connected with the harbor were executed by this Company. They also continued the line of their railway along the face of the bank down to the waters of the harbor ; erected a grain elevator and extensive freight sheds at a point deemed convenient for vessels to unload or receive cargoes.

They further engaged a line of propellers to run between Chicago and Goderich, and made the necessary arrangements for transporting southwards, by railway, the grain and other freight thus brought to the port. This railway now forms part of the Grand Trunk system, under which the harbor and works connected with it are controlled, subject, of course, to the conditions of the lease from the Crown, granted in 1862.

The breach referred to as having been made through the ice-breaker during the spring freshet of 1868, was promptly and substantially repaired by the Company ; but

the deep water space in the basin still remains so narrow that large vessels experience much difficulty in entering or leaving, especially if there are others in port at the time.

Within the past few years, the line of propellers above referred to, has been discontinued, and that portion of the American trade which for a time passed through Goderich for the east, now finds its way by Sarnia or other channels.

Whilst the facilities for transport afforded by the railway has created good markets in several flourishing villages in the interior—which has considerably reduced the trade of Goderich as a wheat-buying centre—still, the recent discovery of immense salt deposits in the town and vicinity will, doubtless, when fully developed, make this, in time, a place of considerable commercial importance.

It is believed proper to state that no expenditure has been made by the Government, either in the construction or maintenance of this harbor.

Bayfield Harbor lies 12 miles south of Goderich, and is situated at the outlet of a stream called the Bayfield River.

In this vicinity the clay banks which form the shores of the lake are quite bold. Immediately north of the river they are nearly 100 feet high, and on its south side their height is from 60 to 70 feet.

For about 1,000 feet inland, the stream flows through a flat, in which it has cut for itself a deep bed, and appears to discharge a considerable volume of water during freshets.

The entrance piers are 200 feet apart at the narrowest place, 210 feet apart at the outer end of the southern one, and at the inner or landward end the distance between them is 330 feet.

The north pier has a direction nearly W. by S. from the shore line for a distance of 339 feet, thence it bears W. by N. 279 feet, the whole length being 618 feet; at its head was found a depth of ten feet of water.

The south pier is nearly straight, 620 feet long, built of cribwork; but the superstructure or part of it, towards the outer end, appears to have been carried up in detached pieces, and is now in a very dilapidated condition.

Within the extreme end of the north pier, for a distance of 400 feet, the soundings varied from 5 to 9½ feet. Inside of this a bar with from 3 to 4 feet of water over it occupied the whole width between the piers, and for 100 feet longitudinally.

For 400 feet inside of the bar there was found a depth of from 4 to 8½ feet water, and from this point in the river for 800 feet up stream the depth is from 9 to 14 feet, but the width of water carrying this depth would not average over 100 feet.

The piers being comparatively short, and the space between them considerable, the waves coming from a westerly direction are very little broken or moderated in entering, so that inside of what is called the harbor there is at such times nearly as heavy a sea as outside in the lake.

This has resulted in wearing away a large portion of the south bank of the river, and also part of that on the north side, both of which, being gradually undermined, fall down, and the soil is afterwards swept out by freshets and deposited inside the piers in such a manner as tends to form the shoal and bar above mentioned. These prevent vessels from entering further than the outer end of the north pier, where they cannot remain with safety during heavy weather, the principal part of the grain exported being put on board by means of scows.

On the north side the beach line of the lake has made out nearly 250 feet since the works were constructed, so that it is now within 130 feet of the outer end of the north pier; the south beach, on the contrary, has been slightly worn away by the abrading action of the sea.

These results, so marked at Bayfield, occur, however, more or less at all the places where piers have been carried out into the lake on the eastern coast.

The works at this place were constructed by private, or from municipal funds, and it is much to be regretted that the efforts of a locality in which so much enterprise has been displayed should not have been attended with more satisfactory results.

The foregoing description of the different places surveyed and examined, will enable a tolerably clear idea of their position, capacity, and extent to be arrived at. These will show that, although they are of considerable benefit to the respective localities in which they are situated, yet none of them can be formed into "Refuge Harbors" for large vessels without the construction of such breakwaters, or other works, as, from their nature and extent, must involve a large expenditure.

It is well known that the great bulk of the traffic on Lake Huron is a through trade, carried, generally, on a large class of vessels, which, for the most part, pass close to the American shore.

The River St. Clair, being at the south-west angle of the lake, upward-bound vessels, on leaving it, follow a course N. by W., until opposite the light or Point aux Barques, when the mouth of Saginaw Bay has to be crossed in an oblique direction. This bay is nearly 30 miles wide, and extends fully 60 miles inland; on this part of the voyage vessels frequently encounter heavy westerly gales, which force them out into the lake, and occasionally drive them towards its eastern shore.

When the mouth of this bay is safely passed, they again continue along the western shore until nearly up with the light at Presqu'ile, where the coast suddenly sweeps to the westward, into the Straits of Mackinac.

Here, north-westerly winds are often experienced; still upward-bound vessels can generally make either False Presqu'ile or Thunder Bay, where good shelter can be readily obtained.

But in thick weather, or during snow storms, or by standing too far out in the lake, downward-bound vessels frequently pass Presqu'ile without knowing it, and are thus often driven by gales of long continuance towards, and sometimes upon, the Canadian coast.

The dangers arising from these causes are, of course, proportionate to the violence and duration of the storms; still they are frequently disastrous to heavy-loaded vessels, and especially to those which are not well found, or whose equipment in any important point is defective.

From information obtained at the Marine Reporter's Office, Detroit, it appears that, during eleven years, ending with 1868, the loss of life and property, reported as having occurred on the eastern coast of Lake Huron, is as follows:—

Locality.	No. of Vessels disabled.	No. of Vessels totally wrecked.	No. of Lives lost.	Value of Property lost.
Saugeen.....	15	5	6	\$92,500
Port Elgin.....	1	.....	.....	400
Inverhuron.....	1	1	2	900
Kincardine.....	5	3	.....	42,900
Goderich.....	8	5	7	72,200
Bayfield.....	2	1	.....	5,300
Cape Ipperwash.....	7	.....	.....	8,200
Point Edward.....	5	1	.....	9,050

The sum set opposite the disasters at each locality represents the loss on the vessels only, and has no reference, whatever, to the cargoes, the value of which may be reasonably assumed, on the average, at about an equal amount.

It is probable that the statement does not embrace all the marine disasters which have occurred on the east coast of the lake, within the period mentioned; but it was considered better to accept information from an acknowledged authority, than to depend upon local parties, whose statements were incomplete and often contradictory.

The returns on which the table is based, do not show that the casualties occurred

solely from stress of weather; but it is quite likely that a large proportion of them is due to this cause, although it is possible that some of the vessels may have been unseaworthy, overloaded, poorly found, or even insufficiently manned. At all events the result shows that a large number of vessels have been wrecked in striving to obtain shelter on those parts of the coast where harbors or roadsteads are believed to exist.

From meteorological records kept on both sides of the lake, it appears that during light breezes, or even in moderate gales, there is little or no similarity either in the force, or direction, of the winds at the different stations of observation. When, however, a gale of two or three days' duration, and of considerable violence, occurs from any quarter, it is generally found that a similar direction has been registered at all the places.

The records also show that the prevailing winds are westerly. Storms occur chiefly from the south-west, west, and north-west, but the latter seem to be the most violent, and those which prove most disastrous.

It will be observed that all these blow from the American towards the Canadian shore; and, from what has been previously stated, it will be seen that nearly the whole width of the lake lies between the usual track of vessels and the eastern coast.

It follows, therefore, that if a vessel encounter storms from any of these quarters, during her voyage, either upwards or downwards, she could, if not wholly disabled, run before the gale on such a course as would enable her to make any asylum harbor which might be formed within a considerable range of shore.

Having made these remarks, it may now be stated that three of the places examined on the east coast, claim special attention, namely:—Goderich, Inverhuron, and Saugeen, or Chantry Island.

Goderich, as already stated, lies 63 miles above the mouth of the St. Clair River. It is 57 miles E.S.E. from the light on Point aux Barques, situated on the opposite or American coast. On this part of the lake, the east and west shores, for a distance of about 50 miles, are nearly parallel, and from 40 to 50 miles apart.

This harbor is the nearest to the line of trade, and is the only place, at present, where a vessel has the slightest opportunity of obtaining shelter on a long range, of what is frequently a lee shore. It is situated, (as above mentioned,) within bold high banks, has a small area of deep water, in which a few vessels can ride during the season of navigation with safety; it is the terminus of an important line of railway, and, in these respects, possesses advantages well worthy of the fullest consideration. The depth of water, lakewards of the pier, is from 13 to 14 feet, rapidly increasing outwards, and the holding ground, in from 4 to 5 fathoms in that direction, is said to be good.

During heavy westerly winds, both upward and downward bound vessels are frequently driven towards this harbor, and some of them are occasionally able to avail themselves of its shelter, although the attempt to make it, at times, is doubtless attended with considerable risk. It may further be stated that many intelligent persons engaged in lake navigation, give it as their opinion that Goderich harbor, notwithstanding its limited capacity, and unfavorable entrance, has been, and still is, of great benefit to the shipping interest.

In order, however, to convert it into anything like a "harbor of refuge," which of itself would be at all sufficient to the wants of the trade, many extensive improvements would have to be made. The direction of the entrance would, doubtless, have to be changed, a much larger area of inside accommodation formed, and there is reason to believe that, for a considerable distance, a new channel would have to be made for the river. The line of the present piers runs nearly W.S.W., which renders it barely possible for a vessel to enter the harbor in a north-westerly wind.

Although it is, in many respects, objectionable for a harbor to be open in the direction from whence the heaviest storms come, still, when the entrance is between two lines of piers, placed a moderate distance apart, unless their range is within a few points of the wind, there are times when no sailing vessel could safely venture near it.

Taking these and other important matters into consideration, it is believed that, in order to obtain the greatest average of the times at which there is a probability that this

harbor could be safely approached, the line of the entrance to it should have a course W. by N.

This would necessitate the abandonment of the existing works, and the removal for some distance of the inner part of them.

A new channel through the beach would, of course, have to be formed, and new lines of piers constructed. The latter should extend out to a depth of at least 17 feet water, which would require fully 1,400 feet of pier on each side. This, of itself, would be a work of considerable magnitude that, under the most favorable circumstances, would cost not less than \$95,000.

As previously mentioned, the area of the present basin is about four and a half acres—a space believed to be barely sufficient for purposes connected with an ordinary local trade.

It will, therefore, be evident that, in order to meet anything like the requirements of a "Harbor of Refuge," the basin accommodation must be largely augmented.

To obtain and secure this would doubtless be attended with a good deal of difficulty, some degree of uncertainty, and at a very considerable cost.

Every additional acre of basin would require on the average fully 18,000 cubic yards of dredging, and as the area should be increased at least $15\frac{1}{2}$ acres, (making the aggregate nearly 20 acres,) the quantity of dredging to be done for this purpose would be about 280,000 cubic yards.

To protect this space so that vessels could winter in it, as well as to prevent the gravel which forms the bed of the river from being washed into it during freshets, a continuous line of cribs, or other close work, would have to be constructed the whole length of the harbor. This would have to be sufficiently strong, and of such a height as would form an artificial bank to the river at the highest freshets, which have been known to rise nearly 10 feet over the lake level.

In short, the channel of the river would have to be diverted, so as to pass out through the beach north of the entrance to the harbor. This would, in all probability, produce a change in the shore line, the results of which there appears to be no means of even approximately determining.

The north side of the basin would also require to be docked, so that the carrying out of this plan, as a whole, would cost at least \$300,000.

The shelter and inside accommodation, which might thus be afforded, would, doubtless, be of the best description; but the entrance, it is to be feared, would still occasionally have little to recommend it, even to a storm-pressed vessel, aboard of which there existed a slight hope of being able to steer clear of a lee shore.

Inverhuron Bay.—The position of this bay, with reference to other known localities in its vicinity, having been previously described, it may now be stated that it lies 17 miles N.N.E $\frac{1}{4}$ E. from Point Clark Lighthouse, and 63 miles E.N.E. $\frac{1}{2}$ E. from the light on Point aux Barques at the entrance of Saginaw Bay, on the American coast.

It is, comparatively, a small indentation in the shore lying fully open to W. and S.W. storms, but its north side is sheltered from the direct force of the N. and N. W. winds.

Its open side, from point to point, being fully two and a half times longer than its greatest depth inland, and its southern shore running gradually into the general line of the coast, there is frequently a heavy rolling sea in it during a moderate gale.

In its present natural state, it presents no perceptible inducement for a vessel in any rough weather to seek shelter there; but a careful examination shows that there is a small area of fair holding ground at its north-east side, and a good depth of water throughout, except on a reef near the centre.

These advantages cannot, however, be made permanently available, short of the enclosure of a large portion of the bay by means of a breakwater.

This would, doubtless, be a work of considerable extent, and from the depth of water, and exposed position in which it must necessarily be placed, would require to be of the most substantial character.

Still, there is every reason to believe that the object could be accomplished, and that

quite a capacious and smooth water harbor could be constructed at Inverhuron by a liberal expenditure.

To effect this the northern portion of the bay would require to be enclosed by means of a breakwater running out in a line with the present landing pier to the western side of the centre reef, thence continuing it in a direction slightly inclined towards the north point, leaving an entrance 250 or 300 feet wide at the south, and another at the south-west side.

The breakwater might be of cribwork, carried to a height of about 8 feet above the level of the water at the time the soundings were taken, which would make them from 4 to 5 feet over the highest normal level of the lake.

As it is not likely this would be used for wharf or quay accommodation, their tops might have a descent of from 4 to 5 feet outwards. This would, in some measure, save the superstructure, and admit of the waves rolling over it in a heavy sea, which would have a tendency to make smoother water inside.

On the assumed line between the centre reef and the north point the soundings show the depth of water to be from 24 to 27½ feet, generally 26 feet. This, including pier heads, would require 2,200 lineal feet of breakwater, of at least 40 feet in width.

From the reef towards the landing pier the depth is from 10 to 13 feet, and would require 750 lineal feet of a pier averaging 35 feet in width. This width of pier would be indispensable, from the greater part of it having to be placed broadside on to the course of the fiercest storms, and consequently exposed to heavy shocks from fleets of floating ice on the breaking up of winter, and therefore requiring more than an ordinary degree of massiveness to give the requisite solidity.

Still, even the width stated would be insufficient unless a talus of stone was formed along both sides of it, of such dimensions as would reach up to within 9 or 10 feet of the water surface.

But an abundance of stone for all purposes could be quarried in the immediate vicinity, conveniently placed in scows, and delivered on the works at the minimum of cost.

The plan thus described, if fully carried out, would enclose a space of over 85 acres, about 45 of which would have a depth of 15 feet and upwards—an area that would afford ample accommodation for a large fleet of vessels.

The holding ground, however, being limited in extent, it would be necessary to lay down moorings, as well for some of the vessels within the harbor as for the bringing up of those running for it in a gale of wind.

A lighthouse to indicate its position at night would also have to be built.

The works above enumerated are estimated to cost at least \$280,000.

It is quite possible that on further consideration of the local peculiarities of the place, the position of one or both of the entrances might require to be changed, but this would in no way affect the ultimate cost.

The works described would doubtless have the effect of rendering the waters of the bay comparatively tranquil during storms from any direction. It is, nevertheless, to be feared that the place would still be deficient in one important characteristic of a good "Refuge Harbor," inasmuch as it would afford little or no protection to vessels from the sweep of heavy west and south-west winds.

Chantry Island.—To the south of Cape Hurd, and to the north of Point Clark, the shores of the lake bear from 35 to 40 degrees to the eastward, and form in that direction an angular bend 23 miles deep.

Along the northern side of this there is a series of small islands, the most southern of which, of any considerable extent, is known as Chantry Island.

This island lies 76 miles E.N.E. $\frac{1}{2}$ N. from the light at Point aux Barques on the American coast, and 15 miles N.E. $\frac{1}{2}$ N. from Point Douglass, the latter bearing 19 miles N.N.E. from the lighthouse on Point Clark.

The space between the island and the main shore, (previously described), forms a capacious roadstead, the westerly side of which is partially sheltered from the direct force of westerly winds by the island, and trees that grow upon it.

Heavy seas are also in some measure broken by the reefs that run out from the north and south ends of the islands, and four miles to the south of it, a sudden protrusion of the shore line of three-and-a-half miles to the westward, to some extent breaks the sweep of storms from that quarter.

But, from the great width of the openings leading into the roadstead, the waves coming from directions nearly parallel to the shore, pass in more or less freely, causing often, if not always, a heavy rolling sea inside during rough weather, and from the long gradual inclination of the east side, the line of deep water is so far out from the island as to be, in great measure, beyond the area sheltered from the direct force of the wind. Still this roadstead is, doubtless, fully as accessible and secure as any place nature has formed in a long range of the eastern coast of the lake, and it is so situated as to be capable of being made a comparatively safe haven for vessels in almost any kind of weather.

In order to effect this it is proposed to construct a breakwater across its northern end, leaving an entrance near the centre of from 400 to 500 feet in width. On the west side the protection works to form a continuation of the present breakwater, and on the east start from a salient point in the shore, and in both cases the respective lines are to have a slight inclination towards the north.

This breakwater to be of cribwork, 30 feet in width, well filled with stone, and carried to the height of $7\frac{1}{2}$ feet over the water level of September, 1868.

At all places where the line is in a depth exceeding 15 feet, stone should be placed along both sides of the cribwork up to within 10 feet of the water surface, and for such a width that the base would be from two to two-and-a-half times greater than the height.

The breakwater, including pier-heads, would be about 3,500 feet in length, and be placed in a depth of water varying from 16 to 22 feet.

By carrying out this plan, the water space between the works, and a line having a course E. by S. from the south end of the island to the main shore, would have an area of 320 acres, of which 178 acres would have a depth of from 15 to 20 feet and upwards.

The protected area of deep water might, however, be augmented at the rate of from 40 to 50 acres for every 400 feet in length of breakwater formed in line of the reef lying south of the island—the first 2,000 feet of which has only a depth of from two to five feet of water over it, and beyond this for 2,800 feet the depth varies from five to eleven feet, then suddenly drops to 15 feet and upwards, making the total distance from the south end of the island to 15 feet water at the outer end of the reef, about 4,900 feet.

But although a breakwater in this direction would, doubtless, add greatly to the security of the roadstead, it might be dispensed with, and the place still have many of the characteristics of an asylum for vessels during storms.

It would, however, be indispensable that a substantial and prominent beacon should be placed near the outer end of the reef, to serve as a guide to vessels entering by the Southern Channel, which would in all probability be the one most generally used.

In order to convert that part of the roadstead lying immediately opposite the island into a partially enclosed harbor, it was proposed some years ago to construct a breakwater across its southern end, leaving an entrance of sufficient width for easy access near the centre.

The protection works required to carry out this plan would be nearly a mile in length, and cost at least \$300,000, an expenditure which, on taking all the known and probable circumstances into consideration, could not be judiciously recommended, especially as the northern breakwater would be likely to secure such protection to vessels as could reasonably be expected in a roadstead.

Immediately in lee of the island there are two patches of tolerably good holding ground, one to the south of the lighthouse, and the other to the north of it, but the greater portion of the bottom is more or less covered with boulders, some of which are of large dimensions. It would, therefore, be necessary to lay down moorings for vessels

intending to remain for any lengthened period within the roadstead, so as to keep the natural anchorage clear for the bringing up of those running in during a gale.

In the vicinity of the holding ground are several large boulders, that should, under any circumstances, be removed, so as to guard against damage to such deep-loaded vessels as may seek shelter there.

The bulk of the stone required for the works would have to be brought from a distance; still, a considerable quantity could be obtained along the main shore, which is at many places closely studded with boulders of a size easily handled. Stone for this purpose might also, with advantage to the place, be taken up within the line of shoal water east of the island.

The probable cost of the proposed breakwater, beacon, moorings, &c., making allowance for the difficulty of procuring stone, would be about \$230,000.

There is reason to believe that if these works were carried out, a large area of comparatively smooth water would be secured, in which vessels could ride safely during prevailing winds and the most violent storms; still, it would only give that degree of shelter afforded by a moderately good roadstead, and not such as would be obtained by an enclosed harbor.

Moreover, the reefs lying to the north and south of the island render the approach at times somewhat hazardous, whilst the south or main channel, being near the shore, and for a considerable distance parallel to it, vessels would occasionally experience some difficulty in entering, and would sometimes have to beat up against a head wind to get within the space protected by the breakwater.

Having thus described the situation and physical peculiarities of Goderich Harbor, Inverhuron Bay and Chantry Island Roadstead, and their respective capabilities of improvement for refuge purposes, it is now proposed to submit a short *résumé* of the leading points, with a view of enabling a decision to be arrived at on this important subject.

The east coast of the lake for 20 miles on either side of Goderich is free from rocks, or outlying shoals, and the anchorage for the most part is good. Outwards, the water gradually increases in depth, which enables a vessel, even when the land cannot be seen, to determine with considerable accuracy her distance from the shore.

Thus it often happens that vessels ride out strong gales at or within a few miles of Goderich, which, under less favorable circumstances, it may reasonably be supposed they could not safely have done.

At and to the northward of Point Clark, the character of the coast alters. In some instances rock appears at the lake level, and at many places the shore, out to a considerable depth, is more or less covered with boulders; in short, it may be fairly said that the coast south of Point Clark is less dangerous than that to the northward of it.

Still, this northern part is not wholly unprovided for, as nature has formed places of partial shelter at several points along it, the most southern of which is, as above stated, that at Chantry Island.

This place has frequently been found to be of great service during heavy storms, and even the short breakwater built there has in some measure increased its security for vessels of light draught.

The works now proposed would prove of immediate benefit proportionate to the extent they were carried, and when completed would partially enclose a space capable of containing a very large fleet.

It is, however, to be regretted that this roadstead is rather difficult of approach, so much out of the track of vessels engaged in the through trade, and that the shelter afforded by the island is not more complete. Nevertheless, it would doubtless be injudicious to abandon the natural advantages which reflection on the subject clearly points out as peculiar to this place.

At Inverhuron an asylum for vessels would have to be almost wholly created. Lakewards there is no natural defence, consequently a massive breakwater, capable of resisting the force of the sea and the action of the ice would be indispensable.

The works projected for this purpose, when fully carried out, would, no doubt, be the means of securing comparatively smooth water inside, but as they would only be a few feet over the lake level, the harbor would still continue to be exposed to the full sweep of westerly winds.

The entrances, although wide, and having ample depth of water, would, at times, be difficult to make, and the north reef would, in certain winds, be dangerous to vessels that might be drifted past the western inlet.

At Goderich, the high banks, which form nearly three sides of the harbor, give the best kind of inside protection, and there is reason to believe that if the improvements suggested were made, ample accommodation would be afforded.

But, in order to obtain and secure this, there would be the greatest difficulty experienced, and a heavy expense incurred, in changing the course of the river, besides subsequent risks to the works from the violent spring freshets to which the stream is liable.

It is not possible that a single entrance to this harbor could be made so as to be easily accessible in all winds; still, it might have a direction that would be favorable for the greater part of the time.

In short, the best description of shelter could be had, and sufficient accommodation obtained at Goderich, but at the largest comparative outlay and greatest attendant risk to the works, of any of the three places mentioned.

Still, it is proper to state that nearly all the owners and masters of vessels which navigate the lake represent that it would be of more advantage to them to have a safe harbor at this place than at any other point on the east coast.

These persons, having a practical knowledge of the subject, and being deeply interested in the result, (without being at all likely to be swayed by local influences), the arguments set forth in their memorials and communications have received full attention. Due consideration has also been given to the petitions sent in by, and documents received from other parties in reference to this and other localities.

On deliberately reviewing the whole matter, the conclusion has been arrived at that there is not any one place so situated, or which possesses such natural advantages, as to warrant me in recommending its exclusive selection for the formation of a "harbor of refuge."

Goderich, although by far the most convenient for the commerce of the lake, would, as a whole, be the most difficult and expensive to construct and maintain, whilst the roadstead at Chantry Island lies almost too far out of the ordinary track of vessels to be generally serviceable, still there is no intervening point that could be judiciously chosen.

It is therefore considered, under all the circumstances, that the best course to adopt would be to make both places to some extent available to vessels requiring shelter.

This might be done by carrying out, in the first instance, say one-third, or even one-fourth of the projected works at Chantry Island, and afterwards extending them as occasion required, until the whole shall have been completed, and the place formed into a moderately well protected roadstead.

At Goderich the improvements might be limited to changing the direction of the entrance, and increasing the area of the basin, to say double the present capacity.

There is reason to believe that, by following this course, greater benefit would be secured to the navigation than could be obtained from the selection of any one place, inasmuch as vessels in distress on the northern part of the lake might be able to get under the lee of Chantry Island, whilst those to the southward, when caught in severe gales, might be able to make Goderich.

As, however, the benefits arising from such improvements as may be made at the latter place would be largely participated in both by the municipality and the railway company, it seems that it would be reasonable and just these bodies should be called upon to contribute between them a portion, (say one-third), of the necessary expenditure.

The lake levels being subject to frequent fluctuations, it became necessary in the course of this examination to endeavour to ascertain at what stage they were at the time when the soundings at the different places were taken.

But considerable difficulty was experienced in even approximately determining this important point, inasmuch as it is only of late years that regular records of the height of the water have been kept of any of the lakes.

Still, from such data as could be obtained, it appears that the variation of the levels are of several kinds.

First. There has been observed a general rise and fall of the waters extending over a series of years, but with no continuous uniform increase or diminution of the height, and having no regular period of return.

The lowest known level of the water occurred in the year 1819, and the highest in 1838, the difference between which was about $5\frac{1}{2}$ feet.

In the year 1848 the water was very low, still it was fully six inches higher than in 1819, and there is no time on record at which it exceeded the height of that in 1838. It is, therefore, believed that $5\frac{1}{2}$ feet represents the extremes of the normal levels of Lakes Huron and Erie from 1819 to the present time.

Second. There is an annual rise and fall of about 18 inches, and rarely exceeding 2 feet, which invariably occurs. This is wholly independent of the variations above referred to, and is due principally to the quantity of snow and the rainfall. High water generally takes place in June, and low water in September.

Third. The action of the strong winds on the surface of the lakes also frequently causes a change in the surface level. This varies with the intensity and duration of storms, and is modified by the configuration of the coast.

To show what a vast difference has been known to occur from this cause, it may be stated, (on the authority of J. Lothrop, Esq., Engineer, Erie Canal), that on the 18th April, 1848, a gale from the north-east reduced the level of the lake at Buffalo to a point 15 feet 6 inches below what it was on the 18th October, 1849, during a heavy storm from the south-west; whilst at Cleveland the greatest variation observed from the same cause was only 3 feet 2 inches.

Other sudden fluctuations have been observed at various times, which could not be attributed to either of the causes above-mentioned, but no satisfactory explanation of them has ever been given.

It may be stated that the variations which take place under the first heading, although only occurring in a long series of years, have, nevertheless, an important bearing on the subject under consideration.

From all that could be learned relative to the levels of both Lakes Erie and Huron, it is believed that in the fall of 1868 they were about 1 foot below what may be called the mean plane, or say 1 foot 6 inches above extreme low water. In the spring of 1869 the water of Lake Erie was 1 foot higher than the level of the preceding fall.

It is, therefore, necessary to bear these facts in mind on reference to the soundings herein stated, and to those shewn on the plans appended.

Lake Erie is the most southern of the five great lakes; on its northern side, at about 25 miles from its western extremity, it receives the waters which flow out by the St. Clair River at the south-west angle of Lake Huron. This river has a course almost due south for about twenty-seven miles, when it opens out into a wide and shallow lake, the "flats" in which have hitherto formed a serious obstacle to the passage of vessels of heavy draught. But a deep channel is now being made through them by the United States Government—an improvement that cannot fail to be of great advantage to commerce.

Lake St. Clair is 6 feet below the level of Lake Huron, and the distance through it is fully thirty miles. At its outlet the water passes through several channels into the River Detroit, which for six miles has a westerly direction, and then follows a southerly course for twenty-one miles, amongst a series of islands, to its junction with Lake Erie. In this distance of twenty-seven miles, the river has a descent of 8 feet, making the difference of level between Lakes Huron and Erie 14 feet.

Lake Erie has a general direction of W.S.W. or E.N.E., and is about 245 miles long, with a width varying from thirty to sixty miles. Near its western end are several well-

wooded and partly cultivated islands, the largest of which, (Pelée Island), is about eighteen miles in circumference.

It is comparatively shallow, having generally a depth of only from thirteen to seventeen fathoms, so that it is liable to heavy ground swells, and when agitated by violent gales the seas are shorter, and said to be more dangerous to vessels than the longer roll produced in the deeper water of the other great lakes.

The southern shore is generally uniform, and of less elevation than the Canadian coast, which, from being attacked by the fiercest storms, has, in course of time, been worn away so as to present a line of clay bluffs, varying from 50 to 100 feet and upwards in height.

The outline of the northern coast of this lake may be briefly described as consisting of three remarkable salient points, with long ranges of curved shore line sweeping to the north between them.

The first of these, thirty-three miles to the eastward, is Point Pelée, which stretches fully eleven miles into the lake, and with its outlying shoals is extremely dangerous to vessels, their usual course being close to southward of it.

From the outer end of this point a straight line to the Rondeau, a distance of forty-two miles, would be nine and a half miles from the north shore immediately opposite Two Creeks.

From Point aux Pins, (Rondeau), to the eastern extremity of Long Point, the distance is over ninety miles, and Port Stanley, situated in the deepest part of the intervening curve, lies fully twenty miles to the northward of a line joining these points.

