

## EXPORTS OF PRINCE EDWARD ISLAND FOR 1868.

WE have been kindly furnished with the following returns by Mr. D. S. Green, Deputy Collector for Charlottetown, and Mr. John Costin, (who has handed us in the returns of the produce shipped by the steamer.)

The following is a list of the exports from this port by steamer:—

131 horses; 155 horned cattle; 1,798 sheep; 2,687 bbls oysters; 908 bbls eggs; 380 mackerel; 35 bbls salmon; 932 bush oats; 1,113 bush barley; 1,742 bush potatoes; 31 live pigs; 24 carcases pork; 2 poultry; 791 tubs butter; and 1 cask and 1 box hams.

The following is a list of the exports by the sailing vessels:—

Oats, 212,349 bushels; barley, 13,309 bush; potatoes, 21,633 bush; turnips, 1,278 bush; eggs, 15 bbls; oatmeal, 24 bbls; oysters, 175 bbls; pork 234 bbls; 2 trols hams, 2 casks; beef, 3 bbls; cranberries, 1 bbl; butter 103 tubs; lard, 26 tubs; horses 1; deals, 481,073 sup ft; boards, 15,880 ft; scantling, 1,593 ft; birch timber, 858 tons; shingles, 25,500; laths, 42,000; pailings, 3,800; lathwood, 24 cords; cedar posts, 100.

The following is a comparative statement of the exports of the years 1868 and 1867:—

Articles.	1868	1867.
Oats, bushels.....	212,311	224,177
Barley, ".....	15,001	14,145
Potatoes, ".....	22,002	37,610
Turnips, ".....	1,278	4,772
Eggs barrels.....	1,177	594
Oatmeal, ".....	24	885
Oysters, ".....	3,060	3,940
Game, ".....	—	14
Pork, ".....	311	76
Poultry, ".....	2	16
Cranberries, bbls.....	1	—
Beef, ".....	3	—
Pork, tierces.....	2	—
Hams, casks.....	3	—
Butter, tubs.....	859	401
Lard, ".....	27	—
Horses, head of.....	140	183
Horned cattle, do.....	155	207
Sheep, do.....	1,798	2,200
Live poultry, do.....	—	362
Live pigs, do.....	24	83
Pork, carcases.....	32	176
Deals, super. ft.....	481,037	—
Boards, ".....	15,880	—
Scantling ".....	1,593	—
Birch timber.....	858	—
Shingles.....	25,500	—
Laths.....	42,000	—
Pailings.....	3,800	—
Lathwood, cords.....	24	—
Cedar posts.....	100	—
Mackerel, bbls.....	380	—
Salmon.....	35	—

From the foregoing statement it will appear that our exports this year as compared with last have fallen off considerably. Why this has occurred is more than we can account for. The falling off in oats is quite large, being 20,866 bush; in potatoes, 15,608 bush; in turnips, 3,444; in oatmeal, 861 bbls; in oysters 880 bbls; in game, 14 bbls; poultry, 14 bbls; 43 horses; 52 cattle, 402 sheep, 332 live poultry; 59 live pigs; and 141 carcases of pork less than last year.

On the other hand there has been a gain in barley of 866 bush in favour of this year; 583 bbls more of eggs shipped; 235 bbls pork; 455 tubs of butter and 27 tubs of lard. Then there is the birch timber, deals, scantling, laths, boards, shingles, &c. &c. But these will not make up the deficit, though as some of them are heavy articles they will go a considerable way towards doing so.

As navigation, is open again, however, there may yet be a considerable accession to our list of exports. —Progress.

## THE NIAGARA SHIP CANAL.

THE project of a ship canal around the Falls of Niagara is again before Congress. In the House of Representatives, a motion to make the bill providing for the construction of the canal a special order for an early day in January, was adopted by a vote of 109 to 40. It is explained that some members voted in the majority out of good will to the mover; but the majority is too large to be thus explained away, and indicates a disposition, on the part of the House, to pass the bill. It is not unlikely that in a few weeks the advocates of the proposed canal may be able to boast that their bill has passed, and that Congress has appropriated the 12,000,000 which the engineer says it will be necessary to build it. The canal is to be constructed as a military and commercial necessity, under the direction of the Secretary of War, and is to remain under the control of the United States.

