

lose a trade which has heretofore been very valuable to them.

The proposed tariff may almost be said to be prohibitory as regards animals. One of its clauses enacts that living animals, such as horses, mules, sheep, swine, &c., shall pay a duty of 20 per cent. ad valorem. It is fortunate that the Province has been almost depleted of stock during the past three years. Canada has no surplus stock at present, and before it accumulates very much, it is to be hoped our neighbours will have learned more liberal views. To show the readers of the *Review* the prohibitory nature of this tariff, we annex a few articles and the rate of duty which it is proposed to place upon them—

Thimble and clover seeds, 30 per cent.; hay, 20 per cent.; potatoes, 10 per bushel; dried vegetables 25 per cent.; meats, poultry, &c., 10 per lb.; horev 25c per gallon; Indian corn, 10c. per bushel; garden fruits, 10 per cent.; brown corn, 10 per cent.; salmon and white fish, 5 per hbl.; garden seeds, 30 per cent.

The above is a sample of what this precious tariff is throughout. Taken in conjunction with the heavy impost proposed to be placed on our flour, wheat, barley, animals, &c., it manifests on the part of the promoters of the measure a perfect indifference as to their trade with Canada, or a desire to accomplish some ulterior object. Of late, we had come to believe that the Potter policy of trying to drive us into Annexation, was dead. We had imagined that that sycophantic scheme had collapsed in disgrace. But, when we see the Houses of Congress passing through a tariff of this character—intended as it were, to produce absolute non-intercourse between the two countries—we are almost forced to the conclusion that the role of the illustrious Consul-General has devolved upon Congress, and that the very silly attempt to embarrass this country is still being carried on.

That Congress will ultimately pass this measure in some shape or other—there is every probability. Reports from Washington state that, if it does, President Johnson will certainly veto the bill in the interests of the masses of the American people. This is the chief hope of those who are protesting against its passage, for it is pretty certain that a two-thirds vote could not be obtained to override the veto. We in Canada will watch the struggle with attention, for we are interested in it. But whatever measures Congress may pass now or hereafter, will in no wise effect the unalterable determination of Canada to carve out a destiny for herself, nor do we believe that, in the end, they will seriously injure our interests. If Congress desires to erect a Chinese wall between the two countries—let it do so. We are, thank Providence, in a better position to stand it than they are.

ABOUT PETROLEUM.

THE Oil fever never raged as badly anywhere as in Pennsylvania. Speculation there reached to fever heat, and fortunes were frequently made and lost in a day. A great change has now taken place. Many well and "locations" considered worth tens of thousands two years ago, are now almost valueless. The Sheriff has lately knocked several down to the highest bidder, for taxes the sales being now as remarkable for the absence of excitement as they formerly were for its presence. It would be a mistake to suppose from this, however, that no wells are being worked, and no oil exported. The exports of Petroleum from Philadelphia for 1894, have recently been published, and they show a large increase over any previous year. The returns for several years past are as follows—

YEARS	GALLONS.	VALUE.
1893	4,900,708	\$1,382,080
1894	7,699,925	4,244,724
1895	12,092,921	8,411,274
1896	26,856,080	11,274,597

While these figures would indicate that production had not fallen off, it should be remembered that they relate only to the port of Philadelphia, and that the shipments to New York, for export, have largely fallen off, in consequence of Philadelphia possessing peculiar advantages as a port to ship that article from. During last year, every country in Europe received Petroleum from Philadelphia—the principal shipments being sent to Great Britain, France, Belgium, Holland and Italy. Their purchases extend from \$719,836 to considerably over \$3,094,336 each. Boring has by no means been discontinued. It is still carried on in various localities, and occasionally "good strikes" are made. The business is now being conducted on a commercial and not a speculative basis. Engines and tools are not

over 25 per cent what they were during the "fever." A well can be sunk for at least 50 per cent less than formerly, and the result is, that oil can be produced much cheaper than formerly.