Port Dover is nearly eighteen miles north of Long Point, the eastern end of which bears S. W. by N.W. $\frac{1}{2}$ W., forty-seven miles from the Port Colborne entrance of the Welland Canal.

On leaving Point Pelée, a direct course to Buffalo barely clears the end of Long Point, so that vessels in navigating this lake are generally close to the Canadian side, instead of following the American shore, as on Lake Huron.

There is reason to believe that these deep bends in the shore line in a great measure result from the action of the waves, and that the points are more or less formed by the currents. At all events, the conformation of the coast now adds greatly to the danger of the navigation.

When caught by a heavy south-westerly gale near the centre of the lake, there is great difficulty in weathering Long Point, which projects out so far as to reduce the water-way to nearly one-half of its general width. This frequently leads to much delay and disaster to shipping in that vicinity, as vessels often get embayed, driven towards the shore, and occasionally upon it; whilst the point is so low as to be sometimes scarcely visible in even moderately clear weather, until so close as to render it barely possible to keep off it.

It is also stated that the needle of ships' compasses is so much attracted by the iron sand found at many places along the beach, as to render them for the time comparatively useless. These combined causes may, in some measure, account for the great loss of life and property which is of annual occurrence in this locality.

Two Creeks. The streams known by this name take their rise in the interior of the township of Mersea, and discharge into the lake a little to the eastward of the line between the counties of Essex and Kent.

At a mile and a half above their outlet they appear to be small rills, winding along the bottom of comparatively large ravines, but further down, aided by spring freshets, they have worn for themselves deep beds in the clay flats. They gradually converge towards each other, and at the point of junction, close to the lake shore, the eastern branch is 450 feet, and the western one 350 feet wide from bank to bank.

But only a small portion of this place is occupied by the creeks themselves, which are in many places not more than 50 feet wide, with a depth of from 5 to 9 feet; the

principal part being composed of a deep deposit of black mud, formed from the decomposition of vegetable matter, the surface of which is thickly covered with a growth of marsh willow.

The quantity of water flowing in the creeks is so inconsiderable, that it is only during spring freshets that an entrance is cleared out by which it can pass freely into the lake. At all other times the outlet is entirely blocked up by shingle, so that at certain seasons the stagnant water becomes foetid, and causes sickness in the vicinity.

In October, 1868, the beach at the mouth of the creeks measured from 90 to 100 feet across, and stood about 5 feet over the bend of the lake, and $3\frac{1}{2}$ feet over the water inside. Surveys of this place were made, close soundings taken, and other information collected, in 1855, by Mr. Scott, and by Mr. Wise in 1861.

In October, 1868, a cursory examination was made of the locality, in order to ascertain whether any material change had taken place since the date of the latest survey, when it was found that the plan shewed correctly all the information necessary to convey a full and clear idea of the place.

It may be stated that "Two Creeks" lies about 16 miles N. by E. $\frac{1}{4}$ E. from the lighthouse at Point Pelée, and 31 miles W. by S. $\frac{1}{2}$ S. from the Rondeau.

The approach to it lakewards is free from shoals, and the soundings show a gradually increasing depth outwards to 26 feet, at from 1,700 to 1,800 feet from the shore, with a stiff clay bottom.

It is so situated, and possesses such local peculiarities, as to render it capable of being made a good harbor; which, if constructed, would, doubtless, be of great advantage to that section of country, as for a great distance on either side there is no place where timber or produce can be conveniently shipped.

There is also reason to believe that vessels, during storms from certain quarters, would be glad to avail themselves of its shelter; but for general refuge purposes its position is not considered advantageous.

Rondeau is situated 42 miles N.E. $\frac{3}{4}$ E. of Point Pelée, and 92 miles W. by S. from the lighthouse at Long Point. Its eastern side is formed by a low sandy ridge running out fully seven miles, in a direction nearly due south from the mainland, and terminating in an angular point, covered with a growth of moderately sized pine,—hence its name "Point aux Pins."

From this the ridge has a westerly course for $2\frac{1}{2}$ miles, when it becomes a flat low beach very little over the water surface, (in which there are several openings or breaches), and continues in the same direction until it joins the main shore at a place seven miles distant from the Point.

In the triangular space thus bounded lies what is called the "Rondeau," a sheet of water about six miles long, with a width of from one to two miles, and containing an area of about 6,000 acres of open water. It is nearly surrounded by marshes, which at many places are of great width, and in those on the eastern side there are numerous large ponds.

The general depth of water found in the "Eau" was from 7 to 9 feet—bottom chiefly a soft black mud, into which a pole could be easily thrust from 4 to 6 feet. Its inner end is covered with a dense growth of wild celery, and a few small unimportant creeks discharge into it on the eastern side.

Attention was at an early period drawn to this place as favorable for a harbor, both from its position, and the large area of moderately deep water within the basin. In 1843-4, certain works were projected and proceeded with, which it was thought would be likely to effect that object.

Whilst these were in progress the great storm of the 18th October, 1844, occurred, which seems to have produced such changes in the beach as rendered a re-survey necessary, in order to place the matter clearly before the government.

From the plan then made, it appears there were three openings or breaches through the low portion of the beach, the eastern and deepest one of which was 2,170 feet wide;

that in the middle 660 feet wide, with a depth of $2\frac{1}{2}$ feet, and the western one having a depth of 5 feet, was about 1,500 feet in width.

The entrance piers were then partly built, and located nearly in the centre of the eastern opening. They were placed parallel to each other, 150 feet apart, and were subsequently extended on the same lines to a length of about 700 feet.

They had a direction nearly due south, and were flanked by breakwaters running at right angles to them, or on the general line of the beach.

The western breakwater was about 1,000 feet, and the eastern one 800 feet in length, so that they, together with the piers and entrance, occupied the entire space of the eastern opening.

Since that time the other breaches have undergone numerous changes, one generally diminishing as the width of the other increased. Thus, in 1857, it appears that the western opening was entirely closed, the middle one being then a quarter of a mile wide. The breakwater adjoining the western pier being shortly afterwards partly carried away, the space it occupied and the middle opening was formed into one, which, in 1861, was found to be about half a mile in width. At this time the western breach was 350 feet wide.

In 1868 the western opening had increased to a width of 900 feet, and the middle one extending up to the west pier was about the same width, as found in 1861.

It should, however, be borne in mind that the lake levels were different at the respective dates above mentioned, and that the soundings given, as found in the "Eau" itself, are those of 1868, when the water was fully two feet lower than in 1861.

During southerly and south-westerly winds, the waters of the lake are forced in between the piers and through the openings to the westward with such velocity as frequently raises the level inside from 1 to 2 feet in a short time. When the wind abates the water as suddenly subsides, flowing swiftly backwards through the same channels.

It appears that there was about 9 feet water in the eastern opening at the time when the entrance works were constructed, and that the cribs forming them were sunk so as to rest upon the sand bottom at that level.

But the rapid currents which at times pass through the channel have had the effect of scouring it out to a depth of from 17 to 22 feet. Thus the piers have been undermined, so that part of them have fallen inwards, and about 350 feet of the outer ends of both have entirely disappeared.

All the works remaining at this place are in an utterly ruinous condition, with the exception of the east breakwater, which, although much decayed, is still in place, being partly protected by the sand beach formed between it and the lake.

Since the destruction of the western breakwater, a bar has accumulated inside, across the line of the entrance; on this there was found to be only a depth of only 2 to 4 feet water.

The outer end of the east pier, for 60 feet in length, was originally made 50 feet wide. On this a lighthouse was built, which was burnt down in 1856, but for several years before its destruction no light was exhibited there.

At the village of Shrewsbury, on the north-western side of the "Eau," and $2\frac{1}{2}$ miles from the entrance, a landing wharf of pilework was constructed, 2,000 feet long; but this has been so completely destroyed by ice and otherwise, that scarcely a trace of it now remains.

In 1851 the harbor was sold to a private company, on the condition that the works should be maintained in a good state of repair, but as this stipulation was wholly neglected, the Government, in 1856, resumed possession.

From what has been said it will be evident that this place is in such a condition as to render it dangerous for even a small vessel to enter in moderate weather, whilst none dare attempt to avail themselves of its shelter during storms. A state of matters much to be regretted, when its position and natural advantages are considered in connection with the great extent of coast so destitute of good accessible harbors.

Still, none of the works formerly constructed there, except the east breakwater, could be utilized in carrying out any future improvement.

Port Stanley.—At an early date the outlet of the stream at this place was believed to present facilities for the construction of a harbor, such as would accommodate the trade of the extensive agricultural district lying to the north of it, of which the flourishing city of London now forms the centre.

In 1827 an Act was passed by the Parliament of Upper Canada, authorizing an expenditure, under Commissioners, of £3,000 for the erection of the necessary piers. In 1831, a further sum of £3,500 was granted, and in 1839, £2,000, making in all £8,500, which seems to have been voted for this work before the union of the Provinces.

When this change took place the control of the harbor was transferred to the then newly-established Board of Works, under which extensive improvements were made, by rebuilding and lengthening the entrance piers, and the formation of an inner basin.

In 1853 the trade of the place had become so much augmented that it ranked as one of the most important ports in the western part of the Province.

In 1856 railway communication was established between London and Port Stanley, with a view of affording readier means of carrying on the rapidly increasing trade of this district; nevertheless, the business of the port was not benefitted to the extent anticipated, as it was shortly afterwards found that the bulk of the exports were carried by the Great Western Railway, so that the Port Stanley Line now acts merely as an outlet for what may be termed the overflow of traffic for the Main Trunk Line.

The harbor is situated at the mouth of Kettle Creek, forty-three miles N. E. $\frac{1}{2}$ E. from Rondeau Point, and fifty-seven and a half miles W. $\frac{3}{4}$ N. from the lighthouse at Long Point.

This creek is of considerable width, but, although draining a large extent of country to the northward, is for the greater part of the year an ordinary feeble stream.

For several miles before entering the lake it has a tortuous course through a deep clay valley, and is liable to heavy spring freshets, which bring down a large amount of detritus, and frequently cause considerable damage near the outlet.

The entrance is formed by two lines of piers that have a direction nearly south, and are placed 86 feet apart at the outer end, and 82 feet apart at the inner end.

The western pier, for 548 feet at the landward end, is 20 feet wide; beyond this, for 908 feet lakeward, it is 30 feet wide, making the total length of pier 1,456 feet; the outer 60 feet of which splay slightly to the westward, and on it is placed a small light.

From the inner end of this pier a docking, $11\frac{1}{2}$ feet in width, is continued on the same line northward for 882 feet, in which there is a recess 90 feet long by 53 feet deep. This docking forms the west side of the harbor.

The head of the east pier is 175 feet within the line of that on the west side, and is 1,150 feet long, with a width of 30 feet. From its inner end a line of pile-docking sweeps round, and forms the eastern side of the harbor.

The inner basin is about 850 feet long, with an average width of 280 feet, and contains an area of nearly five and a half acres. Along its east side, for a distance of 700 feet, and a width of 50 feet, there was found to be a depth of water varying from 9 to 11 feet. On the west side there is also a narrow channel about 700 feet long, in which the depth varied from 7 to 9 feet.

But the central portion, containing an area of fully four acres, had a depth of only from 1 to 5 feet, and a small part of it was over the water surface in November, 1868.

The formation of this basin was commenced in 1852, by the removal of a projecting point at a sudden bend of the creek, a short distance within the entrance piers.

It was continued until 1856. Up to this time there had been removed, by excavation and dredging, 133,485 cubic yards.

In 1857, a plan was prepared, shewing the depth of water throughout the harbor. On comparing this with the soundings of 1868, it appears that the area of shoal water in the basin has considerably increased, although between the years 1859 and 1868 there were 107,000 cubic yards of material removed by dredging.

From this, some idea may be formed of the large quantity of deposit which annually takes place in the harbor.

This, of course, results directly from the amount of detritus brought down by the stream, and in some measure from the limited width of the outlet compared with that of the basin.

The space between the piers at the inner end being only 82 feet in width, sometimes gets blocked by ice on the breaking up of winter, which raises the level, and for a time makes comparatively still water above ; thus admitting of the deposit of such solid matter as was held in suspension when the current was greater.

In the early part of 1857, a dam across the outlet was thus formed, and the water raised to such a height that it eventually cut out a large deep channel through the beach to the westward of the piers.

The beach to the west of the entrance has formed for a great distance out since the works were first constructed, whilst on the east side there is reason to believe that nearly as much land has been washed away, so that in severe gales the lake threatens to encroach on the inner part of the harbor.

In the channel between the piers there was found to be a depth of from 12 to 14 feet, but the entrance was somewhat obstructed by a bar running across it, at a distance of about 150 feet beyond the end of the west pier. Still, it was possible for a vessel drawing 10 feet to make the harbor in favorable weather, by passing in the deeper water on either side.

It is said there is always a bar at the entrance, but that its position changes more or less every season.

This, together with the narrow space between the piers, renders it extremely difficult to enter the harbor during stormy weather. Vessels in attempting to make it at such times have frequently gone ashore to the eastward or westward of the entrance. Still, when once fairly inside they are safe, as the basin is fully protected by the high banks of the creek.

The harbor was transferred by the Government, in 1859, to the London and Port Stanley Railway Company, upon the conditions that the tolls collected at the port should be applied to the maintenance of the works—an agreement which the Company appears to have strictly carried out.

The trade of this port for the year 1868 was as follows :—

IMPORTS.

Iron	510 tons
Coal	2,196 tons
Salt	21,009 barrels
Sundries	1,080 tons

EXPORTS.

Peas	196,250 bushels
Wheat	80,935 "
Barley	143,173 "
Oats	273 "
Sundries	768 tons

Port Burwell is situated at the mouth of Big Otter Creek, twenty miles to the eastward of Port Stanley, and thirty-seven and a half miles to the westward of the extremity of Long Point.

In 1832, a company was chartered for the construction of a harbor at this place, and the improvements were shortly afterwards commenced.

In 1837, Parliament granted £3,000 in aid of the enterprise, so that, in the aggregate,

there seems to have been quite a large amount expended, and a considerable extent of work done.

Nevertheless, in 1843, it was found that the works were in a dilapidated condition, and that the channel between the piers had, in a great measure, silted up, so that it was stated to be impossible to utilize them in carrying out any extensive improvements.

In 1849, a new charter was granted, authorizing the company to raise £20,000 for the purpose of reconstructing the harbor, and a large amount of money has since been spent in extending the piers and deepening the channel between them. Still, the Company has been, from time to time, much harrassed by lawsuits for damage to vessels, from the alleged insufficient depth of water and the condition of the works.

But within the past few years, several important improvements have been effected, and a new steam dredge provided, thus affording better means of keeping the entrance clear than formerly existed.

The creek winds through a deep clay valley for quite a distance inland, and about a mile from its mouth has a width of 120 feet, with a moderate current.

Between this point and the outlet the channel has been straightened and improved, which has slightly increased the velocity of the lower part of the stream, especially at low stages of the lake, such as existed in the fall of 1868.

The entrance was originally formed of two lines of piers, placed 175 feet apart, each having a direction nearly due south.

The west pier has lately been extended, so that it is now fully 730 feet long, the outer 60 feet of which is splayed to the westward, and on this a small light is exhibited.

The original east pier stands 300 feet within the line of the present west pier, and is 419 feet long. From its northern end a narrow line of docking extends about 400 feet to the warehouse wharves.

At several places inside lines of docking have been formed of piles and slabs on both sides of the stream, the width generally between which is not more than 100 feet, and at some places less.

Great difficulty having been experienced in maintaining a sufficient depth of water between the piers, it was some years ago decided to contract the width of the entrance to 86 feet, and thus, by confining the current, endeavor to guard against deposit taking place in the channel.

To accomplish this, a close line of piling was driven from the docking in front of the warehouses for a distance of 700 feet outwards, beyond which 205 feet of cribwork was sunk, terminating about 140 feet within the head of the west pier.

The eastward portion has been cut off altogether by a cross range of piles, and in it there was found 4 to 5 feet water.

This appears to have had, in a great measure, the desired effect, as less obstruction from deposit is experienced than heretofore.

A bar is, however, formed immediately outside of the piers, which has to be dredged more or less every year, but it is said that some seasons during heavy spring freshets it is swept out *en masse* into the lake.

There is also an outer bar, on which was found from 8 to 9 feet water at a point about 225 feet south of the end of the west pier.

This seems to be part of a continuous ridge that runs in a direction parallel to the shore for a considerable distance to the eastward and westward of this place.

The bluffs along the lake shore in this neighbourhood are from 50 to 60 feet high. West of the entrance the beach is rapidly forming outwards, and on the east side the bank is fast wearing away.

For a considerable distance along the course of the stream, the flat through which it flows is from 500 to 600 feet wide from bank to bank. Soundings were taken for seven-eighths of a mile above the entrance, and from 8 to 12 feet, and at some places 15 feet water was found for the upper 2,000 feet, or down to the swing bridge at the crossing of the main road.

From this to the inner end of the piers the depth varied from 9 to 12 feet, and between the piers there was found from 10 to 12 feet water.

The works built for the purpose of contracting the channel, together with about 200 feet of the west pier, are in a good state of repair, but at other places the piers, docking, wharves, &c., are in a somewhat dilapidated condition.

The position of this harbor is such, that vessels failing to weather Long Point during south-westerly gales would gladly avail themselves of its shelter; if it could be safely entered; but from the limited width between the piers, and the bars which accumulate outside, this is attended with such risk as to be rarely attempted, except in cases of absolute necessity, as vessels in endeavouring to make the harbor are liable to get stranded on the bar, or, by missing the piers, go ashore alongside of them.

A great improvement would, doubtless, be effected by extending the piers beyond the outer bar, but a work of this magnitude, it is to be feared, would exceed the means of the Company, and even if carried out, the place in heavy weather would still be very difficult of access.

From what has been said, it will also be evident that the inside accommodation is confined to a width throughout of very little, if any, more than that between the piers; and were this increased by the formation of an inner basin, it is quite probable that the space excavated, as well as the existing channel, would be more or less silted up by the detritus brought down by the stream.

Inner Bay, Long Point.—The north shore of the lake to the westward of this place presents certain peculiar features, which, it is believed, may, with propriety, be here briefly described.

Eastward from Port Burwell the coast has a general direction E.S.E. for about eleven and a half miles, and consists principally of high bold clay banks.

In the Township of Houghton these are interstratified with layers of fine sand, which, on the wearing away of the face of the cliffs, become exposed to the action of the winds, and are carried upwards and swept into conical shaped hills on the plateau above.

These sand hills extend for a considerable distance along the shore, and although liable to change their positions they re-form in nearly the same locality; the tops of some of them attaining a height, (including that of the banks,) of from 200 to 300 feet over the lake surface, so that when seen from the water they present a very remarkable appearance.

From the point above mentioned, the shore has an easterly direction to the junction of Long Point with the mainland. It then turns to the north-east past Port Rowan, and continues on nearly the same course to Port Dover, when it again trends to the eastward.

Long Point runs out, E. $\frac{1}{2}$ S., twenty-three miles from the mainland, and is of irregular shape, three and a half miles across at the widest part, including the marsh. It consists chiefly of sand and gravel, with extensive marshes along its northern side, the high and dry part of it being generally covered with a growth of pine timber. The lighthouse on its eastern end is nearly eighteen miles S.S.E. from Port Dover, and to the westward of a line joining these places there is about 150 square miles of water surface.

This area is generally understood to be subdivided into what are called the "Outer" and "Inner" Bays of Long Point. These being, in a measure, separated by a projection from the main shore, known as Turkey Point, and by Ryerse Island or Pottahawk Point, which stretch out from the north side of Long Point.

From these projections shoals extend out for quite a distance into the bay, and to the eastward of Turkey Point, and what is called the "Deep Hole," there is a very large area with only from 2 to 3 feet of water over it.

The Inner Bay can only be entered from the eastward by channels to the north and south of this shoal, the northern one of which is extremely crooked, and of irregular depths.

For a distance of four miles from Port Rowan the soundings show a depth of water

varying from 7 to 9 feet. From thence, to the "Deep Hole," there is from 10 to $10\frac{1}{2}$ feet, when the depth suddenly increases to from 18 to 24 feet, and on the bar between the Inner and Outer Bays there was found about 12 feet of water. The south channel is more direct, but has only a depth of from $7\frac{1}{2}$ to 8 feet in it.

There is over thirty square miles of water surface in the Inner Bay, about one half of which has a depth of from 8 to 9 feet, with a clay bottom.

The Admiralty chart of Lake Erie, prepared from surveys made in 1817-18, shows a channel through the beach at Long Point, but its actual position is not very clearly indicated.

It however appears that during violent storms which occurred in the year 1834, another breach was made at a place three and a quarter miles S.S.E. from Port Rowan, a village situated on the south side of the Inner Bay, at about a mile from its head.

This opening subsequently attained such dimensions that steamers and other craft passed through it into the Bay, some time previous to 1843, when it was considered to be so generally serviceable that the Government authorized a light ship to be placed there for the purpose of properly marking out the channel. From that time a light was maintained until the year 1857, when, in consequence of the rapid filling up of the Cut, it had to be discontinued.

This, doubtless, in a great measure, resulted from the large amount of sand carried in that direction from the beach lying to the westward, which has, within a comparatively few years, been greatly worn away. At all events, there was, in 1861, only 3 feet water in what is now called the "Old Cut," and in 1869 the bank across it was level with the surface of the lake.

From the great encroachments on the shore in this vicinity the narrow ridge along this part of the Bay became so weakened, that when attacked by heavy storms during the high water of 1859-60, another breach was made about a mile to the westward, which is called the "New Cut." This is about a quarter of a mile wide, and has a depth of from 10 to 13 feet water through the space formerly occupied by the beach, the material of which has been forced into the Bay, and now forms a horse-shoe shaped bar of densely packed sand, with only from $2\frac{1}{2}$ to 4 feet water over it. This covers an area of nearly a square mile, and effectually cuts off any possibility of an entrance from the west.

The New Cut appears to have a slow movement to the eastward, as that side of it continues to be worn away by westerly storms, whilst the shore drift has formed a low spit on its western side.

There is also a breach, about two and a quarter miles to the eastward of this, called Sturgeon Channel, or Bay, which is nearly 600 feet wide, and has a depth of from 1 to 2 feet through it.

From the latter, to fully half a mile west of the New Cut, the beach is, with the exception of a few sand knolls, only from 2 to 3 feet over the lake level, and, at several places, very little, if any, over it; consequently, on the recurrence of high water, a large portion of what is at present dry will be submerged, when there is a probability that other breaches will be made, and such changes take place as cannot be foreseen.

The storms which wear away the shore to the greatest extent are those that sweep directly into the Bay, carrying with them a large amount of solid matter, which, for the most part, settles on reaching the smoother water inside. This, together with the material driven in from the breaches, has, doubtless, formed the sand flats that now occupy a large area of the Bay, and overlie, to a considerable depth, the original clay bottom.

To the westward of the New Cut, a narrow ridge of sand runs along the margin of the lake for a distance of nearly five miles, and between this and the main shore is a triangular shaped marsh, containing an area of fully six square miles.

In this marsh are numerous large ponds, with from 3 to 5 feet water in them, and Big Creek winds through it towards the lake, at about a mile and a quarter from the west side of the Inner Bay.

The Creek is about 50 feet wide, and has a depth in the centre of from 12 to 14 feet.

A short distance from the shore it takes a sudden turn to the east, and runs parallel to the beach for fully half a mile, but the former outlet being entirely blocked up with sand, its waters now find their way through the marsh.

To admit of the passage of sawlogs, a lateral channel, about a mile and a quarter long, has been dredged from the creek to the bay on a line near the main shore.

This part of the coast being, as above stated, very little over the lake level, and for many miles completely destitute of trees, it is, in certain states of the atmosphere, barely visible from the deck of a vessel, until the danger is so close that there is frequently no means of avoiding it.

This is sometimes the case in even moderate weather, and during violent south-westerly storms often leads to the loss of life and much valuable property. Still, there is no place in this vicinity which presents any facilities whatever for the construction of a "refuge harbor."

Having thus described the various places surveyed and examined, it will be observed that there is a great similarity between them, at least in so far as the construction and maintenance of the harbors are concerned.

The outlet of streams having been unavoidably selected for such improvements as the necessities of the localities required, they are all so situated that they cannot be much enlarged without incurring the risk of, in some measure, destroying even their present usefulness.

The streams, although of no great length, have a considerable descent from the interior, and, at certain seasons, carry with them a large amount of detrital matter, which, on reaching a point where the surface is nearly on the same level as that of the lake, settles, and either fills up the channel inside, or tends to form bars at the entrance.

This has been, to some extent, obviated at Port Burwell by reducing the width of the outlet to about the same as that of the creek; still, this renders access to the harbor not only difficult, but in stormy weather extremely hazardous.

In every case, the channel has, at some point, to be kept clear by dredging, and unless the piers extend a considerable distance into the lake, the movement of the shore drift to the east is apt to form bars outside.

The accommodation, it will be seen, is limited, but to increase it by the formation of an inside basin would, doubtless, induce deposit to such an extent as to render it necessary to resort to constant dredging, and even then there is a probability that the full depth could not be secured in the early part of the season.

The prevalence of south-westerly winds renders the whole of the north coast of the lake more or less dangerous to vessels, but there are certain parts that, from their position and prominence, prove unusually disastrous during heavy storms.

The first of these in descending is Point Pelée, which is low, with shoals along it, and runs out nearly eleven miles at right angles to the shore, whilst there is only a comparatively narrow channel between it and Pelée Island, through which vessels bound in either direction generally pass.

The lighthouse erected some years ago on the outer end of the shoal has been of great benefit; still wrecks continue to occur in thick weather on both sides of the Point, according as heavy winds blow from the east or the west.

But Long Point, and that part of the coast immediately to the westward of it, appears to be still more dangerous, as vessels during heavy on-shore winds frequently get embayed between it and the Roaréau, so that unless they can ride out the gale at anchor, or, at great risk, succeed in making one of the small harbors under their lee, they are in imminent danger of being driven on the beach.

The loss of life and property on the north coast of Lake Erie, from the year 1858 to 1868, appears, from information obtained at the Marine Office, Detroit, to be as follows:

Loss of Life and Property on the North Coast of Lake Erie.

LOCALITY.	No. of vessels disabled.	No. of vessels totally wrecked.	No. of Lives lost.	Value of Property lost.
Bar Point	5	.....	.....	\$ cts. 1,500 00
Colchester (Clay Banks)	9	1	.....	27,000 00
Pigeon Bay	5	1	1	29,800 00
Point Pelee	50	6	5	162,350 00
Rondeau	15	2	7	42,450 00
Port Bruce	3	1	.....	16,000 00
Port Stanley	3	3	.....	27,500 00
Port Burwell	22	11	8	111,960 00
Long Point	36	11	27	228,655 00
Port Ryerse	2	.....	.....	1,150 00
Port Dover	1	.....	.....	100 00
Port Maitland	6	2	.....	31,400 00
Mohawk Bay and Reef	7	1	.....	10,925 00
Morgan's Point	3	.....	.....	18,800 00
Sugar Loaf	3	.....	.....	3,700 00
Port Colborne	24	4	.....	120,250 00
Point Abino	14	8	17	37,880 00
Windmill Point	2	.....	.....	1,200 00
Fort Erie	3	1	.....	18,200 00
Little's Point	2	1	.....	9,000 00
Gull Island	1	.....	.....	2,500 00

The notes immediately following the statement of wrecks on Lake Huron are equally applicable in this case.

From the above it will be seen that there were more lives lost at Long Point and Port Burwell than at all the other places put together, and that the loss of property in these localities amounts to fully one-third of the whole shewn by the statement.

It should, however, be borne in mind that the casualties set opposite these two places, have occurred at different points along a range of between forty and fifty miles of coast. The whole of which is entirely open to the full sweep of westerly storms, and affords no natural facilities for the construction of what could properly be called a "Refuge Harbor."

The shore of the lake being for a great distance nearly uniform, without bays or indentations of any kind, and the beach itself for the most part of a shifting nature, it will be evident that works erected anywhere along it would at all times be fully exposed to the shock of the waves, and, on the breaking up of the winter, to the attacks of ice fields, so that, as a whole, the difficulties to be contended with would be of no ordinary kind.

The great and rapid changes which have taken place within the past few years in the low beach opposite Port Rowan, and the probability of others occurring, prevents the idea being entertained of attempting anything like permanent improvements in that locality. And for a long stretch to the westward of Long Point there is really no one place which presents greater advantages than another, all being equally exposed.

In short, the formation of a large, safe, and accessible harbor at any point along this part of the shore would be attended with such an expenditure, apart from the risk of failure, that notwithstanding the existing necessity, it is questionable whether such an undertaking could at present be judiciously recommended.

On considering the subject in all its known bearings, and believing there would be much difficulty and uncertainty in making a suitable harbor at, or in the vicinity of Long Point, it is now deemed proper to draw attention to what can be done to the westward of that place.

It has been previously stated that the "Rondeau" is a large sheet of water varying from 8 to 9 feet in depth, and with the exception of two openings—one about half a mile, and the other 900 feet in width—is protected from the direct force of all storms.

This place is situated between the points where the greatest losses occur, being forty-two miles from Point Pelée, and ninety-two miles from the eastern end of Long Point, and presents the only natural facilities for the construction of a harbor on a large scale that can be found anywhere on the north shore within the distance above mentioned.

It is believed that if a good harbor was formed here, it would not only be serviceable to vessels when caught by storms near the middle of the lake, but might be the means by which many disasters to the eastward and westward of it would safely be avoided. As upward-bound vessels in heavy easterly storms, could, on leaving Long Point, make directly for it, and in heavy westerly winds, a large number of those downward-bound might be able to avail themselves of its shelter.

