

reciprocity of trade with the United States through the agency of Messrs. Butler, Poland and Peck. They even have coin of their own, tokens and half-penny tokens, with a plough on one side and a split codfish on the other.

One great pull back to the advancement of this people is the rental system that has so long prevailed here. The people do not own the land. Some earl, duke or baronet of Scotland or England, or their heirs, still hold the titles to the land and exact their rents of the tenantry. Farmers do not improve their homesteads as they would if they were their own.

True, the proprietors are willing to build roads, pay for plotting and laying out the towns and farms with mathematical accuracy, which adds much to their appearance and convenience. Several American firms have agents here at Frenchtown, Rustico, and other places, to buy mackerel, lake, and other fish for shipment to the States.

THE BRUCE MINES.

A CORRESPONDENT of the Toronto Leader on a trip to the Lake Superior region, thus describes the Bruce Mines:—

We arrived at the mines again on a Sunday, unfortunately, for being anxious to return in time for the fair at Hamilton, we could not remain until the next day. However, Mr. Bennett, the courteous Superintendent of the Mines received us at the wharf, and showed us all that could be seen.

The harbour is semicircular, of several miles in extent, the town being in the deepest part of it running in a straggling manner along the edge of the lake for about two miles. The population is about 1500 or 2,000. The Bruce Mines have been closed for some time, and are about a mile easterly from those visited by us, which are the Wellington. These latter are owned by an English company. The West Canada Mining Company have been worked for the last fourteen years. There are a number of shafts, some 300 feet deep; about 300 men are employed; 130 underground, their wages average \$32 per month. The ore is the sulphuret; it is crushed here and afterwards jigged or puddled with water, which carries off a great part of the earth, leaving behind the heavier and metallic portion in the form of a sparkling greenish grey powder. This is the dressed ore, which contains about 22 per cent. of pure copper. The native ore contains only 7 per cent. The dressed ore is barreled and sent to Swansea in Wales, where it is smelted. About 8,500 tons being sent away yearly, of the value in England of \$70 per ton, equal to a total of \$250,000. The cost of getting the ore, dressing and carriage to England, is about \$35, leaving a good margin for interest on capital and profit. Mr. Bennett said they found no difficulty in competing with the American mines on Lake Superior, because, though the ore there being of native copper, was far richer, often containing 50 per cent. of the pure metal; yet as this latter could not be blasted, but required to be chiselled out, the difficulty and labor in working was so great as to more than counterbalance the greater richness. He, however, informed us that they had difficulty in competing with the South American mines in Chili, where the ore was the same as here, but richer if anything, and where, having other kinds to form a mixture, it could be smelted on the spot.

Prospecting has been going on here in the interior, and many specimens of native copper and silver obtained. A small but exceedingly rich specimen of a mixture of these in crystalline form was got by the Hon. Mr. MacMurrich from a miner, who stated that he had found it about ten miles inland. These rocks here, as at an island, gave similar indications of glacial action being rounded, polished, scratched and grooved in the same way, the markings having a direction from N. N. E. to S. S. W. Besides these there are mounds of sand and stones, with rocks or boulders strewn in endless confusion, which are evidently glacial moraines similar to the heaps now deposited at the foot of glaciers in the Alps and other regions.

MOVEMENTS IN THE GRAIN TRADE.

THE condition of the grain trade both in Europe and America is still marked by an unusual degree of caution, if not of uncertainty. The hesitation appears to arise in regard to prices rather than supplies. It is not yet known what effect the generally prosperous harvest will exercise on prices, and with the exception of a notice able activity in the West, dealers manifest an unwillingness to incur risks until rates shall have hardened to an extent that will permit approximate calculations as to profits. This is a very noticeable feature of the English market where prices declined to the extent of 2s. per quarter. But the decline is attributed to factitious causes arising from the anxiety of English farmers to push as much grain as possible to a market, in order to pay rents which fall due about this season of the year. This necessity of the farmers caused flush supplies which ran down prices below what is likely to be the average rates. There is consequently a general diminution of shipments to England, from the various European grain ports.

