

RETURN of Passages and Number of Passengers carried by the 'Allan' Line Mail Steamers, M.O.S.S. Co., from April 13 to Nov. 25, 1871.

Steamship.	Captain.	Left Liverpool.	Arrived Quebec.	Passage.		Number of Passengers.	Left Quebec.	Arrived Liverpool.	Passage.		Number of Passengers.
				D.	H.M.				D.	H.M.	
Peruvian.....	Smith.....	Apl. 13	Apl. 25	10	8 10	551	May 6	May 17	11	3 07	188
Moravian.....	Brown.....	" 20	May 2	10	21 55	761	" 13	" 23	9	13 00	153
Austrian.....	Wylie.....	" 27	" 9	10	5 20	689	" 20	" 30	9	12 30	168
Prussian.....	Dutton.....	May 4	" 15	10	2 00	1096	" 27	June 6	9	20 00	188
Nestorian.....	Aird.....	" 11	" 22	10	3 45	855	June 3	" 13	10	201
Scandinavian..	Ballantine..	" 18	" 30	10	18 00	1005	" 10	" 21	9	11 30	225
Peruvian.....	Smith.....	" 25	June 5	10	1 37	563					
Caspian.....	Ritchie.....						" 17	" 27	9	4 40	146
Moravian.....	Brown.....	June 1	June 13	10	2 15	739	" 24	July 5	10	11 10	179
Austrian.....	Wylie.....	" 8	" 19	9	20 37	472	July 1	" 11	9	22 00	218
Prussian.....	Dutton.....	" 15	" 26	9	21 00	831	" 8	" 18	9	16 00	188
Nestorian.....	Aird.....	" 22	July 3	10	1 00	550	" 15	" 25	9	4 00	157
Scandinavian..	Ballantine..	" 29	" 10	9	20 53	561	" 22	Aug. 1	9	13 20	151
Caspian.....	Ritchie.....	July 6	" 16	9	11 00	464	" 29	" 9	9	10 00	74
Moravian.....	Graham.....	" 13	" 24	10	11 43	452	Aug. 5	" 14	9	11 15	89
Austrian.....	Brown.....	" 20	" 31	10	10 45	755	" 12	" 22	9	14 30	110
Prussian.....	Dutton.....	" 27	Aug. 7	9	20 00	782	" 19	" 29	9	15 00	90
Nestorian.....	Aird.....	Aug. 3	" 13	9	13 45	552	" 26	Sept 5	9	12 00	108
Scandinavian..	Ballantine..	" 10	" 20	9	9 25	638	Sept 2	" 11	9	8 00	107
Hibernian.....	Watts.....	" 17	" 29	11	40	679	" 9	" 19	10	83
Moravian.....	Graham.....	" 24	Sept 4	10	21 35	544	" 16	" 27	10	2 30	82
Sarmatian.....	Wylie.....	" 31	" 13	12	5 50	553	" 23	Oct. 2	9	5 07	113
Prussian.....	Dutton.....	Sept 7	" 17	9	9 00	558	" 30	" 10	9	13 00	106
Nestorian.....	Aird.....	" 14	" 25	9	7 25	548	Oct. 7	" 16	9	9 00	100
Scandinavian..	Ballantine..	" 21	" 30	8	16 40	456	" 14	" 24	9	7 25	115
Hibernian.....	Watts.....	" 28	Oct. 10	11	4 30	430	" 21	Nov. 1	11	11 35	116
Moravian.....	Graham.....	Oct. 5	" 16	10	3 45	327	" 28	" 7	10	7 00	81
Sarmatian.....	Wylie.....	" 12	" 2	9	3 30	487	Nov. 4	" 13	9	0 50	88
Prussian.....	Dutton.....	" 19	Nov.	12	21 00	343	" 11	" 22	11	129
Caspian.....	Ritchie.....	" 26	"	11	1 00	274					
Nestorian.....	Aird.....						" 18	" 29	9	20 40	71
Scandinavian..	Ballantine..	Nov. 2	Nov 12	9	4 00	213	" 25	Dec. 9	12	19 35	193

Total.....17678

Total.....8987

Average Passage Westward.....10 5 16

Eastward.....9 21 10

Montreal, 9th October, 1872.

H. & A. ALLAN.

Beet Root Sugar.

It is believed that the soil and climate of Canada are favourable to the profitable cultivation of the Sugar Beet. Mr. McMicken, the Dominion Govt. Immigration Agent, in Manitoba, states, in his report for 1871 to the Department, at Ottawa:—

"Root crops are produced with certainty (in Manitoba) the return abundant, and the quality not to be excelled.

"If beet root sugar can anywhere be manufactured with success, here it must then be successful beyond a peradventure.

"The inducement for enterprise in this direction is very great, sugar being a heavy article, the cost of transportation would of itself afford a large margin for a liberal profit to the manufacturer; whilst the sure crop easily, and consequently cheaply raised, would provide the raw material at the very minimum of cost.

"This vegetable has never been known to be attacked by the grasshoppers,—the only dread the farmer entertains."

It is yet, however, to be ascertained, by actual experiment, whether the conditions

which will give such large abundance of beets are also favourable to the saccharine qualities of the root itself.

Mr. Edw. Barnard, jr., a Special Immigration Agent of the Dominion to the continent of Europe, in a report to the Department at Ottawa, states that, in the beet growing countries of Europe "from twelve to fifteen (12 @ 15) tons are considered a good average" cropper acre, although twenty tons are often produced. The average number of tons "of beets worked per factory in Germany" (the Zollverein) was only 3400 tons in 1840, "but it gradually increased until it reached 8000 tons in 1870. However, as our winter season, especially in the Provinces of Quebec and New Brunswick, lasts nearly as long again as that of Germany, Belgium or France, it is clear that,—every thing being equal,—we can manufacture double the quantity of sugar, from the same capital employed, that they can on the continent. This advantage, in my opinion, fully compensates for the difference of wages. * * * I may state that