

New Brunswick Government, and very much will depend on the course of action they may pursue. It will be an object of the very highest importance to prevent these lands falling into the hands of speculators, who will lock them up for their own selfish purposes. The emigration to New Brunswick has never yet assumed anything like the importance which the real merits of its fertile soil and healthy climate demand, and here will occur an opportunity for adding largely to the population and wealth of the Province, and through it of the whole "Dominion." The construction of the railway will undoubtedly attract the attention of parties in England contemplating emigration, and we think that if sufficient means be taken by opening up roads, and instituting proper surveys, that a very large quantity of land might speedily be disposed of to actual settlers. But even if this should not be the case, we believe it would be far better policy to offer these lands (in lots say of 100 acres) gratuitously to settlers of good character, than to allow them to lay idle. It is of far greater importance to secure the presence of an active and industrious population, than any amount of price per acre for the land. From this source, then, if not ruined by local mismanagement, we may reasonably look for a large and constantly increasing local traffic which, while adding to the income of the road, will vastly increase the revenues and resources of the country. Then there is the mineral traffic which will be developed, and the vast supplies of various descriptions of lumber, the conveyance of which will furnish it abundant employment. It seems probable that by the extension westward of the St. John and Shediac line to the American boundary, the whole of this vast lumber region will be brought into direct communication with the United States. On the whole therefore, we come to the conclusion that with a due regard to economy in the construction of the Intercolonial Railway, and the adoption of a common sense policy in the settlement of the country through which it must pass, the road can be made to pay. It will be observed that we have said nothing of the through traffic, which will not only increase as fast as the two cities of Halifax and St. John in population and trade, but as fast as the increasing commerce and wealth of the Confederacy seeks the most rapid means of communication with the Mother Country. N. B.

THE ABOLITION OF PRIVATEERING.

A meeting was held last week by the Council of the Montreal Board of Trade, to meet Mr. Alfred Field, Vice-Chairman of the Birmingham Chamber of Commerce, the purport of whose visit to this country is set forth in the following letter:

BIRMINGHAM CHAMBER OF COMMERCE,
OFFICE, EXCHANGE BUILDINGS,
NEW STREET, Feb. 9th, 1867.

SIR.—The Council of this Chamber are impressed with the idea that it would tend to promote mutual good feeling and good understanding for the Chambers of Commerce for the various countries of the world to extend their intercourse with one another. They have therefore availed themselves of a visit which their Vice-Chairman, Mr. Alfred Field, is about to make to the United States and Canada to pass a resolution requesting him to seek an interview with your Chamber and other leading Chambers of Commerce of the United States and Canada, with the purpose of ascertaining what may be the views of your Chamber upon the question of such an alteration of International Maritime Law, as may declare all private property on the ocean whether of belligerents or of neutrals, free of capture unless contraband of war.

Mr. Field is also requested to learn and to convey to us your views upon any other commercial question upon which your Chamber might desire to communicate your opinion.

Mr. Field will address himself to you, when in your city, to learn whether it would be agreeable to the Council of your Chamber to receive him.

We are, Sir,

Your obedient servants,
WILLIAM SCHOLEFIELD, President and Member of Parliament for Birmingham
GEORGE DIXON, Mayor of Birmingham and Ex-Chairman
JOHN S. WRIGHT, Chairman of the Chamber of Commerce.

The President of the Chamber of Commerce, Montreal.

