

ends, astray, tossed on the uncertain sea of uncertainty, from our imperfect knowledge of natural causes, etc.—Is there anything certain and settled in farming, except that a broom-handle is sure cure for hoven in cattle ?”

### NOVA SCOTIA MINES.

It is pleasing to find the mineral wealth of Nova Scotia increasingly developed, as appears from the annual report of the Department of Mines for 1883. The report of the commissioner, Mr. Gilpin, was laid before the Legislature on this day week, and shows an increased out-put of metals and coal compared with the year 1882.

For example, the quantity of iron ore mined during the year was 52,410 tons, in addition to 6,972 tons of ankerite quarried for flux. An increase is here shown of 10,000 tons over the quantity mined in 1882, and over 22,000 tons above what was mined in 1879. The yield of gold was 15,446 oz. last year, which is 1,389 oz. more than the preceding year. This result, be it noted, was secured with 9,151 days less labor than in 1882, making the average earnings per man per day \$2.84, instead of \$2.37 as in 1882.

But a much greater increase is shown in the out-put of coal, which is the most prominent and most important of the mineral interests in that province. It is claimed by the *Halifax Herald* that the sales of Nova Scotia have doubled in every decade for the past fifty years. And that journal adds: “We are now selling in the upper provinces nearly as much coal as we ever sold in the United States in the most prosperous years before the abrogation of the reciprocity treaty.” The quantity of coal raised in 1883 was 1,422,558 long tons, ten per cent. more than in 1882. Of this large quantity there came from Cape Breton 668,293 tons; from Pictou 505,626 tons; from Cumberland, 247,861 tons, and from other counties 773 tons. Of the respective mines, the Spring Hill raised 193,161 tons; the Albion Mines, 168,231 tons; the Sydney Mines, 162,866 tons; Intercolonial (Pictou), 147,711 tons; Acadia, 115,028 tons, and Reserve (C.B.), 110,456 tons. The quantity of coal sold during the year reached 1,297,523 tons, being about 47,000 tons more than in 1882. The sales were made to countries as follows, in the two years 1878 and 1883:—

	1883.	1878.
Nova Scotia .....	471,827 tons.	279,172
Quebec .....	210,605 "	83,710
New Brunswick .....	167,740 "	115,245
Newfoundland .....	61,678 "	61,361
P. E. Island .....	48,088 "	43,412
United States .....	102,765 "	88,495
West Indies .....	31,860 "	16,999
South America .....	3,470 "	523
Europe .....		8,594
Total tons .....	1,297,523	693,511

—The secretary of the Toronto Board of Trade and Corn Exchange has received from the publishers, Messrs. Watson, Ferguson & Co., of Brisbane, a copy of the Brisbane Post Office Directory and Country Guide for 1884. This convenient volume gives information not only as to residents of Brisbane itself but as to tariffs, railways and telegraph rates, and the constitution of banks and commercial companies, in the province of Queensland. Books of this kind are often of use for reference, to those who have occasion to know what our Australian cousins are doing. It shows the enterprising spirit of the publishers that it was sent to our representative body.

—The last issue of the *Canada Gazette*, contains a statement of the circulation of Dominion notes and amount of specie held, as at the end of February. The following are the figures:—

Fractional notes .....	\$ 173,670
Provincial do. ....	48,735
Dominion 4's .....	488,180
Montreal issue .....	6,866,159
Toronto do. ....	5,877,034
Halifax do. ....	2,420,000
St. John do. ....	719,548
Victoria do. ....	48,443

Total.....\$16,641,709

The specie held by the several assistant receivers on the 29th of February, 1884, was \$2,052,866; additional at Montreal, \$452,000.

—The Halifax Chamber of Commerce protests against an American port being made the Atlantic port of the Canadian Pacific Railway. In the opinion of that body, Halifax should be made the winter port. There are some who contend that Louisburg should receive the distinction. The chances are that this great railway will, in the end, reach the Atlantic seaboard, by several different routes. The Grand Trunk has its terminus in a foreign country; but that was inevitable before the Intercolonial was built. But since then there has been no disposition to exchange Portland for some place within the Dominion, as the Atlantic seaport of the road.

—Mr. George B. Holland, well known in life insurance circles, decided, some time ago, to leave the service of the Union Life Insurance Co., here. He opened an office for the purpose of doing a general fire and life brokerage business. But when this intention became known, overtures were made to him by other Life companies to accept a position. He has now given up his brokerage office, to become local assistant manager for the *Ætna* Life in this city.