In the West the grain trade exhibits considerable activity, and dealers conduct their operations upon a large scale. Grain accumulates in large quantities at the various lake ports, and the supply is largely in excess of the quantity on hand at the corresponding period last year. The following is a comparative statement of the receipts of grain and flour at the five lake ports from August 1 to Sept. 12, during the current and the preceding year:—

	1886.	1887.	Inc.
Flour, bbls.	674,228	675,945	98,288
Grain, all kinds, bus.	20,143,253	16,518,639	3,629,614

This shows increased receipts to the extent of 25 per cent. as compared with last year. A comparison of

receipts at the same ports from August 1 to Sept. 19, show an increase of 600,000 bush of wheat, and 100,000 bbls of flour as compared with the same period in 1887. At St. Louis the stock is also in excess of last year. From New Orleans and other Southern ports we also have reports of increased stocks.

So far the grain shipments to the East are considerably below the arrivals last year. In 1886 the exports from the five principal lake ports from August 1 to Sept. 12, were: flour, 406,600 bbls.; all kinds of grain, 13,286,800 bush; against 378,700 bbls of flour, and 18,379,600 bush of grain during the corresponding period in 1887. In Buffalo the stock of breadstuffs is largely in excess of this time last year. The receipts in this city show a considerable falling off as compared with last year, although the stock in store is largely in excess. The diminution of the supplies at this port from the West may be partly attributed to the question of transportation, the canals being in by no means an efficient condition. But the uncertain character of the European demand also operates to render dealers cautious. It is estimated that our exportable surplus during the current commercial year will be 40,000,000 bus, against a total export of 23,000,000 during the year ending August 31, 1886.

Telegraphic advices from San Francisco show that large shipments of grain are taking place from that port to Europe. California has evidently assumed a position of competitiveness with the Eastern States in the supply of the European grain demand. The immense surplus in that State will no doubt exercise an important influence upon prices.—N. Y. Commercial Bulletin.

A GOOD IDEA.—The following circular relates to the recently established Civil Service Building and Savings Society, Arthur Harvey, Ottawa, Secretary and Treasurer:—

The Directors of the Civil Service Building and Savings Society, anxious that every facility should be offered to public servants to invest small savings, monthly, in undoubted securities, which they are convinced is the only way by which from moderate incomes any considerable amounts can be laid by, are prepared to enter into an agreement to transfer to any members of the Civil Service, or employees of offices connected with the Government, Dominion Stock of amounts as small as \$50, in consideration of monthly payments—

Of \$8 86 for each \$100 worth for 12 months.

4 68	"	"	"	"	24
3 29	"	"	"	"	38
2 60	"	"	"	"	48

The interest on the Stock will be regularly credited in March and September on account of these instalments.

A fine of 1 cent on the dollar will be required for each of these repayments which may be dropped or neglected, for each month it remains unpaid.

And if any six monthly payments are left unpaid, the whole payments will be considered due and payable, and the Stock will be sold or resumed at the then market price.

All transactions will be made free of expense.

The market price of Dominion Stock is now 101, and it is confidently expected to rise, as no more will be issued by Government probably for years.

RUIN OF AMERICAN SHIPBUILDING.

WE have published at different times communications on the subject of establishing American steamship lines to Europe, and have endeavored to stimulate enterprise in the matter. We have pointed to the surprising success of the British, German and French lines, and asked why a portion at least of the vast trade they do with this country should not be done in American steamships. The letter we publish to-day in another paper under the head of "Transatlantic Steamers," with an extract from the Glasgow Herald, throws some light on the subject. Not only do British capitalists who enter the steamship business go to the Clyde for their vessels, but foreigners do the same, because they can get finer and cheaper ones there than at home. There are few of the vast fleet of fine steamships traversing the Atlantic in the German and French lines, as well as the British Cunard and Inman lines, that were not built on the Clyde, and simply because this was the best place to go for them. The companies went to the best market without any regard to the nationality of the builders or where the materials came from. Once constructed and afloat, these vessels become French or German, as the case may be, and have nothing of a British character about them. If they could build steamships as cheap and good in France or Germany, they would construct them there, no doubt; but finding they cannot, they have sense enough to get them from the Clyde and give them a French or German nationality afterwards.

Here, then, is a great disadvantage Americans labor under, and one of the principal causes why we are not able to rival the British, French and Germans in Atlantic steamship enterprise. In the attempt to protect a few American shipbuilders, through the law prohibiting registers to foreign built vessels, we are destroying the maritime interests and progress of the nation. This narrow-minded and short-sighted policy gives the vast carrying trade between this country and Europe to foreigners. Out of the numerous fleets of steamships crossing the Atlantic, some of which are arriving at and leaving our ports daily, there is not one bearing the American flag. Nor is there one to the South American States on either side of the Continent, though they are our near neighbors, and though England and other European countries have probably as many as fifty running to and from the different ports of South and Central America. What a vast amount of wealth is thus drawn to

Europe, and to England principally, from us and our neighbors, which ought to remain in the United States! The stupid registry law does not promote shipbuilding, and is fast destroying the maritime interests and character of our country. With greater natural advantages than any other country, with an extraordinary stream of emigration coming all the time, with thousands of Americans continually crossing and re-crossing the Atlantic, and supplying the largest amount of materials for commerce, we are still nowhere in the race of steamship navigation.

