

Lancashire Fire Insurance Co. Of Manchester, England.
Capital and Assets over - \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier St., MONTREAL
BELL TELEPHONE No. 1381

SUN INSURANCE OFFICE. Of London, England.
(Fire only) Capital and Assets over \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier Street, Montreal.
BELL TELEPHONE No. 1381

Toronto customs receipts in February were \$38,290 in excess of February 1894.

Brockville is to extend its civic hospital at a cost of \$6000, towards which a number of local amateurs contributed \$1500 by a concert.

Mr. J. Carsley of this city has decided to devote part of his premises, corner St. Peter and Notre Dame streets, to the wall paper business.

The canal connecting the Baltic with the North sea, which Denmark an island, is to be opened in June next. The cost has been 37 millions of dollars. It will save about 300 miles of sailing, around Denmark.

The customs duties collected at the port of Montreal for the month of February, 1895, were \$482,683.07 as against \$509,982.54 for the same month of 1894, showing a decrease of \$27,299.77. The inland revenue returns for the same month are \$160,291.51, against \$169,942.88 for the corresponding month last year, a decrease of \$9,651.04.

The new officers of the Prince Albert board of trade are: President, T. J. Agnew; vice-president, D. C. McLellan; secretaries, A. S. Stewart; council, Justice J. Guire, H. J. Montgomery, J. D. Maveety, R. W. Gunn, Geo. R. Russell, F. C. Baker, J. E. Young, A. A. B. Sproat, R. T. Goodfellow, J. E. Sinclair, J. R. McPhail, C. R. Stovel. Messrs. Stewart, McLellan and Young represent the board on the immigration committee.

The Brantford Board of Trade at a recent meeting elected: For council—Messrs. C. H. Waterous, C. B. Heyd, A. K. Bunnell, W. Grant, T. H. Preston, George Wilkes, Charles Duncan, W. G. Ramond, C. A. Cook, and S. G. Read.

Board of arbitration—Messrs. W. F. Cockshutt, R. Henry, W. T. Wickham, J. Bishop, A. K. Bunnell, W. E. Phin, C. Duncan, E. L. Gould, S. G. Read, F. T. Wilkes. At the meeting the mayor made a very sensible speech urging that steps should be taken to develop the city's industries. That is excellent advice, but industries will not develop any more until capitalists know whatever Free Trade is going to render it impossible for them to be profitable.

The peat bogs of the United Kingdom are roughly estimated by P. F. Nursey at 6,000,000 acres, having an average depth of 12 feet, and being capable of yielding 3500 tons of dried peat per acre. In Ireland there are 2,830,000 acres, or nearly one-seventh of the entire area of the island. More than half of the Irish peat is of the best quality, and, reckoned at one-sixth the value of coal, the total supply in Ireland is thought to be equivalent to 470,000,000 tons of coal. Here is a vast store of energy, points out J. Munro, which, like the power of Niagara, may be converted into electricity and applied to many industries—especially those of manufacturing various possible products from the peat itself—in factories established near the bogs. Neighboring towns, moreover, could be lighted from the dismal moors, and railways worked. The peat bogs of Canada seem to have dropped out of sight.

The Customs receipts for February at St. John N. B. showed a decrease of \$9,751, compared with the corresponding month last year.

Mr. Francis Cote, of this city, who is well known in connection with the Bell Telephone Company, recently severed his connection with that company to enter into partnership with Mr. A. Huot. The new firm, under the name of Cote and Huot, purpose going into the business of establishing electric plants throughout the Province.

Inspector O'Meara has been stationed for some time at Midland, Ont., to represent the United States in the movement of grain there. At the outset there were stored in the elevators at Midland 420,000 bushels of oats, owned by seven western firms, including Armour & Company of Chicago. The oats are being sold in Maine, New Hampshire, Vermont, Massachusetts, and New York, and there has already left the elevator 317 car loads, or 317,000 bushels. There is yet to be moved 103 car loads but it is going slow, as the through freight rate war has compelled the Grand Trunk to make a lower rate from Chicago to New York than it does from Midland to New York.

