

man who goes abroad with a view to the introduction of better horses, cattle, sheep or swine, than we now have, whether for Agricultural Societies or on private speculation, is a benefactor to the locality in which he lives, and deserves to be encouraged. Canada has already won distinction for the excellent character of its live stock, and every season witnesses fresh additions made to our thoro'-breds. Let the Government, then, manifest that it desires to encourage our farmers in every effort at improvement of this kind, and we know no better way of manifesting this, than by abolishing all duties on animals imported for breeding purposes. What says Mr. Tilley?

THE RED RIVER COUNCIL.

THE many tongues of Dame Rumour are busy with the question of the Red River Council, and who the gentlemen are who are to receive the appointments. Lieutenant-Governor McDougall was still in Toronto at the beginning of this week, (during the Prince Arthur festivities,) and it was understood that the appointments to his Council were engaging his attention. The only appointment actually known to be made, at the time we write, is that of M. Provencher, one of the editors of *La Minerve*, of this city. This gentleman is a French Canadian, and was spoken of as one of the Emigration Agents to Europe some time ago. He soon will be en route for the Northwest. Mr. A. N. Richards, of Brockville, is spoken of as likely to be the chief legal adviser of the new Governor. It is rumoured that his title will be Attorney-General, but probably the *quidnuncs* are rather too hasty both as to the appointment and the title. Mr. Angus Morrison's name (of Toronto) also continues to be mentioned in connection with the new Executive Council, and some will have it that he is thus to vacate that happy asylum for politicians, Niagara, and make way for the new Finance Minister that is expected to be, Sir Francis Hincks. Mr. Morrison's name was also lately mentioned quite freely in connection with a portfolio in the Dominion Cabinet, and some of his friends deny that he would go to Red River. Mr. Francis Jones, M.P., has also been spoken of as one of Governor McDougall's Council, for, but we fancy without there being much foundation for the report. The appointments will, no doubt be made very shortly, and we beg to repeat, what we have said on a previous occasion, that we hope the Red River Council will not be made an asylum for worn-out politicians. We particularly urge that the just claims of the residents of Red River to a fair representation be not overlooked. Should "His Honour" of Red River neglect this he will soon be in hot water, or human nature is different at the Northwest than elsewhere. Another thing should be guarded against—that is, that the Council does not become too large, and the Treasury burdened with too many and too high salaries. Anything like speculation among the members of the Council should also be frowned down. They will be possessed of information not known to the rest of the community, and they should not be allowed to take advantage of that to enrich themselves at the expense of others. The only guarantee against these evils will be the selection of good and suitable men as Councillors, and the task of Lieutenant-Governor McDougall is, therefore, one which requires sound judgment and keen discrimination. Rumours regarding these appointments must now soon give way to certainty, when we shall better know what to expect from the first Government of the Red River district.

BOARD OF TRADE.

QUARTERLY MEETING.

The quarterly meeting of the Board of Trade was held on Tuesday afternoon in the Corn Exchange. The President, Mr. Winn, occupied the chair. The following members were present:—Thos. Rimmer, Damase Masson, John Kerry, Andrew Robertson, F. W. Henshaw, J. H. Winn, James Hutton, John McLennan, H. L. Routh, J. H. Joseph, Wm. Angus, Z. Benoit, James Crathern, George Childs, D. J. Craig, Robt. Esdaile, John Fairbairn, A. M. Deltale, John Hope, Benjamin Lyman, Charles Lee, Robert Mitchell, M. P. Ryan, M. P. Jas. Jack, Geo. Smith, David Sinclair, and Thos. Workman. M. P.

The minutes of last meeting were read and confirmed.

A ballot was taken, and Messrs. C. A. Deltale and Geo. Cooper were duly elected members of the Board.

The following gentlemen were proposed for election at the next meeting:—Messrs. Thomas Darling, N. Mercer, and J. C. Watson.