At the same time, it is deemed proper to state that a harbor at Rondeau would be solely for refuge purposes, as the trade of the place is of very little, if of any, importance. Indeed, since the construction of the main lines of railway, which run nearly parallel to the lake, the trade of the small ports on this shore, instead of increasing, has rather diminished. The bulk of the produce being carried eastward by rail, instead of finding its way to the coast as formerly; that is to say, the traffic does not flow towards the lake, but backwards from it, and all the large towns are found in the interior of the peninsula.

In order to render the "Eau" accessible for the greater part of the time, the entrance to it should open in a direction nearly south, and be from 250 to 300 feet in width.

This might be made nearly in the position of the old works, and the breach to the westward closed, or it could be made in the breach itself, and flanked by breakwaters.

In the event of the latter plan being adopted, the old entrance would, of course, have to be closed; and in either case it might be desirable to shut up the western gap, and protect the low parts of the beach between the present openings.

The piers on each side of the entrance would have to be about 750 feet long, and at least 25 feet wide, each having an outer head of 50 feet square, the site for the wall of which should be dredged to a depth that would admit of their being sunk from 2 to 3 feet below the bottom of the channel, and the entire space between them should be covered to a depth of about 2 feet with stone, so as to guard against the scour of the alternating reverse currents likely to pass through.

The breakwaters should, of course, be of a width proportionate to the depth at the different places they are to occupy, and be arranged so as to prevent their being undermined before the shore-drift has time to accumulate in front of them.

It is believed that, in order to accommodate the largest class of vessels, from 8 to 10 acres area of the basin should be deepened to from 14 to 15 feet water. This would require about 10,000 cubic yards of dredging to every acre deepened, but the nature of the material is such that it can be removed at the minimum of cost.

A good light for the guidance of vessels at night should also be placed at the entrance.

The probable cost of the works above enumerated would amount to the sum of \$165,000.

It is true that the wants of the navigation would not be wholly provided for by the establishment of this harbor; still, there is reason to believe that it would be the means by which many casualties could be avoided, as vessels, when not too far advanced on their course, could make for it in either easterly or westerly storms.

It has been shewn that for a long distance to the westward of Long Point, and to the eastward of Point Pelée, there are no natural facilities for the construction of a "Refuge Harbor," but, on the contrary, the coast presents formidable difficulties to the successful carrying out of such an undertaking. Still, even were there a harbor made in the immediate vicinity of one of these places it could be of no service whatever to vessels at the other.

In this view of the matter, it appears to me that the interests of navigation would be best consulted by adopting a central position for a harbor.

I therefore advise that the improvements at "Rondeau" be carried out, believing that by rendering this large natural basin available to shipping, a great and permanent benefit would be conferred on the general commerce of the lakes.

In conclusion, it may be stated that, in the foregoing report, an attempt has been made to describe the physical characteristics of the different places examined, to present in as concise a form as possible all the important information bearing on the subject that could be collected, and to submit the data which form the basis of the conclusions arrived at, so as to place the matter fairly and fully before the Department.

It is also proper to remark that, in the discharge of this duty, I have been ably assisted by Mr. Thomas Monro, the officer to whom the surveys were entrusted.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) JOHN PAGE,

Chief Engineer, Public Works.

APPENDIX No. 12.

IMPROVEMENTS AT MABOU HARBOR, CAPE BRETON.

Report by John Page, Chief Engineer.

OTTAWA, 23rd July, 1870.

The Secretary of Public Works.

SIR,—After receiving your letter, No. 6,907, and its enclosures, Mr. Boyd was requested to visit Mabou River, and take cross sections of the sand-spit, through which the proposed entrance to the harbor must pass, if the line referred to in my letter of the 8th April, 1869, is adopted.

Mr. Boyd's Report is hereunto appended, from which it will be seen that to make a channel 150 feet wide at bottom with slopes 2 to 1 up to high water line, and with slopes of about $1\frac{1}{2}$ to 1 above that point, would require about 55,000 cubic yards of excavation over water surface. To make the channel 12 feet in depth would require about 208,000 cubic yards of dredging.

The quantity of dredging corresponds nearly with that stated in the letter above-mentioned, although arrived at in a different way; but the quantity of excavation is doubtless considerably more, arising in a great measure from the fact that I had no means when on the spot of obtaining correct levels.

Having informed Mr. Boyd that the legislature had made an appropriation of \$5,000 for the improvement of this harbor, and that it had been proposed by H. Cameron, Esq., the member for the County in which it is situated, to expend that amount this summer and fall in making a cut through the sand-spit, and closing up the present entrance, he (Mr. Boyd) very judiciously remarks "that if the Government is prepared "to go on with the work next spring, it is not likely that any harm would be done by "this mode of proceeding," etc., "but there is considerable responsibility involved in "stopping the present channel, or even allowing the water to flow into the new cut, until "there is some certainty of a sufficient appropriation being made for going on with the "remaining works."

The correctness of this opinion will be evident when it is borne in mind that the entrance to this harbor, although crooked and intricate, still admits of vessels of light draught passing at favorable times during high water, whilst the making of a cut through the sand-spit, without being provided with the means of forming it into a proper channel, might leave the place destitute of an accessible entrance at any time—that is to say, that although a cut made through the sand-spit to low water mark would allow the tidal water, as well as the river floods, to pass, there is little or no probability that the currents unaided would form it into a channel such as would admit of the passage of vessels, as the sand which might be washed from the inside would most likely be deposited outside in such a manner as to bar the immediate entrance, increase the area of shoal water, and, consequently, be more difficult and expensive to remove than in the position it originally occupied.

In fact, this harbor is so situated, that its improvement, when undertaken, should be proceeded with as a whole, or, at least, arrangements should be made by which the different parts can follow each other in close succession, otherwise it is to be feared there will be little or no prospect of success.

This being my opinion, after a cursory examination of the locality, and a careful consideration of the subject, it is deemed proper to bring the matter again under the notice of the Honorable the Minister, in order to avoid misapprehension.

I have the honor to be, sir,

Your obedient servant,

(Signed,) _____

JOHN PAGE,

Chief Engineer, Public Works.

Enclosure referred to in foregoing Report by the Chief Engineer.

DEPARTMENT PUBLIC WORKS,

OTTAWA, 9th July, 1870.

John Page, Esq., Chief Engineer.

SIR.—I have the honor to submit the following Report on Mabou Harbor, C.B., which I visited in June last, in accordance with your instructions.

I took cross sections of the sand-spit on a centre line running N.W. by W $\frac{1}{2}$ N., from the end of MacKeen's Wharf, and had borings taken at each side, and in the centre of the spit.

The quantities to be removed—assuming a base 150 feet wide (100 feet S.W., 50 feet N.E. of centre line), at 12 feet below extreme low water, slopes 2 to 1 below high water level and 1 to 1 above high water on the N.E., and 1 $\frac{1}{2}$ to 1 on the S.W. side—would be: excavation in sand, 55,000 cubic yards; dredging, 208,000 cubic yards, of which 44,000 cubic yards are outside, 83,000 cubic yards in spit, and 81,000 cubic yards inside. The quantity of dredging could be reduced to 150,000 cubic yards by not extending the inside works further than the turn of the channel, leaving the channel to straighten itself between that point and MacKeen's Wharf, though, in order to get more effective scour, it would probably be better to do the whole work with the dredge.

The Admiralty soundings show a rock bottom outside the range of a line drawn from Green Point to the bluff, N.E. of Hegg's Back; there seems, therefore, reasonable ground for supposing that if a breakwater were carried out on the S.W. side of the proposed channel as far as this range, a channel would be maintained with a depth of 12 feet low water, any silt brought down by the river being swept away by the shore currents. The mouth might be temporarily shallowed by sand after a severe S.W. storm; but the current, which runs out of the river at the rate of four knots an hour, would soon scour this away.

It has been proposed to utilize the existing appropriation of \$5,000 by making a cutting 150 feet wide, as low as can be worked without a dredge, through the spit, stopping the old channel, and leaving the water to force its own way through the new cut. The quantity to be removed would be about 30,000 cubic yards. If the Government are prepared to go on with the work next spring, it is not likely that any harm would be done by this mode of proceeding—we should, indeed, have the advantage of seeing the action of the currents, which would enable us to form a better opinion of the proper location and extent of the protection works. The materials for building the breakwater and protecting the sides of the channel, or, at any rate, doing the latter, should be got out during next winter, as the effect of leaving the work too long unprotected might be materially to increase the ultimate expense. The best way would be to build the breakwater on the ice, and sink it through; the work would be better, and more cheaply done in this way than in any other.

The excavation might be taken out, at any rate as low as high water mark; but there is considerable responsibility involved in stopping the present channel, or even allowing the water to flow into the new cut, until there is some certainty of a sufficient appropriation being made for going on with the remaining works.

The following estimate of the probable cost of the works is submitted :—

	\$
55,000 cubic yards excavation, @ 15 cents	8,250 00
208,000 , dredging, @ 25 cents	52,000 00
1,200 lineal feet breakwater, @ 15 dollars	18,000 00
2,000 , bank protection, @ 6 dollars	12,000 00
Stopping old channel, say	2,250 00
	<hr/>
Ten per cent. contingencies	92,500 00
	9,500 00
	<hr/>
	102,000 00

Or—

	\$
150,000 cubic yards dredging, @ 25 cents	37,500 00
Other work, as before	40,500 00
	<hr/>
Contingencies	78,000 00
	8,000 00
	<hr/>
	86,000 00

I have the honor to be, sir,

Your obedient servant,

(Signed,) JOHN EDWARD BOYD,

Assistant Engineer.

APPENDIX No. 13.

SLIDES AND BOOMS.—SAGUENAY DISTRICT.

*Description of works and repairs executed during the fiscal year ending 30th June, 1870,
by D. Boulanger, Superintendent.
(No. 11,670.)*

PETITE DÉCHARGE,

SAGUENAY, 30th June, 1870.

F. Braun, Esq.,
Secretary Department of Public Works, Ottawa.

SIR,—I have the honor to submit the following annual Report on the works confided to my care, and of the works executed under my superintendence during the past year.

All the works, comprising slides, dams, booms and piers, are in very good repair, with the exception of the glance boom placed at the head of the slide which was damaged by the fire which ravaged Saguenay on the 19th May last.

The slide will require some slight repairs next year, an estimate of which I shall have the honor to submit in a subsequent Report.

The cost of the repairs executed during the past year amounts to one hundred and nineteen dollars and twenty cents, which sum has been paid by the Department.

I have the honor to be, Sir,
Your obedient servant,

(Signed.)

D. BOULANGER,

Superintendent.

APPENDIX No. 14.**SLIDES AND BOOMS—ST. MAURICE DISTRICT.**

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by H. R. Symmes, Superintendent.
 (No. 11,685.)

SUPERINTENDENT'S OFFICE, ST. MAURICE WORKS,
 Three Rivers, July 13th, 1870.

F. Braun, Esquire,
 Secretary, Department of Public Works, Ottawa.

SIR,—I have the honor to submit, for the information of the Department, the following Report on the state of the St. Maurice Works for the fiscal year ending 30th June, 1870.

No work has been performed during the year chargeable to construction.
 The following repairs were made during the year, costing in the aggregate the sum of \$5,584 73.

STATION No. 1.—BOOM AT THE MOUTH OF RIVER.

One mooring post and piers renewed.
 Pier No. 1 repaired.
 Side pier repaired.
 Nine hundred lineal feet boom, 5 feet wide, renewed.
 Protecting side pier renewed.
 Three mooring posts and piers renewed.
 One mooring post in Pier No. 6.
 Pier No. 8 repaired.
 Mooring post on shore with small supporting pier.
 Two floating piers renewed.
 Mooring pier at head of Isle aux Cochons renewed.
 Wharf on Isle Coran renewed.
 Two anchor piers.
 Sundry repairs to main boom.
 One tamarac post.
 Sixteen oak head blocks to booms.

STATION No. 2.—GRÈS FALLS.

Renewing iron straps on 6 buoys.

STATION No. 3.—SHAWINAGAN FALLS.

Renewing large pier above slide.
 Sundry repairs to slide.
 Twenty-one new head-blocks to booms.
 Repairs to long side piers in eddy.
 5 piers of retaining boom raised 3 feet each.
 Sundry repairs to retaining boom.

STATION No. 4.—GRAND MÈRE.

One anchor pier 15 x 15 x 8.
 Three hundred and eighty-five lineal feet of single boom.

STATION NO. 6.—LATUQUE FALLS.

One anchor pier $15 \times 15 \times 8$.

Sundry repairs to dam in chute.

STATION NO. 8.—IROQUOIS FALLS.

Sundry repairs to slide.

do do dam.

Blasting rock at entrance to slide.

EXPENDITURE FOR THE YEAR.

Staff and working expenses.....	\$9,766 67.
Repairs.....	5,584 73.

REMARKS.

During the past year all the St. Maurice River Works have been efficiently managed, and have given general satisfaction. There has been no accident or damage done to any of the works by freshets, or otherwise, worthy of notice. The amount which I have asked to make repairs is nearly all for making those repairs, the necessity for which has arisen from natural decay and wear.

With reference to the improvements required on the river to meet the necessities of the lumber trade, I do not know that I can add anything to my report of the 23rd December last, made at the request of the Department, and now under its consideration.

Respectfully submitting the foregoing,

I have the honor to be, Sir,

Your obedient servant,

(Signed,) HENRY R. SYMMES,
Superintendent.

APPENDIX No. 15.

SLIDES AND BOOMS—OTTAWA DISTRICT.

Description of the works and repairs executed during the fiscal year ending 30th June 1870, by H. Merrill, Superintendent.

(No. 12,459.)

OTTAWA RIVER WORKS, SUPERINTENDENT'S OFFICE,
Ottawa, 13th Sept., 1870.

F. Braun, Esq.,
Secretary, Public Works Department.

SIR,—I have the honor to transmit to the Department the following Report, on the works under my charge, for the year from 1st July, 1869, to 30th June, 1870.

The pitch of water in the Ottawa and its tributaries was very high in the spring of 1869, and kept at a favorable height for the descent of timber throughout the greater portion of the running season, so that but little difficulty was experienced in taking timber and saw-logs to their destinations; and the works, on the whole, were not very much damaged, considering their extent, and the tear and wear to which they were necessarily subjected by the passage of the following products of the forest—

Through Chaudiere Slide, from Upper Ottawa country :—

13,351 cribs of square timber, containing 300,689 pieces.

196 " deals.

81 " flatted timber.

Total... 13,628 cribs.

Through Hull Slide, from Upper Ottawa :—

213,143 saw-logs.

2,300 pieces flatted timber.

Through the Gatineau Booms, and other works :—

496,099 saw logs.

7,002 pieces of square timber.

1,124 " flatted "

1,123 " round cedars.

The foregoing statement does not include the vast quantity of saw logs brought down to supply the Chaudiere mills.

After the timber had passed, I visited and inspected the works at the various stations to enable me to prepare an estimate of the cost of putting them in an efficient state for the business season of 1870; and having reported the result of my investigation to the Department, I was authorised, by letter, dated 12th January last, to expend \$200,018 on repairs which were executed at—

Joachim, Calumet, Mountain, Portage du Fort, Chats, Chaudiere, Hull and Carillon, stations on the Ottawa; Chain Rapids, Bailey's Chute, Boniface Rapids, Ragged Chute, High Falls, Burnstown, Flat Rapids, and Arnprior, stations on the Madawaska River;

High Falls, slide and boom at the mouth of Dumoine River;

Slide on Black River;

Slide and piers on Coulonge River;

Boom and Piers on Gatineau River; and some slight repairs on the Petewawa River.

Pooley's and Chaudiere bridges, in this city, and the bridge over the North Nation River, were also repaired and strengthened.

These repair works were completed in due time, and everything was in readiness for the business of the spring of 1870.

Last winter there was a great depth of snow on the ground near the sources of the southern tributaries of the Ottawa ; and as a considerable tract of country as been cleared by settlers, and the woods have been run over by fires, the direct action of the sun in the clearances melts the snow much more rapidly than when the basins of the rivers were covered with dense forests. One of the results is, that the rivers in spring rapidly rise to flood height, causing much damage to property within their reach, and then, when the waters are drained off, they as quickly subside. So much was this the case last spring, that the Madawaska rose in April to an unprecedented height, and caused very great damage to the works on the upper and middle reaches of the river.

The water rushed over the "Nagle" dam at the High Falls to the depth of two or three feet on the apex, and ultimately caused a break in that structure, through which a great body of timber and logs, and the debris of the works, swept from the upper stations, passed in uncontrollable masses, and battered down about 500 feet in length of the important slide at High Falls which had been thoroughly overhauled and repaired about a year before this accident happened on the 29th of April. Immediately after the occurrence, I prepared a rough approximate estimate of the cost of effecting such repairs as would admit of the passage of timber from above the break ; and having submitted the same to the Department, I was at once instructed by the Honorable the Minister of Public Works to execute the repairs with all despatch ; and on the 20th of May, in twelve days after the commencement of the work, timber was freely passing through the slide, some 500 feet in length of which had been reconstructed in a permanent and substantial manner. All the work that it was possible to do at the dam at that time, however, was mere patching, as a temporary expedient to pass the timber ; and as the materials of which the dam was originally constructed were found to be much wrecked and decayed, a new structure will be required before another season. An estimate of the cost of this work, and of repairing and strengthening the slide at Chain Rapids, the dam at Ragged Chute, the boom and piers in Calabogie Lake, and the carrying out of other necessary improvements, to make good the damage sustained by the works, will be prepared and submitted to the Department at as early a date as possible.

Such being the case, the lumbermen on the Madawaska suffered a good deal of loss and inconvenience on account of their timber being damaged in passing over the chutes when the river was in a state of flood, and through detention when the water became so extremely low as to render "driving" very difficult or impracticable.

On the Ottawa and its tributaries, difficulties are annually encountered in taking late timber to market, in consequence of the early falling of the water, and with the view of guarding as much as possible against future detention at the more important stations on the main river, I furnished to the Department, on the 24th December, 1868, an estimate of the cost of certain works which would, in my opinion, afford a supply of water to the slides when most required ; and as this is a matter in which the majority of those engaged in the lumber trade are deeply interested, I have taken the liberty to make the following quotations from my former Report, and would strongly recommend the early construction of the dams therein referred to :—"The lumbermen are gradually extending their operations into the interior ; consequently, in many cases, their rafts do not arrive at the lower stations until the water has fallen. I have, therefore, in addition to the repairs that are absolutely necessary before the passage of timber can be effected in the spring, made provision for raising the water at Calumet, Mountain, Portage du Fort and Chats, stations on the Ottawa, so that the timber from the more remote limits may be passed through these slides at the season of low water.

"I may mention that river works that were well enough adapted for the accommodation of the trade twenty years ago, are now, from the increased business and other causes, altogether unsuitable as regards the supply of water, for the duty required of them ; and in proof of this I need only call attention to the fact that last summer the late timber was either prevented from passing the above-named slides, or had to be

"broken up and run over the chutes—a circumstance which, in either case, was attended "with great loss and inconvenience to the parties interested.

"I propose to raise the water by constructing dams at the head, and at the Calumet "and Mountain stations, where there might be a possibility of flooding lands in the "spring, were permanent structures used, I have provided for openings which will be closed "for raising the river at the season of low water only, when no damage can ensue.

I have the honor to be, Sir,

Your most obedient servant,

(Signed.)

HORACE MERRILL,
Superintendent O. R. Works.

APPENDIX No. 16.

SLIDES, BOOMS AND NAVIGATION—RIVER TRENT AND NEWCASTLE DISTRICT.

*Description of the works and repairs executed during the fiscal year ending 30th June, 1870,
by G. W. Ranney, Superintendent.*

BELLEVILLE, 20th July, 1870.

F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—In compliance with general instructions to make semi-annual and annual estimates for repairs and improvements, and an abstract account of appropriations and expenditures, I beg to submit the following with accounts and estimates hereto annexed. [not printed.] The river Trent and Newcastle District works sustained material injuries during last spring's freshet. The Trent slides were rendered impassable for cribs, and would cost from \$60,000 to \$75,000 to repair them, or, more properly, to renew them, for what is left would require to be renewed, except the dams. The river was swollen to such an extent that it is a wonder that any portions of work remained standing. The bed of the river in many places has been quarried, accumulated, and distorted, so that pilots cannot follow original channels. The works north of Peterboro, maintaining still water navigation, sustained less injury than those at the lower end of the line, and no interruption of navigation occurred.

In consequence of the failure of the Trent slides the majority of square timber had to be taken by rail to Port Dover and Cobourg, and sent down the lake. The expense and uncertainty of that means of transportation excludes the square timber from this river almost entirely.

The water receded very rapidly and is now unusually low for the time of the year. The tributary streams fell so fast that large quantities of lumber will not get to market this year. Were it not for the large reservoirs of lakes the freshet of this year would have carried away all works on the rivers. There was at least four times the quantity of water in the river this spring than there has been since my acquaintance with it (1830.)

The repairs to the works above Peterborough were nothing more than ordinary, except repairs to Lock gates at Bobcaygean, which necessitated the pumping of the Lock chamber.

The repairs done since the spring freshet are temporary, and only such as to maintain navigation, leaving a general repair to a favorable season at low water.

The public in the neighbourhood of Rice Lake and Peterborough are agitating the repair of Whitlas Lock. I do not include it in this estimate, as Mr. Baillaigé made an detailed estimate in 1866 for \$4,210, to which may be added 20 per cent. for further damage, and advanced price of materials and labor.

The dam and slide at Hastings received a good deal of injury—the cap, and all the planking on the face of the dam is off, and the piers forming the sides of the slide and stoplog posts and platform were carried off three courses, which require immediate repair to keep up the water to a navigable height. The boom piers and booms, wing walls above and below the lock, were injured.

The pivot beam of the swing bridge has given way, and the bridge has settled down on the travellers.

The slide at Heeley's Falls is so injured that it is not likely to be repaired by the Trent Slide Committee; therefore, to keep up the level of water for still water navigation between Heeley's and Hastings, the Department will require to maintain the dam and head works.

I might mention that the Committee of Management, Trent Slides, have not decided what they will do in the way of repairs to the slides; but it is my opinion that the work is far beyond their means, and that no attempt will be made to make crib slides, as there will not be sufficient square timber made to warrant the expense. There may be made some partial repairs that will facilitate the driving of logs. It will take a large sum to clear away accumulated shoals and immense large flags of rock quarried up by the water in position that impede the driving of timber and logs, in each of the rapids between Heely's Falls and the mouth of the river.

At Chisholm's Rapids the face of the dam and cap is mostly all gone. In addition to what was formerly estimated for putting in waste new stop-log piers, the repairs of the dam should be added.

The Trent slides having failed, and the lumber trade, of various descriptions, being excluded, other means of transportation are talked of; and it will not be long before the Bay of Quinte and Lake Simcoe will be strongly urged upon the Government.

Taking Mr. N. H. Baird's estimate as data—the works that have been constructed and the works being constructed at various points—no line of communication connecting the waters of Lake Ontario and the Georgian Bay could be made to better advantage of the country or at less cost.

Since the surveys of the more northern townships, and extension of lumbering operations, large lakes for feeders have been discovered that would satisfy Mr. Thomas Keefer that he was wrong in his report, in reference to there not being a sufficient supply of water to maintain a five feet draught throughout the line of canal.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) G. W. RANNEY,
Superintendent, Trent Works.

APPENDIX No. 17.

RIVER TRENT AND NEWCASTLE DISTRICT WORKS.

*Report on damages done to these works by freshet in spring of 1870, by G. W. Ranney,
Superintendent.*

(No. 11,014.)

BELLEVILLE, 20th May, 1870.

SIR,—I have visited the several works along the line of navigation under my charge, to ascertain what damage has been done by the freshet, also to see what temporary repairs were necessary or could be done to maintain still water and river navigation for the present season.

I beg to submit the following :—

At Lindsay, the works of renewing the lock were suspended during the freshet. No damage was done to the dam or Government work, and no interruption to the navigation, either east or west from Lindsay, occurred.

At Bobcaygean no damage of serious consequence occurred. Some top timbers of guard-piers and wharves were carried away, and a great deal of flood-wood accumulated on the dam and about the works. The gates of the lock could not be worked for several days, the water being 6 inches over the coping. All has been put to rights, and the navigation going on.

At Buckhorn, some of the guide-booms gave way. Part of the low part of the dam on the south side of the river gave way, and some of the top timbers of piers were carried off, but the injuries are not such as to lower the levels of the lakes or impede navigation.

The above three works govern the level of all the lakes now navigated above Peterboro'.

In consequence of the failure of the Trent slides, and the damage done to mill-dams on the Otonabee River, a good deal of square timber will be towed up to Lindsay, and taken by rail to Port Hope.

The Burleigh works have not been injured much.

The mill dams and private property on the Otonabee have been materially injured, and cribs cannot be run.

Whitlas Lock.—The walls were not injured much. The water was 3 feet over the coping, and washed the backing some.

At Hastings the works have been a good deal injured. The water was about 20 inches over the coping of the lock, washing a good deal on the north side. The slide was injured a good deal. The guide-booms and piers were carried away, the guard walls above and below the lock injured, the pivot-beam of the swing-bridge broken, and fence carried away—in all, nothing very serious, but will cost a considerable amount to put to rights again.

At Heely's Falls, the navigation for cribs is stopped on account of the wing wall between the head of the island and the upper slide—the side wall between the two slides forming the basin (all but 100 feet)—the lower end of the upper slide with booms and piers in the basin, the guard piers forming the recess for lower apron, being all carried away. The dam is not injured. The lower slide floor is not injured. The damages done at this station are so extensive that they cannot be repaired for this season's use. It would cost between \$7,000 and \$8,000 to put the works at this station in order again.

Booms in Crow Bay are all in good order.

At Middle Falls the works have not sustained very much injury ; \$600 or \$700 would put them in order again.

At Campbellford the works have been seriously injured—guide booms and piers all gone ; mills and factories seriously injured.

Ranney's Falls.—The long line of guide booms and piers is gone ; the dam is very much injured ; the walls forming the side of the slide, for nearly the whole length, have been lowered, some three courses, and parts of them more ; the lower slide is nearly all gone ; both grist and saw mills are gone—the whole rendered dangerous and impassable for cribs. Should the dam and works not receive further injury by the drives of logs and timber, I think they might be made passable again for about \$7,000. This station is one of the most important to the lumber trade, as timber and logs receive a large amount of depreciating injury by going over the Falls. The majority of logs now come down Crow River, and if the Middle and Ranney's Falls works were repaired it would be a great advantage to the lumber trade.

At Percy Landing the retaining booms are in good order.

At Chisholm's Rapids the dam on the lower side is somewhat injured, but the water is still so high, it cannot be seen to what extent. The lower end of the slide may be injured, but it cannot be seen. I do not think the navigation will be impeded.

The high water this spring has created a new energy to complain of the flooding of lands by the Chisholm's Dam, and I hear that petitions will be sent in to have it removed. I would advise to have the waste weirs made, and the dam staunched. By that means the water would be kept at an uniform level, and complaints would be avoided.

Throughout the whole line of communication, the dams maintaining the levels of still water navigation have not been so much injured as to impede navigation.

The roads and mill property have suffered in this vicinity from the freshet.

All of which is respectfully submitted.

I have the honor to be,

Your obedient servant,

(Signed,) _____

G. W. RANNEY,

Superintendent, Trent Works.

APPENDIX No. 18.**MÉTAPÉDIAC ROAD.**

Report on damages caused to this road by fire, in the spring of 1870, by Joseph Rosa.

(No. 11,489.)

STE. FLAVIE, 25th June, 1870.

To F. Braun, Esq.,
Secretary, Public Works Department, Ottawa.

SIR,—In accordance with the instructions conveyed in your letter of the 8th instant, I have visited the Metapedia Road, to examine the damages caused by the fire there, and to estimate the cost of the necessary repairs, and have the honor to report as follows:—

The bridges destroyed by the fire were situated between the 14th and 96th mile, that is to say, on that part of the road which is under the control of the Government.

There are eight bridges, three culverts, 625 feet of guard rail, and two tiers of the wood-work of a wharf 75 feet long, destroyed by the fire, and which it is necessary to rebuild as soon as possible, because the passing over the streams and through the ravines is attended with much danger to the mail carriers and other travellers, who are obliged to go that way by night.

These streams and ravines will be quite impassable when the autumn rains set in if the bridges are not rebuilt.

The Intercolonial Railway Track does not pass over that portion of the Metapedia Road where these bridges are located—they must, therefore, be all rebuilt.

The estimate for the re-construction of the bridges, culverts, and guard rail destroyed by the fire will amount to \$2,700, including cost of superintendence, &c.

The estimate is made for rebuilding these bridges with white cedar logs (unhewn), being not less than 10 inches in diameter at the smallest end for the abutments and piles.

The water ways, which do not require to be more than 14 feet at the mouth, should be covered by five beams 12 inches in diameter, at least, at the small end.

The water ways, which are more than 14 feet broad at the mouth, should be covered in by two rows of beams, one over the other, of the same diameter as above.

The roadway should be made with round cedar logs, not less than 7 inches in diameter, covered with a bed of brush 6 inches thick, which should be covered again with a bed of earth, mould or gravel of 18 inches thickness in the centre and 6 inches on the edges. A curb-rail, 12 x 12 inches, and hewed, will be placed all along the inner side of the road way, on both sides of the bridge.

The bridges will have a guard rail on each side throughout their whole length. The bridges, culverts, &c., will be made in the same way as they were before, and like the other bridges and culverts along that road.

The following table indicates the situation and the dimensions of the several works to be done:—

TABLE indicating the situation, dimensions, and estimate of the works necessary to repair the damage caused by the fire on the Metapedia Road.

