

a proportionate rate accruing to property was thenceforward levied. Since 1850, the roads in Upper Canada, except several highways, have been under the control of the local municipalities. The great highways in both Provinces were not transferred, and remained under the control of Government.

The system of their construction and maintenance has not been always the same. The Department of Public Works has made a few of the main roads in the two Provinces. The roads known as "Colonization Roads" are made by the Bureau of Agriculture. The "Turnpike Roads" are made, improved, and kept in repair by Trustees appointed by the Governor, in virtue of various Acts granting or advancing a certain portion of the funds necessary for the construction of the roads, and authorizing the Trustees to raise the balance by loans on the security of the tolls. The roads and bridges built by the Department, are usually transferred to the municipalities through which they pass or to companies, with power to levy tolls on the traffic for the purpose of maintenance.

The total mileage of roads made, improved, or in progress of construction under the Department of Public Works, was, on the 30th of June, 1867, 1,339 in Upper, and 1,268 in Lower Canada, of which 153 miles were uncompleted. The cost of their construction from the time of the Union was \$2,316,027.

PUBLIC BUILDINGS.

The Public Buildings of the Province are not all under the care of the Department of Public Works. Those which are, are the House of Parliament in Quebec, Ottawa and Toronto, the Government House in Quebec, Montreal, Ottawa and Toronto, Custom Houses in Seven Islands, Quebec, Montreal, St. Regis, Dundee, Kingston, Toronto, Hamilton, Port Dalhousie and Bonaventure; the Post Offices in Quebec, Montreal, Kingston, Toronto, Hamilton and London; the Quarantine Station, Emigrant Shed, Quebec, Marine Hospital, Quebec, the Old District Court House in Quebec, the Three Rivers District Court House, the Sherbrooke Court House and the Montreal New District Court House; Jails corresponding to these Court Houses, and the Reformatory Prison for Lower Canada at St. Vincent de Paul, District Court Houses and Jails combined at Magdalen Islands, Percé, New Carlisle, Rimouski, Chicoutimi, Saguenay, Kamouraski, Montmagny, Beauce Arthabaska, Richelieu, Bedford, St. Hyacinthe, Joliette, Iberville, Beauharnois, Terrebonne, Aylmer, Algoma; the Laval Normal and Model Schools, Quebec, and the Jacques Cartier Normal or Model Schools, Montreal; together with certain Drill and Gun Sheds, Barracks, and miscellaneous buildings. The total expenditure on these public buildings, so far as ascertained, to the 30th June, 1867, was \$9,238,560, of which about \$2,240,000 was for account of Parliament and Departmental Buildings in Ottawa. In Appendix No 21 to the Report, is a very complete description of these buildings in Ottawa, by Mr. John Page, Chief Engineer, and any one desirous of visiting them could not do better than obtain it.

The entire Report of the Commissioner of Public Works, as we have already given our readers to understand, is most valuable, and gives in a brief and clearly arranged manner all the information needed respecting these works for which the debt of Canada has been incurred, and which have had not a little to do with the material prosperity of the country. There may doubtless, have been extravagance in the construction of some of these works; men are only men, and where money can be made, there is generally some one ready to make it, but we do not think any sane man could, for the sake of wiping out the total public debt of Canada, consent to the annihilation of those public works for which that debt was, as we think so wisely, been increased.

THE GREAT EASTERN AGAIN. An important application on the part of the Great Eastern Steamship Company was heard in the Court of Admiralty, before Sir R. Phillimore. The vessel was under arrest in several suits at Liverpool. The Court had referred to the Registrar, assisted by merchants, the claims of between 300 and 400 seamen, who had been discharged from the vessel on the speculation of the vessel to and from New York, on account of the Paris exhibition, turning out a failure. The Registrar had made his report in favor of the men and the Company appealed to the Court from his decisions. The points involved were of an important character. The case has not yet been decided.

MONTREAL OCEAN STEAMSHIP COMPANY.

(From the Montreal Gazette.)

As this Company is now one, we may say the only one, that affords speedy ingress and egress to and from Great Britain to this Colony, not only for passengers, but for our principal staple commodities, it, with its rapidly increasing proportions, is deserving of more than a mere passing notice.

STEAMSHIPS—MAIL LINE.

There are at present sixteen first-class double engine iron steamships. The mail line is composed of the following:—Prussian, 3,000 tons, Austrian, 2,700; Germany, 3,250; Nestorian, 2,700; Peruvian, 2,600; Moravian, 2,650; Ilberian, 2,431; Nova Scotia, 2,300; North American, 1,784; Belgian, 2,400; one of these departing from Liverpool every Thursday, and Quebec every Saturday throughout the summer season, calling at Lough Foyle for the receiving and discharging of passengers and mails.

