

by our Parliament. Mr. Boutwell also opposed the proposed mixing of the two questions, and said that he was preparing a Bill which proposed giving a bounty or drawback to all American vessels engaged in the Fisheries, and will provide such legislation as will tend to revive American commerce and the shipping interest in general. It is said this will fail to satisfy Gen. Butler, who, with other Massachusetts members, it is reported will use all his influence and skill to secure the Treaty Bill. They contend that its adoption will destroy the property of American fishermen.

### "BRITANNIA RULES THE WAVES."

A letter in the *New York World* on "England's Maritime Glory" furnishes some noteworthy facts and figures showing how immense are the naval resources of the mother country, and with what entire truth it may be said "that she rules the waves." She is in point of fact the world's great ship-builder, and every year a colossal fleet is turned out of the ship-building yards of the United Kingdom, the extent and value of which it is indeed wonderful to contemplate.

Last year was one of almost unparalleled activity for the ship-building interest, and so great is the demand for iron ships, that even the yards of the Thames have been awakened to new life. The tonnage of the vessels built during 1871 amounted to the enormous aggregate of 490,000 tons, and upwards of 400,000 tons were in iron steamships. In the Clyde there were constructed 243 iron vessels, of 211,850 tons, against 200 of 177,000 tons, in 1870, and 204, of 183,200 in 1859. The Tyne and its adjoining districts rank next, with 147 vessels measuring 181,903 tons, an average of no less than 1,238 tons to each. The ship owners of Russia, Germany, Holland, France, Spain, Austria, Italy, Brazil, and the United States, are all struggling to obtain British built vessels, because in no other country can iron ships be constructed so cheaply or so well. While a large number of the ships built during last year were sold to foreigners, the tonnage of the United Kingdom was considerably increased. The old established lines of steamers to India, South America and elsewhere, have had additions made to their numbers. We find that the increase of British tonnage in the North American trade alone, amounted during the year to 25,000 tons. The Allan Line brought out three new steamers with a total tonnage of 10,000 tons. The National line started the Spain and Egypt, two ships of 4,000 tons each. This year there will be an equally large increase in the North American trade, more than three fourths of which is now done under the British flag. The following ships are ordered, and several of them nearly ready to launch:

For the Cunard Line, the *Bothnia* and *Seythia*, of 3,500 tons each; for the Guion line, the *Montana* and *Dakota*, 4,000 tons each the Guion ships, built especially for the United States mail service, have great power and are intended for very high speed, for the Inman Line, the *City of Montreal*, *City of Richmond*, and *City of Chester*, of 4,500 tons each; for the White Star Line, the *Republic*, *Celtic* and *Adriatic*, of 3,600 tons each; for the North German Lloyds, the *Kaiser* and another, 3,300 tons each; for the Hamburg company, the *Frisia* and *Pomerania*, of 3,300 tons each. The Thames

Ship-building Company are building three fine and fast steamships of 2,600 tons each for a new line between Antwerp and New York, and another line is to start from Cardiff with four Clyde built steamers of 2,200 each.

To afford some idea of the magnitude of Great Britain's India trade, the *World's* correspondent compiles from one day's issue of the *London Times*, the following list of vessels advertised for Bombay, Calcutta and China: For Bombay, nine steamers, three sailing ships; for Calcutta, nineteen steamers, four sailing ships; for China and Japan fourteen steamers, nine sailing ships. We recommend some of the facts here briefly set forth to those who talk about England's decadence, and appear to imagine that the days of her maritime superiority are drawing to a close. Never, as a matter of fact, did she "rule the waves" as absolutely as now.

### DON'T ADVERTISE.

(*Redwood Gazette, Col.*)

Don't do it. Don't advertise your business; it's paying out money to accommodate other people. If they want to buy your goods, let them hunt you up.

Don't advertise, for it gets your name abroad, and you are apt to be flooded with circulars from business houses, and to be bored with "drummers" from the wholesale establishments, all of which also results in soliciting your orders for new goods, and money to pay for them, which is very annoying to one of such a dyspeptic temperament.

Don't advertise, for it brings people in from the country, (country folks, you know, are of an enquiring turn of mind,) and they will ask you many astonishing questions about prices, try your temper with showing them goods, and even vex you with the request to tie them up; which puts you to an additional trouble of buying more.