No.	SITUATION.		DIMENSIONS.			ESTIMATE.
	Miles from Ste. Flavie.	Name of Bridge or Place.	Length. Ft.	Breadth. Ft.	Height. Ft.	
1	25	One Bridge at M. Frazer's	140	18	8	260 00
2	32	do over a stream.....	50	20	6	70 00
3	32	do at Elie Poiriers.....	220	18	20	850 00
4	55	One Culvert.....	.....	.....	.....	5 00
5	58	One Bridge over a stream	60	18	6	85 00
6	65	do do	44	20	5	55 00
7	71	do do	56	18	9½	150 00
8	71	Guard Rail to repair	150	.....	.....	5 00
9	71	Two Culverts.....	.....	.....	.....	10 00
10	73	Guard Rail to repair, and two rows of wharf to repair.....	75	.....	.....	40 00
11	74	One Bridge over a ravine	38	22	7	60 00
12	74	Guard Rail to repair.....	400	.....	.....	20 00
13	75	One Bridge at Kitchie's	125	18	20	820 00
Add 10 per cent. for Superintendence						2,430 00
do do Contingencies						243 00
						27 00
Total						\$2,700 00

Humbly submitted.

I have the honor to be, sir,

Your obedient servant,

(Signed,) _____

JOSEPH ROSA.

APPENDIX No. 19.**GOVERNMENT RAILWAYS IN NOVA SCOTIA.***Report by George Taylor, Superintendent.*

SUPERINTENDENT'S OFFICE,
HALIFAX, October, 1870.

To the Honorable the Minister of Public Works.

SIR.—I have the honor to submit, as requested, a Report of the operations of the Government Railways in Nova Scotia, for the fiscal year ending 30th June, 1870.

My appointment to the superintendence of the Government Railways in Nova Scotia dates from January 14th of the present year; consequently, my direct personal supervision only covers about five months, having held, up to that date, the position of Traffic Superintendent.

The traffic receipts have been	\$275,687 73
Against the previous year	272,237 41

Increase this year	3,450 32
Or 1.26 per cent.	

The ordinary working expenses have been	\$261,038 80
Against the previous year	268,560 37

Decrease this year	7,521 57
Or 2.80 per cent.	

While the extraordinary repairs have been	\$52,240 04
---	-------------

The expense of renewing the permanent way and buildings, charged under heading "Extraordinary Repairs," has been unusually large, owing, to a certain extent, to incidental circumstances which do not occur every year, but which is absolutely necessary.

These renewals consist of rails, wooden bridges, culverts, cattle guards, and platforms. The wooden structures have been in use for fully twelve years, during which period the repairs had been comparatively small, and, upon careful examination, it was found necessary to renew forthwith—ten or twelve years being the average life of native timber. It was also found that the masonry of several bridges was defective, and had to be taken down and rebuilt. The station buildings between Halifax, Truro, and Windsor, have all been thoroughly repaired and painted inside: these buildings still require painting outside, to preserve them.

The renewals of the passenger and freight cars are becoming more extensive as the plant gets older. This item of expenditure cannot be avoided.

The passenger traffic shows a decrease of	\$4 84 per cent.
---	------------------

The freight traffic shows an increase of	11 80 "
--	---------

The horse and waggon traffic shows a decrease of	80 99 "
--	---------

The mails and sundries shows a decrease of	22 84 "
--	---------

A comparison of percentages with the working expenses of last year cannot be given in detail, the classification having been altered.

The percentage which the passenger, freight, and other earnings, bear to the gross receipts, and that which each division of the ordinary working expenses bears to the whole cost of operating, is as follows:—

EXPENSES.	1870.	RECEIPTS.	1870.
Locomotive Power	35.15	Passengers.....	43.88
Car Expenses	11.45	Freight	52.54
Maintenance Way and Works	22.82	Horse and Waggon	0.25
Station Expenses	14.35	Mails and Sundries	3.33
General Charges.....	13.07		
Pictou Ferry	3.16		
	100.00		100.00

The ordinary working expenses have been 94.68 per cent. of the receipts, against 98.65 of the previous year; extraordinary repairs, 18.95.

The earnings have been \$1,901 29 per mile.

The ordinary working expenses have been \$1,800.26 per mile.

The average distance travelled, and the receipts per passenger, and per passenger per mile, are as follows:—

SPECIFICATION.	Local.	Through.	Total.
Average Passenger Mileage	30.03	81.68	81.68
Average Receipts per Passenger, in cents	45.25	157.80	51.37
Average Receipts per Passenger per mile, in cents	1.50	1.93	1.54

The number of passengers carried during the year was 235,452
Do do do previous year.. 187,672

Showing an increase in 1870 of 47,780

The weight of freight moved during the year has been 155,471 tons
Do do carried one mile 4,784,027 "

which includes 65,226 tons coal—56,128 tons being moved east for shipment at Pictou Landing, and 9,098 tons west for home consumption.

The average distance per ton in miles is as follows:—

SPECIFICATION.	Local.	Through.	Total.
Average distance per ton, in miles.....	28.17	83.98	30.77
Average Receipts, per ton	\$ 0.85	\$ 2.66	\$ 0.93
Average Receipts per ton per mile, in cents	3.02	3.16	3.04

The Accountant's Report (Appendix A), containing general balance sheet, capital, and revenue accounts, together with detailed tabulated statements of receipts and expenses, gives full particulars of the financial operations of the Department.

A Report by the Locomotive Superintendent (Appendix B), is accompanied by a

statement of engines and other plant, with the mileage. From this Report you will see that several of the locomotives have had extensive repairs. Twelve of these engines were placed on the line in one year; consequently, the large repairs have all to be provided about the same time, which accounts for the expenditure in this Department. The car rolling stock, having had extensive repairs, is now in good order.

Acadia Mines coal has been successfully used in several engines. I have every reason to anticipate that a large saving will be effected when coal is used on both lines. This cannot be done until the present stock of wood is used.

The Road Inspector's Report (Appendix C) states that the track is in fair order. Nearly 27,000 new sleepers have been put down. The clip or scabbard-joint fastening is being substituted for the cast-iron chair—the latter is not adapted for this variable climate. During the present summer, a still larger number of sleepers will be used, and with the contemplated renewals in wooden bridges and culverts, ballasting, &c., the permanent way will be greatly improved, which is the first point of true economy. For the better accommodation of the public, several new sidings have been built, and others lengthened.

The trains have been run, with few exceptions, regularly. The interruptions from snow storms were not serious, and entailed, at most, only a few hours delay.

The railway between Windsor and Annapolis was opened for traffic on 18th December last. Arrangements were made at that time for interchange of traffic, so as to obviate the necessity of passengers changing cars, and transhipping freight at Windsor. When this line was opened for traffic, the steamer plying between St. John, N.B., and Windsor, N.S., during the summer months, was withdrawn from that route, and placed on the route between St. John and Annapolis, connecting with the railway at the latter port. By this arrangement, a regular communication was kept up during the winter months between Nova Scotia and New Brunswick, thereby supplying a want long and seriously felt in both Provinces.

I regret that it is my duty to report six fatal accidents, viz.:—

George Fuller, fireman on freight train, accidentally killed near Newport Station, on 15th October, 1869. Report dated 23rd October.

Rod. McNeil, mason, accidentally killed at Bedford Bridge, on 26th October, 1869. Report dated 26th October.

John McCarron, engine driver, accidentally killed at Truro Station (boiler explosion), on 29th October, 1869. Report dated 2nd November.

James McCarron, engine driver, accidentally killed near New Glasgow (engine ran over embankment), on 22nd November, 1869. Report dated 6th December.

John Ross (not an employé), accidentally killed at Truro, October 18th, 1869. Report dated 18th October.

Thomas Guinon, brakeman, accidentally killed at Fletcher's, on 29th December, 1869. Report, 31st December.

And Matthew Whalen, brakeman, had his left arm seriously injured on 1st January, 1870. Amputation was necessary. Recovered. Report, 4th January, 1870.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) *GEORGE TAYLOR,*

Superintendent.

APPENDIX A.

HALIFAX, NOVA SCOTIA,
1st October, 1870.

SIR,—I beg to submit the following Statements and Returns, showing the financial operations of the Government Railways in Nova Scotia, for the fiscal year ending 30th June, 1870 :—

- A 1. General Balance.
- „ 2. Capital Account.
- „ 3. Revenue Account, with Abstracts 1 to 6.
- „ 4. Classified Monthly Comparative Statement of Receipts.
- „ 5. Statement showing number of Local and Through Passengers east and west, with mileage.
- „ 6. Statement showing number of tons of Local and Through Freight moved east and west, with mileage.
- „ 7. Statement showing the Business and Expenses of the several Stations.
- „ 8. Descriptive Summary of Freight forwarded from all Stations.
- „ 9. Inventory of Stores on hand.
- „ 10. Statement of Wood and Coal at the several Stations.

I am, Sir,
Your obedient servant,
(Signed), THOMAS FOOT,
Accountant.

George Taylor, Esq., General Superintendent, Nova Scotia Railway.

DR.

(A 1.)—GENERAL BALANCE.

CR.

	\$ cts.		\$ cts.
Receiver General	1,359 31	Dominion Account.....	128,036 93
General Stores.....	107,766 05		
Stations.....	6,321 70		
Windsor and Annapolis Railway.....	7,714 75		
Individual Accounts	1,372 96		
James Alexander.....	3,434 46		
Suspense Account.....	67 70		
	<u>\$128,036 93</u>		<u>\$128,036 93</u>

(Signed),

THOMAS FOOT,

E. & O. E.

Accountant.

Halifax, N.S., 30th June, 1870.

DR.

(A 2.)—CAPITAL ACCOUNT.

CR.

1869.		\$ cts.	\$ cts.	1869.			\$ cts.
June 30.	To cost of road and equipm'nt to date	6,791,254 18		June 30.	By Dominion of Canada ...		6,880,583 52
1870.				1870.			
June 30.	Expenditure year ending 30th June, 1870, classified as follows :—			June 30.	do do do		99,724 53
	Engineering	1,711 85					
	Roadway & works	27,102 33					
	Permanent way	11,234 61					
	Rolling stock	45,368 09					
	Station and water service	4,779 16					
	Sundry services	9,528 49					
			99,724 53				
	Balance transferred to Dominion Account.....		6,890,978 71				
			89,329 34				
			6,980,308 05				
							6,980,308 05

(Signed),

THOMAS FOOT,

E. & O. E.

Accountant.

Halifax, N.S., 30th June, 1870.

Cr.

(A 3.)—REVENUE ACCOUNT.

Dr.

Twelve months ending 30th June, 1869.	EXPENDITURE—1870.	Total.		RECEIPTS—1870.				
		Extraordinary Repairs, etc.	Working expenses, etc.	Extraordinary Repairs, etc.	Working expenses, etc.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
97,241 43	Locomotive power	(per abstract 1)	91,749 10	1,436 20	93,185 30	127,122 04	Passenger traffic	120,938 00
68,041 83	Car expenses	(per abstract 2)	29,886 80	7,909 93	37,758 73	123,540 39	Freight traffic	144,834 70
76,501 58	Maintenance way and works (per abstract 3)	59,564 05	42,893 91	102,457 96	3,666 73	Horse and wagon traffic	636 98	
83	Station expenses	(per abstract 4)	37,450 16	.....	37,450 16	Mails and sundries	9,188 05
26,775 33	General charges	(per abstract 5)	34,112 05	.....	34,112 05	.....	.....
.....	Pictou Ferry	(per abstract 6)	8,214 64	.....	8,214 64	Balance	275,687 73
268,560 37			261,038 80	52,240 04	313,278 84		37,591 11	
					272,237 41			

E. & O. E.

Halifax, 30th June, 1870.

Percentage ordinary Working Expenses on Gross Receipts..... 94.68
 Do Extraordinary Repairs on do 18.95

(Signed),

THOMAS FOOT,
Accountant.

(ABSTRACT 1.)—LOCOMOTIVE POWER.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Drivers', firemen's, and cleaners' wages		13,705 19	13,705 19
Fuel.....		28,948 76	28,948 76
Oil, tallow, and waste		7,224 56	7,224 56
Repairs to engines and tenders		38,302 45	38,302 45
Repairs to, and renewal of, tools, lamps, &c.		130 08	130 08
Repairs to workshops and engine-houses		253 25	253 25
Water, including pump and tank repairs	1,436 20	2,264 70	3,700 90
Miscellaneous.....		920 11	920 11
	1,436 20	91,749 10	93,185 30

Percentage ordinary Working Expenses on Gross Receipts..... 33.28
 Do Extraordinary Repairs on do52

(ABSTRACT 2.)—CAR EXPENSES.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Conductors', train baggage masters' and brakemen's wages		11,044 58	11,044 58
Oil and waste for packing, and tallow		876 79	876 79
Repairs to passenger, post-office, and baggage cars	6,085 70	7,384 48	13,470 18
Repairs to freight cars	1,824 23	6,707 96	8,532 19
Small stores and fuel		2,321 69	2,321 69
Repairs to workshops, and repairs and renewals of tools, lamps, &c.		943 73	943 73
Miscellaneous.....		569 57	569 57
	7,909 93	29,848 80	37,758 73

Percentage ordinary Working Expenses on Gross Receipts..... 10.83
 Do Extraordinary Repairs on do 2.87

(Signed), THOMAS FOOT,
Accountant.

(ABSTRACT 3.)—MAINTENANCE OF WAY AND WORKS.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1870.
	Extraordinary Repairs.	Working Expenses.	
Wages and materials in repairing roadway and fences.	\$ 17,964 62	\$ 46,060 99	\$ 64,025 61
Iron chairs and spikes .....	.....	54 38	54 38
Sleepers.....	.....	6,815 85	6,815 85
Wages and materials for repairs to bridges, cattle guards, crossings and fencings.....	24,100 54	4,035 30	28,135 84
Repairs of wharves.....	828 75	719 75	1,548 50
Repairs and renewals of tools, lamps, &c.....	.....	1,317 32	1,317 32
Miscellaneous .....	.....	560 46	560 46
	42,893 91	59,564 05	102,457 96

Percentage ordinary Working Expenses on Gross Receipts..... 21.60
 Do Extraordinary Repairs do 15.56

(ABSTRACT 4.)—STATION EXPENSES.

PARTICULARS.	Total Year ending 30th June, 1870.	
	\$	cts.
Salaries and wages of station-masters, agents, clerks, switchmen, watchmen, and labourers.....	22,927	34
Repairs to buildings	5,037	20
Fuel, oil, light, stationery, tickets, and other incidental expenses	9,585	62
	37,550	16

Percentage ordinary Working Expenses on Gross Receipts..... 13.62

(Signed), THOMAS FOOT,
Accountant.

(ABSTRACT 5.)—GENERAL CHARGES.

PARTICULARS.	Total Year ending 30th June, 1870.
	\$ cts.
Salaries of general officers, accountants and clerks	9,408 22
Printing and stationery	4,278 41
Advertising	1,960 73
Damages	14,226 82
Telegraph expenses	1,609 02
Miscellaneous.....	2,628 85
	\$34,112 05

Percentage ordinary Working Expenses on Gross Receipts..... 12.37

(ABSTRACT 6.)—PICTOU FERRY.

PARTICULARS.	Total Year ending 30th June, 1870.
	\$ cts.
Captain's, engineer's, fireman's, and dock-hands' wages	2,356 00
Fuel	1,497 47
Oil, tallow, and waste.....	480 92
Repairs to engines and hull.....	2,436 16
Repairs to, and renewal of, tools, lamps, &c.....	403 61
Miscellaneous	1,040 48
	8,214 64

Percentage ordinary Working Expenses on Gross Receipts 2.98

(Signed),

THOMAS FOOT,

Accountant.

(A 4.)—MONTHLY STATEMENT of Receipts, for the fiscal year ending 30th June, 1870, compared with 1869.

MONTH.	1870.				1869.			
	Passengers.	Freight.	Horse and Mails and Sundries.	Total.	Passengers.	Freight.	Horse and Wagon.	Mails and Sundries.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July 15,604 51	14,012 22	239 71	916 65	30,773 09	15,415 83	10,113 83	395 15	664 15
August 12,885 09	12,431 98	186 52	635 22	26,138 81	13,560 09	11,327 11	413 10	247 00
September 13,202 10	14,845 59	270 75	611 87	28,930 31	13,049 85	13,010 74	484 64	2,412 39
October 11,211 42	13,244 27	.....	926 17	25,381 86	15,226 03	15,527 45	545 96	820 79
November 9,769 18	15,028 99	.....	1,050 75	25,848 92	10,028 23	15,259 93	541 02	873 53
December 9,464 40	13,193 03	.....	763 35	23,420 78	9,708 43	11,369 72	334 79	2,149 15
January 6,677 72	7,908 55	.....	566 28	15,152 55	6,561 03	5,931 59	254 80	210 24
February 5,061 90	6,696 69	.....	542 10	12,300 78	5,391 05	6,291 68	177 94	232 17
March 6,172 85	8,753 60	.....	565 92	15,497 37	7,304 53	8,442 83	124 61	1,429 47
April 8,340 07	11,303 19	.....	616 56	20,259 82	9,057 75	10,259 60	90 22	386 75
May 10,206 74	14,012 02	.....	978 58	25,197 34	10,204 52	12,268 97	128 82	403 81
June 12,371 93	13,399 57	.....	1,014 60	26,786 10	11,414 70	9,736 94	175 68	2,078 80
Total 120,968 00	144,834 70		696 98	9,188 05	275,687 73	127,122 04	3,666 73	11,908 25
								272,297 41

(Signed), THOMAS FOOT,
Accountant.

(A 5.)—PASSENGER STATEMENT.

MONTHS.	LOCAL.			THROUGH.			Both.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July	16,710	14,390	31,100	737,342	573	425	998	111,293	17,283	14,815	32,098	868,635
August	12,616	12,631	25,247	763,447	509	410	919	103,389	13,125	13,041	26,166	866,786
September	12,714	11,066	24,380	688,031	446	384	830	105,887	13,160	12,050	25,210	793,968
October	9,888	10,156	20,044	600,498	472	574	1,046	117,862	10,360	10,730	21,090	718,360
November	9,365	9,543	18,908	582,213	234	281	515	57,882	9,590	9,824	19,423	640,063
December	9,397	9,052	18,449	540,745	392	289	681	61,948	9,780	9,341	19,130	602,633
January	6,635	6,665	13,300	395,741	417	419	836	57,014	7,052	7,084	14,136	452,765
February	5,139	4,896	10,035	304,769	278	280	558	29,436	5,417	5,176	10,503	334,205
March	5,528	5,431	10,959	319,113	357	285	642	35,046	5,885	5,716	11,601	354,159
April	6,528	6,920	13,448	422,638	823	754	1,577	114,416	7,351	7,674	15,025	537,074
May	8,098	8,277	16,375	553,033	815	792	1,607	96,576	8,913	9,069	17,982	749,609
June	10,156	10,241	20,387	758,436	1,248	1,353	2,601	155,720	11,404	11,594	22,998	914,165
Totals	112,774	109,868	222,642	6,686,076	6,504	6,246	12,810	1,046,388	119,388	116,114	235,452	7,832,474

(Signed),

THOMAS FOOT,
Accountant.

(A. 6.)—FREIGHT STATEMENT.

4-12

MONTHS.	LOCAL.			THROUGH.			Both.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	West.	Total.			
July	16,979	4,878	21,857	415,271	67	62	129	14,516	17,046	4,940	21,986	429,787
August	11,440	5,133	16,573	342,828	48	29	77	9,010	11,488	5,162	16,650	351,838
September.....	10,317	5,693	16,010	402,810	65	374	439	49,326	10,382	6,067	16,449	452,136
October	7,236	4,926	12,162	346,817	88	374	462	51,714	7,324	5,300	12,624	398,561
November.....	8,617	5,579	14,196	389,391	58	813	871	97,633	8,675	6,392	15,067	487,024
December	5,914	5,820	11,324	334,430	143	415	558	54,190	6,057	5,935	11,932	388,620
January.....	2,035	3,639	5,674	206,495	98	281	379	25,668	2,133	3,920	6,053	232,163
February.....	2,661	2,565	4,646	188,522	92	305	397	24,695	2,173	2,870	5,043	213,217
March	2,814	3,853	6,667	270,165	83	405	488	28,880	2,897	4,258	7,165	299,045
April	4,742	4,468	9,210	562,871	445	629	1,074	71,494	5,187	5,097	10,284	634,365
May	3,661	9,822	13,483	339,620	401	636	1,037	72,671	4,062	10,458	14,520	412,291
June	9,319	6,996	16,315	376,391	431	902	1,333	108,539	9,750	7,898	17,648	484,980
Total Tons.....	85,155	63,072	148,227	4,175,611	2,019	5,225	7,244	608,416	87,174	68,297	155,471	4,784,027

(Signed), THOMAS FOOT,
Accountant.

(A 7.)—STATEMENT showing the Business and Expenses of the several Stations.

Stations.	NUMBER OF PASSENGERS. 1870.			TONS OF FREIGHT. 1870.			STATION EXPENSES. 1870.	
	Inward.	Outward.	Per Cent.	Inward.	Outward.	Per Cent.	Amount.	Per Cent.
Richmond	81,113	47,034	27.21	15,962	44,600	19.47	\$ 11,489 29	30.60
Bedford	8,572	7,379	3.39	3,311	3,613	0.44	1,277 47	3.40
Windsor Junction	4,907	4,763	2.05	576	403	1.35	1,222 40	4.32
Beaver Bank	6,363	1,754	1.72	1,516	5,098	0.62	585 88	1.56
Mount Uniacke	3,271	3,575	1.45	5,098	683	1.83	1,119 94	2.98
Ellershouse	4,210	2,893	1.49	1,516	484	0.64	632 35	1.42
Newport	2,896	3,337	1.32	7,296	1,224	2.74	628 31	1.67
Windsor	18,581	28,388	9.97	3,874	16,007	6.40	3,193 17	8.50
Enfield	3,990	4,934	1.90	790	2,888	1.18	831 69	2.22
Elmadale	3,488	6,100	2.04	2,070	1,316	1.68	944 95	2.52
Shubenacadie	5,202	8,715	2.96	1,725	2,627	1.48	1,128 43	3.01
Bewickie	2,229	2,558	1.02	1,518	413	0.62	864 14	2.30
Brookfield	3,105	4,115	1.53	1,429	890	0.74	673 01	1.79
Trauro	11,757	19,586	6.66	7,749	8,257	5.14	2,507 18	6.68
Rivendale	936	1,416	0.50	1,521	833	0.76	559 07	1.49
West River	1,585	1,651	0.69	1,136	274	0.45	602 48	1.60
Glengarry	1,252	1,345	0.55	786	258	0.34	541 99	1.44
Hopewell	3,424	3,327	1.43	645	708	0.43	684 13	1.82
Coal Mines	5,152	4,326	2.01	63,767	1,511	20.39	657 91	1.75
New Glasgow	10,369	10,097	4.34	1,401	5,146	2.11	1,350 46	3.60
Picton Landing	2,717	2,756	1.17	5,184	57,896	20.28	3,930 57	10.47
Picton	7,234	9,294	3.50	1,117	1,303	0.78	1,228 12	3.80
Way Stations	43,099	16,279	21.10	28,519	3,217	10.21	397 62	1.06
Totals	235,452	235,452	100.00	155,506	155,506	100.00	37,550 16	100.00

(Signed), THOMAS FOOT.

Accountant.

(A 8.)—**DESCRIPTIVE STATEMENT** of principal freight forwarded from all Stations, for year ending 30th June, 1870.

DESCRIPTIVE STATEMENT.—Continued.

Stations.	MINERAL PRODUCTS.		AGRICULTURAL PRODUCTS.	
	Bushels.	Potatoes.	Barley.	Wheat.
Richmond	8 286	300 16,930	27,134 3,600	24,343 264
Bedford	7 5	22,500	104 100	6,015 114
Windsor Junction	5	.....	150 19	5 16
Beaver Bank .....	.....	.....	110,490 220	20 25
Mount Uniacke .....	.....	.....	400 12	1 200
Ellershouse .....	.....	.....	2,728 25	.....
Newport .....	.....	.....	.....	209 325
Windsor	15 128	26 300	293 103	2 399
Einfeld .....	.....	160,500	581,000 53,200	1 1,250
Elmsdale .....	.....	1,350	46 1	503 50
Shubenacadie	1 717	76 69,500	180 142	20 100
Stewiacke .....	.....	3,000	32,580 10,850	18 33
Brookfield	19 38	48 150	3,100 47	9 1,750
Tururo	18	.....	572,219 3,880	9 4,942
Riverside .....	.....	26 1,500	36,790 6,938	7 165
West River .....	.....	.....	418 72,850	32 700
Glenarry .....	.....	.....	204 1,940	15 3,725
Hopewell .....	.....	.....	20,580 27,640	212 12,900
Coal Mines	270 182	29 15,400	37 590	15 300
New Glasgow	30	27 333	81,050 89,809	1,120 9,090
Pictou Landing	584 15	100 8,344	2,175 47,518	462 6,850
Flag Station	930	776,850 2,035	10,892 12,034	590 4,796
Through Freight W. & A. R. ....	.....	.....	.....	75 1,116
Total	1,435	9,209 1,068,080	6,726 36	4,341,717 97,682
				5,295 40,438
				73,958 334
				57,675 3,829
				1,474 7,523

DESCRIPTIVE STATEMENT.—Continued.

STATIONS.	AGRICULTURAL PRODUCTS.		PRODUCTS OF THE FISHERIES.		Pork.		Beef & other Meats.		Hides and Skins—in lbs.		Leather—in lbs.				
	Butter and Cheese	Fish.	Dried—in lbs.		Salt—in lbs.		Fresh—in lbs.		Salt—in lbs.		Fresh—in lbs.				
			Salmon, all kinds—in lbs.		Oysters—Brs.		Molasses—Brs.		Sugar—Hds.		Salt—Brs.				
Richmond.....	30,373	433	4510	246,400	82	40,1753	557	543	2656,441	9,390	161	3,316	293,680	102,615	21,109,365
Bedford.....	130	4	20	470	5	.....	1	1	10	1	1	.....	.....	.....	286,908
Windsor Junction.....	118	41	5	.....	2	.....	1	1	.....	.....	.....	.....	.....	57,017	57,017
Beaver Bank.....	5,675	43	3	.....	3	.....	1	1	.....	2	2,500	15,000	3,025	8,962	8,962
Mount Uniacke.....	5,724	25	1	.....	1	.....	1	1	2	840	111	10,120	100	4,230	85,632
Ellershouse.....	10,730	608	14	120	121	1	1	1	1	1,364	14	5,156	77,183	3,200	250
Newport.....	5,756	164	33	3,785	5	.....	1	1	1	1	1	1	5,098	1,300	3,360
Enfield.....	800	39	18	150	.....	1	1	2	1	100	101	152	25,850	14,501	378,567
Shubenacadie.....	17,605	307	1	.....	1	.....	1	1	2	8,180	100	29,301	18,250	1,920	407,506
Stewiacke.....	27,150	422	9	240	1,340	1	1	1	1	24,570	1	1	1	1	1,610
Brookfield.....	49,654	151	3	.....	21	1	1	1	1	41,422	1	58,291	6,920	1,606	133,773
Turo.....	224,542	698	132	500	2	21	6	8	3	23,103	1	56,395	36,045	10,460	1,025,233
Riverview.....	180	694	2	.....	99	3,380	.....	25	18	7	70	2	889	145	145
West River.....	150	.....	4	.....	.....	.....	1	1	1	1	1	1	1	8,140	1,460
Glenarry.....	4,292	.....	9	.....	1	.....	1	1	1	1	1	1	1	1	1,021
Hopewell.....	27,135	2	5	.....	5	.....	1	1	1	1	1	1	1	1	1,110
Coal Mines.....	2,040	.....	20	5,540	54,080	1	1	1	1	1,930	1	4,200	2,475	2,475	46,872
New Glasgow.....	50,466	.....	132	26,460	1160	4	1	1	1	175,3898	90,104	245	60	60	332,457
Pictou Landing.....	66,307	.....	123	11,256	100	69	2	3	111	101	11,638	3	702	7,890	7,890
Fiction.....	22,391	.....	119	.....	30	24	9	74	1825	6,550	31,795	1,210	1,210	47,004	1,282,928
Flag Stations.....	618	157	184	2187	50	16	25,781	906	10	1	91,494	1	244,949	11,718	1,695
Through Freight, W. & A. R.	94,414	184	171	5285	324,082	56,507	1300	1823	616	566	3108	6400	719,170	623	688,744
Totals.....	678,153	4,064	2977	68	171	5285	1300	1823	616	566	3108	6400	758,790	419,263	688,744

(Signed),

THOMAS FOOT,
Accountant.

(A 9.)—INVENTORY of Stores on hand, 30th June, 1870.

	\$ cts.	\$ cts.
899,257 lbs. rails	8,381 96	
18,479 lbs. chairs	54 70	
1,052 clips	1,239 40	
7,137 lbs. spikes	233 37	
3,978 sleepers	567 45	
		10,476 8
Inventory of railway supplies in general store at Richmond	22,758 72	
Iron, steel, and other supplies in machine shop at Richmond	20,065 36	
Stationery and tickets in general office at Richmond	3,848 48	
		46,672 56
15,418 $\frac{4}{5}$ cords of wood at various stations, per statement	49,338 60	
5,749 bushels coal do do do	574 90	
		49,913 50
INVENTORY OF STORES ON HAND AT THE SEVERAL STATIONS.		
Richmond	91 67	
Bedford	23 35	
Windsor Junction	18 08	
Beaver Bank	19 23	
Mount Uniacke	16 24	
Ellershouse	15 16	
Newport	18 40	
Windsor	65 38	
Enfield	23 16	
Elmsdale	25 68	
Shubenacadie	18 70	
Stewiacke	22 93	
Brookfield	20 78	
Truro	46 35	
Riversdale	18'53	
West River	20'04	
Glengarry	21 53	
Hopewell	23 13	
Coal Mine	19 71	
New Glasgow	21'77	
Pictou Landing	129 86	
Pictou	22 93	
		703 11
		107,766 05

(Signed),

THOMAS FOOT,

Accountant.

