

ities, at which Alderman O'Brien presided, in the absence of the Mayor. The most friendly sentiments were expressed, both by Sir Hugh Allan and the distinguished Americans who were present. Sir Hugh made an important announcement, viz.: that it was the intention to maintain the line during the summer, which, we hope will be satisfactory to the people of Halifax, which we presume will be a port of call. Sir Hugh referred to the jealousy entertained by the people of Halifax at the steamers going to Boston at all, but he pointed out that, as Halifax is 300 to 400 miles farther from the centre of freight supplies than Boston, "we are compelled by nature's inexorable laws to go to the farthest point that navigation can reach." Sir Hugh announced the intention of his firm to establish a branch of their business in Boston, in charge of some of the junior partners, and to continue a portion of their vessels for the future in the Boston trade, both summer and winter. It appears that the increase of the Ocean Steamship trade at Boston has been considerable, there having been 442 arrivals in 1880 against 310 in 1879, and, as the chairman of the dinner stated, with a fair prospect of a still larger increase during the coming year. On the whole, the celebration at Boston of the arrival of the steamer *Parisian* is a subject of congratulation. If there is any one subject on which there is a concurrence of opinion among Canadians of all political parties it is on the desirability of maintaining the most friendly relations with our neighbors in the adjoining Republic.

"PARISIAN" AT HALIFAX.

Sir Hugh Allan proceeded in the "*Parisian* to Halifax," and entertained a number of leading citizens at a lunch on board. He stated in his address of welcome that the "*Parisian*" is the first passenger steamer that ever was built entirely of steel for Ocean navigation, and he repeated in substance what he had said at Boston, that it would be necessary to proceed beyond Halifax to some port at a less railroad distance from Chicago, and nearer to the great centres of business. Sir Hugh, however, spoke hopefully of a considerable increase of business at Halifax. Sir Hugh was afterwards entertained at dinner by some leading citizens at the club.

HARBOR DUES.

We have learned with much satisfaction that the Harbor Commissioners have felt themselves justified in making a considerable reduction in the tariff of tonnage dues on vessels, and of the rates on general merchandize imported and exported. Apart from the substantial reduction

which has been effected, the commissioners are entitled to the credit of having materially simplified the tariff, and having established a maximum tonnage rate of 25 cents. It is to be hoped that the question of relieving the Harbor Commissioners of the charge which they have at present to bear for the river improvements will not be lost sight of. It is not a local question, although great efforts have been made to treat it as such. The competition for the trade of the North-West is so keen that there has been a successful agitation for the abolition of tolls on merchandize passing westward through the Erie canals, and it will become necessary, in all probability, to adopt a similar policy on our Government canals. Under such circumstances the maintenance of harbor dues cannot be defended, when the object of their imposition is to meet the interest on an expenditure for the improvement of the River St. Lawrence many miles Eastward of the port of Montreal. We publish the new tariff which has at least the merit of simplicity, and we hope that, at no distant period, we shall be enabled to congratulate the Harbor Commissioners on their being able to effect still greater reductions.

The following is the tariff of rates and dues to be levied in the Harbor of Montreal, under and by virtue of the Acts, 40 Vic. Cap. 53, and 42 Vic. Cap. 28, on and after the first day of April, 1881, which recently received the sanction of the Governor-General in Council:

TONNAGE DUES ON ALL VESSELS IN THE HARBOR.

On steamboats, for each day of twenty-four hours, or part of a day; they remain in the harbour, reckoned from the hour of their arrival to that of their departure, 1c. per ton register. On all other vessels, per day, as aforesaid, 4c. per ton register.

WHARFAGE DUES.

On Merchandise, Animals, &c., Landed or Shipped in the Harbor.

25c. per Ton—All Goods, Wares and Merchandise not elsewhere specified.

20c. per Ton—Hay, Straw, Pig and Scrap Iron, Pot and Pearl Ashes.

15c. per Ton—Apples, Crates and their contents, Flour and Meal, Fish, Meats, Pitch, Potatoes, Tar, Horses, Neat Cattle, Sheep, Swine.

10c. per Ton—Ballast, Clay, Fire-Bricks, Gypsum, Lime, Marble, Phosphates, Sand, Salt.

7½c. per Ton—Coal and Coke, Grain and Seeds of all kinds.

Special—Bricks, 10c. per 1,000; cordwood, 5c. per Cord; Lumber, 10c. per 1,000 feet, board measure.

Free—Bullion, Specie.

On all Goods, Wares and Merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the Tariff, cannot be conveniently ascertained, it shall be lawful for the Harbour Commissioners, to levy a rate of ¼ of 1 per cent. on the value thereof.

Each entry shall pay not less than 5 cents.

All property landed on the wharves for shipment, shall only pay one wharfage.

The Ton mentioned in the Tariff of Wharfage Dues shall be 2,000 lbs. weight, or 40 cubic feet measurement, according to the Bill of Lading.

STANDARD FOR ESTIMATING WEIGHTS.

Ashes, Pot and Pearl.....	3 Brls. to 1 Ton
Apples, Flour, Meal, Potatoes	9 " " "
Fish, Meats, Pitch, Tar.....	7 " " "
Horses.....	2 to 1 Ton
Neat Cattle.....	3 " "
Sheep.....	15 " "
Swine.....	10 " "

THE NORTHERN AND NORTH WESTERN RAILWAYS.

The reports, which will be found elsewhere in our columns, from the Joint Executive Committee of the two important railways which connect the cities of Toronto and Hamilton with Lake Huron are so comprehensive that, in directing the attention of our readers to them, we find that we have little to add. It is well known that there have been serious differences of opinion among those interested in the securities of the Northern Railway as to the mode of raising money, but this is the inevitable consequence of there being various classes of bondholders and shareholders. The object of the late Act was to authorize the Northern Railway to issue "Joint Working and Equipment Bonds," to the extent of £134,000, or about \$650,000. The amount to be raised is to effect a change of gauge on the Northern, which is estimated to cost \$30,213; additional equipment, \$54,605, and works and buildings, £22,226; in all, £107,044. The margin of nearly £27,000 is about 20 per cent. on the amount authorized to be raised, and will, it may be feared, be required to meet the discount for floating the bonds. We sincerely hope that the anticipation of the Executive Committee as to the effect of the proposed improvements on the revenue may be realized, and that before long there may be dividends for the ordinary stock. There seems no doubt that the junction of the interests of the two roads was for their common benefit, and the public have certainly no cause to complain of the absence of competition with its attendant consequence, the cutting of rates, so long as the ordinary shareholders are receiving no interest whatever. The working expenses have been moderate, considering that, as the report states, "the working of a system which involves a broken gauge is necessarily costly." We understand that the Managing Director, Col. Cumberland, is likely to proceed very soon to England, doubtless to make arrangements for raising the money required for the change of gauge, and additional equipment, and we sincerely hope that his mission may be successful, and that he may be able to effect his new loan on more favorable