The price however, continues low both in the United States and in Canada. In some parts there are large quantities on hand. So long as the supply continues so abundant, no great increase in price is likely to come about, without a large increased demand. This state of matters has thrown a damper upon the oil business, and the best judges are in uncertainty as to how long the present condition of affairs may continue without improvement. We believe our Canadian oil region has lost the dullness as much, and probably more, than our neighbours across the way. If properly introduced into Europe, we think the demand for our Petroleum would largely increase. The quality is good, and we are quite convinced that, with our light taxation and cheap living, we can sell as cheaply as American dealers.

Through course of time, we do not doubt that a brighter day will dawn upon our oil interests. The wells will come to be worked on an economical scale, like collieries and similar works, and countries having prejudices against Petroleum will have them removed, and become much larger customers than at present. This is only a question of time. It may come sooner than many anticipate at present.

Overdoing the Business.

Henry M'ward & Co.'s Chicago Provision circular of the 2nd inst. says:—

"The partial run of the packing at various points published this week by the Cincinnati Price Current have so startled provision operators as to render the trade since then dull, dragging and monotonous. Eighty-four points heard from show an estimated increase in number of some 60,000 head. Among the catalogue we do not find Madison, Ind., or Milwaukee, Wis., the estimated increase at which points sums up 70 to 80,000 head, while we have still one hundred and twenty points to hear from, some of which such as Newcastle, and Knight-town, Ind. last year had no packing, and this year will pack from 2000 to 3000 head.

Taking the increase in weight into consideration, it is probable that the final summing up will show an increase in the packing of the North West of 200,000 to 1,000,000 head over last year. Many operators still assert that the crop will not be too large for the increased consumption of the country, but time can alone demonstrate the correctness or fallacy of their views, and meanwhile, the fact of such a large increase in the packing will be sufficient to curb all speculative feeling."

New Economic Material.

We recently called attention to the organization of a Joint Stock Company for the development of the Granby Red Slate quarries, and now find the following further particulars respecting the uses to which that material can be put to in the Waterloo *Advertiser*. It says:

One of the Directors has just returned from the Red Slate district in Vermont, where it forms the leading branch of industry, and having submitted samples of the slate to the managers of the different companies, they one and all expressed the opinion that "better could not be found." Samples of the slate were not to undergo the process of "marbleizing," the ability to receive which gives this slate its peculiar value, these (duly operated upon) have just been shown us, and we have seldom seen anything more beautiful—the most perfect imitations of the costliest marbles—imperishably fixed by a process of enamelling on a substance capable of bearing a breaking or a fracturing strain of six times that of the most tenacious marble, and at a cost but little exceeding the duties that we have been in the habit of paying for a similar article manufactured in the States. We believe that this undertaking will prove a most valuable branch of industry in this district, and when we consider that two counties alone in Vermont, annually manufacture over two million dollars worth of marbleized slate in the form of table tops, shop counters, toilet tables, skirtings for rooms and a hundred and one other purposes, we think we are perfectly justified in expressing this belief—of course one of the main features of the companies' operations will be the manufacture of roofing and flooring slates, for which there is an unlimited demand. The affair is certainly in good hands. We see by the prospectus that the following gentlemen are directors:—Hon. A. B. Foster, M.L.C., G. H. Stevens, Esq., W. B. Heath, Esq., Waterloo; Carlos Pierce, Esq., Boston; W. H. Webb, Esq., M.P.P., Thos. Frizzle Esq., Melbourne; G. K. Foster, Esq., G. H. Pierce, Esq., Richmond.

Improvement of the Champlain Canal.

A large meeting of persons interested in the Hudson River and Champlain Canal was held at Albany on the 6th inst., when the following resolutions were adopted.

Resolved, That the interests not only of the northern part of the State but the interests of the entire State, of the States of the great West, and of the entire nation, demand the completion of ship navigation between the Hudson River, Lake Champlain and the St. Lawrence, and that we hereby pledge our individual exertions for the adoption of some practical plan for the speedy completion of such a work.