Mr. Alfred Field on being introduced by the President, proceeded to lay before the Council of the Board the reasons the Birmingham Chamber of Commerce has for opening communication with similar bodies on this side of the Atlantic, and its desire for the interchange of ideas and information on commercial topics. The Chamber he represented had a special measure to propose for consideration, namely, that such a change should be made in International Maritime Law, that in case war should unfortunately break out at any time, private property on the ocean, of belligerents as

well as neutrals, unless contraband of war or breaking a blockade, should be free of capture. They thought the rule which respected private property on land should apply with even greater propriety to property afloat. Mr. Field explained in brief the present condition of the question. It was first mooted by Franklin, when he was the representative of the United States to Prussia, and until after the breaking out of the civil war in 1861, no opportunity was lost by the representatives of that country at the courts of Europe to urge this change on the governments to which they were accredited. In 1856, the Congress held in Paris laid down laws on the subject, and to these some thirty-eight nations gave in their adhesion. The articles of the declaration of Paris are four: First, privateering is, and remains abolished; second, the neutral flag covers the cargo of the enemy; third, neutral goods, unless contraband of war, are not seizable under the enemies' flag; fourth, blockades to be obligatory must be effective. This declaration of Paris did not contain any new ideas; it simply put into form what had been the practice of the nations engaged in the Crimean war. Russia, France and England had abstained from issuing any privateers during that war, for they knew that privateering would be abhorrent to the enlightened feelings of humanity. The United States refused to be a party to this Paris Congress, on the ground that the principles laid down did not go far enough in not freeing private property from capture by public war ships as well as privateers; and the government of that country continued with considerable success to advocate its views on this question, making converts of Russia, Prussia, Sardinia, and of France. Soon after the war broke out between the North and South, however, the Washington government withdrew its advocacy of these views from all the European governments, it present policy being non-committal. It was to be hoped, nevertheless, that so soon as the Alabama difficulties should be settled, the U. S. government would resume its old position on the question under consideration. Mr. Field thought it unnecessary to say much touching the desirability of the change he advocated, and combatted the objection that was apt to be raised, that nations at war would be unlikely to carry into practice the rules agreed to in time of peace. He pointed out how frequently, if not usually, war was conducted more humanely even than the rules of nations required, in stancing the conduct of the powers engaged in the Crimean war, of the United States in the late conflict, and of Prussia, Austria, and Italy last year, as proof of his assertion. He did not think it would be possible at present to obtain the general concurrence to changes advocated by some eminent men, to abolish the rule, for instance, permitting blockade, and that respecting contraband of war. As practical men, they must advance step by step, and the advance now advocated was the very next step to be taken, and one for which public opinion throughout the world was already ripe. The speaker then showed the very great interest England and her colonies, owing so large an amount of shipping had in having their ships safe from molestation in any time of war. Great Britain had more to gain from such a change than any other country, and she alone of all the nations of the world, previous to the American war, stood out against its adoption. She might again stand alone. What he wanted therefore from the Montreal Board was a resolution of sympathy with the object of the Birmingham Chamber of Commerce, and the adoption of some action which would assist in carrying out that object.

The Hon. John Young and others spoke in favour of the proposed change, but thought their influence with the Canadian government was not as great as it ought to be, their representations having hitherto been of little effect.

Mr. J. Gould remarked upon the advisability of the British and Canadian Chambers of Commerce exerting their influence to procure uniformity in weights and measures by the decimal or some other system.

Mr. Field said there was an annual motion passed by the London Board of Trade in favour of the decimal system, and the feeling in favour of it and a uniform coinage was daily increasing. He could understand the inconvenience to merchants of having to use the pounds, shillings and pence, and dollars and cents systems, constantly, as also the different systems of weights and measures in transacting business with each other. He hoped this Board would take some independent action on the subject of his address. Should they determine to memorialize the Home Government, through Lord Monck, and press on the Canadian Parliament some action on their party, the Board of Trade of Quebec, as he, Mr. Field, understood, would be glad to join them in precisely the same action. They did not state so definitely, but he said

he was in hopes that the Montreal Board would take that course when they stated that, should Montreal communicate to them the action agreed upon, they would probably take the same course themselves.

The following resolution was moved and carried unanimously.

"That this Council having heard the lucid statement of Mr. Field respecting the Chamber of Commerce in Birmingham with reference to the ameliorations and changes in international law, beg to tender their thanks to Mr. Field—to express their satisfaction at meeting him, and to state that, approving of the principles which he advocates, the matter will be brought before this Board at the first general meeting, that the opinion of the Council may be confirmed and some practical course of action determined upon."

