

office, and the lower grades, which are for the most part owned in the Province, at the French office. The quantity of shipping on the Registry books of the Province on the 31st Dec. 1866, was 283 vessels, measuring 233,945 tons. The losses during the year by wrecks, fire, and other casualties, was 11,683 tons, or about 6 per cent., and as the rate of insurance on hulls averages at least 12 per cent., it follows that the Insurance offices must have been doing a pretty good business. Of the total quantity of shipping registered in the Province, the controller assumes that 200,000 tons is owned there, the value of which at £5 sterling per ton, a fair estimate, gives one million sterling as the amount of money invested in shipping. He remarks:—"It is probable that notwithstanding the 'general depression in ship-building, that the people of Nova Scotia and New Brunswick will continue to build for their own use, spruce vessels ranging from 100 to 600 tons, suitable for the American and West India trades, as they can now most successfully compete with their neighbours in the United States in this particular branch of business, and vessels can be produced so much cheaper in these colonies than in the United States. The classification of this class of vessels having also been recently ruled, both by English and French Lloyd's, will tend to place them in a better position than formerly when competing with other countries." We are inclined to think that this view of the case is correct, and that the enormous progress making in iron shipbuilding will result in gradually driving the more expensive kind of Colonial built vessels out of the market. The freight business of the year was fairly remunerative, though not up to the average of most former seasons. Many of the large vessels owned in the Province are employed in carrying coals between England and the East, as well as in the Guano trade, and have done very well. It is very satisfactory to find that the bulk of the carrying trade between New Brunswick and the United Kingdom is still performed by British and British Colonial shipping, the British Colonial securing by far the largest share. The total amount of British and Colonial shipping which carried cargoes last year from the Province to the United Kingdom was 290,414 tons, against 63,515 tons foreign shipping, or 80.9-10 per cent. British and 19.1-10 foreign—and the following table shows that since 1860, this proportion has been gradually increasing

	British	per cent.	Foreign	per cent.
1860	63	"	82	"
1861	504	"	434	"
1862	80	"	20	"
1863	79	"	21	"
1864	75 4-5	"	24 1-6	"
1865	80 2-6	"	19 3-6	"
1866	80 9-10	"	19 1-10	"

Under the head of exports we find that during the year, the Province exported as follows—  
Produce of the forest, including woods of all kinds and furs..... \$1,402,863 \$3,651,965  
Minerals and Minerals..... 374,911 233,744  
Fisheries..... 332,055 412,127

Of agricultural produce, the following quantities were exported: butter, cheese and lard 32,917 lbs., horses, 91, eggs, \$9 177 dozen, oats 235 bushels, hay and straw, 1,191 tons, fresh meat, 56,645 lbs., potatoes 4,743 bushels. Of the great staple, "sawn lumber," there was exported 345,401,000 superficial feet, against 331,925,000 feet in 1865, and 325,886,000 feet in 1864.

The import list is defective in many important particulars. For instance, we find the value of imports from the United States set down at \$3,743,696, against \$3,006,362 in 1865, but this contains the value of Canadian products imported via Portland, and as this cannot have amounted to much less than a million of dollars, and very little Canadian flour was imported in 1865, it should show a falling off instead of an increase. Again, the direct importations from Canada in 1866 are set down at \$341,554, against \$247,374 in 1865, but these figures only represent the importations at the North shore ports, and obviously convey an incorrect idea of the trade. Thus too, imports from Nova Scotia include the value of British goods imported via Halifax and Windsor by Cunard steamers and of West India goods through various Nova Scotia ports. The total value of imports in 1866 was \$10,400,794, against \$7,086,655 in 1865, and was the heaviest importation ever made in any one year into the Province. Of his large amount, 80 per cent. found its way to St. John, although there was an increase at most of the smaller ports.

The Report contains some interesting particulars respecting the West Indian and other trades, and some valuable suggestions for future guidance which we shall take an early opportunity of referring to.

## COAL OIL AS FUEL.

GREAT efforts are being put forth to find a substitute for wood or coal as fuel, and which will do away with the heavy expense which these substances entail. It has long been believed that such a substitute could be found in Petroleum, and we are glad to perceive that the difficult problem appears now about to be solved. Some time ago it was announced that John Gertsborn Esq., of Dundas, one of the principal machinists of Ontario, had invented a mode of using Petroleum for the purpose of firing-up locomotives—a discovery which it was claimed would greatly decrease the expense of running railway engines. We have heard nothing further of this for some months, and have been informed whether correctly or not we cannot positively say, that on a thorough trial it was found not fully to answer the purpose for which it was intended.

We are glad to learn, however, that another mode of using coal oil has been discovered by two gentlemen of the Town of Guelph, which it is said has been thoroughly tested, and promises to effect almost a revolution in the process of heating engines of all kinds. The names of the proprietors are Smith and Robertson, and the flame which gives the heat is produced by conducting the oil and steam in two tubes to a certain point, where they unite and give forth a flame of great power. We are not able to give a minute description of this invention, but the manner in which Messrs. Smith and Robertson combine some of the properties of steam with the oil seems to economize the latter, so as to render it far cheaper than either coal or wood, even where there is an abundant supply of these valuable articles. We understand that an engine has been running in Guelph for some time past heated on this principle, and that it is computed that one and a half barrels of Petroleum will drive a 40 horse engine as long as four cords of the best wood generally used for that purpose. This would effect an immense saving taking coal at its present price, and if found on an extended trial to be all that is claimed for it by its discoverers, and the supply of the oleaginous fluid continues plentiful, there can be little doubt that the discovery will be a valuable one not only to its patentees, but to the entire manufacturing world. We learn that a patent has been applied for in the United States and that a gentleman has recently passed through Montreal on his way to England to endeavour to patent the invention there.

