

cheated with impunity, without making any effort to obtain redress, while his English cousin will enforce the least violation of his rights with the utmost rigour. Merchants have learned that honesty is not encouraged by easy compromises, or releases and extensions impudently asked and indifferently granted. They have found that the honest suffer when the fraudulent escape.

### OIL MATTERS IN PETROLIA.

(From our own Correspondent.)

PETROLIA, April 9, 1877.

There are quite a number of wells going down in spite of the recent severe weather, but so far there have been no strikes of consequence. Business continues quiet, but prices very firm in Crude. Most of the production is being tanked by the Crude Oil Tanking Company. Refined oil is rather weaker some lots having been sold, F. O. B. London at 10c per wine gallon this price is however likely to be of short duration. The shipments per last week were as follows. Crude 4090 bbls; Distilled 200 bbls; Refined pale 300 bbls. Prices. Crude \$1.25 to 1.35; Refined pale 10 to 12c per wine gallon New York 16½c.

**WOMEN AS BANK OFFICERS.**—Miss Frank McGrew has been appointed assistant cashier of the First National Bank of Huntington, Indiana. There are two other instances of female bank officers recorded: Miss Bella Wallace is cashier for Watson, Huber & Co., bankers, Mechanicsville, Iowa; and Miss Annie M. King, for A. W. Naylor's bank, New Sharon, Iowa. The First National Bank of Huntington was the first one to grace its Board of Directors with the presence of a lady, Mrs. Anna A. Daily having been elected director in 1868, and Mrs. E. J. Purvance in 1873. of the First National Bank of Peoria, Illinois, Mrs. Lydia Bradley was elected director in 1875, and in the First National Bank of Canton, Ohio, Mrs. Louisa McCall is one of the Board. In some of these cases the limited number of stockholders left no alternative, while the advantage of superior business qualifications has also led to the choice. The banking business of A. K. & E. B. Yount, at Fort Collins, Colorado, has for some time been conducted by Mrs. E. B. Yount, the junior partner, who is said to be a lady of rare sagacity and experience in monetary affairs.—*Bankers Magazine*.

**THE NOMENCLATURE OF AMERICAN MANUFACTURES.**—Take the stove trade for example, and note the extraordinary, not to say absurd manner in which their merits are attempted to be set forth in their names. A glance at the register compiled by the secretary of the association shows that the manufacturers have drawn upon various departments of human knowledge for their names, or have borrowed from sources which would seem accessible to them alone. It is to be presumed that our more lofty and high-toned manufacturers could only be content to draw upon royalty for their titles, for we have a King, a Queen, an Emperor, an Empress, a Monarch, a Czar, a Crowned Prince, and an Autocrat; and we have, too, a Prince and Princess, while one manufacturer was led to consider a Little Queen better than no queen at all. The celestially-inclined have levied tribute on astronomy, and make us familiar with their Rising Sun, and Blazing Star, and Silver Moon; others less pretentious appear to be comfortable with a Meteor, a Comet, or even an Asteroid; but one firm could not consent to dwell upon this planet of ours without the sublime benefits of a full Constellation. Then there are those who, we must suppose, feed on ambrosial food; and to them we are indebted for

the Arbutus, the Aster, the Daisy, the Eglantine, the Myrtle, the Rose and the Wild Flower; and we contemplate with some awe the grasping disposition which could only rest content with an entire Bouquet. Names are borrowed from the mythologies, and as a result we can boast of a Jupiter, Venus, Mercury, Pluto, Juno and Diana; while with the display of gems we are fairly bewildered, being enriched by Diamond, Pearl, Emerald, Opal, Amethyst, Garnet, Ruby, Topaz and Coral, which in turn are supplanted by the Crown Jewel and the Crown Diamond. In a sentimental and social way we have Darling and Ladies' Darling, My Friend and My Mutual Friend, and Belles, Coquettes and a genuine Flirt. Gold is as freely employed as if this was the auriferous age instead of the age of iron: and we have it from a gold mine pure and simple to that thinnest kind of gilt veneering not infrequently implied in the term "golden." Then there is the "Big Bonanza," with its gold and silver products, and by way of humorous antithesis we are supplied with a Greenback and a Legal Tender. Bismarck, Grant, Gen. Scott, Dr. Franklin and others are immortalized; and great altitudes like Alps, Aetna, Andes and Vesuvius tower aloft in the geographical department of our cast-iron literature. The Forest is taxed for the names we use; and although manufacturers as a class are not given to superlatives, some of them label their goods as Peerless, Perfection, Priceless, Seraphic, Grand, All Right and Bang-up, all of which go to show the shrinking modesty of the members of this stove-makers' association.—*Troy Times*.

