

43. What was the name of the first railway Company in Canada, and who was the first President?

Ans.—The Champlain and St. Lawrence Railroad. The charter was granted in 1831 (assented to 25th February, 1832; 2nd William IV. chap. 58); the road was commenced in 1835, and opened for traffic in August, 1836, from Laprairie to St. John's (then Dorchester).

It has sometimes been called the "St. John's and Laprairie Railroad," from the fact of its running between these two places. It was run the first year by horses, and in the following year by locomotives.

Hon. Peter McGill was the first Chairman of the Company and first President, dating from its commencement in 1835; but Hon. John Molson was the President after its completion.

44. What is the earliest record of a deed of sale of land on the Island of Montreal, and when was the consideration paid therefor?

Ans.—There is said to have been a deed granting the Isle of Montreal to the Sulpicians; but the earliest record of a deed of sale of land on the Island of Montreal is January 4th, 1648, when 40 arpents of land were sold by Paul de Chomedey, Sieur de Maisonneuve, first Governor of the Island of Montreal, to Pierre Gadoys, or Gadoin (a ploughman). Its situation was about where St. Anne's Market now stands. The consideration was paid in 1649, the amount being $\frac{1}{4}$ sou per acre yearly. A seigniorial rent of 10 deniers per annum; a *denier tournois* was about a penny. [One correspondent says that "the consideration was never paid."]

45. What was the name of the first vessel with steam power which ascended the Rapids below Montreal?

Ans.—The "Hercules," Captain Brush, was the first vessel that with steam power ascended the St. Mary's current in 1824 (during the season of navigation). The "Hercules" was a tow-boat, and on her first trip had the ship "Margaret" (in ballast) in tow, and ascended the current without aid.

The "Accommodation" was the first steamer on the St. Lawrence; she made her first trip from Montreal to Quebec, November 3rd, 1809. The "Swiftsure," launched in 1811, was the next, followed by the "Car of Commerce."

[NOTE.—The majority of the competitors have given the name of the "Accommodation"; but these earlier steamers landed their passenger and freight at the Molson Wharf, at the foot of the current, and those which first ascended the current did so with aid of oxen or horses.]

46. Was Prince Edward (afterwards Duke of Kent) received in Quebec by Lord Dorchester when his regiment was quartered there?

Ans.—Prince Edward arrived at Quebec August 11-12th, 1771, and Lord Dorchester with his family left for England on the 17th. His Lordship returned September 24th, 1793, and the Prince left Canada in November of the same year. *There is no record of his having officially received the Prince.*

The *Quebec Gazette*, August 18th, 1791, says that the Prince landed on the 16th, and was received by Lord Dorchester, who did not embark until the evening of the next day.

Another authority says that Lord Dorchester refused to see the Prince on account of a scandal which was current at the time. The probability is, that in consequence of General Alured Clarke having been appointed Administrator of the Government during the absence of Lord Dorchester, the duty of the official reception fell upon him. The Prince was entertained by Governor Simcoe at Newark, and by General Holland at Spencer Grange, Quebec; but the evidence appears conclusive that he was not received by Lord Dorchester at Quebec, but by the people who gave him a hearty welcome.

47. Why was the old Government House called "Chateau Ramezay," and what important conference took place there?

Ans.—Because it was built by Claude de Ramezay (in 1704), who was some time Governor of Montreal. It remained in the possession of his family until 1745, when it passed into the hands of the Compagnie des Indes, with whom it remained for a few years. The Company ceased to exist in 1750, Mr. Grant then purchased it, and it became the property of the Government; but the building still bore the name "Chateau Ramezay" until September 8th, 1760. M. de Ramezay was father of the De Ramezay who signed the capitulation of Quebec.

The conference of the greatest importance may be said to be the one relative to the Capitulation and Cession of Canada to the English in 1760.

It is also celebrated for a conference having been held there between Benedict Arnold and the American Commissioners (Benjamin Franklin, the two Carrolls, and Mr. Chase) in 1775-6. These Commissioners, sent by Congress, were authorized to receive Canada into the Union of the Colonies, and to organize the government on the republican system. They were unsuccessful in the object of their visit; they found there was no probability of winning over the Canadians, and they, therefore, returned disappointed to the United States. During the American invasion in 1775 it was occupied by the American Brigadier-General Wooster, and in 1776 by his successor, Benedict Arnold.

From 1837 to 1841 the Special Council, established at Montreal, occupied the building.

