

Montreal giving the total value of goods in transit from the United States through Montreal for shipment to foreign countries. This return is as under :—

Year ended June 30, 1886.. .. .	\$ 5,745,606
“ “ 1887.	7,645,393
“ “ 1888.	8,058,888
“ “ 1889.	10,314,396
“ “ 1890.	12,714,705
“ “ 1891.	13,202,292
“ “ 1892.	9,423,862
“ “ 1893.	<u>9,313,904</u>

1025. The value of goods sent from other ports is not given, nor yet the value of goods imported via the St. Lawrence for the United States.

1026. The value of goods transported by railway from one place in the United States to another place in the United States via Canada is not obtainable, though it must be great. The Canada Southern, forming part of the Michigan Central route, alone carried as under :—

TONS OF FREIGHT HANDLED BY THE CANADA SOUTHERN.

Year.	Tons.
1889	2,563,304
1890	2,904,835
1891	3,925,312
1892	3,174,065
1893	<u>3,027,548</u>

1027. The returns of the Canadian Pacific Railway for the year ended June 30, 1892, showed :—

	Tons.
Imported into the United States through British Columbia via C. P. R.	11,620
Shipped over the C. P. R. from U. S. ports on the Pacific coast to eastern ports of the United States.	6,647
Shipped over the C. P. R. from eastern ports of the U. S. to U. S. on the Pacific.	<u>6,956</u>

1028. The canals of Canada carry a large quantity of goods in transit from one United States port to another, the average for twenty-five years, 1867-91, being nearly 500,000 tons a year, passing through the Welland Canal.

1029. The statement for 1892 shows 548,987 tons transported by the Welland and St. Lawrence Canals from one point in the United States to another point in the United States of which 546,065 were in transit by the Welland Canal.

1030. It is evident, therefore, that the use made of the privilege of transit by the United States is very considerable.