Resolved, That as a means of carrying out the foregoing resolution, and as the sense of this meeting, we should a Committee to ask the Legislature to pass a law for the improvement of the Hudson River and Champlain Canal, in pursuance of the Report of the late Engineer Justus, and that we hereby pledge ourselves to further that proposition by all lawful means in our power.

Resolved, That we appoint a Committee to confer with the members of the Legislature and ask them to unite with us in making increased facilities for sending to this State the carrying trade of the West and North.

The Hon. Alexander Barclay was appointed chairman of the committee, and committees on Finance and Statistics were also named. Delegates were in attendance from Frederickton, Whitehall, Fort Edward, Saratoga Hill, Glens Falls, Schuylerville, Stillwater, Lansingburgh, Watford, Troy, West Troy, Albany and other places.

Deck Cargoes and Overloading.

An action was recently taken in the Scottish Court of Session by the Messrs McAlloch Brothers of this city, and David Lannerman of Glasgow, their mandatories against the registered owners of the ship "Sir John Moore," for the recovery of £1,250 ss 3d, sterling, the amount of the damage done to a cargo of wheat which was shipped at Montreal in August '94, and which damaged the pursuers claimed was caused by the overloading of the vessel and her carrying a deck cargo. The question is of considerable importance to the Canadian trade, and we therefore give the report at length from the London *Shipping Gazette*.—

A long trial took place before Lord Ormisdale lately, and from the facts then disclosed, evidence appeared that the "Sir John Moore," having taken a cargo of wheat at Montreal in August, 1894, proceeded to Quebec, where she filled up with deck in her lower decks, and over and above that load took a deck cargo of wheat. She left Quebec on the 21st of August. In the course of the voyage the vessel experienced unusual heavy weather, and her quarter-galleys being carried away, and much water being made. On arrival of the vessel in Liverpool at the end of September, it was found that out of a cargo of 19,000 bushels of wheat, 17,000 had been more or less damaged. The pursuers then sought their act against the owners of the ship, alleging that the damage had been caused by the overloading of the ship and the deck cargo which caused the ship to strain, thereby opening up the seams and covering ways, hull and topsides, by which the water got into the hold and injured the wheat. They also said that the decks which were put in at Quebec in the bottom decks were saturated by rain, and that the plating of this deck had been too defective, which enabled the water from the decks to get access to the wheat. In defence the defenders pleaded that the vessel was not overloaded; that a deck cargo was not unusual; that it was quite a lawful thing; and that all the damage had been caused by the stormy weather which the ship encountered on her voyage across the Atlantic. In the course of the proof, which was partly taken by a commission in Montreal and in Quebec and partly before the Lord Ordinary, a great deal of evidence was led by the pursuers with the view of showing that the taking of a deckload was a reprehensible practice, and that any master who did so took it at the risk of the ship, and not of the cargo. On the point of the overloading of the ship the pursuers put in evidence a certificate granted to the master of the "Sir John Moore" by the Lord Ordinary of Montreal, authorising him to load up to a certain draught of water, and they said that that draught had been exceeded at Quebec after the pursuers' cargo was shipped. A more special point was raised by the defenders at the trial. On a line down the St. Lawrence from Montreal to Quebec the ship while under tow of a steamer, grounded for about two minutes and when she was examined on her arrival at Liverpool it was found that the starboard keel of her keel were started, the covering copper being removed and the keel otherwise injured. The defenders maintained that the injury to the keel was the cause of the damage to the water which destroyed the wheat having found that access, and that being a part of the cargo they were not liable. The pursuers replied this was not a cause of damage disclosed upon record; that, on the contrary, it was stated that the ship left Quebec staunch and sound, and that any evidence was inadmissible to show that the ship was not in a sound condition when she left Quebec. In point of law, the plea maintained by the pursuers was, that the defenders by the overloading of the ship and carrying a deckload, being in fault at the commencement of the voyage, they were not in a position to plead perils of the sea, which was only available to them when not in fault.

The Lord Ordinary has to-day pronounced an interlocutor, to which a note is added, finding the pursuers entitled to £1,250 and full expenses.