Don't advertise; it gives people abroad a knowledge of your town, and they come and settle in it; it will grow, and other business will be induced to come in and thus increase his competition.

In short, if you would have a quiet town, not too large; if you would not be harassed by multitudinous cares and perplexities of business; if you would avoid being bothered with paying for and losing time to read a great cumbersome newspaper, just remain quiet; don't let the people not five miles away know where you are, nor what you are doing, and you will be severely let alone to enjoy the bliss of undisturbed repose.

### GREATNESS OF LONDON.

The population of London, according to the last census, is 3,383,002. This vast multitude is more than the combined population of New York, Philadelphia, Brooklyn, St. Louis, Chicago, Baltimore, Cincinnati, Boston, New Orleans, San Francisco, Buffalo, and Alleghany City, Penn. To lodge these people 770,000 dwellings are required, and the people consume annually about 4,000,000 barrels of flour, 420,000 bullocks, 2,975,000 sheep, 40,000 calves, 61,250 hogs, and one market alone supplies annually 7,043,750 head of game. This, together with 5,200,000 salmon, irrespective of other fish and flesh is washed down by 75,600,000 gallons of ale and porter, 2,500,000 gallons of spirits, and 113,759 pipes of wine. To fill its milk and cream jugs 23,750 cows are kept. To light its streets at night 630,000 gas lights are re-

quired, consuming every 24 hours 22,272,000 cubic feet of gas. Its water system supplies the enormous quantity of 77,670,834 gallons per day, while its sewer system carries off 16,629,770 cubic feet of refuse. To warm its inhabitants a fleet of 1,800 sail is employed in bringing, irrespective of railroads, annually, 5,250 tons of coal. The smoke of this immense quantity of coal is sometimes so dense as to be plainly seen 36 miles from the city. To clothe this multitude we find there are 4,160 tailors, 50,400 boot and shoe makers, nearly 70,000 milliners and dress-makers, and 297,400 domestic servants. The streets of the metropolis are about 2,000 in number, and if put together would extend about 4,000 miles. The principal ones are traversed about 1,500 omnibuses and about 4,000 cabs, besides private carriages and carts, employing 50,000 horses.

ENGLAND NOT DESERTING US.—The 60th Rifles are under orders for Halifax, but it is unknown as yet whether the Imperial authorities will send another regiment to take their place. The Ottawa Cabinet have time and again remonstrated in forcible language against the policy of denuding this country of troops. Our impression is that the Imperial authorities will respect the remonstrances of the Ottawa Cabinet, and we see evidences of the anxiety of the Home Ministry to dissipate the impression as to the abandonment of Canada. Guns and military stores were shipped home, and a general clearing followed, looking like a final departure, but there is a brighter side to the picture. The old-fashioned guns went to the melting-pot, but in lieu of them we have a powerful armament of seven-inch muzzle-loaders, rifled 150-pounder, any one of which is worth more than a score of the old 68 pounders. They are now in position, taking care of the citadel, and more than a match for any ironclad that enters the harbor of Quebec. The forts of Point Levi are being rapidly pushed to completion; a strong additional force of men were put on the works last month, and the armament of the forts ordered. There are three forts at Levi, each one of which will mount five 300 pounders rifled Armstrong guns, against which field artillery would be useless; while the guns from the citadel can sweep the ground far in advance of the forts. Halifax, one of the Imperial strongholds, will be invulnerable when fully armed. There are already in position twelve 25-ton guns which throw a six hundred pound shot, and twenty 300 pounder guns are to be added to the twelve monsters. The vessel has not yet been built that at a mile distance can resist the impact of a bolt weighing 600 pounds. An iron clad fleet would be destroyed if it attempted to force its way into Halifax harbor, for that matter a few of the three-hundred-pounders would effectually dispose of an enemy's fleet. We infer from the fact of England's taking such precautions to place her strongholds on this continent beyond the possibility of capture that she has an idea of turning her back upon us, and that she is quietly preparing to give a good account of any foreign fleet that ventures to attack us.—*Montreal News*.

Some young scamps have, it appears been in the habit of gumming the slide at the post office in St. John, N. B., thereby causing the written letters to remain where they can be easily picked out, appropriated if they contain valuables, or returned if they are of no use to the boys. With all the tricks on the post office, concocted outside and inside, it is not wonderful that letters should be so often lost.