

would be more easily handled and far and away more effective than a huge army of men who might march and countermarch with the precision of a machine, but of whose bullets one of a thousand might reach its mark. The costliness of actual warfare would also be amazingly lessened, and the great difficulty of supplying food and ammunition would be almost done away with altogether.

Even though England should see fit—and we would not think of finding any fault with her for it—to withdraw every soldier she has in these colonies, we should still consider that we the people of Canada were perfectly well able to hold our country against all comers, and show ourselves in a war of defence the equal of the proudest nation or greatest military power on the face of the earth. We do not write in a spirit of boastfulness. We know what can be done by one man under cover against overwhelming odds, if he knew how to use his rifle, and armies are made up of single men. We commend the subject to the attention of rulers, and hope they may see the necessity and acknowledge the possibility of providing for the defence of Canada, in a way so much more effective and so much less costly than the present system.

UNNECESSARY LOSS OF PROFIT.

WE desire to call attention—and it is not for the first time, either—to the carelessness with which the article of butter is manufactured, causing the value of it to be very much less than it would otherwise be, and greatly limiting its sale for shipment to the United States and England. We hardly think we should err greatly in stating that on an average five cents per pound could be obtained for butter produced in Canada if its quality was what it ought to be, more than is now received for it; and as the annual export amounts to over ten millions of pounds, the loss would on this calculation amount to upwards of \$500,000. There would also be an increased demand for Canadian butter, and with this increased demand would come increased production; so that not only would this country receive more money for its butter, but also would have much more butter to export.

The people on whom the responsibility of sending poor butter to market primarily rests, are we suppose the butter-makers, the farmers' wives throughout the country. But there are another class who are by no means free from blame in the matter, and who have it in their power to greatly correct the evil, if they could be only brought to see the necessity of it. These are the country store-keepers, who buy up the butter, paying either in cash or goods therefor. We have had their own testimony to the fact that practically they make little nominal distinction in price when purchasing, between good butter and that which is not so good. The custom of a farmer's family, and the profit arising from it, seems more important to the storekeeper than a cent or two per pound he may buy from the farmer's wife: and he knows well how ready to take offence she would be, were he to attempt to cut down the price on the score of the inferiority of the article. Every woman is apt to think her butter is as good as any, and that too irrespective of the care or want of care with which she has made it; and she is ready to accept as an insult almost any depreciation of the product of her dairy. This doubtless makes it difficult for the storekeeper to pay according to quality, but it does not make it impossible; and there are several cogent reasons why he should discriminate carefully.

In the first place, if good butter were paid for according to its goodness at a higher price than butter of lower grade, it would be a direct premium for greater care in production; and it would be besides more honest than to give the same price for two articles whose values might be very widely apart. In the second place, the merchant could afford to give a higher price to his customers for their butter, as he would be able to sell more advantageously, increasing their wealth and power of purchasing and his own profits at the same time.

But blame rests on the storekeepers for another reason. They injure the sale of their butter quite as much by their carelessness in packing, as by their impartiality in buying. It is a common thing to find in a package of butter numerous layers of different quality, one inferior layer being sufficient to reduce the price of the whole package. Nor is sufficient care taken to see that the tubs, &c., are thoroughly clean and sweet. Large quantities of butter good enough

before packing are annually ruined from this cause alone, or at least suffer very great deterioration in quality and price.

We would suggest to the Montreal Board of Trade that a butter inspector be appointed, and all butter sent to this market for sale be inspected and classified accordingly. This would tend to make buyers throughout the country more careful, and remove from the consignee of poor butter the odium of selling below current market rates an article for which he is after all getting the full value.

TRADE OF THE UNITED STATES.

THE following is a comparative statement of the value of the Imports and Exports of the United States, exclusive of coin and bullion for the eleven months ended May 31, 1869, and the corresponding period of 1867-68:—

IMPORTS.		11 mos. to May 31, 1868.	11 mos. to May 31, 1869.
Free Goods.....	\$	14,414,967	19,479,833
Dutiable Goods.....	\$	312,665,589	359,799,312
	\$	327,080,556	379,279,245
Increase	\$		52,198,689
EXPORTS.		11 mos. to May 31, 1868.	11 mos. to May 31, 1869.
Domestic ex. gold val....	\$	254,269,098	251,674,402
Re-exports—gold val....	\$	10,322,494	9,612,629
	\$	265,191,592	261,287,031
Decrease.....	\$	3,904,561	

The following is a statement of the Imports and Exports of Specie and Bullion for the same periods:

	1867-68.	1868-69.
Imports.....	\$ 12,249,334	\$ 18,115,112
Exports.....	\$ 71,934,809	\$ 38,732,278

From the foregoing figures it will be seen that the Imports of the United States for eleven months exceeded the Exports, by the enormous sum of \$118,000,000, or, deducting the excess of exports of the previous metals, by about \$100,000,000 gold value. How long will it be possible for this kind of trade to be carried on? The danger from this source is every day becoming more and more imminent; and the effect of the ruinously high tariff is only to lessen the ability of the national industries to compete with the less burdened manufactures of foreign countries. Protection extended to one or two leading manufactures will build them up with perhaps no great injury to the country, but when every thing has to bear a corresponding weight of taxation, then all the advantages derived from high duties is neutralized by the enhanced cost of production, and the foreigner is again in a position to undersell the home producer.