48. What event rendered memorable to one man the landing of King William IV. at Newfoundland?

Ans.—A riot happening on shore, while Prince William Henry (afterwards William IV.) was at Placentia, as Captain of the "Pegasus," he went on shore, called a court, acted as surrogate, arrested the ringleader, and condemned a man to receive 100 lashes. The man could only receive 80 lashes, and was to have got the remainder subsequently. Next day the matter was looked into (!) and it was found that the wrong man had been flogged. Thus he would have great cause to remember the Prince's visit. This event happened on a Sunday. See Judge Prowse's Lecture "Notes on the History of Newfoundland."

49. When was Colonel (afterwards General) Scott taken prisoner? By what means was the Colonel and his fellow prisoners returned to the United States, and in what way were their lives endangered?

At the battle of Queenston Heights, October 13th, 1812.

The militia officers and privates captured were paroled and sent off at once to the United States, but the regulars were detained as prisoners of war, for exchange, and sent to Quebec. Thence, in a cartel, or vessel specially commissioned to carry prisoners for exchange, they were sent to Boston, except 23 who were forwarded to England, to be tried for treason, being claimed as British subjects. Colonel Scott exerted himself strenuously to save these men, and protested vehemently against their being dealt with as men guilty of treason, boldly defying the officers in charge of them, and asserting that if they should be punished as such, his own Government would avenge the outrage. Scott, himself, being exchanged in January, 1813, made a full report concerning the case of those 23 prisoners to the American Secretary of War, and went to Washington to press the subject on the attention of Congress, into which body an Act was introduced investing the President "with powers of retaliation."

Scott, having broken his parole, commanded at the capture of Fort George, two months later, and selected from his prisoners, 23 men, to be confined and to abide the fate of those who had been sent to England from Quebec.

The final result was that the latter were not condemned and put to death, in conformity with the doctrine of "perpetual allegiance," by which their lives had been endangered.

Scott's life was attempted by two Indian chiefs, Jacobs and Brant, while he was a prisoner at Newark.

Scott and his fellow-prisoners came down the St. Lawrence in row-boats, marching round the rapids. They were insulted in the streets of Montreal. When they were returned they broke their parole by engaging in several other actions, thereby forfeiting their lives, if recaptured. Scott was present as Brigadier-General at Lundy's Lane, near Niagara Falls, in July, 1813, and was severely wounded in that battle. Stone's Life of Brant, vol. 2, pp. 514-15. Lossing's Pictorial Field Book of the War, pp. 408-9. American Cyclopædia. General Orders of 8th February, in *Quebec Mercury*, February 16th, 1813. *Harpers Magazine*, vol. 23.

TRADE—FINANCE—STATISTICS.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	1879.			1878.	Week's Traffic.		Aggregate.		
	Period.	Pass.	Freight.	Total.	Incr'se	Decr'se	Period.	Incr'se	Decr'se
Grand Trunk.....	Week Oct. 18	\$ 67,837	\$ 146,043	\$ 213,880	\$ 198,487	\$ 15,393	16 w'ks	\$ 138,377	\$
Great Western.....	" 11	40,259	62,245	102,504	97,856	4,648	15 w'ks	.....	14,571
Northern & Hamilton & North Western.	" 15	6,710	19,595	26,305	22,389	3,916	16 w'ks	41,018	.....
Toronto, Grey & Bruce	" 11	2,526	4,024	7,450	6,509	941	"	5,406	.....
Toronto & Nipissing	" 7	2,04	3,716	5,756	4,653	1,103	"	1,051	.....
Midland.....	" 7	2,790	7,516	10,306	8,279	2,026	"	6,010	.....
St. Lawrence & Ottawa	" 11	1,751	1,156	2,907	2,569	338	"	12,498	.....
Whitby, Port Perry & Lindsay.....	" 14	619	1,795	2,414	2,368	46	"	.....	1,233
Canada Central.....	" 14	2,383	5,190	7,573	5,696	1,877	16 w'ks	12,400	.....
Intercolonial.....	Month Aug.	55,992	40,088	96,080	123,701	.....	Month 27,621	.....	49,529

BANKS.

BANK.	Value of Shares.	Price Bid per \$100 Oct. 22, 1879.	Selling Price per \$100 Oct. 22, 1879.	Last Dividend Rate per cent. per annum.	Equivalent of Dividend, based on price of Stock.
Montreal.....	\$200	\$137	152½	10	7½
Ontario.....	100	65	80½	6	9½
British North America.....	50	.....	.....	5	.....
Molson's.....	50	69	87	6	8½
Merchants.....	100	85	94½	7	8½
Toronto.....	100	114	138	7	6
Commerce.....	50	114	112½	8	7
Eastern Townships.....	50	95	105½	8	8½
Quebec.....	100	89	105	7	7½

FAILURES.