Nor will any effort to build up steamship lines or enterprise by government subsidies prove successful. It might enrich a particular company, but it would prevent rivalry. It would create a monopoly and prevent other shipping capitalists from entering into the business. It would be unfair and contrary to the spirit of our institutions. Special legislation in favor of particular individuals or companies is wrong, and tends to injure rather than promote the general interests of the community with regard to either the shipping or any other business. Incidentally and generally everything possible should be done to encourage steamship enterprise, such as by giving mail contracts and by taking off taxes that bear heavily upon shipbuilders; but there should be subsidies and no loans of the public credit to favored individuals. Let us get our steamships from the Clyde, or anywhere else, at the cheapest rate, and give them American registers. That is the way to build up American lines, and by doing this the wealth of the country would be increased and our commerce extended. With the growth of the country and increase of wealth our iron mines and manufactories would be developed, and in the course of a few years we might be able to rival England in shipbuilding. Let us not lose present opportunities and see our mercantile marine depressed for the sake of a narrow and foolish policy of protection, which is neither in accordance with our institutions nor the spirit of the age.—N. Y. Herald.

MINING NEWS.

THE following Assays are reported by Mr. James T. Bell, as having been made from matter brought by him, from the lately discovered quartz vein on lot 39, in the 6th concession of Madoc.

No. 1. Clean vein stone not showing any gold to the eye, five lbs, gave by mill process 0.82 gr.—\$13 64 per ton.

No. 2. Earthy refuse containing fragments of wall rocks and surface quartz, five lbs, gave 0.07 gr. of gold or \$1.16 per ton.

No. 3. Ferruginous decomposed quartz from surface of vein, five lbs, gave a small quantity of gold.

No. 4. The same as last, five lbs, gave a similar result.

No. 5. Fire assay of sulphurets saved from tailings of the above four assays, 425 gr. gave 0.11 gr. alloy, containing 0.075 gr. silver, and 0.035 gr. gold, or silver \$6.58, gold \$48. Total \$54 58 per ton.

No. 6. Quartz from middle of vein, containing Galena, &c., five lbs, concentrated to 1,116 gr, gave 806 gr. lead by smelting, which by cupellation yielded 2.13 gr. silver, alloyed with 1/100th part of gold, equal to 77 oz. 3 dwts. 11 gr., value \$96.61 per ton.—Belle-ville Intelligencer.

THE MADOC GOLD REGION.—The prevalent tone of feeling as to the future prospects of the Madoc gold mining region, is about equally compounded of hope that they are at last brightening, and of depression as to the effect of the intended application of the Richardson Mining Company for a special act of incorporation, with the power to levy assessments on the shareholders to pay off the debts of the Company. This is feelingly described as an attempt to "freeze out" the smaller and poorer stockholders; and it is feared that portion of the public which might have otherwise invested in mining undertakings will now take alarm, and steer clear of the other joint stock companies lest the same game should afterwards be played by them.

A good deal of quiet prospecting by resident speculators is still being carried on; and as much energy is shown in endeavoring to find capitalists to take hold of the discoveries which have been made. Another class of prospectors consists of Americans who have had some experience in gold mining, and who can tell a likely looking lode when they see it. Some such are now carefully examining the country, and the result of their investigations, we believe, will, in the course of a few months, either lead to the investment of large sums of money, or to a full determination to give up all idea of operating in this region.—Madoc Mercury.

DUTIES COLLECTED AT MONTREAL.—The Gazette says:—The following is a comparative statement of the duties collected at the port of Montreal, for the nine months ending on the 30th September, for the past eleven years. We have compiled it for that period with the object of showing that, so far as any light can be thrown upon the state of trade by these Customs Returns, the Revenue this year will be about an average one:—

1858.	\$1,801,952 00
1859	1,927,205 09
1860	2,024,410 75
1861	2,007,896 47
1862	1,898,207 08
1863	2,306,829 69
1864	3,205,628 72
1865	2,427,223 73
1866	3,733,131 38
1867	3,194,054 66
1868	2,606,994 03