GLASGOW ACCOMMODATION LINE.

The side, or Glasgow line, consists of the Damascus, 1,600 tons, Ottawa, 1,836; St. David, 1,650; St. George, 1,463; St. Andrew, 1,432; St. Patrick, 1,207. Thus making an aggregate tonnage of 35,000. All these ships are commanded by men of experience in the navigation of our coast, and that the particular duty entrusted to their charge is well and faithfully carried out, the numerous testimonials from cabin and steerage passengers, is the best criterion to judge from. Indeed, from the strict watch and attention on the part of the Messrs. Allan, nothing short of the most prompt discharge of duty will suffice. The most trifling direction, and the officer is sure to be wheeled up before the Glasgow or Montreal board and if the charges are proven, a dismissal is prompt.

FITTINGS AND FURNITURE.

The accommodation for passengers cannot be surpassed. The state or saloon rooms are luxuriously fitted up with all the modern improvements, for comfort and security, are airy and well ventilated. In the steerage particular attention is paid to the comfort of the emigrant during the voyage, the Captain or the first officer inspect this part of the ship twice a day, and the passengers, if they have a complaint to make on account of inattention on the part of the Steward, or any incivility of the officers and men, have the opportunity of doing so, and the matter does not rest in mere report, but is immediately rectified. From this fact, we have the best reports from passengers, that they have been well treated, and the best of food supplied in abundance during the voyage. On the Glasgow line there is an intermediate or second class cabin, where those who cannot afford the cabin fare and yet desire a better accommodation than the steerage affords, can have their desire, and in point of fact the difference, especially on the homeward trip, is not worth mentioning.

Our space precludes all possibility of entering into a detailed account or description of all these vessels but the last new one added to the line having just arrived in port, it may not be out of place to give a short description of her dimensions, and in doing so we may add that the whole line are all equally as well furnished.

THE "GERMANY."

This vessel was built at Stockton-on-Tees by the famed naval architect, Messrs. Pearce & Lockwood. The hull, masts, and lower yards, are all very heavy and of iron, the hull fitted in water-tight compartments and so carefully adjusted that any one can be closed inside of one minute's time thus proving of the utmost importance to secure safety in case of disaster. The braces, knees, beams and stays, are all iron. Her dimensions are over all, 855 feet, breadth of beam, 42 feet; depth of loading hold between decks, 28 feet, 6 inches; carrying about 4,000 tons; has accommodation for 1,150 steerage and 100 cabin. The state rooms are large, and fitted up in the most luxurious style, especially for family accommodation. In this matter, a gentleman going to take passage can have a suit of two, three or four rooms, the arrangement being such that connection can be made clear through the entire suit without entering the main cabin.

The engines, which are surface condensing, and have all the modern improvements attached, were built at Stockton by Messrs. Blair & Co. and work so smoothly and easily, that sleeping in the adjoining apartments is not disturbed. They are of 463 nominal horse-power as per Admiralty rate, and are capable of being worked up to 1,000 actual. The coal bunkers hold 800 tons. She is barque-rigged, the lower main yard being 90 feet long, and spreading 82 square feet of canvas. The officers' quarters and mess are on the upper deck, mid-ships. She is a sister ship to the "Denmark" of the National Company's line, and has a crew of 90 men. Where she now lies at the Company's dock, her ponderous size looms up largely, completely overshadowing the long storehouses. As a sailer, Capt. Graham, who is a veteran on the line, speaks well of her, being dry and steady—indeed, there must be a good sea on to be at all felt. When her sails are all spread she makes excellent sailing, her lines being very fine, presenting a clipper appearance.

SAILING SHIPS—IRON.

In addition to the large fleet of steamships, the Messrs. Allan have a fleet of sailing-vessels, six of which are iron and twenty others of wood. The iron ones are the Ravenscroft, 1,200 tons; Pomona, 1,139; Abena 909; Gleniffer, 785; City of Quebec, 796; and Glenbervie, 799.

WOODEN SHIPS.

The wooden vessels are the City of Montreal, 1,158; Eminence, 1,695; Chippewa, 1,036; Cairngorm, 1,016; Porches 901; Ardmillan, 897; Glenclair, 921; Angles, 913; Medora, 850; Iona, 849; Florence Leo, 728; Polly, 670; Cherokee, 653; Barlequin, 648; St. Law,

rence, 539; Toronto, 507; Montreal, 463; Allion, 427; Aledonia, 383; City of Hamilton, 607.