(A 10.)—INVENTORY of Wood and Coal at the several Stations,
30th June, 1870.

STATIONS.	Wood in cords.	Coal in bushels.
Richmond	572	381
Bedford .....	.....	77
Windsor Junction	6,528	851
Mount Uniacke	2,688	192
Stillwater	1,152	587
Ellershouse	96	.....
Newport .....	.....	206
Windsor	2,176	2,016
Enfield .....	.....	89
Elmsdale	14,848	109
Shubenacadie .....	.....	131
Milford	128	148
Stewiacke	62,336	.....
Polly Bog	160	89
Brookfield	14,464	.....
Truro	17,024	250
Riversdale .....	.....	109
West River	14,848	4
Glengarry .....	.....	189
Hopewell .....	.....	36
Coal Mines .....	.....	70
New Glasgow	6,124	198
Pictou Landing .....	.....	18
Pictou	1,830,400	.....
On Line	1,973,544 or, $15,418 \frac{4}{12} \frac{0}{8}$ cords.	5,749

(Signed),

THOMAS FOOT,
Accountant.

APPENDIX B.

LOCOMOTIVE AND CAR DEPARTMENT,

Richmond, 1st October, 1870.

SIR,—Herewith I beg to submit the Returns in connection with the Locomotive and Car Department, for the year ending 30th June, 1870.

I beg to make a few remarks on the general state of the locomotives on 30th June, 1870.

No. 1. Wood burner.—Under repairs; will require a new boiler complete, and other general repairs.

No. 6. Coal burner.—In good running order; will require general repairs in boiler, 1 set of new composition flues, a set of cast steel driving-wheel tyres, and a new cab, painting, and other general repairs.

No. 7. Coal burner.—In good running order, after heavy repairs in boiler; 3 new plates had to be put in, a set of new composition flues, new cast steel driving-wheel tyres, new cab, and other repairs in brasses, and put altogether in a thorough state of repair; also painting.

No. 8. Coal burner.—In good running order, after heavy repairs in boiler, by having new outside and new inside firebox, and 2 new plates put in boiler, a new set of iron flues, new cab, and new wheels put under truck and tender; also painting.

No. 9. Wood burner.—In good running order, having received repairs in boiler, 2 new plates, new inside firebox, and a set of new brass composition flues, and new wheels under tender, new cab, and painting.

No. 10. Wood burner.—Under boiler repairs; will require 3 new plates, a set of composition flues, and other repairs.

No. 11. Coal burner.—Under repairs; will require 2 plates in boiler, a set of cast steel driving-wheel tyres, and a set of new composition flues; and also painting.

No. 12. Coal burner.—Under repairs in boiler; will require a new outside and inside firebox, new cab, and painting. This engine exploded her boiler on the 29th October, 1869, through a defective plate, fully reported on at the time.

No. 13. Wood burner.—In good running order, after heavy repairs, viz.: 3 new plates, new inside firebox, and front sheet, new cab, set of chilled wheels under truck and tender, and full set of new bushes; also painting.

No. 14. Wood burner.—In running order; will have to go into shop soon for general repairs in boiler, a new tender tank, and other repairs; also painting.

No. 15. Coal burner.—In running order; will require a set of cast steel driving-wheel tyres, and other slight repairs.

No. 16. Wood burner.—In running order; will require general repairs through the year.

No. 17. Wood burner.—In running order; will require general repairs through the year.

No. 18. Wood burner.—In running order; will require general repairs through the year.

No. 19. Wood burner.—In good running order, having been supplied with a set of new bushes, and other repairs.

No. 20. Wood burner.—In good running order. "This engine was thrown from the track near New Glasgow, and went over the bank on 22nd November, 1869, and considerably damaged, and had to have a set of composition flues, boiler repairs, and repairs in tender, trucks, and other parts.

No. 21. Wood burner.—In good running order; had slight repairs during 1869 and 1870; cleaned and varnished.

No. 22. Wood burner.—In good running order; had slight repairs last year; was cleaned and varnished.

No. 23. Wood burner.—In good running order; had slight repairs in 1869 and 1870; cleaned and varnished.

No. 24. Coal burner.—In good running order; had repairs in 1869 and 1870; cleaned and varnished.

No. 25. Wood burner.—In good running order ; had slight repairs done in 1869 and 1870 ; cleaned and varnished.

No. 26. Coal burner.—Newly put on the line in June, 1870.

I would beg to say, that, according to your directions, locomotives Nos. 9, 10, 13, 19, and 20, whilst undergoing repairs, have been altered and repaired as far as possible for the purpose of burning coal, and can be made in two days to do so.

There are eight engines burning coal, and I may say with great success ; and, as yet, no detention has been caused to any train for the want of steam, or anything that could be attributed to the use of coal. And I may say, also, that the Acadia Mines coal has proved a good coal for the use of locomotives, and has already proved a large saving in the cost of fuel, and an immense saving when they are all using coal.

The mileage for the present year is less by 25,209 miles than the previous year, owing to not having run express trains in connection with steamers. The consumption of stores this year is about equal to last per hundred miles—wood is less, coal more, oil more, tallow and waste less.

I would also say, that, owing to a number of engines coming in about the same time, the repairs will be heavy for some time. I would beg to call your attention to the fact that a better supply of water is required for the purpose of washing out our boilers, as the corrosion in them from sediments is very great ; also a shed for making and repairing the locomotives is very much required.

CAR DEPARTMENT.

First-Class Cars.—These cars have had general repairs ; 48 new wheels, and 20 new bushes have been put under them. One has been painted and six varnished ; four require to be painted.

Second-Class Cars.—These cars have had general repairs put on them ; eight new wheels and twelve new bushes have been put under them. Six have been varnished.

Post Office and Smoking Cars.—These cars have had four new wheels put under them, and four new bushes.

Express and Baggage Cars.—These cars have had general repairs—eight new wheels and sixteen new bushes put on.

Box Freight Cars.—These cars have had put under them 40 new bushes, 28 new wheels, and sixteen repaired wheels. A number require painting.

Horse and Cattle Cars.—These cars have had twelve new bushes and four new wheels put under them. A number require painting.

Platform Cars.—These cars have had put under them 22 new wheels, 32 repaired wheels, and 76 new bushes.

Coal Cars.—Sixty-one of the cars have had general repairs during the season, and they are all in good running order.

I beg to make a few remarks on the Car Department. During the year two first-class cars, with all the modern improvements, have been built—they have under them wrought-iron forged wheels, with Vicker's cast steel tyres, which will be very durable ; also four second-class cars, to carry 60 passengers, three express and baggage cars, and 40 coal cars ; also rebuilt, or renewed in the woodwork : two second-class cars, four box freight cars, and ten platform cars ; also one first-class car, and 20 coal cars under construction.

I may here mention that we have been running for twelve months chilled wheels, cast by John Levisy and Co., Londonderry, and also by W. S. Symonds and Co., of Dartmouth, which are giving great satisfaction, and are proving equal to any imported to this road.

I would also state that the car shop, with suitable machinery to build cars, is very much required.

Your obedient servant,
(Signed), WILLIAM JOHNSTON,
Loco. & Car Sup't.

George Taylor, Esq., General Superintendent, N.S.R.

STATEMENT of Locomotives. 30th June, 1870.

Buildings.	Received on Line.	WEIGHT.			Capacity of Tender in Gallons.	On Drivers.	Tender.	Engines.	Total.	Tender.	Equipped.	Light.	Received on Line.	Miles run this year.	Miles run to date.		
		Engines.	Tender.	Total.													
1 Mattfield Manufacturing Co., E. Bridgewater Mass.	December, 1854	50,000	24,000	74,000	54,000	40,000	94,000	32,000	1,850	15	20	4,54	4	8	12,244	92,455	
6 Neilson and Co., Glasgow	December, 1857	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4,5	4	8	15,564	136,171	
7 do	January, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4,5	4	8	7,755	132,493	
8 Portland Co., Portland, Maine	July, 1858	53,200	23,150	76,350	57,200	39,350	96,550	33,860	1,700	14	22	4,5	4	8	14,995	210,996	
9 do	July, 1858	58,500	25,000	83,500	64,000	41,000	105,600	39,000	1,950	16	22	4,5	4	8	7,749	187,040	
10 Neilson and Co., Glasgow	August, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4,5	4	8	17,142	157,313	
11 do	August, 1858	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4,5	4	8	21,683	161,102	
12 Portland Co., Portland, Maine	October, 1858	58,500	25,000	83,500	64,000	41,000	105,600	39,000	1,950	16	22	4,5	4	8	10,020	193,679	
13 do	do	1858	53,200	23,150	76,350	57,200	39,350	96,550	33,860	1,700	14	22	4,5	4	8	14,457	182,840
14 do	do	1859	58,500	25,00	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4,5	4	8	19,460	209,903
15 Neilson and Co., Glasgow	February, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,950	16	22	4,5	4	8	16,853	96,939	
16 do	November, 1858	65,000	23,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	104,964	2,874	
17 do	December, 1858	66,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	77,881	77,881	
18 do	April, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	81,802	81,802	
19 do	May, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	8,168	114,276	
20 do	August, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	7,885	80,242	
21 Canadian Eng. Co., Kingston, C.W.	August, 1859	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4,5	4	8	13,589	41,876	
22 do	December, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4,5	4	8	18,666	73,238	
23 do	May, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4,5	4	8	26,384	69,678	
24 do	May, 1867	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4,5	4	8	25,611	27,089	
25 do	June, 1869	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4,5	4	8	22,246	22,246	
26 Grant Locomotive Works, Patterson, N. J.	July, 1869	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4,5	4	8	1,568	1,568	
	June, 1870	64,000	21,000	85,900	70,000	39,000	109,000	50,300	1,900	18	24	6	4	8	303,285	2,454,810	

(Signed),

WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

OTHER ROLLING STOCK.

DESIGNATION.	Miles run this year.
A.....First-Class Passenger Cars.....	225,259
B.....Second Class do	206,538
Ex.....Express and Baggage Cars.....	166,541
C.....Box Freight Cars.....	419,753
CC.....Horse and Cattle Cars.....	191,831
D.....Platform Cars.....	501,483
E.....Side-Tip Cars.....	.....
PO.....Post Office Cars.....	63,612
F.....Coal Cars.....	207,730
	Total.....
Pl.....Five Snow Ploughs.....	492
	2,072,787

(Signed), WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

MONTHLY ABSTRACT of Locomotive Returns for the year ending 30th June, 1870.

MONTHS.	MILES RUN BY		CONSUMPTION OF				AVERAGES.							
	Total Miles by Engines.	Cars.	Wood—Cubic feet.	Oil—Gall.	Tallow—Lbs.	Waste—Lbs.	Cars to 1 mile run.	Snowy Ploughs to 1 mile run.	Miles run to 1 hour in steam.	Bushels Coal per 100 miles run.	Gallons Oil per 100 miles run.	Lbs. Tallow per 100 miles run.	Lbs. Waste per 100 miles run.	per 100 miles run.
July	4,567	21,211	10,201	31,412	194,552	...	83,060	4,673	4503	2,697 ²	1,174 ³	6.19	391.58	45.80
August	4,714	21,914	9,380	31,294	214,207	...	72,532	4,613	328 ³	2,014	665 ²	6.84	330.98	49.17
September	4,833	22,521	7,119	29,640	188,064	...	70,448	4,088	233 ⁴	1,958	336 ⁴	6.68	312.81	57.42
October	4,443	20,505	7,228	27,733	189,564	...	73,590	2,280	279	1,523 ¹	536	6.82	357.84	31.54
November	4,363	19,281	7,622	26,903	195,733	...	75,368	6,046	315 ²	1,652 ³	630	7.27	310.89	73.32
December	4,168	15,643	8,482	24,125	173,142	...	61,763	4,971	454 ³	1,933	588 ¹	7.17	57.78	58.60
January	3,969	13,966	5,897	19,863	119,811	...	55,356	3,756	235 ³	1,032	529 ¹	6.03	396.36	63.69
February	3,708	13,674	5,414	19,088	104,090	339	57,632	3,604	217 ³	1,132	459	5.45	301.15	421.47
March	4,120	15,611	5,978	21,589	137,413	153	62,426	3,618	234 ⁴	1,172 ¹	505 ¹	6.36	307.5	24.24
April	3,929	14,785	5,927	20,712	146,886	...	55,062	3,546	231 ³	1,236 ¹	568 ¹	7.09	372.41	59.82
MAY	4,202	15,118	7,133	22,251	187,688	...	60,046	3,938	308 ³	1,000	593 ¹	8.43	397.18	55.20
June	5,155	17,735	10,830	28,615	211,637	...	62,612	4,719	297 ³	1,754 ²	670 ¹	7.39	5.55	43.57
Totals and Averages.	51,971	212,074	91,211	303,285	2,072,787	492	789,895	49,852	3,586 ²	18,398 ³	7,283 ²	6.83	3,001	54.66
	{ 1870	{ 1869	297,761	30,733	328,494	...	1,304,320	13,807	3,776 ²	20,471	9,358	...	...	44.92
												438.04	44.92	
												438.04	44.92	

(Signed),

WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

RETURN showing the number of the various classes of Engines and Cars comprising the Rolling Stock,
on the 30th June, 1870.

PARTICULARS.	PASSENGER AND FREIGHT CARS, &c.										Total				
	Locomotive Engines.	Passenger Cars.	2nd Class Passenger Cars.	1st Class Passenger Cars.	Locomotive Engines.	2nd Class Passenger Cars.	1st Class Passenger Cars.	Passenger Cars.	Express and Bag- gage combined.	Express and Bag- gage Cars.	Box Freight Cars.	Platform Cars.	Five ton Coal Cars.	Slide-tip Cars.	Draw Ploughs.
Stock per last year's Report	20	13	6	4	3	23	48	4	164	61	10	5	337	16	3
Rebuilt in wood-work .....	.....	.....	2	4	3	.....	.....	10	.....	.....	40	.....	.....	.....	46
Built, and charged to Extraordinary Repairs	2	2	4	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Built, and charged to Construction	2	.....	12	4	6	23	52	5	174	101	10	5	402	22	.....
Imported from Kingston, C.W.	22	15	12	1	1	5	5	5	11	.....	.....	.....	.....	.....	.....
Less condemned or broken up .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
List of Rolling Stock on 30th June, 1870	22	15	11	4	6	18	47	163	101	10	5	380	.....	.....	.....
Increase	2	2	5	.....	3	5	1	1	40	.....	.....	50	7	.....	.....
Decrease .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nett Increase	2	2	5	.....	3	5	1	1	40	.....	.....	50	7	.....	.....
												43			

(Signed), WILLIAM JOHNSTON,
Locomotive and Car Superintendent.

APPENDIX C.

RICHMOND 1st October, 1870.

SIR,—In accordance with your request, I beg to submit my Report upon the state and condition of the Permanent Way for the year ending 30th June, 1870.

During the year, three miles of new rails have been laid, with fish joints, between Richmond and Windsor Junction. Fish joints are preferable to the old joint chairs originally used, being less liable to oscillation. All inside fish plates should be punched with square holes, and the bolts used should also be square at neck, and made of iron, at least three quarters of an inch diameter. The round bolts, formerly used in Scotland, were condemned, and exchanged in 1851. In laying the T rails with clips, the sleepers should always be placed under joints, and kept thoroughly packed—this will lessen the clinking noise noticeable in running trains.

A large quantity of old rails taken out have been cut at the ends, and relaid with the clip or scabbard. The old rails are of excellent quality, and are partly used in repairing other portions of the track, and for new sidings.

Twenty-six thousand eight hundred and sixty-two sleepers have been replaced for decayed ones, and four thousand six hundred and ten used in constructing and extensions of sidings. The old chairs taken off where the track has been relaid, have been more than sufficient for the upholding of the road.

New sidings have been constructed on Main Line, as under, viz. :—

Richmond Car Shed.....	760	lineal feet.
*Four Mile House.....	906	"
*Tobin's, near Fletcher's	1,206	"
Maitland, near Shubenacadie	1,342	"
West River Station.....	458	"
Albion Mines	1,373	"
New Glasgow Station	450	"
*East of New Glasgow.....	861	"
Glenfalloch	638	"
Pictou Landing	592	"
 Total	 8,686	

SIDINGS LENGTHENED.

*Truro Freight Siding	200	lineal feet.
-----------------------------	-----	--------------

On Windsor Branch.

*Newport Siding	300	lineal feet.
Pellow's Plaster Siding	3,083	"
Total	3,383	"

According to agreements between Avard Longley, Esq., late Chief Commissioner, and

Those marked * are through sidings.

Albion Mines Coal Company, and Messrs. Dimock and Co., of Windsor, the coal siding at Albion Mines, on Main Line, and Plaster Siding, on Windsor Branch, were graded and ballasted by the above parties : they also furnished the chairs used in laying down rails. The Department furnished old rails and sleepers, and paid the expense of laying rails.

The masonry of east abutment of the Dartmouth Road, and west abutment of the Wardrop and Fleming accommodation bridges, and both abutments of the Halifax and Truro Road bridge, near Shubenacadie, have been taken down and rebuilt, and all the timber work renewed. The heavy freshet in the spring of the year, having undermined the piles of the Nine Mile River bridge, and rendered it unsafe, it was found advisable to build two stone piers to support the superstructure ; four others are required, the timbers also require to be renewed. The remaining six spans at west end have been supported with temporary upright timbers, and should be filled up without delay.

The entire wood-work of the canal bridges at Fletcher's and Enfield Stations has been renewed, and the bridges have been painted and relaid with new rails. The Blackburn Pile bridge, four hundred feet in length, has been reconstructed. It is to be regretted that this bridge was not filled in, money having been appropriated for that purpose. I would recommend that, in cleaning out all cuttings convenient to this bridge, the earth should be deposited there, which will considerably lessen the expense of filling in at a future time.

The west abutment of the Stewiacke bridge, having sunk eighteen inches, it was found necessary to raise the iron girders to the proper level. I would recommend that two rows of piles be driven near face of abutment, and round pier, and the bottom of river filled with brush and heavy stone boulders to prevent river deepening, as signs of settlement are also visible in the pier.

The timber superstructure of Jordan's bridge, on the Windsor Branch, has been renewed and painted, the masonry of piers and abutments has been repointed, and new rails have been laid.

The masonry of five open culverts, and one small bridge between Truro Road and Shubenacadie, on Main Line, and two open culverts between Mount Uniacke and Stillwater, on Windsor Branch, has been taken down and rebuilt ; the timber work has also been renewed.

The wing walls and masonry of arch culvert near Stewiacke Station, and the pitching in bottom have been repaired.

The culvert on Bedford grade, running under track for a distance of nineteen hundred and eighty feet, five feet wide by four feet deep, has been opened, the side walls have partially been repaired, and longitudinal pine timbers laid on top, one foot square ; and new sleepers and rails have been laid, and spiked to timbers.

Cattle guards have been put in at Albion Mines and Eagle Quarry road crossings (Pictou Extension) and at Newport Station (Windsor Branch). New timbers have also been put on cattle guards at Turner's, Stewiacke, and Pollock's road crossings, on Main Line, and Mitchell's, on Windsor Branch.

A new tank-house has been built at Polly Bog, and fitted with steam engine for pumping water. In dry weather the water supply is insufficient. A very small outlay would extend dam to high land, and the supply would be doubly increased.

BRIDGES, Viaducts, and open Culverts requiring renewals.

Distance from Halifax.	Where situated.	No. of Spans.	Width of Span.	Repairs required.
MAIN LINE.				
17	Beaver Brook Bridge.....	4	20	New timber and painting.
19	Rawdon River do	3	25	do do
23	Grand Lake do	1	15	do do
32	Truro Road do	1	19	do do
33	Barney's Brook do	3	30	do do
52 $\frac{1}{2}$	Brookfield do	2	17	do do
57	Johnston's Road do	2	20	do do
WINDSOR BRANCH.				
23	Upper Stewiacke Bridge.....	3	29	do do
34 $\frac{1}{2}$	Big Bog do	5	50	do do
37	St. Croix do	{ 1 4	{ 70 30 }	do do

In addition to the above, there are several other small open culverts and cattle guards, both on Main Line and Windsor Branch, requiring renewal of timbers, and masonry repairs.

The platforms at Four Mile House, Windsor Junction, Grand Lake, Elmsdale and Johnston's Road Stations, on Main Line, and Mount Uniacke Station, on Winusor Branch, have been renewed.

The platforms at Milford, Newport, Three Mile Plains, and Windsor ; also loading banks at Enfield, Elmsdale, Shubenacadie, and Stewiacke Stations, require renewal for the public convenience.

A new Virginia pole fence is being constructed for a distance of three and a half miles, near Windsor Junction. A similar fence is also required at Oakfield, for a distance of three and a half miles on both sides of line, eastward. On Windsor Branch, the line is wholly unprotected from Fenerty's Siding to Upper Sackville Bridge, six and a half miles ; also from Mount Uniacke Lake to Big Bog Bridge, a distance of nearly nine miles. A considerable portion of the above has never been fenced.

The embankment at Polly Bog has sunk about three feet, and requires to be raised to its original level.

A few cuttings both on Main Line and Windsor Branch require cleaning out, to effect proper drainage to road bed.

The permanent way is in fair running order, and when the contemplated renewals during the present summer in rails, sleepers, and bridge timbers are completed, the road will be in first-class order.

I have the honor to be, Sir,

Your obedient servant,

(Signed), Wm. MARSHALL,
Road Inspector.

Geo. Taylor, Esq., General Superintendent N. S. R.

APPENDIX No. 20.**GOVERNMENT RAILWAYS IN NEW BRUNSWICK.***Report by Lewis Carvell, General Superintendent.*

(No. 2,163.)

GENERAL SUPERINTENDENT'S OFFICE,

ST. JOHN, N. B., 28th October, 1870.

To the Honorable Hector L. Langevin, C. B.,
Minister of Public Works,

SIR,—I have the honor to submit a Report of the operations of the "European and North American," and "Eastern Extension" Railways, for the fiscal year ending 30th June last.

That portion of the "Eastern Extension" Railway which lies between Painsec Junction and Dorchester, and which had been operated by the contractors for their own account, having become the property of the Government, I was instructed to, and after the 11th November last did, work it for their account.

Subsequently, on the 13th December, under directions from the Department of Public Works, a further section of about twelve miles, to Sackville, was opened for traffic.

Since that time, the whole distance between Painsec and Sackville has been worked as a branch of the European and North American Railway for the Government, but no *separate* accounts have been kept.

The average number of miles of Government Railways in New Brunswick, operated during the past fiscal year, has thus been 127 against 108 for the previous year.

The following accounts will show the result of their workings:—

DR.	GENERAL BALANCE.			CR.	
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To General Stores.....		83,952 32	By Dominion account.....		89,377 57
" Arrears at Stations.....	359 27				
" Post Office, Department.....	2,577 22		Miscellaneous Liabilities:		
" Militia Department.....	16 09		By P. E. I. Steam Navigation Co.....	75 00	
		2,952 58	" Int. Steamship Co.....	107 50	
<i>Miscellaneous Debts:</i> —			" Quebec and Gulf Ports Steamship Co.....	93 50	
To Eastern Extension Railway Co.....	2,505 20		" Provincial Board of Agriculture.....	77 53	
" Intercolonial Railway Commissioners.....	200 63				353 53
" D. C. King.....	120 37				
		2,826 20			
		89,731 10			
					89,731 10

E. & O. E.,
ST. JOHN, N.B., 30th June, 1870.

(Signed), A. McNAUGHTON,
Accountant.

Dr.

CAPITAL ACCOUNT.

Cr.

1870 June 30	To cost of road and equipment per abstract (A).....	\$ cts.	1867 June 30 1868 June 30 1869 June 30 1870 June 30	By Provincial Treasury..... " Dept. of Public Works..... " " " " " " " " "	\$ cts.
		4,703,385 16			4,761,979 90
	" Balance to Dominion acct.	112,535 82			8,963 24
					24,671 00
					20,306 84
					4,815,920 98

E. & O. E.,

St. John, N.B., 30th June, 1870.

(Signed), A. McNAUGHTON,

Accountant.

Dr.

REVENUE ACCOUNT.

Cr.

1870 June 30	To paid Bank of Mon- treal, account Re- ceiver General....	\$ cts.	\$ cts.	1869 June 30 1869 June 30	\$ cts.	\$ cts.
	Loco. Power per Abstract B....	192,704 44			By balance last year.....	4,080 64
	Car expenses, per Abstract C....	44,224 10			" Dept. Pub. Works.....	140,945 76
	Maintenance way and works, per Abstract D....	22,257 75			" Passenger traffic..	81,973 69
	Station expenses, per Abstract E ..	40,101 53			" Freight traffic....	103,322 51
	General charges, per Abstract F ..	21,596 88			" Mails & sundries..	10,261 16
	Net revenue.....	11,503 73			" Net revenue this year.....	55,873 37
	Balance to Domi- nion account.....	56,873 37				
			8,195 33			
		195,557 37	200,899 77			
					195,557 36	200,899 77

E. & O. E.,

St. John, N. B., 30th Juue, 1870.

(Signed),

A. McNAUGHTON,

Accountant.

DR.

DOMINION ACCOUNT.

CR.

		\$ cts.	1870		\$ cts.
1869	To Provl. Accounts, 27,826 13		June 30	By balance per Capital Acct..	
June 30	1870			" " Revenue Acct..	
1870	" " "	2,280 88			112,535 82
June 30			31,107 01		8,195 33
	" Dept. Public Works }	246 57			
	" Suspense account				
	" Bal. per General Balance..	89,377 57			
		120,731 15			120,731 15

E. & O. E.,
ST. JOHN, N.B., 30th June, 1870.

(Signed), A. McNAUGHTON,
Accountant.

ABSTRACT A.

STATEMENT SHOWING COST OF RAILWAY AND EQUIPMENT TO 30TH JUNE, 1870.

Expenditure during the past year.

	\$ cts.
Constructing mill pond embankment	310 00
do 1 new postal car	1,466 74
do 2 new second-class cars	2,806 16
Converting 40 side-tip waggons into box freight cars	8,800 68
Plans proposed buildings, St. John's station	50 00
Paid—water-pipes, freight cartage, and piling	1,321 98
do Fleming and Humbert's engine, "The Bear"	13,700 00
do do do painting engine, "A. Jardine"	75 00
do W. H. Tuck, legal advice, property Lily Lake, &c	46 66
	28,577 22
Cost of road to 30th June, 1869	4,674,807 94
	4,703,385 16

CLASSIFIED AS FOLLOWS:—

	\$ cts.
Engineering	216,878 62
Permanent Way	2,648,653 38
Buildings	168,017 75
Rolling Stock and Machinery	407,834 64
Fencing	88,000 00
Wharves	93,433 15
Miscellaneous Stock	15,512 03
Miscellaneous	65,055 59
	4,703,385 16

STATEMENT of Stores on hand, 30th June, 1870.—(A. A.)

	\$ cts.	\$ cts.
4,148 rails, per inventory	30,813 89	
5,808 chairs	4,921 55	
14,494 sleepers	3,035 08	38,770 52
10 $\frac{1}{2}$ tons pine timber	43 00	
6,856 feet spruce logs and 7,000 feet deals	103 85	
25 Pieces pine scantling	25 91	
		172 76

STATEMENT of Stores on hand.—Continued.

	\$ cts.	\$ cts.
Inventory of railway supplies in general store, St. John's	7,694 91	
Iron, steel, and other supplies at repair shop	4,669 94	
do do machine shop, Shediac	14,189 91	
Stationery and tickets in general office, St. John's	3,258 43	
		29,813 19
1,421 ⁷⁵ ₁₆₀ cords sawn	12,281 98	
2,254 ¹⁵⁴ ₁₆₀ cords unsawn	1,824 55	
419 ¹ ₁₆₀ tons coal at various stations, per statement		14,106 53
Inventory of stores on hand at the several stations :—		
St. John	198 46	
Rothesay	47 80	
Ossekeag	56 22	
Norton	54 77	
Apohaqui	56 83	
Sussex	61 14	
Penobscot	47 65	
Anagance	46 12	
Petitcodiac	52 30	
Salisbury	65 03	
Moncton	60 92	
Shediac	60 49	
Point du Chene	70 00	
Painsec	52 92	
Memramcook		
Dorchester	43 23	
Sackville	115 44	
		1,089 32
		83,952 32

WOOD at several Stations, 30th June, 1870.

STATIONS.	Cords of 100 feet sawn and unsawn.	CUBIC FEET.		
		Sawn.	Unsawn.	Total.
St. John	29 ⁸⁴ ₁₆₀	1,364	3,360	4,724
Rothesay	1 ^{xx} ₀	200		200
Ossekeag	783 ¹⁴⁰ ₁₆₀	48,700	76,720	125,420
Norton	155 ⁷⁸ ₁₆₀	460	24,416	24,876
Apohaqui	4 ¹³⁶ ₁₆₀	776		776
Sussex	517 ⁴ ₁₆₀	19,684	63,040	82,724
Penobscot	1 ⁴⁰ ₁₆₀	200		200
Anagance	42 ⁷⁸ ₁₆₀	6,798		6,798
Petitcodiac	318 ¹¹² ₁₆₀	31,312	19,680	50,992
Salisbury				
Moncton	426 ¹¹ ₁₆₀	31,851	36,320	68,171
Shediac	536 ⁹⁰ ₁₆₀	85,850		85,850
Painsec	242 ¹¹⁰ ₁₆₀	226	38,604	38,830
Dorchester	55 ¹⁴ ₁₆₀	14	8,800	8,814
Sackville	262 ¹⁰⁰ ₁₆₀		42,020	42,020
B. Bilyea	25 ⁷⁴ ₁₆₀		4,074	4,074
Wood on line	273 ⁸⁰ ₁₆₀		43,760	43,760
Totals	3,676 ⁶⁹ ₁₆₀	227,435	360,794	588,229

COAL at several Stations 30th June, 1870.