The meeting then adjourned.

NEWFOUNDLAND.

THE Royal Mail Steamship "Merlin," Sampson Commander, arrived on Saturday from St. John, Newfoundland, bringing thirty-five passengers. We are indebted to Mr. D. Fenner for late papers. The following is from our esteemed St. John's correspondent:

ST. JOHN'S, N. F. May 28th, 1867.

There is no news of interest, you will be glad to learn that the injury to the 1836 cable is trifling, not in regard to the extent of the damage, for communication by it is completely cut off; but in regard to the facility with which repairs can be effected. Had not the 1835 cable been amply sufficient for all the requirements of business, it would have been temporarily repaired long ago. For two fine days would have been ample for that purpose. But now they will wait the arrival of a steamer from England, starting this week, to make a permanent repair.

Sealers have all returned, and the voyage on the whole is a better average than for many years past. The steamers in their second trips brought as follows:—

Bloodhound	400
Mastiff	3,300
Retriever	2,200
Wolfe	1,200
Hawk	1,500

The outfit for Labrador is progressing. It will not be large from St. John's but the Conception Bay merchants are supplying with their usual liberality. The price of fish will probably be much lower than in past years. The late high prices have proved ruinous to merchants, and cannot much longer be maintained.

The steamship "Merriitt" sailed yesterday for Montreal via Sydney, with a part cargo of oil, hides, &c. The surveying steamer "Gulnare" arrived from Prince Edward Island on Sunday morning.—*Halifax Unionist.*

COWBOUR, PETERBORO AND MARMORA RAILWAY AND MINING CO.—We are pleased to learn that the work of various kinds on this line is progressing rapidly. The necessary rolling stock is ready, the track from here to Rice Lake is in good order, the scows are all but ready the track on the new line of road, where an engine has been at work for the last week or two, is nearly all laid, and on the 20th of this month it is expected the first load of ore will be brought to Cobourg from the mines. We understand there are about 5000 tons ready for transportation, and the business will be continuous and in full operation from and after the date we have mentioned.

This successful solution of a question on which there had still remained a doubt in the minds of some, is in the highest degree satisfactory. The gentlemen under whose management the necessary preliminary work has been pushed forward so rapidly, in this way give conclusive proof that the hopes built upon this great enterprise are about to be realized; and those who sagely asserted that not a ton of Marmora iron would ever come to Cobourg, but that it was sure to find an outlet at Belleville or elsewhere, will have to acknowledge their error and indulge their propensity for grumbling in some other way. The iron is coming, already additional employment has been given to a large number of mechanics and labourers, and immediately we shall have freight for a large number of vessels, which of course will give a great increase to the revenue from the harbour. What more can we ask for the present.

Considering the depression under which the town has laboured for some years past, and that on the 20th inst. we shall have so to speak, tangible proof that better days are coming, we would suggest that in some way our gratification should find expression (by a town holiday, and a public demonstration of some kind), and we hope if the idea meets with approval, that the Town Council and our leading business men will take the matter up and carry it out in a befitting manner.—*Cobourg Star.*

ROYAL CANADIAN BANK.—The Paris branch of this Bank, under the management of Mr. Norman Totten, was opened for business on Saturday last. The office is in the brick building immediately south of Mr. Whitlaw's Mill. It is a spacious room, occupying the whole of the ground floor of the building, the walls are paneled with oak paper, and the furniture is oak and walnut, the safe is of stone built from the ground with burglar proof iron doors. There is every likelihood that the bank will do a large and profitable business, and that probably without interfering much with that of the other similar institution in town, as all the facilities now afforded by both banks are far from being out of proportion to the wants of the country of which Paris is the natural centre. We trust that the prosperity of the bank and of the the community will go hand in hand.—*Paris Star.*