Besides this mode of using Petroleum as fuel we notice that in the United States, an enterprising American (a Yankee of course) has perfected a mode of utilizing this fluid for domestic purposes. The patentees are Young & Co., of Detroit and it is fast superseding in some places, the ordinary mode of heating for cooking purposes. It is claimed for it that a gallon and a half of oil, will do all the cooking of a family on a large stove for one day. This is not over if indeed so much, as one-quarter of the cost of wood or coal, and under present circumstances when wood and coal are annually becoming dearer, must prove a great blessing to the poorer portion of the community.

It is a very fortunate thing to find that Petroleum is being utilized in this way, and rendered so exceedingly useful. Some economists have predicted England's decline on account of the failure of her coal deposits. Indeed, some of the more calculating croakers have summed up the quantity of coal yet left to the "sea-girt isle," and the precise time when its supply will give out, and England's manufacturing supremacy come to an end. No great fears need be entertained on this score, but at the same time it is gratifying to think it is possible that, if such a result did come about, England and the world may find in Petroleum a substitute for coal, and need not indulge any gloomy forebodings, as to a time when the world would be in danger of freezing on account of its want of fuel.

## THE GOLDEN REGIONS OF THE WEST.

IT reads like a chapter in a fairy tale. We can scarcely credit that the country along the North Shore of Lake Superior is so rich in gold, silver, copper and iron, as it is represented. We can hardly imagine what wealth lies up in that region—what openings for enterprise—what chances for capital—what rewards for labor. And yet we have the testimony of many eye-witnesses. At the Bruce Copper Mines, writes Mr. Nelson, the vein of copper is twenty-five feet in width. 300 men are employed here, and an extension of the work is contemplated. At Thunder Bay there is a silver vein twenty-four feet wide, com-

posed principally of quartz and a kind of black slate, richly impregnated with native silver and galena. This vein extends four miles along the north shore of Thunder Bay. An extensive vein of copper has also been discovered at Black Bay, adjoining Thunder Bay, very much richer than the Bruce vein. Iron ore in enormous quantities and of the richest quality has been discovered on both Hudson and Black Bay, close to the shore, and within easy reach of immense water power.

This is a dazzling reality, and it would appear that there are few persons, at all events, who are alive to its importance. At Batchewagan, on Lake Superior shore, there is an extensive and valuable iron mine, but it is situated ten miles off in the bush, and the company that own it have expended \$100,000 in building a railway from it to the lake and in constructing a pier to ship the ore. The shores of Thunder and Black Bay are alive with prospectors for gold, silver, copper and iron. A Toronto firm is working a silver vein on the Current River. All the locations on the great silver vein at Thunder Bay are being eagerly grabbed up, and stamping mills, wharves, storch-uses and towns, are spoken of as likely soon to be erected. The American mining interests on the south shore of the lake, are particularly active in seizing on all the valuable locations on the north shore. There is not an American Company but has an agent on the north side prospecting.

There is yet, however, much to be done. Enterprise in those regions is but in its infancy. Especially Canadian enterprise. There are no less than a hundred large American ships and steamers engaged in the mining trade on the south shore, whilst on the north shore, with a coast line of 600 miles, there is but one solitary British vessel. At this rate, the development of a mineral region said to equal in richness Chili or Peru, will be slow work. There is no doubt that the opening of the proposed road from Fort William, on Lake Superior, to Fort Garry, in the Red River Settlement, will do much to further this object. This road will lie through this rich mineral region. It was commenced last summer, and some progress has been made in it. The Dominion, we believe, will not be at the expense of its entire length. The people of Red River are ready to construct ninety miles of it, or that portion which lies between Fort Garry and the Lake of the Woods. Mr. Nelson, in his interesting narrative touching this point, says he hopes to get the people of Red River to commence this section of the work early in the spring. We have every confidence in his success if he makes the attempt. For some years ago, before Mr. Nelson came to the country, the people of that settlement voluntarily pledged themselves to that undertaking. But probably Mr. Nelson was not aware of this fact when he made up his mind to get the people of Red River to set to work in spring. And, of course, Red River will move with all the more alacrity when Mr. Nelson takes it in hand.

Well, a region so rich in precious things must be capable of sustaining a large population. And so it is. The earth is not all rock, or all mineral. It would be a great mistake in nature if it were so. For, after all, precious as are gold, and silver, and iron and copper, we could not eat them. These things sustain life in a secondary degree. The primary agencies that keep our bellies full, at all events, are wheat, and corn and potatoes. And worthless would be the country that did not produce these indispensable, while happy is the country whose mines are stocked with golden minerals, and whose fields grow the golden grain. The Lake Superior region is thus blessed. There are, we learn, large tracts of good land in the interior of the country; wheat, barley, oats, peas, and all green crops, thrive remarkably well. The potatoes, peas, cabbages, and red currants growing at Fort William and Indian Mission are unrivalled. Hops of first rate quality grow wild on the banks of the rivers; tobacco grows in the open fields, and, lastly, cattle and sheep prosper there to perfection.

Is there anything more to be desired? Yes; capital and labor. The rich resources are there, but they are not developed. The country, however, is beginning to be known. Speculators are there looking out for the choice pickings. The people will soon follow in masses. It is to be hoped that the speculators will not be allowed to have a monopoly of the good things. The western Province has already suffered much mischief from land monopolies. We trust the mining region round Lake Superior will escape from the fangs of land-sharks. It is a country to be thrown open and worked, not shut up and kept as a preserve. And rich as are those auriferous and argentine regions, it would be a far wiser policy for our Government to give them away for nothing to any one who would go in, settle, and work them, than to sell them at even a high figure to men or companies who would hold them to make a profit out of their resale.