STATIONS.	Bushels.	Tons.
St. John.....	1,928 $\frac{1}{4}$	57 $\frac{1}{4}$
Sussex.....	4,210	125 $\frac{1}{4}$
Painsec.....	444 $\frac{1}{2}$	13 $\frac{1}{2}$
Dorchester.....	17	$\frac{1}{2}$
Sackville.....	11	$\frac{1}{2}$
Shediac.....	7,449	222 $\frac{1}{4}$
	14,059 $\frac{3}{4}$	419 $\frac{3}{4}$

ABSTRACT B.

LOCOMOTIVE POWER.

1869	PARTICULARS.	1870
\$ cts. 7,880 17 15,549 53 1,203 63 14,779 76 154 89 84 81 1,809 32 1,023 77	Wages of drivers, firemen and cleaners..... Fuel..... Oil, tallow and waste..... Repairs to engines and tenders..... Repairs and renewal of tools, lamps, &c..... Repairs to workshops and engine houses..... Water, including pump and tank repairs..... Miscellaneous.....	\$ cts. 8,421 98 16,146 17 1,515 16 14,687 61 111 40 68 64 2,277 71 995 43
42,485 88		44,224 10

ABSTRACT C.

CAR EXPENSES.

1869	PARTICULARS.	1870
\$ cts. 7,077 80 890 86 14,041 10 510 53 281 62	Wages to conductors, train baggage masters and brakemen..... Oil and waste for packing..... Repairs to passengers, post office, baggage and freight cars..... Small stores and fuel..... Repairs to workshops, car sheds and repairs and renewal of tools, lamps, &c..... Miscellaneous.....	\$ cts. 8,179 27 1,099 41 10,464 34 819 13 457 58 1,238 12
1,618 79		22,257 75
24,420 70		

ABSTRACT D.

MAINTENANCE OF WAY AND WORKS.

1869	PARTICULARS.	1870
\$ cts.		\$ cts.
21,268 80	Wages in repairing roadway and fences.....	21,940 09
9,782 45	Iron, chairs, spikes and sleepers.....	11,669 03
627 33	Timber and lumber for repairs to bridges, cattle guards and fencing.....	1,164 34
502 07	Repairs to wharves.....	2,986 41
249 35	Repairs and renewal of hand car tools, &c.....	961 43
75 58	Repairs to snow plough and flange cleaners.....	243 68
1,251 20	Miscellaneous.....	1,136 55
33,756 78		40,101 53

ABSTRACT E.

STATION EXPENSES.

1869	PARTICULARS.	1870
\$ cts.		\$ cts.
12,284 49	Salaries and wages of station masters, clerks, switchmen and laborers.....	14,543 29
1,366 23	Repairs to buildings.....	3,503 40
2,893 71	Fuel, oil, light, stationery, tickets and other incidental expenses.....	3,550 19
16,544 43		21,596 88

ABSTRACT F.

GENERAL CHARGES.

1869	PARTICULARS.	1870
\$ cts.		\$ cts.
4,255 68	Salaries of general officer and accountant, and clerks.....	5,551 87
530 16	Printing and stationery.....	662 93
1,307 63	Advertising.....	1,186 42
369 89	Damages.....	223 73
1,058 50	Insurance.....	1,058 50
1,420 06	Miscellaneous.....	2,820 28
8,941 92		11,503 73

The following statement will show the gross receipts from all sources, and the manner in which they have been disposed of :—

Gross receipts from all sources.

	\$ cts.
1869	
June 30 Balance arrears at stations	1,286 24
1870	
June 30 Cash received from Post Office Department.....	\$1,675 30
do do D. C. King.....	150 00
do do Militia Department.....	4 71
do do Flemming and Humbert.....	354 43
do do Eastern Extension Railway.....	930 42
	<u>3,114 86</u>
Freight traffic	103,322 51
Passenger traffic	81,973 69
Mails and sundries	10,261 16
	<u>195,557 36</u>
Cash for stores sold	839 77
do from W. N. Telegraph Co., for stores and labor.....	105 78
do do Flemming and Humbert do	20 71
Cash received from through tickets, viz :—	
International Steamship Company.....	895 25
Rothesay Castle.....	627 50
Q. & G. Ports Steamship Company.....	927 15
P. E. Island Steam Navigation Company.....	4,528 65
	<u>6,978 55</u>
Cash received from station agents for wood and oil.....	346 69
do P. E. Island Steamers for cartages through freight	118 08
do Rothesay Castle, labor repairing.....	123 35
do Unclaimed freight and baggage sold	18 67
do Nova Scotia Railway, stores and labor.....	1,053 00
do Eastern Extension Railway do	2,525 51
do P. E. Island Steam Navigation Company for through passengers	45 00
do J. D. Tims, Esq., being salary J. E. Boyd, for Jan.	83 34
	<u>\$212,216 91</u>

Which amount has been disposed of as follows :—

1870	
June 30 Deposited to credit Receiver General.....	\$192,704 44
Railway freight bills	5,631 16
Paid steamers for through tickets as follows :—	
P. E. Island Steam Navigation Company	\$2,203 75
Q. and Gulf Ports Steamship Company.....	854 55
Rothesay Castle.....	627 90
International Steamship Company.....	3,387 50
	<u>7,073 70</u>
Paid Flemming and Humbert for stores and labor	376 90
Eastern Extension Railway, stores and labor.....	805 63
Tickets destroyed by fire at Painsec Junction	1 99
Paid Nova Scotia Railway for stores.....	44 94
	<u>206,638 76</u>
<i>Carried forward</i>	<i>111</i>

	\$ cts.
<i>Brought forward.....</i>	<i>206,638 76</i>
Balances as follows :—	
Arrears at stations	359 27
Eastern Extension railway.....	2,505 20
Post Office Department	2,577 22
Militia Department	16 09
D. C. King	120 37
	<u>5,578 15</u>
	<u>\$212,216 91</u>

(Signed),

A. McNAUGHTON,
Accountant.E. & O. E.,
ST. JOHN, N.B., 30th June, 1870.

Monthly accounts in detail, with proper vouchers for the Revenue and Expenditure, were duly forwarded to the Department at Ottawa.

Appended to this Report will be found :—

First.—A classified monthly comparative statement of receipts (G) ;*Second.*—A classified monthly comparative statement of expenses (H) ;*Third.*—A statement shewing the business and expenses of the several stations (I) ;*Fourth.*—A passenger statement (K) ;*Fifth.*—A freight statement (L) ;*Sixth.*—A Report by the Locomotive and Car Superintendent (M), with abstracts (C C), and statements (D D and E E) ;*Seventh.*—A Report by the Trackmaster upon the roadway and works (N).

Referring to these statements it will be found that the gross revenue for the past year was \$195,557 36
 Against the previous year..... 182,795 35

Shewing the gain to have been \$12,762 01

Whilst the expenses were..... \$139,683 99

Against the previous year..... 126,149 71

Increase..... 13,534 28

Net revenue decrease..... 772 27

The net revenue for the past year being..... 55,873 37

Against the previous year..... 56,645 64

Decrease as before stated \$772 27

The increased revenue was in :—

Passengers 8.29 per cent.

Freight 6.41 "

Mails and sundries 2.50 "

Gross receipts 6.97 "

The increased working expenses were in :—

Locomotive power..... 4.09 "

Maintenance..... 18.79 "

Station expenses 30.53 "

General charges 28.64 "

And the decrease in—

Car expenses..... 8.85 per cent.

The total working expenses :—

Increased 10.72

And the net revenue decreased 1.36

The working expenses were 71.42 per cent. of the gross receipts, against 69.01 the previous year.

The earnings were \$1,539 82, and the expenses \$1,099 87 per mile of railway the past year, against earnings, \$1,691 62, and expenses, \$1,168 05, in 1869.

The locomotives ran 198,635 miles or 6.81 per cent. further than during the previous year, and the mileage made by the cars was 1,392,337, or an increase of 10.23 per cent. over 1869.

15,928 or 8.02 per cent. of the engine mileage, and 71,318 or 5.13 per cent. of the car mileage is due to working the "Eastern Extension Railway."

The proportion of the receipts and expenses due to operating that line may be stated approximately as follows :—

Receipts.

Passengers	\$4,124 14
Freight.....	1,537 34
Mails and sundries.....	1,347 49
(Per mile run 44 per cent.)	\$7,008 97

Expenses.

Miles.

Locomotive power 15,928 @ 23.11 per cent.....	3,680 96
Car expenses 71,318 @ 1.60 ,,,	1,140 08
Maintenance (actual)	2,508 15
Station expenses (actual)	1,970 15
General charges 15,928 @ 6.01 per cent	957 27

(Per mile run 64.39 per cent)	\$10,256 61
Loss (average 20.39 per mile run).....	3,247 64

The increased expenses incurred during the past, over the previous year, and the diminished net revenue, are due :—*First*, to operating the "Eastern Extension Railway," and *second*, to the extraordinary expenditure which it was found necessary to make in providing new steel clips, an additional number of sleepers, in repairing the wharves at Point du Chene and St. John, and also in repairing and renovating many of the station buildings.

These repairs cost (beyond the outlay of the previous year), as follows :—

Steel clips.....	\$2,654 97
Sleepers.....	997 90
Wharf at Point du Chene.....	1,024 08
Wharf at St. John.....	1,347 06
Painting and repairing stations	2,137 17

\$8,161 18

The traffic and expenses of the "European and North American Railway," for the past two years, without regard to the "Eastern Extension," compare :—

Receipts.

	1870.	1869.
Passengers.....	\$81,973 69	
Less E. Ex.....	4,124 14	
	<hr/>	77,849 55
Freight	103,322 51	75,695 11
Less E. Ex.....	1,537 34	
	<hr/>	101,785 17
Mails and sundries.....	10,261 16	97,089 80
Less E. Ex.....	1,347 49	
	<hr/>	8,913 67
		10,010 44
		<hr/>
		\$188,548 39
		182,795 35

Expenses.

Locomotive Power.....	44,224 10	
Less E. Ex.....	3,680 96	
	<hr/>	40,543 14
Car Expenses.....	22,257 75	42,485 88
Less E. Ex.....	1,140 08	
	<hr/>	21,117 67
Maintenance.....	40,101 53	24,420 70
Less E. Ex.....	2,508 15	
	<hr/>	37,593 38
Station Expenses.....	21,596 88	33,756 78
Less E. Ex.....	1,970 15	
	<hr/>	19,626 73
General Charges.....	11,503 73	16,544 43
Less E. Ex.....	957 27	
	<hr/>	10,546 46
		8,941 92
		<hr/>
		\$129,427 38
		126,149 71
		<hr/>
Net revenue.....	\$59,121 01	56,645 64

Further information, with regard to the business and operations of both lines, will be found detailed in the following statement :—

	1870	1869
Revenue :—		
Percentage of passenger earnings to gross receipts.....	41.92	41.41
do freight do do.....	52.83	53.11
do other do do.....	5.26	5.48
Working Expenses :—		
Percentage of locomotive power to whole operating expenses.....	31.67	33.68
do car expenses do do.....	15.94	19.36
do maintenance do do.....	28.70	26.76
do station expenses do do.....	15.46	13.11
do general charges do do.....	8.23	7.09

	1870.	1869.
Passengers :—		
First class.....	145,934	127,488
Second class.....	45,208	41,570
Local.....	183,148	160,095
Through.....	7,994	8,963
East.....	96,172	85,591
West.....	94,970	83,467
Total number carried.....	191,142	169,058
Number carried one mile.....	4,586,941	4,322,715
Average number of miles travelled by each.....	23.97	25.56
Percentage of first class.....	76.35	75.42
do second class.....	23.65	24.58
do of local.....	95.82	94.69
do through.....	4.18	5.31
do East.....	50.31	50.63
do West.....	49.69	49.37
Average receipts per passenger in cents.....	42.85	44.78
do do per mile in cents.....	1.79	1.75
Freight :—		
First class in tons.....	2,916	2,249
Second do.....	4,332	4,268
Third do.....	2,238	2,213
Fourth do.....	59,056	58,700
Local.....	54,556	53,575
Through.....	13,986	13,855
East.....	21,409	20,707
West.....	47,133	46,723
Total tons conveyed.....	68,542	67,430
Tons carried one mile.....	3,809,475	3,677,494
Average distance carried.....	55.57	51.41
Percentage of first class.....	4.25	3.31
do second class.....	6.32	6.35
do third class.....	3.27	3.23
do fourth class.....	86.16	87.11
do of local.....	79.60	79.45
do through.....	20.40	20.55
do East.....	31.23	30.71
do West.....	68.77	69.29
Average receipts per ton.....	1.50	1.44
do do per mile in cents.....	2.71	2.64
Locomotives and Cars :—		
Miles run by the engines.....	198,635	185,937
do do cars.....	1,392,337	1,262,994
Gross tons moved one mile by the engines.....	17,275,929	15,680,670
Average in cents per mile run of the engines:—		
Drivers', firemen's and cleaners' wages.....	4.40	4.52
Fuel.....	8.43	8.95
Oil, tallow and waste.....	0.79	0.69
Repairs.....	7.77	8.63
Water, including pump and tank repairs.....	1.19	1.03
Small stores and miscellaneous.....	0.53	0.58
Locomotive power.....	23.11	24.40
Car expenses.....	11.65	14.03
Maintenance of way and works.....	20.96	19.39
Station expenses.....	11.28	9.50
General charges.....	6.01	5.15

	1870.	1869.
Locomotives and Cars.—Continued.		
Average in cents per mile run of the engines,—Continued:		
Total expenses.....	73.01	72.47
Total receipts.....	102.21	105.02
Net revenue.....	29.20	32.55
Average quantity per mile run of the engines:—		
Cubic feet of wood	2.73	2.44
Pints of oil.....	.044	.039
Pounds of waste.....	.011	.010
Average cost in cents per mile run of the cars :—		
Repairs to cars.....	.78	1.05
Oil and waste for packing.....	.08	.06
Both.....	.86	1.11
Average in cents, per 100 tons, moved one mile by the engines:—		
Drivers', firemen's and cleaners' wages.....	4.87	5.03
Fuel.....	9.34	9.92
Oil, tallow and waste.....	.87	.77
Repairs.....	8.60	9.57
Water, including pump and tank repairs.....	1.34	1.15
Small stores and miscellaneous.....	.57	.65
Locomotive power.....	25.59	27.09
Car expenses.....	12.88	15.57
Maintenance of way and works.....	23.21	21.53
Station expenses.....	12.51	10.55
General charges.....	6.66	5.70
Total expenses.....	80.85	80.44
Total receipts.....	113.19	116.57
Net revenue.....	32.34	36.13
Average quantity, per 100 tons, moved one mile by the engines :—		
Cubic feet of wood.....	3.1	2.8
Pints of oil.....	.51	.47
Pounds of waste.....	.13	.12
Average cost in cents, per 100 tons, moved one mile by the cars :—		
Repairs to cars.....	8.28	8.52
Oil and waste for packing.....	.83	.56
Both.....	9.11	9.08
Tons goods cars moved one mile.....	6,765,285	6,313,298
Tons freight moved one mile.....	3,809,475	3,677,494
Total gross tons goods, cars, and freight moved one mile	10,574,760	9,990,792
Percentage of dead weight.....	63.98	63.19
do useful load.....	36.02	36.81

The local passengers increased 14.39, their mileage 11.08, and the receipts therefrom 13.70 per cent., whilst the through passengers decreased 10.81, their mileage 11.25, and receipts 9.78 per cent.

The increased freight carried is in percentage as follows :—

	Local.	Through.	Total.
Tons.....	1.82	.95	1.65
Tons per mile.....	5.50	.78	3.58
Receipts.....	10.16	.224	6.45

In transporting freight, the importance of hauling empty, or partially laden cars, *only* when the nature of the traffic requires them to be taken, has been kept constantly in view.

The maximum percentage of useful load (37.5) to dead weight (62.5) (the car being loaded in one direction), has not been reached since the year 1864, when the useful load was 37.95.

In 1865 it was 35.19—in 1866, 35.81—in 1867, 36.82—in 1868, 36.77—in 1869, 36.81, and during the past year, 36.02.

There were two accidents during the year:—

The first occurred on the 13th August, 1869, when Dennis Donovan, a small boy who was playing about the freight cars, in the yard at St. John, fell from, and was run over by a platform car, which was being moved by the shifting engine. He was instantly killed.

The second happened on the 20th September, 1869, when George Hartshorn, a moulder, attempted to get on No. 6 train, after it had left the dépôt at St. John, and, falling between the cars, was run over, and instantly killed.

Inquests were promptly held in each instance, and verdicts of "Accidental Death" rendered after a rigid inquiry had been made.

The wharf at Point Du Chene was very considerably damaged during the fall of last year, by a severe gale of wind from the north-east. It carried away a portion of the "new blocking" in the angle of the wharf, tore up a large portion of the planking, and washed out a large quantity of ballast, and otherwise injured it.

A previous gale, on the 4th October, which caused such extensive damage to the Eastern Extension Railway, and to the dykes and aboideaux in Westmoreland, Albert and Cumberland Counties, also drove the Petitcodiac River Bridge from its position, near Moncton, up against, and over, and destroyed the railway bridge at Jonathan's Creek, which caused the traffic to be interrupted for five days.

This gale also considerably damaged the wharf and Branch line at Moncton.

With this exception, the traffic was not interrupted, and the trains have been run with great regularity.

The changes in the staff during the year are as follows:—

Mr. J. Edward Boyd, the Resident Engineer, has been removed to the Department at Ottawa.

Mr. E. W. Chestnut was appointed a Clerk and Paymaster in the office of the Superintendent, in the place of Mr. H. D. McLeod, who resigned.

Mr. E. Sandall was made Receiving Clerk at St. John Station, in the room of Mr. John McFadzen, resigned; and Mr. Leonard S. Fairweather was appointed Station Master at Rothesay, in the place of Mr. A. J. McFee, who resigned.

The rolling stock has been increased by the addition of one engine, "The Bear," one postal, and two second-class cars, and forty old side-tip ballast cars have been converted into twenty box freight cars.

The iron pipes intended to convey water from "Lily Lake," for the use of the railway at St. John have been procured, but pending the settlement of the question of land damages, no steps have been taken towards laying them.

Properly equipped engine and car repair shops are still very much required, and the business of the railway continues to be greatly retarded, and its traffic impeded by the absence of more extended facilities for receiving and delivering the various descriptions of freight at Point Du Chene and St. John.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

LEWIS CARVELL,

General Superintendent.

CLASSIFIED Monthly Comparative Statement of Receipts.—(G.)

MONTHS,	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.		TOTALS.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
July 18	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
August	9,316 85	10,289 93	7,587 80	8,507 70	772 25	807 72	17,726 90	19,605 35
September	8,570 26	9,000 59	6,519 62	6,377 54	1,181 50	894 41	16,872 59	16,351 38
October	7,345 61	7,836 18	7,451 38	7,716 10	1,101 30	1,023 02	16,108 29	16,595 30
November	7,345 10	6,772 98	11,556 00	10,639 83	1,372 48	.931 06	20,293 58	17,743 87
December	6,519 30	7,167 08	9,886 73	10,558 92	788 15	1,265 06	17,254 18	18,991 06
January	5,574 13	6,866 22	8,424 86	7,746 88	780 32	774 44	14,779 31	15,387 54
February	3,921 52	4,683 27	7,259 37	5,863 45	679 29	642 11	11,900 18	11,188 83
March	2,960 27	3,420 24	6,225 02	6,823 25	580 02	669 80	9,822 31	10,913 29
April	4,120 08	4,543 17	7,641 59	9,815 46	647 12	785 03	12,468 79	15,143 66
May	5,032 66	5,750 78	6,480 19	7,983 51	659 36	824 01	12,172 21	14,188 30
June	7,112 71	7,079 67	9,280 67	11,307 23	724 43	802 63	17,117 81	19,189 59
	7,516 62	8,513 58	8,619 57	10,082 59	724 22	841 81	16,860 41	19,437 98
Total	75,695 11	81,973 79	97,089 80	103,322 51	10,010 44	10,261 16	182,795 35	195,557 36

CLASSIFIED Monthly Comparative Statement of Expenses.—(H.)

MONTHS.	LOCOMOTIVE POWER.		CAR EXPENSES.		MAINTENANCE WAY AND WORKS.		STATION EXPENSES.		GENERAL CHARGES.		TOTALS.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
July	\$ 3,171 86	\$ 3,140 56	\$ 2,072 53	\$ 2,058 91	\$ 3,530 30	\$ 4,841 90	\$ 1,390 86	\$ 1,862 82	\$ 568 24	\$ 780 66	\$ 10,733 84	\$ 12,684 75
August	3,094 44	3,095 77	1,778 81	1,634 85	3,119 51	5,611 00	1,384 70	1,780 33	553 33	817 30	9,930 99	12,939 25
September	4,580 02	3,279 06	1,592 04	1,620 16	2,986 68	4,225 30	1,303 88	1,647 65	1,036 29	1,197 19	11,298 91	11,969 36
October	3,569 72	3,262 87	1,653 54	1,314 37	3,911 27	3,473 07	1,401 55	1,813 99	518 81	1,038 92	11,054 89	10,903 22
November	3,636 24	3,580 31	1,672 42	1,322 68	2,987 37	2,486 24	1,663 75	1,672 27	885 26	941 40	10,845 04	9,972 90
December	3,678 69	4,000 80	1,571 47	1,728 26	1,418 24	1,740 18	1,319 89	1,895 71	1,119 27	886 33	9,107 56	10,251 28
January	3,505 98	3,691 93	2,000 90	1,583 45	1,381 29	1,901 90	1,247 61	1,658 37	680 54	1,216 82	8,616 32	9,992 47
February	3,416 44	4,289 99	2,209 66	1,517 62	1,316 44	1,844 28	1,218 97	1,527 62	604 73	8,766 24	9,906 49	10,324 06
March	3,414 82	4,751 06	2,380 71	1,846 41	2,188 07	1,635 81	1,178 58	1,562 15	605 96	9,758 14	11,388 44	11,388 44
April	3,257 33	3,766 66	2,389 61	1,972 76	3,032 81	3,270 21	1,239 46	1,433 66	634 99	945 15	1,330 18	14,904 99
May	4,367 64	3,948 51	3,036 13	2,901 36	4,115 84	4,690 42	1,360 54	2,270 27	450 03	1,994 43	12,133 40	14,246 78
June	3,192 70	3,476 58	2,052 83	2,757 02	3,768 96	4,481 22	1,834 64	2,472 04	1,284 27	1,059 92	12,133 40	14,246 78
Totals	42,485 88	44,224 10	24,420 70	22,257 75	33,756 78	40,101 53	16,544 43	21,566 88	8,941 92	11,503 73	126,149 71	139,583 99

STATEMENT shewing the business and expenses of the several stations.—(J.)

Stations.	NUMBER OF PASSENGERS.						TONS OF FREIGHT.						STATION EXPENSES.					
	1869.			1870.			1869.			1870.			1869.			1870.		
	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Amount.	cts.	Per cent.
St. John.....	65,774	66,199	39.03	76,281	74,220	39.37	40,709	13,224	40.00	40,315	14,913	40.29	5,732	86	34.96	7,383	81	34.19
Rothsay.....	15,146	14,306	8.71	16,663	16,353	8.64	16,151	1,001	1.001	10,108	1,968	1.96	6,936	64	913	33	4.22	
Osseliereag.	8,513	8,621	5.07	9,058	9,295	4.80	9,111	1,433	1.74	9,682	1,585	1.86	7,178	88	4,34	831	95	3.85
Norton.....	4,684	4,306	2.66	4,691	4,325	2.36	4,93	2,968	2.52	6,72	2,967	2.65	5,54	61	3,35	636	88	2.95
Apolaqil.	3,683	3,445	2.11	3,186	3,625	1.78	943	2,457	2.52	1,167	1,183	1.72	564	33	3.41	565	13	2.61
Sussex.....	9,249	8,383	5.21	9,411	8,663	4.73	3,220	2,701	4.39	3,986	2,727	4.74	1,702	45	10.29	2,046	37	9.47
Penobscot.....	2,110	2,154	1.27	2,500	2,463	1.30	478	512	1.74	928	510	1.05	489	09	2.96	536	77	2.49
Anganace.....	1,394	1,440	.90	1,721	1,493	.84	367	2,208	1.91	443	2,057	1.81	664	63	3.41	631	52	2.46
Petibodiac.	3,121	3,048	1.82	3,473	3,287	1.77	1,180	5,338	4.84	1,160	6,479	5.59	683	12	4.12	512	04	2.37
Salisbury.....	3,197	2,766	1.76	3,473	3,312	1.77	1,559	4,733	3.93	619	5,670	4.59	675	50	4.08	769	58	3.56
Moncton.....	7,631	7,479	4.44	7,401	6,461	3.63	3,332	2,361	4.23	3,717	1,916	4.11	918	57	5.65	1,167	44	5.40
Slediac.....	5,253	6,094	3.36	5,457	5,929	2.98	3,286	2,633	4.38	2,135	2,714	3.53	1,048	29	6.34	1,262	95	5.89
Point Du Chene.....	4,079	3,370	2.20	3,872	2,709	1.72	3,078	9,790	9.54	3,147	10,475	9.93	1,662	22	10.03	2,057	52	9.53
Painsec.....	2,527	2,371	1.45	1,678	1,590	.85	2,838	2,464	3.92	1,191	403	1.16	66	68	.40	796	76	3.68
Memramcook.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dorchester.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buckville.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Flag Stations.	32,587	35,076	20.01	38,083	42,084	20.97	4,639	14,507	14.19	5,483	14,397	14.50	138	56	.84	737	13	3.41
Total.....	169,058	169,058	100.00	191,142	191,142	100.00	67,430	67,430	100.00	68,542	68,542	100.00	16,544	43	100.00	21,296	88	100.00

PASSENGER STATEMENT.—(K.)

MONTHS.	LOCAL.			THROUGH.			BOTH.			Mileage.		
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	
July.....	14,949	14,337	29,286	462,702	650	545	1,195	127,868	15,590	14,882	30,481	590,570
August.....	14,644	14,730	29,374	414,222	579	572	1,151	121,982	15,223	15,302	30,525	536,204
September.....	8,868	8,858	17,726	319,885	437	375	1,112	119,214	9,305	9,533	18,838	439,099
October.....	6,932	6,798	13,750	298,707	461	514	965	103,366	7,403	7,312	14,715	402,073
November.....	6,000	5,794	11,803	266,651	301	508	809	86,740	6,310	6,302	12,612	353,391
December.....	5,540	5,960	11,509	345,418	146	155	301	32,004	5,695	6,115	11,810	377,422
January.....	5,251	5,202	10,453	239,204	113	96	209	22,154	5,364	5,298	10,862	261,358
February.....	3,253	3,179	6,432	160,226	82	78	160	16,980	3,325	3,257	6,592	177,186
March.....	3,809	3,812	7,711	209,783	117	104	221	23,426	4,016	3,916	7,932	233,211
April.....	5,852	5,473	11,325	281,568	157	108	265	28,050	5,581	5,390	11,390	308,658
May.....	7,922	7,915	15,837	356,175	354	318	672	71,742	8,276	8,233	16,509	427,917
June.....	9,216	8,726	17,942	378,808	421	513	934	100,044	9,637	9,239	18,876	478,852
Total.....	92,364	90,784	183,148	3,733,351	3,808	4,186	7,994	853,590	96,172	94,970	191,142	4,586,941
Total.....	1870	1869	3,360,827	4,096	4,387	8,963	961,588	85,591	83,457	169,058	4,322,715	

FREIGHT STATEMENT.—(L.)

MONTHS.	LOCAL.				THROUGH.				BOTH.			Mileage.
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	
July	1,231	3,040	4,271	176,918	407	730	1,197	128,863	1,638	3,830	5,468	305,781
August	1,314	1,808	3,122	131,475	269	814	1,113	119,959	1,613	2,622	4,235	251,434
September	1,839	2,369	4,208	139,300	290	922	1,212	130,632	2,129	3,291	5,420	250,932
October	1,648	2,139	3,787	142,607	477	1,766	2,243	245,031	2,125	3,905	6,030	384,638
November	921	2,893	3,814	153,252	442	1,606	2,048	220,842	1,363	4,499	5,862	374,094
December	771	3,563	4,324	236,237	132	532	664	71,004	903	4,085	4,988	307,231
January	859	2,926	3,785	164,388	70	274	344	36,552	929	3,200	4,129	200,940
February	715	3,927	4,642	211,572	97	418	515	54,570	812	4,346	5,157	266,142
March	1,441	5,087	6,528	320,659	154	404	558	59,132	1,595	5,491	7,086	370,891
April	1,845	3,042	4,889	222,095	246	259	505	53,960	2,631	3,301	5,392	275,965
May	3,197	3,502	6,699	237,950	601	1,038	1,639	176,557	3,798	4,540	8,338	414,508
June	2,063	2,426	4,489	178,043	350	1,398	1,948	210,086	2,413	4,024	6,437	388,129
	17,844	36,712	54,556	2,305,366	3,565	10,421	13,986	1,504,088	21,409	47,133	68,542	3,809,475
Total tons	$\{$ 1870		53,575	2,185,161	3,560	10,295	13,855	1,422,323	20,707	46,723	67,430	3,677,494
	17,147	36,428	53,575	2,185,161	3,560	10,295	13,855	1,422,323	20,707	46,723	67,430	3,677,494

LOCOMOTIVE SUPERINTENDENT'S REPORT.—(M.)