Tonnage of steamships, 56,008
Do. of sailing ships, 21,323

Total tonnage, 77,331

Besides which the company have now on the stocks in the yard of Barclay, Curle & Co., of Glasgow, two iron sailing vessels of about 1,400 tons each. They are expected to be ready for the fall fleet. They have also employed in the river service here two very powerful Clyde built tug steamers, the "Rocket" and "Motor," which were constructed for the Lower St. Lawrence service, also a host of iron lighters and barges for the prompt and efficient carrying out of the steam service. To-day there are four of their steamships, the Nova Scotia, Germany St. Patrick and Damascus, lying in port, discharging and receiving cargo. It will well repay a visit to go through them, and the officers will ever be found courteous and attentive to those who desire to inspect any of the vessels of this mammoth Canadian fleet.

THE PROGRESS OF FREE TRADE.

THE New York Evening Post of a recent date has the following article on the progress of free trade ideas in New England:—

We are glad to hear from New England that liberal opinions in regard to our commerce are making progress. The better informed and shrewder part of the community in those States see more and more clearly that the policy of protective duties is pernicious to the prosperity of a nation; and we are assured by those who have taken pains to make themselves acquainted with the present state of the public mind, that if the question could now be put to vote in the New England States—whether the tariff of duties on imported goods should be simply a revenue tariff or a tariff laid for protection, the protectionists would find themselves in a clear minority.

As to the state of opinion in the West, in regard to this question, we have heard an anecdote which illustrates the progress of liberal ideas there. The Chicago Tribune has been from the beginning an outspoken and zealous champion of the freedom of trade. At first its conductors received numerous letters protesting against the course it was taking. As the controversy went on their communications of this sort became fewer, letters of a contrary character began to come in, and now there is a perfect shower of letters encouraging the conductors to persevere in their attacks on the partial and oppressive system which in our country paralyzes industry by fettering the liberty of exchange.

Here in New York the subject is pretty thoroughly discussed and discussion is all that is necessary to insure judicious action in the end. The League, a monthly sheet, espousing the cause of free trade and ably conducted by Robert Pell, is continually receiving subscribers, and men who were formerly prejudiced in favour of the doctrine of protection, are beginning to see their mistake. Many of those who look to their creed on this subject from Henry Clay when he stood forth as the champion of the American system, are now disposed to follow his better and later example when, near the close of his public life, he abandoned that championship and brought in a bill which gradually abolished all traces of protection in our revenue laws and put the tariff on a simple revenue basis.

An association has been formed in this city, the members of which have agreed to pay a yearly subscription to a fund for spreading information among the people on this important question.

Mr. A. H. ST. GERMAIN has established in Toronto a Canadian Advertising Agency and Commission Business, in connection with his Daily Paper enterprise. He has lately made arrangements with leading and reliable Advertisers in New York, Philadelphia, and other American cities, to do all their Advertising with the Canadian Publishers through his Agency; and, from the long experience he has had in the Newspaper business, and his extensive personal acquaintance with Canadian and American advertisers, he will, doubtless, be able to promote the interests of all who may do business through him. In a Circular the following gentlemen—Publishers and Advertisers—speak favourably of Mr. St. Germain and his present undertaking viz:—Hon. George Brown, of the Globe; James Beatty, Esq., proprietor of the Daily Leader; Messrs. Robertson & Cook, proprietors of the Daily Telegraph; H. Lloyd, proprietor of the Canadian Baptist; Edward T. Bromfield & Co., proprietors of the Canadian Journal of Commerce; Rev. S. Rose, publisher of the Christian Guardian; Rev. Wm. Rowe, Financial Agent of the Christian Journal; A. Christie, Esq., publisher of the Canadian Independent; T. & R. White, proprietors of the Hamilton Spectator; C. E. Stewart & Co., proprietors of the Hamilton Evening Times, and others. And the following Advertisers:—Philadelphia Samuel C. Upham, Chemist; Dr. J. H. Schenck; E. C. Richardson, Esq., at Dr. J. H. Jaynes & Son's; Charles H. Evans, Esq., Boston; Joseph Burnett & Co., Seth W. Fowler & Son, John T. Brown & Son, John L. Hunnewell, M.D., Lowell, Mass.; Dr. J. C. Ayer & Co., Roxbury, Mass.; Dr. Donald Kennedy, New York; Jeremiah Curtis & Son, John Radway, M.D., David Pringle, Esq., manager for Prof. Holloway, Demas Barnes & Co., Charles Batshelov, &c.