—We note the appointment of Mr. G. H. McHenry, to the position of manager of the Royal Canadian Insurance Company, rendered vacant by the regretted death of Mr. Davison. Mr. McHenry was in former years one of the inspectors of the Royal Canadian, and has more recently occupied the position of secretary to the Fire Insurance Association in Canada. He is an underwriter of experience, and the company may be congratulated on having made a good appointment.

### HALIFAX CHAMBER OF COMMERCE.

The annual meeting of the Halifax Chamber of Commerce, as newly invigorated, was held on the 13th inst., and was largely attended. The report for the past year stated that the trade of our port for the past year did not present any striking contrast to that of previous years. The fisheries have been largely successful, and now more than ever are they regarded as the great source of wealth and dependence. Respecting trade with the West Indies regret is expressed that the sanguine expectations entertained by many as to the advantages to result from the change in the sugar duties, have not been realized, and the proposed modification will if accomplished, it is believed, lead to considerable extension of trade with the West Indies.

“It appears that while import of sugar from countries with which we have no trade relations has been steadily increasing, imports from the West Indies, which are the only markets for our exports, have been correspondingly decreased. It is obvious, therefore, that shipments of fish to the West Indies cannot be successfully carried on unless the product of such shipments can be invested in return cargoes, and your committee are strongly of opinion that the policy of the Government should encourage the trade with

the natural consumers of our chief exports rather than with other countries.” The increasing traffic on the Intercolonial Railway is dwelt upon. “Canadian cattle shippers, find that their cattle shipped via Halifax escape restrictions at the destination to which they would be subjected if shipped via United States, while disease exists among the cattle of that country. The regular steamer sailings recently established between Antwerp, Hamburg, and the Dominion, using Halifax as their winter port, have already been an advantage.” Fault is found by the committee with the alleged more favorable conditions allowed to the Allan Line of steamers than to other lines sending freight over the Intercolonial railway and the government is to be asked to remedy this injustice. As to the increasing deal and timber trade of our port through the facilities offered by the Intercolonial Railway, gratification is expressed that this trade has been prosecuted to an increased extent the past season, and promises to be of importance, especially in affording to ships, freighted with sugar and other products to our port, a chance of freights to Europe and an inducement to accept a low freight on sugar for our refineries from the West Indies and Brazil. The dry dock matter is referred to in another report, the committee strongly recommending that the Halifax member at Ottawa should press the demands of Halifax. As to the treaty lately made between the United States and Spain whereby the flag of the United States is placed on the same terms regarding customs duties as that of the latter country. “The conditions of this treaty to not apply to British shipping, and we are consequently placed at great disadvantage in Cuba Porto Rico, the difference in favor of the American flag being equal to an average of about 20 per cent., on the whole tariff. On fish, which is our chief export to these Islands, it amounts to more.”

The discussion of the report was then taken up, J. C. Mackintosh reading it clause by clause. On the reading of the first section he moved the following resolution:—Whereas, that in view of the manifest importance Nova Scotia naturally has in the question of a winter port terminus of the C. P. R., this Chamber views with alarm the disposition of that corporation to make an American port the terminus of a strictly Canadian enterprise and that a petition be at once forwarded to the Dominion Government protesting against the granting of any subsidy, or of advocating or assisting any railway until such time as it shall be proved by actual survey which is the best commercial line to reach a port in the Maritime Provinces; Resolved,—That in the opinion of this meeting, the route now exhibited from Montreal and Quebec to Houlton and Fredericton and to St. John and Halifax seems in point of distance the best line to adopt in the interest of the Maritime Provinces, and that the executive committee be authorized to place themselves in communication with the Dominion and Local Governments, as well as with the mayor and corporation of this city, with the idea of obtaining the fullest information and and pressing our views on the general Government.

Hon. A. G. Jones seconded the resolution, and on being put it was carried, only eleven voting against.

The succeeding sections of the report as above were then read and passed.

Hon. Mr. Jones explained how the Government had assisted the Allan line in carrying their freight at a lesser rate from Montreal by 16 to 20 cents per ton than the Dominion Furness or Halifax steamship lines, while the Dominion line at least charged 50 cents per ton less freight than the Allan line. He did not blame the Allans at all, but blamed the Government for yielding to them.

John Doull was elected President of the Chamber and the meeting then adjourned. It is expected that regular monthly meetings of the new Chamber will be held.

### Meetings.

#### CITIZENS' INSURANCE CO.

The annual meeting of the Citizens' Insurance Company was held on the 2nd inst. There were present Mr. Henry Lyman, president, in the chair; Hon. Judge Berthelot, A. Cantin, John H. R. Molson, E. J. Barbeau, D. Desjardins, G. W. Simpson, representing E. M. Hopkins, of London, Eng.; Adolphe Masson, representing estate Masson; H. Montague Allan, representing estate late Sir Hugh Allan; John McIntosh,