

We are not at liberty to use the facts in our possession which prove the utter worthlessness of all these figures. The subject is under investigation by a competent Commissioner, and we trust his recommendations will ensure in future years more trustworthy returns. If the above figures, especially those relating to entries from and for sea, were reduced 50 per cent., they would be nearer the truth than at present.

NEWFOUNDLAND AND PRINCE EDWARD ISLAND.

We may add to the above, that on December 31st, 1866, there were registered in Newfoundland 1,497 vessels of 83,204 tons; average, 56 tons. The vessels built for the last four years were: In 1863, No. 42, tons 1,844; in 1864, No. 49, tons 1,865; in 1865, No. 71, tons 2,010; in 1866, No. 107, tons 3,534. The tonnage entered in 1866, was 1,161 vessels, of 157,004 tons; that cleared 949 vessels, of 139,242 tons.

No later returns are published for Prince Edward Island than those given in the *Year Book* for 1867.

The MARINE OF GREAT BRITAIN, Dec. 1865.

The following is a statement shewing the strength of the marine of Great Britain:—

Employed in	Sail.			Steam.			Total.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
The Home Trade...	11,160	795,434	37,631	552	134,776	8,189	11,712	930,210	45,820
Partly Home and } partly Foreign... }	1,663	282,295	10,457	111	43,225	2,005	1,774	325,520	12,462
Foreign Trade.....	7,384	3,629,023	110,501	756	523,693	28,860	8,140	4,152,721	139,361
Total 1865.....	20,207	4,706,752	158,589	1,419	701,699	31,054	21,626	5,408,451	197,643
Increase since 1864.....							113	199,933	1,887

The above table includes vessels of the Channel Islands, but not those of the Colonies. 'Home trade' signifies trade with the coasts of the United Kingdom or "posts between the limits of the river Elbe and Brest."

MONTREAL OCEAN STEAMSHIP COMPANY.

The Montreal Ocean Steamship is so closely identified with the progress of the country that the *Year Book* would not be complete without a notice of it. Among the first Montreal traders, long before the improvement of the channel of the St. Lawrence, were vessels belonging to the family of the Messrs. Allan, and their ships have grown in number and value in a ratio commensurate with the progress of Montreal.

The Montreal Ocean Steamship Company was formed in 1853; the first trip to Canada was made in 1854, but the regular mail service only commenced in 1856. It was then fortnightly, but in 1859 it was made weekly, and so continues.

The individuals forming the Company are now the owners of twenty sailing ships, of an aggregate of 20,000 tons. Of these six are built of iron, the remainder of wood, and they trade to all parts of the world. They keep constantly in their employ about three thousand men, thus being the means of support for about fifteen thousand people, besides the large number of persons constantly engaged in building new vessels and repairing others. The magnitude of this establishment may be a surprise to many in the Colonies and elsewhere, for, taking in their sailing vessels, there are only three or four larger companies in the world, two being the Cunard and the West India Royal Mail Company. The Inman Company is about equal. The capital of the Company in steamships, tenders, lighters, workshops, and plant, may be estimated at \$5,000,000.

The Company's vessels now comprise the following:—

MAIL LINE.

Austrian.....2,650 tns.	Peruvian.....2,500 tns.	Nova Scotian.....2,250 tns.	N'th Americ'n.....1,763 tns.
Nestorian.....2,650 "	Hibernian.....2,500 "	Belgian.....2,250 "	Damascus.....1,600 "
Moravian.....2,650 "			

Three new vessels of the larger class are now about to be built.

GLASGOW LINE.

St. David...1,650 tns.	St. George...1,430 tns.	St. Andrew...1,430 tns.	St. Patrick...1,200 tns.
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The Glasgow Line runs once a fortnight from each side.

The average length of passage made by these steamers compares favourably with any other line in existence, being nearly as follows:—

Mail Line Westward.....10 to 11 days.	Glasgow Line, Westward, Summer...12 to 13 days.
Do do Winter.....12 to 13 "	Do do Winter...15 to 16 "
Do Eastward, Summer.....10 "	Do Eastward, Summer...11 to 12 "
Do do Winter.....12 "	Do do Winter...13 to 14 "