(From *Dun, Wiman's Circular.*)

STATES AND TERRITORIES.	Third Quarter in 1879.		Third Quarter in 1878.	
	No. of Failures.	Amount of Liabilities.	No. of Failures.	Amount of Liabilities.
Eastern States.....	250	\$2,625,925	535	\$9,777,016
Middle States.....	430	5,195,446	879	27,732,811
Southern States.....	151	2,716,341	253	4,310,783
Western States.....	302	3,265,852	950	18,470,783
Pacific States and Territories.....	129	1,451,986	236	6,077,970
Total.....	1,262	\$15,275,550	2,853	\$66,378,363
Dominion of Canada.....	417	\$6,998,617	295	\$4,629,592

STATES AND TERRITORIES.	Nine months of 1879.		Nine months of 1878.	
	No. of Failures.	Amount of Liabilities.	No. of Failures.	Amount of Liabilities.
Eastern States.....	785	\$14,319,607	1,517	\$30,933,135
Middle States.....	1,820	28,853,339	2,550	79,375,469
Southern States.....	873	13,416,516	1,158	21,350,104
Western States.....	1,314	16,113,349	2,909	56,555,846
Pacific States and Territories.....	519	8,352,129	544	9,887,575
Total.....	5,320	\$81,054,940	8,678	\$197,211,129
Dominion of Canada.....	1,484	\$24,424,570	1,242	\$18,138,321

The value of exports of live animals of all kinds from the United States increased from \$8,845,000 during the fiscal year of 1878 to \$11,489,000 during 1879. Last year 71 per cent. went to Great Britain. Cattle exports increased from \$3,897,000 during 1878 to \$8,379,000 in 1879; 79 per cent. of the cattle exported last year was to Great Britain. The cattle exported to Great Britain increased from \$2,400,000 during 1878 to \$6,616,000 in 1879. The Allan line have taken across the Atlantic, this summer, 5,079 cattle, 22 calves, 99 hogs, 143 horses, 74 mules, and 21,882 sheep.

THE WHEAT CROP in nearly all European countries is reported deficient to the extent of about 300,000,000 bushels, of which France and the United Kingdom will require 216,000,000 bushels. The short rye and maize crop, and the deficiency in potatoes, will further increase the requirements of wheat. It is reported that in many parts of England the farmers are becoming discouraged, not only by the deficient quantity and inferior quality of the crops, but also by the difficulties of getting produce removed from the fields. It will be seen from the following figures that, notwithstanding the deficiency in the English harvest, the farmers there are not reaping the reward of higher prices, which has generally been the result of a small yield. Average price of 156 towns in England and Wales for week ended September 27, 1879:—

	WHEAT Price s. d.	BARLEY Price s. d.	OATS Price s. d.		WHEAT Price s. d.	BARLEY Price s. d.	OATS Price s. d.
1879.....	46 5	41 11	23 11	1874.....	46 1	42 4	27 4
1878.....	41 5	41 1	22 10	1873.....	62 3	45 0	25 9
1877.....	56 5	43 11	25 3	1872.....	59 2	39 5	22 9
1876.....	47 1	39 11	25 9	1871.....	57 3	35 10	23 10
1875.....	35 11	36 4	26 5	1870.....	46 1	36 7	22 5

Comparative prices in New York for four years:—

	Oct. 18, 1876.	Oct. 18, 1877.	Oct. 18, 1878.	Oct. 18, 1879.
No. 2 Spring Wheat.....	\$1.25	\$1.29	90	\$1.40
No. 2 Mixed Corn.....	57½	59½	46½	61
No. 2 Mixed Oats.....	33½	35½	27½	40
State Rye.....	88	74½	59½	92
Extra Common State Flour.....	5.35	5.75	\$3.15	5.70
Mess Pork.....	16.90	14.25	8.55	10.25
Lard, per 100 lbs.....	10.45	8.81½	6.60	6.45

The prices now of Grand Trunk preference stock in England are, respectively:—1st, 51½; 2nd, 30; 3rd, 14½. On the 1st January last they were:—1st, 34¼; 2nd, 23½; 3rd, 11½,—equal to an increase of 48.20, 27.66, and 30.34 per cent. This speaks very well for the opinion entertained by the money market of England at the present time of our great railway undertaking.

The imports of general merchandise and dry goods at New York since Jan. 1st were two hundred and sixty millions in 1879 against two hundred and thirty-two in 1878 and two hundred and sixty-six millions in 1877.