

A dispatch from Montevideo says that a decree has been issued restoring the liberty of the press in Uruguay.

A meeting of the St. John Bolt & Nut works company's creditors was held in the office of Judge Trueman. An offer of 12½ cents was made for a settlement. The creditors adjourned for one week to consider the matter.

Mr. W. W. Ogilvie, of Montreal, who has made an extensive tour through the North-West, says that he has never seen business better than it is in Winnipeg and throughout the entire North-West the farmers are contented.

The annual meeting of the Board of Trade is fixed for January 26th, and the nomination of candidates for office-bearers closes on the 15th. Some half-dozen names are mentioned for the presidency, including Mr. James Crathern, who is very favorably spoken of.

There is a possibility that a theatre train may be put on between Malone and Montreal stopping at Huntingdon, Valleyfield and Beauharnois. The plan is to run the train once a week, leaving Malone about 5 p. m. arriving at the Canadian metropolis at 6.45 and returning after the performance.

Messrs. Johnston Bros., of London South, have secured the contract for supplying the 250,000, or 300,000 bricks required for the new sewers, at least as many of them as their kiln will supply. They are now delivering them, and City Engineer Graydon's assistants are kept busy inspecting them.

The veterinary inspectors are still busily engaged looking after the cases of hog cholera in the county of Essex. The barns of Walker & Sons were inspected recently, and the herd was found to be free from the disease. The inspectors state that all through the county the disease is being stamped out, and they think that it is now under control.

Messrs. Paquet and Fortin, contractors of the Great Northern Railway, still have about two hundred men employed on the new section of that road which they are constructing near the Shawenigan River. These men are employed in rock excavation, masonry, making ties and timber, and such other work as can be done in the winter season.

Six months ago a number of Denver men commenced prospecting for zinc and lead in Trego and Ellis counties, Kansas. Reports of rich discoveries were made, and assays by Denver experts showed a very rich vein of zinc. Excitement increased until Kansas City and Topeka capitalists put in \$200,000 for machinery to smelt the ores. Prof. Howarth of the Kansas University has made a report on his investigations in this alleged mineral district, which shows that there are not even traces of zinc and lead in that region. The scheme was originated by Denver parties who first secured options on lands and then sold out to Topeka and Kansas City parties.

Dr. Borden, acting Minister of Railways has issued instructions for the opening of the Baie des Chaleurs Railway as a branch of the I. C. R. system. One mixed train daily will run each way over the line.

An exchange makes the timely observation that "this is a euphemistic age. A thief nowadays is called a 'kleptomaniac,' a murderer is called a 'psychic epileptic,' and a politician is called 'one of our best citizens.'"

An application will be made at next session of Parliament for a charter for building a railway from Burrard Inlet, Vancouver, B. C., to Lethbridge, N. W. T., with branch lines to Kamloops and south through Delta to the Gulf of Georgia.

Chateaugay is the largest shipping point for potatoes of any station on the C.V.R.R. The prices paid there were twenty cents for Burbanks and twenty-two cents for Green Mountains. Buyers are now paying twenty two cents for the former and twenty five cents for the latter.

The business generally known as the Bixel Brewing and Malting Co. of Strathroy, but which was purchased by Messrs. Ludwig & Brenner, of London, Ont., after Mr. Cyrus Bixel's death, has again changed hand, and is now in the possession of a joint stock company of Strathroy men.

The following appointments are gazetted:—Cyriac Lafrance to be harbor master at House Harbor, Magdalen Islands, County of Gaspé, in place of Peter Bourque; John McAulay to be wharfinger of Government Pier at Cow Bay or Port Morien; John Dickson to be wharfinger at St. Mary's Bay, P.E.I.; Josiah Ellis, harbor master and wharfinger at Port Maitland, Yarmouth, N.S.; Capt. John Loye, harbor master at Lunenburg; Ephraim McKerson, shipping master for Cape Sable Island.

The most surprising news which Dr. Becker brings is the testimony of an American who was formerly his assistant in the Geological Survey, and who is now engaged in mining in the Transvaal, where he has made several millions of dollars. The American mining expert says to his knowledge and belief the gold deposits, instead of being thirty miles long—the region now in sight—is practically 1,200 miles long, except that in the rest of the region later deposits have come in over the gold. This, however, will not prevent economical mining, but will simply delay it.

To encourage the owners of creameries to provide the cold storage accommodation which is so desirable, the Canadian Government grants a bonus of \$50 to every creamery which provides and keeps in use a refrigerator room, according to the plans and regulations, during the season of 1897; \$25, 1898; \$25, 1899; in all \$100. The quantity of butter to be made from April 1st to December 1st shall not be less than 15,000 pounds. Records of temperature must be kept and reports made to the Agricultural and Dairy Commissioner, Prof. Jas. W. Robertson, Ottawa, from whom complete plans and specifications may be had on application.

It is proposed to organize a board of trade for Nelson, B. C.

According to a Berlin dispatch the new cable from Emden to Vigo has been completed. It is regarded as the first installment of a great transatlantic cable, intended to connect Germany with North America by way of the Azores.

Letters patent have been issued incorporating Messrs. Charles C. Holland, merchant; Alfred T. Holland, broker; Albert Hanna, accountant; George Aird book-keeper, and Louis Gordon Glass, advocate, all of Montreal, to acquire real estate; to build houses and deal with the same; to issue bonds or debentures, etc. The name of the corporation is "The Royal Land Company," and the total capital stock \$99,000 in \$100 shares.

Within eighteen months the New York and Brooklyn Railroad Company proposes to have a new avenue of communication between New York city and Brooklyn by means of a tunnel from the intersection of Broadway and Ann street to a point near Fulton and Orange streets, Brooklyn. Permission to construct the tunnel has been granted by the State Railroad Commission. The tunnel will connect with the Brooklyn surface roads by means of a double-track trolley road, which will have a carrying capacity of 12,000 persons every hour.

Of his recent extended study of the gold resources of South Africa, Dr. Becker says that the Transvaal Republic contains the largest gold deposits in the world. Within fifteen miles of Johannesburg there is an amount of gold, practically in sight, estimated to be worth \$3,500,000, or nearly as much as the entire volume of gold coin now in the world. The gold is extraordinarily uniform, as uniform as coal in an ordinary deposit, as shown by shafts which have been sunk to a depth of 1,800 feet, and diamond drillings which have gone still further. At present the gold is being taken out at the rate of \$100,000,000 a year.

Eighteen hundred and ninety-six has been a year of disappointed expectations, and new railway enterprises were among the chief sufferers by the continuance of financial depression. Early in the year, when the return of prosperity seemed near at hand, railway projecting and railway building began to increase, and if enterprises which were undertaken had not been checked by the financial uncertainty attending the Presidential campaign at least 2,500 miles of new track would probably have been added to the mileage of the country. As it was there were built only about 1,800 miles of road, and when we recall the conditions of distrust and fear that overshadowed the country for the greater part of the year the wonder is that men could be found willing to advance in such times the \$25,000,000 or \$30,000,000 which the construction of even that mileage involved. In several cases work in progress was stopped by failure to obtain the funds which had been provided, and the completion of the unfinished lines will probably stand to the credit of the coming year.