

	1873-74.		1874-75.		Years.	New York Canals.		Welland Canal.	
	\$	\$	\$	\$		Increase	Decrease	Increase	Decrease
Vessels . . . . .	34,246	25,390			1870	15.00			2.35
Passengers . . . . .	616	457			1871	1.12		5.81	
Produce of Forest . . . . .	39,461	25,437			1872	18.01			5.11
do Animals . . . . .	533	509			1873	19.37			
do Agriculture . . . . .	119,090	96,716			1874		3.14	4.44	
Manufactures and Merchandise . . . . .	106,896	73,896			1875		8.55		1.50
Total Tolls . . . . .	300,841	225,467							
Fines and Damages, &c. . . . .	2,000	2,719							
Total . . . . .	\$32,801	\$28,126							

The quantity of grain transhipped at Port Colborne in 1875 was 14,861 tons against 22,355 tons in 1874. 135 grain-laden vessels lightened at Port Colborne in 1875, 207 in 1874. The quantity of grain discharged from not entering the canal was in 1874, 59,861 tons; in 1875, 40,453 tons.

Taking the Statistics of the Canals for the season of 1875 as compared with that of 1874, the aggregate revenue has declined

On Welland . . . . .	\$ 64,453 50
“ St. Lawrence . . . . .	9,740 65
“ Burlington Bay . . . . .	208 90
“ Chambly . . . . .	1,352 40
“ Rideau . . . . .	1,417 15
“ Ottawa . . . . .	9,967 42
	107,200 17
Less increase St. Peter's . . . . .	179 22
	\$107,020 94

The comparative increase or decrease in the tonnage of grains of all sorts moved through the New York and Welland Canals during the last six years, as shown by tables carefully compiled by the Inland Revenue Department is as follows:—

Year.	New York Canals.		Welland Canal.	
	Increase	Decrease	Increase	Decrease
1870 . . . . .		p. ct. 2.96	p. ct. 18.48	
1871 . . . . .	44.87		32.59	
1872 . . . . .	29.15		23.73	
1873 . . . . .	35.64		7.15	
1874 . . . . .	22.00		23.55	
1875 . . . . .	1.38		1.61	

The movement of heavy goods, such as coal, iron, salt, &c., shows the following result for the same periods:—

A comparison of articles of vegetable food cleared at Buffalo and Tonawanda, and at Port Colborne, show an increase at both ports for every year since 1869, but since 1870 the increase per cent. on the Erie has been more than double that on the Welland, and in 1875 the increase on the Erie was 29.32 per cent., and on the Welland only 1.45.

The quantities of vegetable food through the Welland in transit between U. S. ports has very much decreased, as has also the quantity of heavy goods. The decrease in 1875 was 13.05 per cent. on vegetable, and 7.03 per cent. on heavy goods.

The statistics submitted to the New York State Legislature show a steady decrease in the proportion of freight carried by the State Canals to tide water. In 1859 the Canals took 68.9-10 per cent. In 1869, 47 per cent., and in 1875, 31.7-10 per cent.

During the season of navigation, 1875, there passed through the Welland Canal 4,272 vessels, of which 2,680 were Canadian, and 1,590 U. S. vessels. 794 were steam and 3,478 sailing vessels.

Through the St. Lawrence Canals there passed 3,498 steam and 6,829 sailing vessels. Total 10,327, of which were Canadian, 8,341 and U. S. 1,986. Through the Chambly Canal, 506 steam vessels, of which 2 were U. S., and 2,359 sailing vessels, of which 1,575 were U. S. Total, 2,125. Through the Burlington Bay Canal passed 1,253 vessels, 1,187 Canadian, 66 U. S.; 736 steam and 517 sailing vessels; of the steam vessels 2 only were American.

Through the Ottawa Canals passed 4,891 vessels; Canadian, steam, 1,431; sailing, 2,459. Total, 3,890. U. S., steam, none; 821 sailing vessels.

Through the Rideau Canal 2,913 vessels passed, Canadian 2,626, U. S. 88; steam 786, sailing 2,118.

Through the St. Peter's Canal 807 sailing vessels, all Canadian.

The total number of vessels passing through all the Canadian Canals was 21,071 Canadian and 8,237 U. S. Total, 29,308. Carrying 3,257,705 tons of freight.

#### SLIDES AND BOOMS.

There was a falling off of \$9,148 in the revenue collected from these; but the uncollected balances increased from \$100,446 to \$201,576. A large portion of this balance consists of claims against Chaudière mill owners, disputed by them and payment delayed from time to time, and another portion of sums for which time was asked. As compared with 1873-74, there was a large falling off in the saw logs passing through the Slides and