EUROPEAN AND NORTH AMERICAN RAILWAYS.

LOCOMOTIVE AND CAR SUPERINTENDENT'S OFFICE,
Shediac, N. B., 30th September, 1870.

Lewis Carvell, Esquire,
General Superintendent.

SIR,—I beg to submit a Report concerning the rolling stock of this railway, for the year ending 30th June last.

Appended hereto will be found, first,—

A monthly abstract of locomotive returns "C. C,"

A statement of engines "D. D,"

And other rolling stock "E. E." on hand, with their mileage to that date.

Engine "Hercules" (No. 1) having had a thorough repair at the beginning of the year, including a set of "Vickers" steel tyres, and painting, is now in good order, and will require no considerable expenditure for some time to come.

Engine "Sampson" (No. 2) reported last year in good order, has required very little outlay, and is yet in fair condition.

Engine "Kennebecasis" (No. 4) has had but little expenditure excepting to repair the tender tank, and for tender wheels, four of which have been supplied. This engine, however, now needs a complete overhauling, including the removal of tubes, and a thorough examination of the boiler.

Engine "Petitcodiac" (No. 5) has cost but little for repair, and is yet in good order. The tender tank will shortly need repair.

Engine "Scadouc" (No. 6). The principal expense incurred was for building new frame and other repairs to the tender. The engine is in fair condition, but will require considerable expenditure, as the boiler is to be opened and examined, a new cob is to be made, and the engine thoroughly refitted in every particular.

Engine "Anagance" (No. 7). The repairs spoken of in my last report as being in progress, were completed, excepting the painting, and the engine altered from wood to coal burning. A new frame has been made for the tender, but the tank needs considerable repair. The engine otherwise is in fair condition.

Engine "Loostank" (No. 8) is now in the shop for repair, which will be quite large, as the tubes are to be removed, and the boiler examined and tested.

Engine "Ossekeag" (No. 9) was altered from wood to coal burning. In the course of making the change it was found necessary to have a thorough examination of the boiler; the tubes and some defective plates were removed and replaced by others, when it was tested to 200 lbs. per square inch, and evinced no symptoms of weakness. The tubes began to leak, and the defects appeared in the fire box after the engine had been a short time in use, when it was laid up, and is now in for further examination and repair.

Engine "Apohaquii" (No. 10) had during the year a complete and thorough repair. The tubes were taken out and the boiler examined inside, presenting a good appearance. After the tubes were replaced, it was tested at 200 lbs. per square inch, with satisfactory results. One tender wheel from Mr. Harris was supplied. The engine is now in good order.

Engine "Prince of Wales" (No. 12) is in fair order. This engine has been altered to burn coal. The tubes having been removed, the boiler was examined, and found to have suffered to a small extent from corrosion, near where the braces are attached to the shell. The defects were remedied, and some additional stays put in, when the tubes were replaced, and the boiler tested to 200 lbs. to the square inch with no appearance of weakness. Twelve (12) wrought iron wheels with steel tyres were furnished this engine and tender,

thus far giving good satisfaction. Some further repair, including painting, will be necessary to put this engine in order for the ensuing winter.

Engine "Norton" (No. 13). The chief outlay upon this engine was for a new cylinder, the old one having failed through a flaw in the casting. One "Washburn" and three "Harris" wheels were supplied during the year. The engine is in fair order, but it will be necessary to remove the tubes and examine the boiler before much time elapses.

Engine "Prince Alfred" (No. 14.) The tubes were removed, and the interior of the boiler examined, and found to present a good appearance; after the tubes were reset it was tested to 200 lbs. to square inch, with satisfactory results. The engine had a thorough repair, and is now in good order. The tender tank will, however, require some further outlay before long. Four Portland Co.'s tender and four Harris' truck wheels were supplied.

Engine "Robert Jardine" (No. 15.) The tubes of this engine have been very troublesome to keep tight, and will have to be removed and reset before the leaking can be prevented. An alteration from wood to coal burning was made, but the leaking before referred to has prevented any continued use since. Four wrought iron wheels with steel tyres were put under the truck. Is in good order otherwise than the tubes.

Engine "The Bear" (No. 16) was received from the builder in August, 1869. The same difficulty that was experienced in the "Robert Jardine" was found to exist in this engine, consequently the tubes must be reset before she can be depended upon for hard service. The tender frame was so badly damaged in a snow storm on the 19th March last, as to require to be entirely rebuilt. Four tender wheels from the Portland Company were put under, and some more will now be needed.

The system of examination and inspection under pressure, as indicated in my last report, has been preserved, and under it four engines have had their tubes removed and have been tested. In some cases defects were found that would not otherwise have been detected, thus proving the importance of further continuing the practice. Five engines are in good order, five are in fair condition, and four require considerable repair. One engine was painted during the year, and five still require it.

Thirteen (18) "Harris", thirty-eight (38) LaRue, two (2) Toronto, and twenty-two (22) Acadia wheels have been put under the cars. Ten (10) Harris', eight (8) Portland Company, one (1) Washburn, and twelve (12) Vickers' wheels have been supplied the engines and tenders. The Vickers' wheels are of wrought iron with steel tyres.

Five first-class cars have had new monitor tops built upon them, four have been painted, and three have been roofed with tin. Five box cars have been retopped and covered with tin, while thirteen box and twelve platform cars have been painted.

The 40 old four-wheeled ballast cars formerly on hand have been broken up, and such portions of them as were available, were used in the construction of twenty box cars.

The addition to the stock has been one postal and smoking, and two second-class cars.

Some of the first-class, second-class and express cars will require new trucks, while two second-class, two express, and twelve box cars will need new tops during the year, otherwise the cars are generally in good order.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

H. A. WHITNEY.

Locomotive and Car Superintendent.

MONTHLY ABSTRACT of Locomotive Returns.—(C. C.)

MONTHS.	MILES RUN BY		CONSUMPTION OF		AVERAGE	
	Cars.	Engines.	Wood—in cubic feet.	Pints Oil.	Tallow—Lbs.	Waste—Lbs.
July	18,967	124,188	41,150	368	322	6.54
August	18,367	112,429	36,450	460	303	6.12
September	19,233	119,164	37,800	375	329	6.19
October	16,918	123,296	39,400	473	324	7.34
November	19,315	131,567	44,845	286	356	222
December	16,075	107,546	120	53,050	318	210
January	12,267	90,188	242	43,905	296	165
February	13,428	92,473	1,269	57,130	346	287
March	15,236	123,589	679	56,332	376	335
April	12,953	103,952	49	39,370	292	262
May	16,539	130,177	49	47,651	362	337
June	19,337	133,768	.....	45,327	479	338
Totals and Averages { 1870	23,187	1,392,337	2,368	542,610	4,431	3,786
1869	23,193	185,967	3,768	454,089	3,799	3,128

STATEMENT OF LOCOMOTIVES.—(D. D.)

NAME.	BUILDERS.	RECEIVED ON LINE.	WEIGHT.			CYLIN. DER.	DRIV. ERS.	NO. WHEELS	MILES RUN THIS YEAR.	MILES RUN TO DATE.
			LIGHT.	EQUIPPED.	TENDER.					
1 Hercules*	Boston L. Works	June, 1854	45,470	15,500	Lbs.	Lbs.	Lbs.	Lbs.	In. 20	98,912
2 Sampson*	do	do	45,400	15,500	61,000	51,000	36,500	87,800	17	66,237
3 St. John*	Portland Co.	Dec., 1856	36,100	15,420	52,000	39,250	30,500	67,750	17	53,770
4 Kennebecasis	Boston L. Works	Jan., 1857	31,950	10,700	42,650	35,470	20,730	56,200	12	118,071
5 Petticoatia	do	do	43,400	16,800	60,200	47,320	34,300	81,620	12	182,201
6 Scadocia	do	do	43,000	15,880	58,880	47,420	34,480	81,900	14	106,014
7 Anagene	do	do	48,200	17,770	65,950	52,500	38,250	90,750	15	145,208
8 Loostank	Flemming & Humbert	June, 1857	47,400	17,780	65,180	51,860	36,900	86,460	14	161,809
9 Ossekeag	do	do	50,650	18,920	69,570	63,030	38,100	94,130	15	218,537
10 Apohnsqu	Spring L. Works	Aug., 1857	50,500	19,000	69,500	55,400	36,200	91,600	15	182,076
11 Sussex	Flemming & Humbert	Oct., 1857	37,000	14,000	51,000	42,900	28,600	65,500	15	17,735
12 Prince of Wales	do	do	50,000	17,700	67,700	56,420	38,450	94,850	15	27,223
13 Norton	do	do	50,836	18,810	69,666	56,532	40,100	93,630	15	187,867
14 Prince Alfred	do	do	50,200	18,180	68,380	55,350	38,850	94,400	15	9,316
15 Robert Jardine	do	do	60,000	20,200	80,200	66,000	39,568	105,568	16	15,361
16 The Bear	do	do	60,000	20,100	80,100	66,000	40,000	106,000	16	18,367
17 New Brunswick	do	do	do	do	do	do	do	do	do	4,448
										198,635
									Total.	2,036,822

The mileage of these engines was not kept until April, 1858. The total mileage cannot therefore be given.

OTHER ROLLING STOCK.—(E. E.)

Designation.	Description.	Miles run this year.	Miles run to date.
A.....	13 First-class Passenger Cars	174,886	1,605,754
B.....	8 Second-class do	164,119	1,566,317
Ex.....	7 Express, Mail, Postal, and Baggage Cars	149,375	692,339
C.....	83 Box Freight Cars	554,574	4,522,879
D.....	115 Platform Cars	349,383	3,528,159
	Total	1,392,337	11,907,048
P1.....	4 Snow Ploughs	2,368	.....
	18 Hand Cars .....	.....	.....

TRACKMASTER'S REPORT.

St. John, N. B., 1st August, 1870.

Lewis Carvell, Esq., General Superintendent.

SIR,—I beg to submit, as requested, the following Report on the roadway and works of the "European and North American" and "Eastern Extension Railways," for the year ending 30th June last.

There were put into the track 361 new rails, weighing about 61 tons, and costing \$1,840 80; 23 cast iron, 144 wrought iron chain, and 4,712 scabbard joints, or steel clips of the value of \$4,046 77, and 6,708 haematac, and 14,298 pine sleepers, costing \$5,060 80.

The wooden bridge at Jonathan's Creek having been carried away by the Petitcodiac River Bridge, which was driven against it during the gale of 4th October last, was promptly replaced, the traffic being interrupted but five days. The cost of this work, with sundry small repairs to other wooden bridges, was \$412 16.

The breakwater at Trout Creek was repaired at a cost of \$118 34. This was the only repairs to the iron bridges during the year. They are in excellent order and stand well.

The wooden superstructure which carries the line over the Scadouc Iron Bridge shews some symptoms of decay. It will probably last during the present summer and winter, but will have to be renewed during the early part of the summer of 1871. In the meantime it will be carefully looked after.

The wharf at Point Du Chene, which was very much injured during one of the gales last fall, has settled at the outer end, in consequence, no doubt, of the gradual decay of the timber and the destructive attacks of the sea worms. A large expenditure in connection with this wharf will very soon become necessary. I would suggest that when improvements are made a small proportion of the piles be of iron. Some new wooden piles which were driven on the outside of the wharf in the spring of 1869, are now very much like a honey-comb, and are of no service.

The cost of the "extraordinary" repairs made to this wharf during the last fall and the spring of this year, was \$1,521 15.

The southern portion of the wharf at the St. John terminus, was newly faced, and the top covered, at a cost of \$1,347 06.

The increased expenditure in connection with the "Maintenance of Way and Works" has been owing to this cause, and to the additional number of sleepers and steel joints, which it was found necessary to put in the road-bed.

I am of the opinion that Hall's Creek Bridge, a large wooden structure, which now needs repairs, should be replaced by an aboideau, when it becomes necessary rebuild it. It will probably last yet for two or three years.

The station houses at Ossekeag, Sussex, Salisbury, Moncton and Shediac were repaired and painted, and the roofs of all the others were tarred. The roofs of the tank and freight houses at Rothesay, Ossekeag, Sussex, Salisbury and Shediac stations were also tarred.

The platforms at Torryburn, Appleby's, Nauwigewank, and Passekeag were repaired and lengthened, and materials have been procured to repair those at Rothesay, Ossekeag, Norton, Apohaqui, Plumweseeep, Penobsquis, Anagance, Petitcodiac, Salisbury, Moncton, Shediac and Point Du Chene.

The storm of the 4th October of last year destroyed the track on the Eastern Extension Railway between about one mile west of Memramcook station and Dorchester, and was repaired by the contractors.

The aboideau at Brownell's Creek should be rebuilt at an early day, as the tide which now ebbs and flows upon the line, threatens the safety of the road.

Repairs to the bridge at Musquasi River will be made during the summer.

The general condition of the road is very good.

I am, Sir, your obedient servant,

(Signed),

GAVIN RAINNIE,

Trackmaster.

APPENDIX No. 21.**LAKE SUPERIOR AND RED RIVER ROAD.**

*Report on works executed during the fiscal year ending the 30th June, 1870,
by S. J. Dawson, Superintendent.*

(No. 14,267.)

THUNDER BAY, 30th June, 1870.

Hon. H. L. Langevin, C.B.,
Minister of Public Works, &c., Ottawa.

SIR.—In submitting a brief Report on the works in this section, at the close of the year, I beg to be permitted to draw attention to the period within which operations have been carried on, and this can best be shown by a reference to the following dates and circumstances :—

1st. The appropriation which is now being expended in opening communication with the North-West Territories, became available for that purpose on the 1st day of July last year (1st July, 1869).

2nd. The only occasion on which, previous to that date, actual work in the way of opening roads had been done under the direction of the Government, was in the summer of 1867, when a grant of \$55,000 having been set apart from the Upper Canada Colonization Road Fund, for the Dog Lake road, just before the Confederation Act came into effect, a commencement was ordered and made ; but the control of that fund soon passed to the Government of Ontario, and operations were brought to a close, in the same season, after a sum not quite amounting to \$14,000 had been expended.

3rd. It may also be noted that between the fall of 1869 and summer of 1868, in which latter season the exploration of a limited section of country was authorized by your Department, a period of nine years had elapsed, during which no surveys whatever had been made in the regions of the north-west, with the view to laying out roads ; and that the total amount expended in the season above referred to, namely, in the summer of 1868, was \$3,100—three thousand one hundred dollars.

I have been particular in drawing attention to these circumstances, in order to show that, with exception of the demonstration made and ended in 1867, no work whatever had been attempted and that there were no funds at the disposal of the Government with which to inaugurate such an undertaking as that of opening communication with the North-West Territories, until the appropriation, made by Parliament in the Session of last year, became available.

With these explanations, I proceed to report on the work so far effected.

THE THUNDER BAY ROAD.

As soon as the Government had funds at its disposal, I received instructions to proceed with this road, and, having engaged workmen and provided material, set out from Collingwood on the 6th, and reached this place on the 9th of July, last year.

The men were immediately formed into gangs, under experienced foremen, and placed along the route where they could work to the greatest advantage, and under these arrangements, the opening of the road proceeded satisfactorily, and without the least interruption, until the close of the season.

Towards the end of October, it became necessary to discharge such of the men as were not to be retained for the winter, as the steamers which form the only connecting link between this remote place and the settled parts of the country were to make their last trip at that time.

Under these circumstances, a certain number of skilled labourers were selected from among the workmen to remain for the winter, and the others paid off.

It will thus be seen that the period during which road making had been carried on was but a little over three months.

The result was that a road, practicable to waggons, was carried as far as the Matawin, a distance of 25 miles and 10 chains from Thunder Bay; added to which, a track, over which oxen with sleds or carts could pass, was cut through the woods for a distance of about 10 miles farther.

The party left, as above stated, to continue operations during winter, had it in charge to build the Kaministiquia bridge before the opening of the navigation, and, if possible, the Matawin bridge also; at all events, to collect and prepare material for the Matawin and several smaller bridges.

During winter, however, it became necessary to provide, in as far as the season would permit, for the passage of a military force in the spring. The number of workmen could not, of course, be greatly increased in that remote region at such a season; nevertheless, by strenuous exertions, both the Kaministiquia and Matawin bridges were completed before the opening of navigation, and timber prepared for those which were to cross the Sunshine and Oskondagé. Moreover, before the first steamers arrived, a large scow, decked, and in every way complete, was in readiness to land troops, stores and horses at the dépôt. Some of the bridges are formidable structures, and absorbed a large amount of material in their construction.

THE KAMINISTIQUIA BRIDGE

Is the largest; and, where it crosses, the channel of the river is 324 feet in width, between the abutments, and 11 feet deep in the middle. The extreme length of the bridge from bank to bank is 404 feet.

Piers of great solidity and strength support the structure, and it rests on abutments, filled solidly with stone, at either end; as a guard against ice, the piers are pointed and sheeted with 5-inch tamarac plank on the upstream face.

The superstructure is 10 feet over high water, and each span is equal to a weight of 50 tons in the centre. The quantity of material used in the work is, in round numbers, as follows:—

32,000 cubic feet of timber;
1,400 " yards of stone;
8,000 lbs. of iron.

THE MATAWIN BRIDGE

Is built on the same plan as the one which crosses the Kaministiquia. It is 275 feet in length, and the superstructure 10 feet over the highest floods. It was put up at a moderate outlay, timber being abundant in the neighbourhood. The Kaministiquia bridge, on the other hand, has been costly, from the fact that the timber had to be taken from a distance, the country for miles on either side having been swept by fire.

OTHER WORKS.

Besides the Kaministiquia and Matawin bridges, a good deal of work was accomplished in winter. Timber, to the extent of 16,000 lineal feet of suitable dimensions, was prepared at Pointe de Menron, and is now in readiness to be floated down and used in the building of a wharf at Thunder Bay, whenever it may be considered advisable to undertake that work. Timber, as stated, was also prepared for the bridges, to cross the Sunshine and Oskondagé rivers; but as these structures (to build them systematically) must occupy some time, temporary bridges have, in the meantime, been run across so as not to occasion delay to the military expedition. Portage roads have been cleared out between Shebandowan Lake and Lac des Mille Lacs; and, during a part of the winter, a

small surveying party was kept in the field, and it has obtained data on which a considerable section of new country can be mapped out.

As soon as the ground became clear of snow, the whole force, numbering some eighty men, was set to work on the road.

The total amount drawn from your Department for the Lake Superior section of the Red River roads, up to the 31st December last, was \$60,056 38, and in this sum was included the cost of the plant and supplies on hand at that date, to the value of \$12,500. Up to the 31st May last, an additional sum of \$25,111 49 had been expended, but a considerable portion of this latter has been laid out for the military expedition, and will eventually have to be charged to it.

BOATS FOR THE RED RIVER EXPEDITION.

Last winter it became necessary to make every possible provision for the passage of a military force, during the present summer, through the untravelled and little-known region lying between Lake Superior and the Red River Settlement.

It was known that boats had passed from Fort Frances to Red River, by way of the Winnipeg, but no boats or any vessel larger or heavier than a bark canoe had ever been used in the vast wilderness of rock, swamp and lake which intervenes between Thunder Bay and Fort Frances. In fact, troops had, on two former occasions, been sent round by Hudson's Bay, in order to avoid this region; and the Governor of the Honorable Hudson's Bay Company, in a written communication to the Imperial Government, had declared the route to be impracticable to vessels of any other description than bark canoes, and had explained that these, as every one acquainted with such vessels must concede, were not adapted to the conveyance of a military force.

Notwithstanding that the general impression, prevalent in the country, coincided with these views to such an extent that the idea of using boats was considered next to Quixotic, your Department was in possession of information which led the Government to a different conclusion, and I received instructions to provide boats of a structure adapted to the nature of the route to be traversed.

This was accordingly done, and immediately on the opening of the navigation, measures were adopted for having these boats, with their outfit, brought forward, and to this end a number were sent by rail to Collingwood, to be transported from thence by the regular steamers to this place; while, at the same time, a propeller and two schooners were chartered to bring up such as had been built on the Welland Canal and other places, from which it would have been inconvenient to convey them by rail any part of the distance.

THE STOPPAGE OF SAULT ST. MARIE CANAL

by the United States authorities, occasioned great delay in the arrival of the boats, and added enormously to the cost of transport. It also delayed the expedition generally.

When this occurred, a number of men were at once set to improve the Portage road on the British side, which they soon put in passable order; and, to meet the difficulty presented by the shallow water at the head of the Portage, a small wharf was run out, and a scow provided, which latter served admirably for the conveyance of troops and stores, waggons and horses to the steamers that came to anchor in the river above.

This work detained 120 of the laborers intended for the Thunder Bay road at Sault St. Marie; and, of course, retarded the work on the former.

It would be a fair estimate to say that the expedition has been delayed by the stoppage of the Sault St. Marie Canal for at least a fortnight or three weeks.

OPERATIONS ON THUNDER BAY ROAD, SINCE OPENING OF NAVIGATION.

To understand the present position, it will be necessary to refer to occurrences which took place before the opening of the navigation.

In April last, having been in communication with the military authorities, I was careful to explain to them that the Thunder Bay road was in an unfinished condition, requiring much labor to be expended upon it before the expedition could finally embark on Shebandowan Lake. They were made aware that we had only had three months within which to work upon it during the previous season; and, in order that there might be no misapprehension as to its general condition, I submitted to them a memorandum, from which the following is an extract:—

OTTAWA, 25th April, 1870.

"When the work of road making was brought to a close last fall, a section of 25 miles—reckoning from Thunder Bay—was practicable to waggons, with only one interruption at the Kaministiquia, which was then unbridged; and, continuing on the line, an additional section of 10 miles was cut in such a way as to be practicable to oxen "with sleds or carts.

"The two large rivers—Kaministiquia and Matawin—which cross the line, were "bridged last winter, and bridges were also built over the more considerable of the smaller "streams, so that, practically, the work of bridging may be considered as completed.

"It may be added that Portage roads were laid out and opened—in so far as such "work could be done in winter—between Shebandowan Lake and Lac des Mille Lacs. "At the same time, instructions were sent to the officer in charge to set all the available "force to work on the road as soon as the snow should have so far cleared off as to admit "of operations thereon being resumed, so that about 80 men are by this time engaged on "the unfinished section of the line. An additional force of 120 men will be sent to their "aid by the first steamer, and a week later a further number of about fifty will go up."

It was further stated that operations in regard to sending boats and supplies over the Thunder Bay Road "may be at once commenced by organizing the wagon service, "and sending boats, provisions, oats, hay, &c., forward to the Matawin crossing—25 "miles from Thunder Bay—and, at this point, a small space should be cleared to guard "against fire, and a few huts erected to serve as storehouses."

Thus, with full information, and, I may add, a full appreciation of the difficulties presented by an unfinished road (25 miles only of which was practicable to waggons, in a distance of 45 miles) in such a region, His Excellency the Lieut.-General commanding the forces, determined on sending the regular troops to Fort William, in advance, so that they might aid in getting the road put in such a state that the expedition could pass with the least possible delay.

The Colonel in immediate command, also knowing the difficulties, had proposed sending four companies of the 60th Rifles the first week in May, so that the men might be employed on the works, but the stoppage of the Sault St. Marie Canal by the United States authorities, retarded operations, and the first detachment of troops only reached this place on the 25th of May.

A number of the soldiers were soon sent forward to work on the roads, and in this way are still rendering all the assistance in their power. The men are paid weekly by the officers of your Department, and the pay-lists, when submitted, will show the number of days work performed by them.

Workmen for the road, and voyageurs for the military expedition, have been brought forward in detachments, until, at the present time, there have arrived 500 of the former and 200 of the latter, in all a force of 700 men; the voyageurs are from the different sections of the country where men were to be found accustomed to the navigation of inland rivers, and, even the workmen on the road, have been engaged with a view to their being employed as voyageurs, should the necessity arise, most of them having had experience as canoe-men and boatmen in driving logs in rapid rivers.

Before referring to the manner in which operations are now progressing, I may remark that some unforeseen work had been thrown on our hands by reason of

THE GREAT FIRE

During the early part of May the weather had been exceedingly dry, and towards the middle of the month the woods were observed to be on fire in various places.

On the 18th, during the prevalence of a strong gale, the fire swept across the road, burning some rough crib-work on side-hill cuttings, and destroying a bridge on the McIntyre river ; so general was the conflagration that the whole country seemed on flame. Flakes of burning bark, from neighbouring elevations, were carried by the force of the wind clear on to the Kaministiquia bridge, but barrels full of water had been placed along it as a precaution, and the fire was extinguished as it fell. The buildings at the dépôt were saved with difficulty, and nearly all the settlers' and miners' houses in the vicinity of Thunder Bay were burned. On a subsequent day, fires broke out along the Matawin and swept so rapidly through the woods that the workmen had to run to water to save themselves, and at one encampment a few tents and some blankets were lost ; while at another, a hut, with some provisions, was burned, and an ox which had been grazing in the woods perished in the flames.

The fire was general over a wide region of country ; but, apart from the burning of the crib-work mentioned, and the loss of one small bridge, the works sustained no damage. If, however, instead of a road the Department had, as it was often urged to do, built a wooden tramway or railway, supported on wood-work, not a vestige would have remained.

Slight as was the damage, comparatively speaking, to the road, it took, nevertheless, some little time to repair it, and replace the crib-work with less perishable materials. This has been done, so that a similar accident cannot again occur.

STATE OF THE ROADS.

The dry weather and fires were soon succeeded by rains, which have continued with but short intervals ever since, and at this date (30th of June) the rivers are in a great flood. The effect of these rains on newly turned up earth roads, with a considerable traffic, as is now the case, passing over them, may be easily imagined. From Thunder Bay to the Matawin bridge the line has been kept in fair condition, but the newly-opened track from thence westward, running as it does through a clay country, has been greatly cut up. Nevertheless, oxen with carts or waggons have continued to travel from the Matawin as far as the Oskondagé, which latter place is within four miles and seventy chains of the boat landing at the Dam site, below Shebandowan Lake.

TRANSPORT OF BOATS, &c.

In the first instance, boats were sent by waggons from Thunder Bay to the Matawin bridge, the distance being, as stated, 25 miles ; the time occupied in going and returning was three days, making the cost for each boat about \$15, that is, estimating the waggons at \$5 per day each. Twenty-eight boats were thus transported.

The arrangement for boats and stores, respectively, is at present as follows :—

The *Boats*, manned partly by voyageurs and partly by soldiers, are being sent by the river to a place called Young's Landing, a point on the Matawin about two miles above the Matawin bridge. Here the soldiers leave them, and, being then manned entirely by voyageurs and without any loads whatever, they are taken on for eight miles farther to a landing at the end of a line called Browne's Lane. This section (that is, the portion of the river between Young's Landing and Browne's Lane) is the most difficult on the whole route, and it taxes the skill, care, and strength of the voyageurs not a little, to get them past in safety. From Browne's Lane the boats are taken with light loads a distance of seven miles by the river to the Oskondagé, to be transported from thence by waggons, a distance of four miles and seventy chains, to the dam site, from which latter point to Shebandowan Lake, a further distance of three miles, the river is practicable.

The *Stores* are being sent by horse waggons, 25 miles, to the Matawin Bridge, where there is now a considerable stock accumulated. From thence ox-carts and ox-waggons are used for distances of 12 miles to the Oskondagé, but in the latter section the transport service is relieved, to a considerable extent, by sending provisions in boats from the

Matawin bridge to Young's landing, a distance of two miles, and again, by putting articles in the boats at Browne's Lane to be transported by water to the Oskondagé. From the last-named place to the Dam site, boats and stores must be sent by waggon. Flat scows have been provided for taking all the stores from the dam site to Shebandowan Lake, a distance, as stated, of three miles. In the latter section there are several shallow, although not difficult, rapids, and hence the necessity of flat boats of light draught.

The military, the voyageurs, and the workmen on the road, have all acted in concert with a view to the one grand object of getting the expedition forward.

The soldiers have rendered the voyageurs the most valuable assistance in bringing the boats up the Kaministiquia, and show aptitude in acquiring the skill necessary to their management. This will be of advantage to the expedition when it leaves the trying Thunder Bay road and finally embarks on Shebandowan Lake.

The Companies of the 60th Rifles employed on the works do good service, their experience on the fortifications at Quebec having rendered them quite expert in the use of the implements required in road making.

In regard to the expedition generally, the hardest part of the work is well advanced, and once embarked on Shebandowan Lake there will be no serious difficulty to encounter, at least, nothing more than voyageurs have constantly to meet in the pursuit of their usual vocations.

I have the honor to be, Sir,

Your most obedient servant,

(Signed), S. J. DAWSON.

APPENDIX No. 22.**PUBLIC BUILDINGS.**

Description of the works and repairs executed during the fiscal year ending 30th June, 1870, by F. P. Rubidge, Assistant Engineer.

(No. 13,784.)

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, December 2nd, 1870.

F. Braun, Esquire, Secretary.

SIR,—I have the honor to submit a few general remarks upon repairs, maintenance, the prosecution of new works, acquiring of landed property, etc., in connection with public edifices and buildings over which the Minister of Public Works exercises Departmental control, and comprehended within the fiscal year ending the 30th of June, 1870.

Custom Houses, Examining Warehouses, &c.—An eligible plot of land forming the south-east angle of the Episcopal Church property, at the intersection of North Street with Richmond Street, in the City of London, and Province of Ontario, having been acquired under sanction of an Order in Council, instructions were given to prepare plans and specifications, with the view of early obtaining tenders, and advancing the work during the ensuing year; all of which preliminary matters have subsequently been carried into execution.

Since my preceding remarks upon the Hamilton Custom House, nothing of importance has to be mentioned.