It is reported that negotiations looking to building the Hudson's Bay railway are going on, and that a contract has been entered into which will incur the construction of the road at the rate of at least two hundred miles a year. The road has been graded and ironed for forty from Winnipeg, and the continuation of the work will be commenced as soon as the weather will permit, and all the preparations that can be made will be immediately proceeded with. The contractors contractors are Messrs. Wm. Mackenzie, president of the Toronto Street Railway company; Donald S. Mann, of Montreal, and James Ishester, of Ottawa, all well known and responsible contractors so that there is no doubt but that this work will now be pushed vigorously.

The activities of Mr. Snowball, a well known Lower Province lumberman are confined to his commercial undertakings, though these are extensive. For, besides his lumber business, he is largely interested in the railways of his province and has been president of the Chatham Gas Co., as well as director of other monetary institutions. He has been mayor of Chatham more than once, and it goes without saying that the town was the gainer by his wide business experience and knowledge of public affairs. He represented Northumberland, N.B., in the House of Commons from 1878 to 1872, when he retired. On May 1st, 1891, he was called to the Senate, and in the Upper Chamber of the House he has been one of the Senators who has done his share to impart a measure of present-day business life to a branch of government that has sometimes been said is fast becoming fossilized in its character. In politics he is a Liberal-Conservative.

The official report of the Ontario Bureau of Mines states that the shipments of crude and refined petroleum from the Petrolia and Oil Springs fields for the year ending October 31, was 1,015,000 barrels, counted in the equivalent of crude, but the production of the year was 72,000 barrels less. The yield of the Petrolia field was 795,131 barrels, and of the Oil Spring field 177,869 barrels, or 31,055,000 imperial gallons, valued in the crude at \$1,039,868. Returns from the refineries are only complete for 21,160,170 gallons; but with the data which these afford it is possible to make a very close estimate of the production of all the refineries. The average of illuminating oil in the crude was 39.12 per cent., at which rate the total of the distilled oil would be 13,322,320 gallons, valued at \$1,372,209. The yield of lubricating oils was 12.45 per cent. of the crude, giving a total of 4,239,847 gallons, valued at \$277,500. All other products, except paraffin, made up 28.14 per cent. of the crude, or a total of 11,220,705 gallons, valued at \$323,156. The paraffin wax product is computed to be 2,250,000 pounds, valued at \$143,325. Besides the above a part of the crude was utilized for fuel, the value of which is computed to be \$72,500. The aggregate value of the industry was therefore \$2,177,630, and it gave employment in the refineries to 515 men, whose wage earnings are computed at \$320,000. The number of men employed in other departments has not been ascertained, but the total number employed by the industry is not less than 1,500.—"Petrolia Advertiser."

The "Mail and Empire" in reference to the "new tune" which is being played, calling on Canadians to imitate the old land's fiscal policy from motives of loyalty recalls the days when our tariff on British goods was only two and a half per cent. "Under this arrangement we were frequently flooded with the over stocks of Manchester, Leeds, and Glasgow. It was of course loyal to receive these products. Still, the consequence was large and "numerous bankruptcies." With manufactured articles relatively cheap the farmer ought to have done well. It happened, however, that the advantage of cheap goods was lost to the agriculturist owing to the fact that the absence of manufacturing deprived him of a home market. He had to sell his beef at five cents per pound, his mutton at twenty to twenty-five cents for the quarter, his butter at eight cents a pound, his eggs at six to eight cents a dozen, his oats at sixteen cents a bushel, and his cordwood at \$1.75 per cord. Wages were correspondingly low. In Montreal the rate for domestic servants was \$1.50 per month. The country was a cheap country to live in, but the cheapness was too much for the producer. His cheap sales deprived him of more money than he could save by his cheap purchases. Those who, with the accustomed zeal of the convert, invite us to sacrifice our business interests because it is British so to do, have much to learn of British institutions and of British freedom. Our duty, to the Empire to which we belong, and to the flag under which we live, is to promote the prosperity of the great country entrusted to our care. If we serve Canada well we contribute in the highest degree to the prestige and the honor of the British name."