**RAILWAY NOTES.**—Grading and cutting are expected to be begun on the Hamilton and Northwestern R. R. as soon as the weather permits. Fifty or a hundred laborers are in Georgetown waiting for the work to begin. Many of these men are destitute and are becoming troublesome and expensive astramps.—A train was run out on the line of the Kingston and Pembroke railway on Monday last, and a load of rails has since been taken to Sharbot Lake.—Stanbridge, E. T., voted "aye" by a majority of 133 on the by-law granting aid to the Lake Champlain & St. Lawrence Junction railway, a narrow gauge road which is intended to be finished this summer.—The line to connect the Montreal, Portland and Boston, with the Southeastern Railway of Quebec, has lately been surveyed. Work is being resumed on the former road, which it is hoped will be ready for travel to Farnham by June.—Passenger cars and two first-class locomotives have been purchased for the Victoria railway; and trains would be run if the flat and box cars were ready. The latter are being made by the Toronto Car Company, and are expected in two weeks.—Work has been recommenced at the "big cut" near Mapilla, of the Whitby and Lindsay railway, and also near the Ops boundary. Several more gangs will be put on in May with a view to completion this summer.

**MIDLAND RAILWAY OF CANADA.**—Statement of traffic receipts for week from 21st. to 31st. March, 1877, in comparison with same period last year. Passengers, \$1910.34; freight \$2630.02; mails and express, \$350.81; total \$5191.17. Same week last year, 6088.26. Decrease, \$897.09. Total traffic to date, \$43,543.44. do. year previous, 55,242.40. Decrease \$1168.96.

—We understand that a company has been formed in Edinburgh, a main branch of whose business will be the purchase of cattle in the Dominion for the supply of the Scotch meat markets. A vigorous impetus has been given to the trade in meat between England and this continent of late years, and the formation of this company, which is said to have a capital of £20,000, will do much to increase it, as far as Canada is concerned.

**LUMBER OPERATIONS.**—The past season in the vicinity of the Aroostook and St. John rivers has been a lively one. The amount of lumber cut for New Brunswick operators is quite large—from 9,000 to 10,000 tons of birch and about 160,000,000 feet of spruce. Mr. Robert Connors, the heaviest operator at the head of the St. John, has got out 16,000,000 of spruce for Mr. Murray, whose total stock this year will amount to about 30,000,000. About 25,000,000 have been cut for Mr. Randolph; 8,000,000 to 10,000,000 for Messrs. Dunn & Co.; the same quantity for Messrs. Hamilton & Co.; 5,000,000 for Messrs. King & Son; 5,000,000 for Mr. Sutton; 8,000,000 to 10,000,000 for Messrs. Miller & Woodman. There is also a considerable quantity for Messrs. Gibson & Cushing. The bulk of Mr. Gibson's lumber, however, is at the Nashwaak. The small brooks are very low, and unless quite a heavy freshet occurs, a large quantity of lumber will be "hung up."—*St. John Daily News*.

**THE G. WESTERN RAILWAY CO. OF CANADA.**—The half yearly ordinary general meeting of shareholders is appointed to be held on Friday, April 27, in London, England, for the purpose of submitting a report and general statement of accounts for the half year ending on the 31st day of January last, and for the transaction of other business. The meeting will be made a special general meeting for submission for approval, by the shareholders, of arrangements with the Detroit & Milwaukee Railroad Co., its bondholders and the Company to be formed upon its reorganization, for leasing and working the Detroit and Milwaukee Railway and purchase of shares and guarantee of bonds of the reorganized company proposed to be entered into pursuant to the shareholders' resolution of the 30th April, 1875; and for approval of a proposed purchase of the capital stock of the Brantford, Norfolk and Port Burwell Railway Company, and guarantee of interest on a portion of its bonds. And to authorize the necessary agreements to carry such arrangements into effect. The books kept at the office in Canada for the registration of shares and preference stock will be closed on and from the 15th day of April to the day of meeting, both days inclusive.

**CONFEDERATION LIFE ASSOCIATION.**—The following gentlemen were elected directors for the ensuing year:—Hon. Wm. P. Howland, Toronto; Hon. Wm. McMaster, Toronto; Sir Francis Hincks, Montreal; Hon. T. N. Gibbs, Oshawa; Hon. James McDonald, Halifax; Wm. Elliot, Robert Wilkes, Toronto; Benjamin Morton, Toronto; Wm. H. Beatty, Toronto; Hon. Isaac Burpee, St. John; Edward Hooper, Toronto; J. Herbert Mason, Toronto; James Young, Galt; F. A. Ball, Toronto; M. P. Ryan, Montreal; S. Nordheimer, Toronto; W. H. Gibbs, Oshawa; J. K. Macdonald, Toronto.

The Board met after the annual meeting, and organized, when the Hon. W. P. Howland, C. B., was re-elected President, and the Hon. Wm. McMaster and Wm. Elliot, Esq., Vice-Presidents.

—To think that two or three incendiary fires should be deliberately set in the cellar of one of our best business stores, in the centre of one of our best blocks of buildings, and between the hours of 11 and 12 o'clock at night, while the occupants of adjoining store, on both sides were still present, by which a large and valuable extent of the business part of the town was jeopardized, is certainly enough to startle the most apathetic and strong-nerved business man among us.—*Letter of "Merchant" in Peterboro Review*.

—The telephone will soon revolutionize domestic affairs, for the man, instead of blushingly telling his wife at the supper table that he will be detained at his office, can go down town and whisper through the telephone that it is lodge night.—*Oil City Derrick*.