The PRESIDENT then remarked that he had not much to bring before the notice of the Board, though the Council had worked pretty hard during the last three months. They had called the attention of the Government to the desirability of placing a fog trumpet at Cape Race to prevent future accidents to steamers. There were several other trifling matters which had occupied the attention of the Council. With reference to the new Insolvent Act, he said the Council had much greater responsibility than under the old act. Very great praise was due to Mr. Thomas Workman, whom he was happy to see here, for his assistance in legislation, and for the most able, laborious and altogether gratuitous services he had rendered in this matter. (Applause.) Their worthy Secretary had been in almost daily consultation for months past with the Hon. Mr. Abbott, who had declined to take a farthing for his valuable assistance. (Applause.) With regard to the future working of this act, the Council had far more control over the Official Assignees than they had before. The new act says the Council of a Board of Trade may appoint Official Assignees in all districts adjacent to the district in which it is. In order to avoid clashing with the jurisdiction of other Boards of Trade, the Council had resolved to confine their appointments strictly to districts touching the district of Montreal. They had come to this decision after mature deliberation. It was beyond their power to appoint city assignees for country districts. Under the old act, the number of assignees for Montreal had been six, and now there were only five. The Council had decided to appoint four more, making nine, which they considered sufficient. They reserved the right to increase the number until it may be considered necessary. A great deal of time and trouble had been expended in choosing from the applicants the fittest persons. They had to appoint four for the district of Montreal, and twenty-six for counties adjacent, and nearly all of these—fully three fourths had been appointed. The remainder would be appointed as soon as possible. Then a list of official assignees would be published. In the meantime, if any person wished any information about those already appointed, he could obtain it by applying to the secretary. With regard to the question of security of official assignees, they had required \$4,000 for the city and \$1,000 for the country, and this had given entire satisfaction. A code of rules had been drawn up, for the regulation of the business matters and had met with the universal approval of all the assignees. A copy of the rules would be sent to all who desired it. He had every reason to hope the new system would work much better than the systems in times past. If they should be mistaken in their choice of persons for official assignees, if an assignee should take an unfair advantage of his position, neglect his duty, or betray his trust, and good proof were brought, his instant dismissal would follow. Good proof would of course be required, as the Council could not listen to mere rumour. Under all these circumstances he hoped that assignees with this check upon them, would do their duty faithfully to all parties in the unpleasant business of insolvency. He was glad to say that the survey of the channel by Mr. Page the Government Engineer, had been completed. Mr. Page had found a better and a straighter channel than either the old one or that spoken of by Mr. Young. It was a channel that would be more convenient, and at a slight expense could be made the best. Their excellent engineer had carefully examined the channel at Pointe aux Trembles, and had completed the improvements there

at an expense not exceeding the estimate of \$7,000. The result is that on the 30th September last, the Council, the Harbour Commissioners, the Trinity Board, and four pilots, had gone down the channel and found it had a depth of twenty-four feet, and of 20 ft. 6 in. at lowest water. The work had now been so thoroughly done that steamships can go through the channel successfully. He was glad to see this for the future prosperity and progress of the city. He was also glad to see the lumber trade of the city was growing,—the exports to foreign countries, and especially to South America, and it required increased accommodations. Fortunately, the improvements in the harbour accommodations will meet this want, and thus one work would help another. He was glad to say that whatever might be the increase of trade there would always be ample accommodations furnished for it. He had not had much to report, but he resumed his seat with pleasure, as all was prosperity and progress.

There being no other business the Board adjourned.

THE COST OF RAILROADS.

INQUIRIES are frequently made as to the cost of building railroads in the West, but answers which give only the gross cost per mile of road or of road and equipment with no details, are by no means satisfactory. The following account of the Galva & New Boston Branch of the Chicago, Burlington & Quincy Railroad which is given in the last annual report, by Max Hjortsberg, the chief engineer of the road, will give the information which so many desire. It is a thoroughly well built road, built in the most economical manner by the company, without the intervention of contractors, and with money instead of stocks or credit—a very important point.

That part of the American Central Railway, lying between Galva, in Henry county, and New Boston, in Mercer county, has been completed.

The line diverges from the main line at the west end of Galva station, and runs in a very direct line to New Boston, a distance of 5½ miles, passing through a rich agricultural country. The grades are easy, generally under 20 feet to the mile, and not exceeding 55 feet, except in two or three places, viz:—about one-half mile west of Galva, where it is 45 feet for a distance of 2,000 feet, and four miles east of New Boston, in ascending the bluffs from the bottom lands, where it is 52 feet to the mile, for about a mile and a quarter.

There are no bridges of consequence on the road, except at Edward's river, which is crossed by a Howe Truss Bridge, in two spans of 125 feet each.

The cost of the work has been as follows:—

Lands and right of way	\$ 49,000.00
Grading and Bridging	225,058.41
Railroad iron	352,888.72
Railroad ties	75,759.40
Railroad spikes and splices	89,787.78
Fences	1,974.50
Telegraph lines	9,847.77
Water works	8,429.27
Labour	29,349.73
Miscellaneous, including freight on material	89,457.68

Total

BUILDINGS.

Engine house at Galva	\$ 13,417.98
Coal chutes	5,481.43
Tool and oil house	241.20
Freight and pass. house at Nekoma	1,288.80
Do do Woodhull	5,478.62
Do do New Windsor	5,320.26
Do do Viola	890.60
Do do Alepo	4,165.97
Do do New Boston	845.06
New Stock Yards	1,124.19
Platforms	856.19
Miscellaneous buildings	762.97

Total

This shows the average cost per mile to have been \$18,972.

ROYAL CANADIAN BANK.—We are pleased to see the Royal Canadian Bank again sharing the public confidence in every town in the Province where agencies have been re-opened. It gives us great pleasure to insert the following from the Woodstock Times of the 17th inst:—"It is a matter of gratification to find the Woodstock branch retained; and the past management there, by Mr. Burns, supplies the best guarantee for the future. Not the least noticeable feature of that management is seen in the fact that at no time since the Bank opened here has any considerable portion of the stock changed hands, and throughout the "panic" depositors were not in the least apprehensive. Such sympathy to Mr. Burns, and such confidence, are favorable indications for the future."—*Port Hope Canadian*.