THE INTERCOLONIAL RAILWAY.

WHAT IS BEING DONE—SCENERY AND CLIMATE ON THE ROUTE.

DALHOUSIE, N. B., 24th July, 1869.

It having been made known through the public papers, that the Intercolonial Railway Commissioners were about to visit the line of road so as to see the condition of matters on the several contracts, I thought it would be a desirable opportunity to see what was going on in a part of the Dominion about which not very much is known in the good Province of Ontario. I thought, also, that it might be a favorable mode of letting the public know something about the progress of a work which is being constructed at the cost of the country, and which is a political necessity, if not likely for the present at any rate to be a great commercial success. The Intercolonial Railway, at any rate, is a physical necessity, if the idea, now so prominent, of an intra-oceanic railway, from the shores of the Atlantic to those of the Pacific, through British territory, is to be realized. If it is not the United States have attained a position upon the continent which will place them decidedly in the front rank, for securing the control of the commerce between two great continents. It is hardly likely that Great Britain and her vast colonial possessions on this side of the Atlantic, will consent to be shut out from the advantages of the trade referred to, and therefore, apart from any other considerations, the Intercolonial Railway is indispensable. With this digression, I proceed to the object with which this letter is written.

THE STARTING-POINT.

The Commissioners would assemble, it was understood, at Montreal, and proceed by railway to Riviere du Loup, where I went to look for them. On Tuesday, the 20th July, the party

had collected, including the Chief Engineer and his assistants on the district.

The line starts directly from the station of the Grand Trunk Railway, and in a very short distance crosses the Riviere du Loup by a bridge 300 feet in length, immediately above the very beautiful falls at the place. Directly after crossing the river, the line runs round a rather sharp curve, and through a heavy rock side hill cutting, after which, it descends to a level terrace, and runs through a well-settled French country. A good force of men at work on the rock cutting, and gangs of men and horses are at work all along this contract 20 miles. In all about 500 men at work upon this contract. Many culverts and water courses are already completed, and many in progress. A considerable quantity of grading is in active progress, several long cuttings and embankments being in a forward state. The next important structure to the bridge at Riviere du Loup is at Isle Verte, where work is actively progressing.

After inspecting the works in progress for several miles in the vicinity of Riviere du Loup, the party embarked, on the evening of the 20th, on board the Government steamer, the Lady Head.

WORK AT TROIS PISTOLES.

The next morning the steamer was at anchor at Trois Pistoles, where it was found that some heavy work has to be done. This is on contract No. 2. The grading throughout the whole of contracts Nos. 1 and 2 is in a forward state, and except at two or three heavy places will be completed, it is expected, this fall. Upwards of 500 men are employed upon No. 2, and the Messrs. Worthington, who are the contractors for one and two, about 40 miles in all, are pushing forward the work with great energy. They have been fortunate in finding good stone for the culverts in close proximity to the work, and consequently they have already got a considerable part of this work done in a most satisfactory manner. A large 15 foot arch culvert, about 2 miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work as is to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed, so far, they appear to be thoroughly doing their duty.

THE TROIS PISTOLES BRIDGE.

The heaviest work upon contracts one and two is at the crossing of the Trois Pistoles river, about one mile and a-half west of the village of that name. The river and valley through which it runs are about 1,100 feet wide, the point where the line crosses them, and the railway will run at a height of about 70 feet from the bed of the river. This crossing is the heaviest work between Riviere du Loup and the Metis, a distance of about 90 miles. On the west side of the river the line is carried for nearly two miles across a number of gorges in which there will be several culverts and a number of side-hill embankments. The bridge which will be 500 feet long will start from the west bank, and be carried nearly half way across the flats, thus placing the bridge across the main channel, and allowing no check to the flow of the river. The bridge is approached on the west side by a heavy embankment about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long, and is being actively constructed. The material on both side of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long, and about 65 high, at the deepest point. Large gangs of men and horses are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons, as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of the bridge has been found on the St. Lawrence, about 9 miles from Trois Pistoles, to which point the stone is now being brought in scows.

MESRS. WORTHINGTON'S MOVEMENTS.

One of the Worthington's lives at Riviere du Loup, and the other at Trois Pistoles. They have now at work on these two contracts upwards of 1,000 men, and are pushing forward the work with great energy and skill.

WORKS AT BIC.

Leaving Trois Pistoles in the afternoon of