

age to get along without any aid from the Government, but there could be no doubt the great policy of the country was to employ all its population. Labor must dominate. Capital was important, but labor is the very foundation of capital, for without it capital could not be accumulated. There existed at the present time in the United States a combination of manufacturers for the purpose of putting down our manufacturers in Canada. If this was the case then, what were we to do? They found at the present moment that the duties on manufactured articles coming into Canada is exceedingly moderate; on the other hand, on goods taken out of Canada into the United States were enormous, and it invited destruction to our infant industries. (Applause.)

There appears to be a growing feeling in St. John for incidental protection, going only so far however, as the requirements of the Government may seem to demand; and that if the "ship materials" are to be made the subject of duty, then to grant a rebate of fifty cents per ton upon shipping built, so as to encourage foster and protect this great national industry of ours.

The New Nova Scotia Railway Bill.

It provides that the Western Railway Company shall have a subsidy of six thousand dollars per mile, if they shall construct a line from Annapolis to Digby and thence "by the shore line" till it meets the railway now in course of construction from Yarmouth; and in addition to the sum of six thousand dollars per mile, the company is to be given fifty thousand acres of Crown Lands in the County of Digby and one hundred thousand acres in the County of Yarmouth, provided that there is that quantity of land yet ungranted in the said counties.

The language of this first section of the Bill is inexcusably clumsy and obscure, and must be altered into proper shape by some experienced hand before the Act becomes law if it is to become law. Nothing is said as to the location of the lands so to be given, whether on the line of the railway or fifty miles from it.

Five thousand dollars per mile is to be given to any body corporate that shall construct a line of railway from New Glasgow to the Strait of Canso, with an additional allotment of one hundred and fifty thousand acres of land in the counties through which the line shall pass.

Five thousand dollars per mile is to be given to the "Spring Hill and Parraboro Coal and Railway Company (limited) if they shall construct a Railway from Spring Hill to Parraboro with appliances for the carrying of coal; and also an allowance of ten thousand acres of Crown lands. The Governor in Council is to determine the routes, curvatures and grades of such railways.

The companies are to give such securities for the performance of their contracts as the Governor in Council may demand; and the subsidies shall be paid them at the rate of twenty thousand dollars for fifty thousand dollars work of work actually accomplished on the lines, and so on till the railways are completed. The gauge is to be four feet eight and a half inches, the narrow gauge. The subsidies are to be paid out of such public money as may be available or by debentures to be issued for the purpose, and the Governor in Council is authorized to issue such debentures, of not less than five hundred dollars each at six per cent. payable in forty years. The Spring Hill Company shall have two years, the Western Counties Railway Company three years, and any body corporate constructing the eastern extension line, one year, within which to complete the work. But if the Louisburg Extension Railway Company shall give security previous to the first of May next that they will within five years from the 18th April, 1872, (that is within three years from the present time) construct a railway from New Glasgow to Louisburg according to the second section of the Act of 1872, then they shall be entitled to the allotment of Crown Lands, and the proportion of royalty therein specified, for the period therein named, subject to the proviso in said section contained, and in such case the aid heretofore mentioned shall not be granted for the construction of the line of railway from New Glasgow to the Straits of Canso as heretofore mentioned.

The Governor in Council shall have power to grant such companies all rights of way through Crown Lands and such land as may be necessary for tracks, stations, sidings, &c.

The monies advanced to such companies shall be a first mortgage in favor of the Crown for the benefit of the Province for securing the due and efficient completion of the roads. Monies already paid to the Western Counties Railway Company shall be taken to have been paid under this Act and shall be deducted from the amount they will be entitled to under this Act. *—Halifax Express.*

Trade and Navigation Returns.

The Trade and Navigation Returns show a progressive increase in the trade and commerce of the country. The only year in which the imports fell short of those of the preceding year is 1869. This was due to increased importations in the Maritime Provinces in 1867 to avoid duties of the Canadian tariff. The exports of the country increased in six years 55.25 per cent.; the imports entered for consumption 77.13 per cent.; the amount of duties 47.32 per cent.; and the average yearly excess during that period of the value of imports over exports was \$19,333,094; the average

yearly excess of goods entered for consumption being \$15,702,818. This last amount includes free goods, of each an average of \$110,000 yearly consists the value of property brought into the country by immigrants, under the name of settlers' effects. There exists one momentous item of gain to Canada, and that is the value of our British and foreign carrying trade almost exclusively in the hands of our large shipowners, whose steamships and sailing vessels bring the products of foreign countries to our shores, and carry from our shores the products of Canada to foreign markets. The statements of Canadian shipping show the large amount of tonnage employed in our carrying trade seaward.

The value of Canada exports to Great Britain and foreign countries in 1872 was \$82,630,663; in 1873, \$83,978,992. The aggregate increase of the exports of 1873 over the exports of 1872 is \$7,150,250. That increase is the most conspicuous in the products of the mine, the exports under the head showing \$3,936,608 in 1872, against \$6,471,162 in 1873. The increase in the exportation of mineral or earth oils is also worthy of note, the quantity exported in 1872 being 7,897,054 gallons; in 1873, 9,355,325 gallons. The exports of the fisheries show an increase of \$430,769 on the preceding year; the forest, \$4,901,434; agricultural products, \$1,616,773; manufactures, \$532,367. On the value of imports entered for consumption, it will be seen that the value of goods entered for consumption in the year 1872-3 exceeds the value entered in 1871-2 by \$19,805,478.

Insurance—Fire Record.

NEW BRUNSWICK.

March 20th.—Fire broke out in building on corner of Church and Canterbury streets, owned by Edward Maher, and occupied by John Allen and others, and spread to adjoining buildings. Insurance as follows:—

Edward Maher, Imperial Insurance Company, loss \$1,275	
John Allen, Liverpool London and Globe Ins. Co., 1,000	
Do. Scottish Imperial, 1,000	
H. Brennan, Do. 500	
James Myers, Do. 200	
George F. Mahoney, Liverpool London and Globe, 410	
John McDougall, Atlas Insurance Co., 1,000	

27th.—Dossity P. Richard's dwelling on the N. W. Richibucto River, Kent County, destroyed by fire. Not insured. One life lost.

28th.—Schooner *Iris*, at Millar and Woodman's wharf, Parish of Lancaster, caught fire in cabin. Damage about \$1000.

April 2nd.—Fire in building, Dock Street, known as "Lee's Opera House," and occupied as stores and warehouses. E. O. Hughes & Co's stock insured in Guardian Insurance Co. Damage about \$2,500. W. P. Wortman's stock insured in Northern Insurance Co., damage about \$400.

5th.—Three buildings on Brussels Street, damaged by fire in roof. Loss, Liverpool London and Globe Insurance Co., \$100; Scottish