

to show that experience is a dear school to learn in, and persons should not begin business without some special training for it.

—It is stated that the Kingston Car Works Company has received an offer from a Canadian railway [Canada Pacific?] to take all the cars they can turn out for the next two years.

—The capital stock of the Quebec Hotel Co. has been fixed at \$300,000, with power to increase it to \$500,000. The parties applying for the act of incorporation, and who are to be the first directors, are Messrs. Jas. Gibb, Ross, Hon. J. Thibaudeau, Richard Reid, Dobell, and Sir Narcisse P. Belleau.

—The financial flurry in Paris was of short duration. The Bank of France has lowered its rate of discount to 3½ per cent. and the Bank of England to 3 per cent. During the week money has been reported abundant in New York, while there is some check in the States, to the looking up of capital, in railway construction. Both the Bank of England and the Bank of France have increased their specie reserves during the temporary increase of the rate of discount.

—Father Labelle has an ambitious railway project on hand. He wants to build a railway from Montreal—using the section now built as far as St. Jerome—to Hudson Bay, touching at Lake Temiscaming on the way. From this northern line he would carry another into the west. In the east he would have the line traverse the Laurentides to Lake St John, thence along the east bank of the Saguenay to Tadoussac. Besides, he would have spurs strike out to Three Rivers and to Quebec. An heroic scheme, truly; but we suspect it will not be realized.

—Some years ago, the International Bridge Co. brought an action against the Canada Southern Railway to re-cover arrearages of tolls. The real question at issue between the companies is as to the amount of tolls to be paid by the defendants for the use of the bridge. The Bridge Company claims that by Acts of Congress and the Dominion Government it is empowered to collect such rates for the passage of the bridge by any railway company or trains as may be determined upon by the directors. The

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defendants also brought a cross-suit to have the court declare that the company was only entitled to levy reasonable tolls and charges, and also claimed that the present tariff was excessive. Mr. Justice Proudfoot heard the cases together at Toronto in 1879, and gave judgment for the Bridge Company in both with costs. The Railway Company then appealed, and the decision of the court was to affirm the decree in both cases with costs. It is likely the Railway Company will appeal to the Supreme Court.

—A man from Manchester, tells the N. Y. Times correspondent, that Cottonopolis does not care a button whether the French treaty passes or not—they can hold their own whatever happens. I am glad to hear that, it is in such bright contrast to the wail of Bradford, though even "the Worst City" is said to be "looking up." It is to hold a great textile exhibition in June.

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