At the Port and City of Toronto, enquiry has been made with the object of securing a proper site for the New Examining Warehouse, so urgently called for by the Collector and the mercantile community. Offers of land from proprietors in the vicinity or adjoining the present Custom House were laid before the Honorable the Minister of Customs, for his decision, in connection with the project of erecting a more suitable Custom House itself, which I believe to be still under consideration.

Previous to the close of the fiscal year, tenders were obtained from reliable steam fitters for replacing in the Kingston Custom House the worn out hot air furnaces with a new low-pressure steam apparatus, fitted up with coils, radiators, and enclosed ornamental screens, based upon the requisition of the Collector of the port, and approved of by the Minister of the Department. The successful introduction of this system, extending as it does into the services rendered since the year expired, will form a subject of future report. No doubt the economy and saving in fuel will be one important result of this change.

The Royal Insurance block of buildings on Common and Commissioners' Streets, in the City of Montreal, offered to the Dominion Government as a suitable Custom House and Examining Warehouse combined, having been previously valued by two professional experts, and also by the undersigned, the purchase was effected on the part of the Government, in amount \$200,000.

One great advantage to the public service in securing this property, was, avoiding the delay of two or more years in putting up an equally substantial edifice, at, probably, greater cost, considering that the valuable and unexceptionable site fronting the port, and contiguous to the largest wholesale mercantile establishments, formed a portion of the bargain and sale to the Dominion Government.

The alterations and improvements (since carried into effect) consisted in converting the western section of the pile of buildings on Calière Street, into the Surveyor's and

Appraiser's offices together with an Examining Warehouse on its several flats, the latter provided with two platform hoists for merchandise, lifted by steam power, for which, as well as for pumping the basement free from flood water in the spring, a new engine was contracted for with Mr. G. Brush, of Montreal.

A Long room was constructed, overlooking Commissioners' Street, on the first-floor, in dimensions 90 feet 9 inches by 27 feet 2 inches, by throwing the two storage-flats into one lofty chamber, finished with handsome coved ceiling, &c., well lighted, and panelled at the side with oak joiner-work. Entering the building, either from the wharves or the City side, access to the Long room is obtained by a broad flight of stairs, rising from the lighted court in the centre of the block, and also by a passage communicating with the Collector's and other offices, entering or passing out from the clock tower towards the east. Due provision will be made—for additional heating and ventilating the interior—water supply, desks, and other suitable furniture. Sealed tenders were called for on the 17th day of May last, and the contract has since been awarded to Joseph Laplante, builder, of the City of Montreal, for the sum of nine thousand four hundred dollars (\$9,400), exclusive, however, of steam engine and heating requirements, covering \$2,470 additional.

Post Office Buildings.—Just previous to the close of the Departmental year, arrangements were made with a resident local architect of Quebec to prepare plans and specifications for the urgently called for New Post Office in that ancient city, a very desirable property, long known as Mussen's Medical Establishment, on the corner of Buade and Du Fort Streets, adjoining the old Post Office building, having been acquired for the sum of \$12,000, payable in Dominion Stock, with the view of affording greater space and better facilities for the public entering or leaving the Post Office now proposed to be erected.

The interior arrangements for postal purposes, as also the dimensions of the intended new edifice, were submitted by the general Post Office authorities in Ottawa, to be carried into effect as closely as found practicable by this Department. The expenditure upon the building and fitting-up, including also heating and ventilation, was restricted to forty-five thousand dollars (\$45,000), extending over a prospective period of one year and nine months, and for which expenditure public tenders were to be invited. Instructions and sketch plans were given on the spot to the resident architect for his future guidance.

Preparatory steps were likewise taken, at the close of the month of May last, by a visit to Toronto, and conference with influential parties and Members of Parliament, to procure the necessary plans, working drawings, and specification, for the erection of the contemplated new post-office on Adelaide Street, in that city, upon the site acquired for that special object. Unavoidable delay has arisen hitherto in prosecuting the undertaking, but, at the present date of this communication, I may report the plans are nearly ready for offering to public competition, and subsequent progress thereon will appear in the next annual report.

Emigrant Sheds, Toronto.—Plans and specifications for the following wooden-framed buildings were prepared early in the spring, in this Department, at the instance of the Honorable the Minister of Agriculture and Statistics of the Dominion of Canada, namely :

Landing and Sleeping Shed, two stories in height,
Dining Hall,
Cook house, Store-house attached, and cellarage underneath,
Ticket Office and Messenger's dwelling,
Baggage Shed,
Wash house, Tank and Pump,
Latrines,

Planked Platforms at Great Western, Grand Trunk, and Northern Railroads, also, planked tramway and foot walks; forms, tables, trestles; new well, and water supply, taken from service pipes of the Lunatic Asylum; enclosing the entire plot of ground by a post and board fence, with gates, &c.; and sundry other requirements.

These buildings and works were erected under the charge of this Department, by contract with Messrs. Grant and Yorke, builders, Toronto, on a plot of ordnance land,

about $6\frac{1}{2}$ acres in extent, situated to the east of Strachan Avenue, between the tracks of the Northern and Grand Trunk Railways on the northern limit, and the Great Western line of Railway to Hamilton on the south boundary of the lot; affording the utmost facilities for the arrival and departure of Immigrant trains by side rails and switches, as also covered landing sheds, liberally provided or laid down by the respective railway managers or their agents.

The sum of ten thousand nine hundred and sixteen dollars (\$10,916) has been expended in contract works and supervision at the Immigrant sheds under my charge; but other wants, including a dwelling for the resident agent, Mr. Donaldson, a detached hospital and infirmary, refreshment shed, stable and fuel shed, etc., are still urgently called for.

Rideau Hall, the residence of His Excellency, Lord Lisgar, Governor General of Canada, etc., etc., etc.—Sundry wants and repairs required in the keeping up and proper maintenance of this extensive public property, and in preparation for the sojourn of His Royal Highness, Prince Arthur, during his temporary visit to Ottawa, in February last, having been called for, upon requisition to this Department, were, after being duly authorized, carried into effect.

Barracks and Military accommodation for Her Majesty's Troops, the Militia and Volunteer Service, etc.—Among other services of the past year, devolving upon the attention of the undersigned, were—fencing in the military parade ground, Maria and Elgin Streets, in the City of Ottawa; repairs to the heating apparatus at the Bolton Street Barracks; a few unimportant wants called for at the Garrison Hospital, held under lease from Thomas Reynolds, Esquire; and fitting up the Drill Hall on Craig Street, Montreal, for the militia and volunteer service. The expenditure thereon being defrayed by the Department of the Honorable the Minister of Militia and Defence.

Arbitration Claims.—The following cases of claims heard before the Dominion Arbitrators, and referred with the view of assisting the lawyers engaged by the Crown for the defence, to my charge, have been disposed of as follows:—

R. H. McGreevy, for losses sustained from stoppage of work on Parliament Buildings for materials, etc.—amount claimed \$56,905 48; awarded \$29,245 67.

James Goodwin, Grenville Canal contract—amount claimed \$5,458 47; awarded \$2,061 93. *

Ward and O'Leary, Contractors, Rideau Hall—amount claimed \$12,095 63; awarded \$2,291 61.

Parliament Buildings, Ottawa.—At the request of the Honorable the Speaker of the House of Commons, the Minister of Public Works authorized an improved modern system of lighting the Chamber from the panels of the ceiling, to do away with the unpleasant glare of light complained of, arising from the jets of gas and pendant rings heretofore in use.

In accordance with departmental instructions, eight of "Frinks" corrugated silvered-glass reflectors were obtained from New York, and fixed in the House of Commons, with the best precautions to ensure safety, and carry off the heated vapor and bad air arising from numerous gas burners within a crowded apartment.

It is confidently believed the change has been successful in affording a soft agreeable, light, and that the ventilation of the Chamber is improved, the oppressive heat in the galleries reduced, and a great saving effected in the consumption of gas over the former system, notwithstanding the considerable outlay necessary in providing and placing these new and improved reflectors within the building.

Completion of exterior walls and roofing in the Parliamentary Library, Public Buildings, Ottawa.—Plans, details, and specification had, prior to the termination of the fiscal year, been in preparation for submitting to builders, master masons, and experienced contractors, to proceed with erecting the unfinished portions of the Library, in conformity with the original design of the architect, as shown in the large plaster of Paris model, and the first contract drawings in possession of the Department at Ottawa.

The outer walls were intended to be continued upwards from their present level,

preparatory to placing thereon a wrought and riveted iron plate dome roof of thirty-two ribs, obtained from an eminent manufacturing firm in Manchester, England, under the name of "The Fairbairn Engineering Company," but as the above mentioned undertakings in completion of the Parliamentary library, strictly pertain to services rendered in the year ensuing, dating from the 30th of June last, any progress made will properly form the subject of future annual report. It may suffice, however, to say, at this time, that the builders' contract has been signed—a large supply of material, and cut stone in preparation, is on the ground, and, moreover, the iron roof, a few weeks hence, will be put together under the hands of an experienced overseer, with the view to energetic proceedings in the coming spring of 1871.

Improvement of Grounds, etc., Public Buildings, Ottawa.—Preliminary designs and sketches for—iron railing to fence in the property, porter's lodge or gate house, terrace wall in front of Parliament Buildings, improvement of grounds, basins, etc., have been made by the undersigned with the view to an early prosecution of these desirable works of completion, whensoever approved of and authorised to be undertaken. An approximate estimate of the above having been laid before the Legislature, upon an address of the Senate, dated 19th May, 1869, by the Secretary of State for the Dominion of Canada.

Laborers and carts were employed during the summer in carrying forward the leveling of the grounds and other improvements, preparatory to planting the roads and side-walks with shade trees and shrubs.

The plateau known as Major's Hill, and Point Nepean beyond, on the bank of the Ottawa river, having been transferred by Order in Council, the care and conservation of this public property henceforth became a charge on this Department.

A sum of \$500 was appropriated for cutting down and removing dead trees, lifting stones and levelling inequalities of the ground, erecting twelve hundred feet of post and board boundary fence, and providing green painted seats and benches. Very considerable improvement yet remains to be effected in grading the rough natural surface, filling stagnant water holes with stones and ruins of old buildings, etc.

It is to be regretted that the rock so near the surface leaves but little soil to support the present growth of trees, for the most part decayed in their tops and which may be expected gradually to die off and disappear, unless a large amount of fresh vegetable earth be carted on to the enclosure, at a great expense.

All of which is respectfully submitted.

(Signed), F. P. RUBIDGE,

Assistant Engineer, Public Works.

APPENDIX No. 23.

STATEMENT of Awards made by the Official Arbitrators during the year commencing 1st July, 1869, and ending 30th June, 1870.

Name of Claimants.	Subject of Claim.	When referred.	Amount claimed.	Amount awarded.	Date of Award.
James Goodwin	Grenville Canal.....	11th June, 1869	\$ 5,458 37	\$ 2,061 93	13th Aug., 1869
Ward and O'Leary	Ridout Hall.....	18th do, 1869	59,901 47	50,088 71	17th Sept., 1869
Charles Cote	Sherbrooke Gaol.....	13th July, 1869	6,821 08	2,055 85	19th Nov., 1869
John Damp	Court-House and Gaol, Sainte Marie	12th do, 1869	9,314 71	2,723 00	15th Sept., 1869
Simon Peters	Pte. St. Laurent Lighthouse and Pier	13th do, 1869	1,206 28	683 59	22nd Nov., 1869
R. H. McGreevy	Parliament Buildings, Ottawa	12th do, 1869	56,905 48	29,245 67	7th Dec., 1869
Peter Stewart	Nova Scotia Railway	7th Oct., 1869	2,288 88	2,288 88	25th Jan., 1870
R. P. Mitchell .....	.....	12th do, 1869	33,798 95	21,561 89	25th do, 1870
M. W. Baby	House rent, Quebec	10th Nov., 1869	1,668 00	1,668 00	9th Dec., 1869
Toussaint Vezain	Court-House and Gaol, Sorel	12th do, 1869	4,500 93	4,460 78	7th Feb., 1870
do	Industrie	12th do, 1869	8,933 42	7,790 53	7th do, 1870
E. A. Jones	Nova Scotia Railway	21st Dec., 1869 .....	.....	3,500 00	25th Jan., 1870

DEPARTMENT OF PUBLIC WORKS,
30th June, 1870.

(Signed),

F. H. ENNIS,
Secretary Q. A.

APPENDIX

GENERAL STATEMENTS showing: 1st. Water-power and other property

Date.	Term of Lease.	Lessees.	Description, or Situation, and Nature of Property Leased.	For what purpose used.
5th July, 1869	During navigation season..	St. Lawrence Tow-Boat Co.....	Permission to use the Government coal bays on pier at Rivière du Loup	Depôt for coal ..
6th do	During pleasure of Governm't	Henry Shackell.....	Lot on wharf at Basin No. 1, Lachine Canal	Office
19th Jan. 1870	do	Canada Peat Fuel Co	Lot near Wellington bridge, Lachine Canal	Depôt for fuel ..
9th Aug. 1869	do	George Hay	Permission to fence in part of Ordnance reserve, near Mutchmor's bridge, Rideau Canal	To preserve the trees thereon..
9th Dec. do	For ever..	Hon. J. Cockburn; <i>et al</i>	To maintain a dam at Campbellford, River Trent	Milling purposes
8th Mar. 1870	21 years ..	J. B. Robert	Lot No. 1, east end of Basin, above Lock No. 8, Beauharnais Canal	Woollen cloth factory ..
8th April do	Pleasure of Governm't	Valleyfield Peat Coal Co	Part of lots Nos. 21, 22, in 1st Con. Catharinetown, above Lock No. 8, Beauharnais Canal	Depôt for fuel ..
16th Feb. do	.....	Welland Canal Loan Co	Surrender to Government of all the surplus water from Lock 22 to Lock 11, which had been leased to them on the 12th April, 1855, Welland Canal .....	.....
21st do	do 21 years ..	John Riorden	Part of Lot No. 11, in 10th Con. Grantham, at Lock No. 17, Welland Canal	Paper mill
12th May do	do ..	Welland Dry Dock Co	Land at Aqueduct Lock, Village of Welland, Welland Canal	Dry dock
— June do	Pleasure of Governm't	N. G. Hollister	Lot at foot of Cornwall Canal	Telegraph office ..

No. 24.

leased on Canals, &c., during the fiscal year ending 30th June, 1870.

Area of Property.	Amount of water-power. Run of stones.	Date from which lease is reckoned.	Annual rental.	Terms of Payment			Remarks.
				Amount of each instalment	When payable each year.	When first instalment was payable.	
			\$ cts.	\$ cts.			
.....	.....	On condition of restoring all iron fastenings required to make it safe.					
12 by 15 ft	1st May, 1869.	20 00	20 00	1st May	At date of signature		
40,450 ft.	1st Aug., 1869	100 00	100 00	1st May	do	In advance.	do
.....	.....	One barleycorn when demanded.					
.....	9th Dec., 1869	No rent mentioned.					
7,680 ft... 6 runs	1st July, 1870.	180 00	90 00	1st Jan., 1st July	1st Jan, 1871.		
.....	1st May, 1870.	40 00	40 00	1st May	1st May, 1870...		do
.....	.....	Government refunding amount received on account of rent—viz., \$6,480.					
2 acres ... Surplus water	1st July, 1869.	200 00	100 00	1st Jan., 1st July	1st Jan., 1870		
2 acres ... do	1st Jan., 1870.	140 00	70 00	do	do	1st July, 1871.	
.....	Date of lease..	5 00	5 00	1st May	Date of delivery of lease.		

APPENDIX No. 24.—Continued.

2nd. Property purchased or sold by the Department during the fiscal year ending 30th June, 1870.

Date of Signature.	By whom sold.	To whom sold.	Description and Situation of the Property.	For what purpose used.	Area of land.	Price.	Remarks.
8th July, 1869.	J. B. A. Chamberland, <i>et al.</i> Corp. College, Site Anne.....	To Her Majesty.	Discharge of all claims for land taken at St. Parrice, Riv. du Loup	Penisconta Rd.		\$ cts. 477 00	
10th do	do	do	Discharge of all claims for seigniorial dues, which they will pay in future on land taken from them for ...	do		25 00	
17th June, do	O. Leduc (Penon) ..	do	Part of Lot No. 24, in 1st Con. Cathartines town, taken for canal	Beauharnois Canal	1 ⁵ / ₆ arpents	150 00	
9th Aug., do	Pre. Prevost	do	Part of Lot No. 25, in 1st Con. Matystown, taken in 1852 for	do	47 ⁴ / ₁₀ arpents	46 54	
1st Feb., 1870.	Alex. J. Fraser	do	Discharge for damages to Lot S. W. $\frac{1}{4}$, No. 56, 1st Con. Godmanchester	do		560 00	
11th Jan., 1870.	Hon. A. T. Galt, <i>et al</i>	do	Lot on Common and McGill streets, Montreal	Custom house	49,277 feet	78,843 20	
12th April, do	In current and Churchwardens, St. Paul's Cathedral ..	do	Lot on North and Richmond streets, London	do	{ 108 x 79.2 } ft 120 x 80.0 }	8,000 00	
25th do	D. G. and J. Pescod.	do	Part of Lot No. 17, in 1st Concession Cornwall, and for damages	Cornwall Canal	2 ³ / ₅ acres	746 30	
1st June, do	Heirs Jas. B. Lawlor	do	Lawlor's Island, at entrance of harbor at Halifax, N.S.	Quarantine stn.	147 acres	8,000 00	

3rd. Proclamations in the "Canada Gazette" transferring or abandoning public property, during the fiscal year ending 30th June, 1870.

Proclamation.	Date of Order in Council.	Works abandoned or transferred.	Counties in which situated.	To whom abandoned.	Remarks.
Page.	Date.			Berthier	To the Municipality of the locality and road officers thereof

4th. Property under the control of the Department of Public Works, transferred to the Local Governments, during the fiscal year ending 30th June, 1870.

Date of Order in Council.	Works transferred.	To whom transferred.
19th Nov., 1869	The following District Gaols and Court-houses, viz., at Beauce, Beauharnois, Chicoutimi, Industrie, Montmagny, New Carlisle, Pétré, Sorel, Athabasca, Malbaie, Rimouski, St. Hyacinthe, Ste. John's, Ste. Scholastique, Sweetaque, Magdalen Islands, the Gads at Montreal and Three Rivers, and the Court-houses at Quebec and Three Rivers. By the Union Act of 1867, the Court-houses at Aymer, Kamouraska, and Montreal, are the property of Quebec and Ontario conjointly	Government of Quebec. do do do do
6th April, 1868	Sherbrooke Gaol, District of St. Francis	Government of Quebec.
do	St. Vincent de Paul, Reformatory Prison	do
29th April, 1870	Spencer Wood property, and furniture, near Quebec	do

15th. Proclamations in the "Canada Gazette" respecting tolls, regulations, &c., on Public Works, during the fiscal year ending 30th June, 1870.

Proclamations.	Tolls or Regulations.	Name of Public Work.
Page.	Date.	
930	10th May, 1870	Tolls and Regulations ... European and North American Railway, New Brunswick.
843	7th June, 1869	Tolls ... St. Lawrence Canal, Champlain Canal, St. Ours Canal, Burlington Bay Canal, Ottawa Canal, and Ste. Anne's Lock, are exempted from tolls on coal.
711	9th April, 1869	do Welland Canal, tolls on ice reduced to 5 cents per ton.
711	do	Peat passing through the canals of the Dominion, to be rated in 3rd class.
929	14th May, 1870	Piers at Rimouski, Rivière du Loup, Rivière-Ouelle, Matapedia, Eboullements, L'Islet, and Berthier.
34	— 1869	Harbors—Bathurst, Richibucto.
487	14th Jan., 1870	Railways—Nova Scotia.
733	4th March, 1870	do do
408	20th Feb., 1868	European and North American Railway, N.B.
1048	10th May, 1870	Railways in Nova Scotia and New Brunswick.
563	21st Jan., 1870	Preservation of peace near Public Works.

APPENDIX No. 25.

GENERAL STATEMENT showing the depth of water on mitre sills of locks on the Canals, during the fiscal year ending 30th June, 1870. (From Lockmasters' Returns.)

LACHINE CANAL.				BEAUMARIS CANAL.				CORNWALL CANAL.				FARRAN'S POINT CANAL.			
MONTHS.	Lock No. 1. Lower Sill.	Lock No. 5. Upper Sill.	Lock No. 6. Lower Sill.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
July, 1869.....	19.10	13.0	12.0	12.10	12.8	12.11	12.4	11.5	11.2	11.7	11.2	11.0	11.0	9.9	9.6
August, ".....	20.2	19.4	12.3	11.7	12.10	11.6	12.9	12.2	11.2	10.11	11.6	11.1	9.9	9.6	9.6
September, ".....	21.0	19.0	12.5	11.4	12.2	11.6	12.8	12.3	11.2	10.84	11.8	10.8	9.9	9.6	9.6
October, ".....	21.6	19.3	12.9	11.3	12.2	11.6	12.10	12.3	11.4	10.11	10.3	9.5	9.5	8.6	8.6
November, ".....	19.0	18.0	11.3	10.5	11.10	11.6	12.8	11.2	11.10	10.3	10.9	11.7	10.1	8.3	8.0
December, 1870.....	32.2	18.6	12.0	10.9	12.4	11.10	12.7	11.10	11.5	11.5	12.6	10.0	10.6	7.6	7.6
January, 1870.....	25.1	12.6	11.1	13.4	12.4	13.7	11.8	23.2	11.2	11.3	10.6	10.6	8.0	7.9	7.9
February, ".....	36.6	31.3	12.5	10.11	19.0	13.4	12.4	31.5	20.5	12.1	16.2	16.2	10.0	8.0	7.9
March, ".....	32.4	28.0	11.9	10.7	15.0	13.9	12.9	19.2	26.7	12.1	12.6	12.9	11.0	11.9	7.9
April, ".....	36.6	26.3	16.8	11.4	15.6	13.9	13.9	12.5	15.8	12.5	12.8	12.9	11.6	10.6	10.6
May, ".....	26.10	21.7	16.6	13.4	15.6	13.6	13.8	13.2	12.8	12.0	12.0	12.2	11.0	10.9	10.9
June, ".....	21.10	19.10	13.5	12.1	13.6	11.10	13.5	13.1	12.31	12.0	12.8	12.2	11.0	10.9	10.9
RAPIDE PLAT CANAL.				PTE. IRONCROSS.				GALT'S CANAL.				WHYLAND CANAL.			
MONTHS.	Lock No. 23. Lower Sill.	Lock No. 24. Upper Sill.	Lock No. 25. Lower Sill.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Guard	Lock No. 1. Upper Sill.	Lock No. 27. Lower Sill.	Port Dalhousie.	Port Colborne.	Port Galt.	Port Maitland.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Guard	Lock No. 1. Upper Sill.	Lock No. 27. Lower Sill.	Highest.	Lowest.	Highest.	Lowest.	
July, 1869.....	10.6	11.9	10.3	14.3	13.2	11.4	10.9	14.5	13.5	14.4	12.7	12.4	11.4	10.5	
August, ".....	10.6	11.3	10.0	14.5	13.4	11.4	10.6	14.5	14.0	13.10	12.6	12.1	11.5	10.5	
September, ".....	11.0	10.6	11.6	10.2	14.0	13.2	10.9	14.3	13.11	13.4	13.2	12.0	11.8	11.5	
October, ".....	10.9	10.0	9.10	13.9	13.0	11.0	10.0	14.2	13.7	14.5	12.0	12.1	9.5	9.5	
November, ".....	11.0	9.3	10.10	9.0	13.7	11.8	10.9	10.0	13.9	12.6	16.1	11.4	13.0	9.5	
December, 1870.....	11.0	9.6	11.11	9.1	13.0	11.0	11.0	14.0	12.10	15.0	11.8	12.2	10.5	10.5	
January, 1870.....	12.0	9.3	14.0	9.0	13.5	11.0	12.6	9.6	14.8	13.4	15.0	12.0	12.9	10.5	
February, ".....	11.6	10.6	12.0	9.2	13.9	11.6	10.11	10.4	14.7	14.2	13.9	12.4	11.9	10.5	
March, ".....	11.3	9.9	11.6	9.5	12.10	11.0	10.9	14.10	14.1	12.11	11.6	11.4	11.1	10.5	
April, ".....	13.3	10.9	13.0	7.4	16.1	12.11	12.9	16.1	16.1	13.5	12.4	13.2	12.2	11.2	
May, ".....	12.9	12.3	13.0	7.2	16.2	15.0	13.0	12.3	15.9	13.9	12.5	12.2	11.0	10.5	
June, ".....	12.9	12.3	13.0	2.0	15.7	15.2	15.0	12.0	15.11	13.7	12.9	12.0	11.0	10.5	

APPENDIX No. 25.—Continued.

GENERAL STATEMENT showing the depth of water on mitre sills of locks on the Canals, &c.—Continued

MONTHS.	St. Ours Lock.		CHAMBY CANAL.		STE. ANNE'S LOCK,		CARILLON CANAL.	
	Lower Sill.		Lock No. 9. Lower Sill.		Lock No. 1. Upper Sill.		Ottawa River. Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
July, 1869	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
August,	11.0	11.5	9.4	10.9	10.3	9.1	10.7	9.6
September,	10.3	10.8	8.1	10.3	9.4	8.4	9.3	8.3
October,	9.10	9.3	8.2	10.5	8.7	8.3	10.4	8.4
November,	11.1	13.1	8.9	16.7	9.7	11.5	8.6	9.8
December,	10.5	12.0	10.3	15.0	12.0	11.1	9.10	10.2
January, 1870	12.9	11.1	11.9	9.10	14.3	12.0	9.2	8.3
February,	11.7	11.5	9.1	16.3	10.3	9.5	10.2	8.4
March,	10.10	10.10	9.6	19.11	11.10	10.4	9.7	8.0
April,	11.10	10.10	9.6	19.7	15.1	10.4	10.2	8.7
May,	15.1	16.10	11.8	19.8	16.1	12.8	10.2	9.11
June,	13.2	15.4	11.0	18.3	13.4	12.4	10.2	8.6
	13.0	10.2	8.11	13.3	10.1	10.3	8.9	9.2
							10.8	10.8
MONTHS.	Lock No. 3. Upper Sill.		Lock No. 4. Lower Sill.		Lock No. 5. Lower Sill.		Lock No. 11. Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July, 1869	12.5	8.11	9.10	12.10	9.8	13.2	12.7	9.6
August,	10.1	8.5	10.8	10.6	9.0	11.4	10.6	8.7
September,	11.6	8.1	12.3	9.3	12.0	8.8	12.4	9.4
October,	10.7	7.8	11.3	8.6	11.0	8.4	11.8	9.0
November,	9.6	6.0	8.5	7.8	8.3	7.7	11.3	8.3
December,	7.6	6.4	8.6	8.0	8.1	7.6	8.4	7.4
January, 1870	10.6	6.0	11.0	7.10	8.10	7.6	6.10	8.4
February,	10.0	8.3	13.4	11.6	12.0	13.6	7.10	6.8
March,	8.3	6.0	10.0	7.2	12.0	14.6	10.0	7.8
April,	18.10	6.6	20.1	7.9	19.9	32.0	10.0	6.9
May,	18.8	11.4	19.7	11.8	19.2	20.0	12.0	6.7
June,	10.10	7.7	11.8	8.5	11.5	8.3	11.4	7.7
							11.3	8.6
MONTHS.	Lock No. 3. Upper Sill.		Lock No. 4. Lower Sill.		Lock No. 5. Lower Sill.		Outlet of Locks, Ottawa.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July, 1869	12.5	8.11	9.10	12.10	9.8	13.2	12.7	9.6
August,	10.1	8.5	10.8	10.6	9.0	11.4	10.6	8.7
September,	11.6	8.1	12.3	9.3	12.0	8.8	12.4	9.4
October,	10.7	7.8	11.3	8.6	11.0	8.4	11.8	9.0
November,	9.6	6.0	8.5	7.8	8.3	7.7	11.3	8.3
December,	7.6	6.4	8.6	8.0	8.1	7.6	6.10	8.4
January, 1870	10.6	6.0	11.0	7.10	8.10	7.6	6.10	8.4
February,	10.0	8.3	13.4	11.6	12.0	13.6	7.10	6.8
March,	8.3	6.0	10.0	7.2	12.0	14.6	10.0	7.8
April,	18.10	6.6	20.1	7.9	19.9	32.0	10.0	6.9
May,	18.8	11.4	19.7	11.8	19.2	20.0	12.0	6.7
June,	10.10	7.7	11.8	8.5	11.5	8.3	11.4	7.7
							11.3	8.6
MONTHS.	Lock No. 3. Upper Sill.		Lock No. 4. Lower Sill.		Lock No. 5. Lower Sill.		Kingston Mills, Lower Sill.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July, 1869	12.5	8.11	9.10	12.10	9.8	13.2	12.7	9.6
August,	10.1	8.5	10.8	10.6	9.0	11.4	10.6	8.7
September,	11.6	8.1	12.3	9.3	12.0	8.8	12.4	9.4
October,	10.7	7.8	11.3	8.6	11.0	8.4	11.8	9.0
November,	9.6	6.0	8.5	7.8	8.3	7.7	11.3	8.3
December,	7.6	6.4	8.6	8.0	8.1	7.6	6.10	8.4
January, 1870	10.6	6.0	11.0	7.10	8.10	7.6	6.10	8.4
February,	10.0	8.3	13.4	11.6	12.0	13.6	7.10	6.8
March,	8.3	6.0	10.0	7.2	12.0	14.6	10.0	7.8
April,	18.10	6.6	20.1	7.9	19.9	32.0	10.0	6.9
May,	18.8	11.4	19.7	11.8	19.2	20.0	12.0	6.7
June,	10.10	7.7	11.8	8.5	11.5	8.3	11.4	7.7
							11.3	8.6