This canal is by no means a national necessity of any kind. The pretence that it is a military necessity is the sheerest nonsense. At the same time it is not surprising that it finds favour in Congress. The representatives of the East and of the West concur in desiring to increase to the utmost the means of communication between the two sections of the Union. The only active opposition comes from the representatives of localities especially interested in existing canals and lines of transit, and such opposition is not very formidable.

The building of the Niagara Ship Canal will affect Canadians in two ways. It will furnish a rival to the Welland Canal, and take business away from it. On the other hand, it will bring into Lake Ontario a large amount of business which would otherwise go down the Erie Canal. Once that business reaches Lake On-

tario, business men of this country and the St. Lawrence route will share largely in it. If we do not very much misjudge, the trade which the Niagara Ship Canal will in that way bring to this country, will far more than counter-balance the loss we shall suffer by its competition with the Welland. By all means let our neighbours build the canal, and bring the produce of the great West into Lake Ontario, and Canada will in her turn enlarge the St. Lawrence canals in order to be able to take it to the seaboard.

## MOVEMENTS OF BREADSTUFFS.

AN Oswego circular of a recent date gives the following official figures showing the receipts of barley from Ontario at the different lake ports during the present year:—

	bsh.
Chicago.....	92,017
Milwaukee.....	15,018
Detroit.....	103,060
Toledo.....	503,227
Cleveland.....	194,851
Buffalo.....	545,195
Oswego.....	2,031,385
Cape Vincent.....	90,800
Ogdensburg.....	54,293

Deduct Canada barley shipped from Oswego to western lake ports..... 79,134

Total receipts at above port..... 3,499,707

The receipts of Canadian grain at Oswego during the last two years were as follows:—

	1868.	1867.
Wheat.....	890,751	939,941
Oats.....	—	69,798
Barley.....	2,031,385	2,528,447
Rye.....	152,878	188,301
Peas.....	345,603	669,612
Total.....	3,410,617	4,395,995

The following statement furnished by the Western Elevating Company, shows the stock of grain in store at Buffalo on the dates indicated:—

	Dec. 19.	Dec. 12.
	1868.	1868.
Wheat.....	467,000	475,000
Corn.....	165,000	220,000
Oats.....	170,000	168,000
Rye.....	153,000	154,000
Barley.....	66,000	91,500
Peas.....	4,200	4,200
Beans.....	84	84
Total.....	1,015,284	1,167,784

The amount of grain in store in New York warehouses at the dates indicated was as follows:—

	Dec. 21.	Dec. 14.
	1868.	1868.
Wheat.....	3,475,301	3,477,544
Corn.....	1,699,009	2,005,819
Oats.....	3,092,610	3,044,594
Rye.....	278,041	287,101
Barley.....	329,964	342,021
Malt.....	89,298	99,526
Peas.....	67,961	71,066

COFFEE.—Messrs. Boja & Co.'s report of the Rio Janiero coffee market, dated Nov. 24, says:—

We have to report a heavy amount of business in the bean during the month under review, especially during the last fortnight, occasioned by the downward tendency of exchange, coupled with the more favorable tenor of the advices about the staple from abroad, and an advance of prices of 800 or 900 on the better, and 600 to 700 rs. on the lower descriptions, while exchange experienced a decline of 1½ to 1½d. Sales up to the departure of the Southampton steamer, on the 9th inst., reached about 102,000 bags at an advance of about 200 rs. on the better, and at unchanged but well supported prices for the inferior grades, with a decline of exchange of about ½d. Subsequently the better advices from Europe as well as from your side, strengthened and animated the market still more, leading to sales of about 177,000 bags, at a gradual advance of 600 to 700 rs. on all qualities, with a further decline of exchange of about ½d, and the transactions would have been much larger still but for want of good qualities, to which the demand chiefly extended. Receipts from the interior have continued quite moderate, averaging only about 6,500 bags per day. Our stock is reduced to 50,000 bags, and the selection has become still worse; choice is entirely wanting, even prime is exceedingly scarce, and the classifications are very weak. In view of these continued moderate supplies and the weak exchange, holders are as firm as ever, and demand, especially for all, but in some degree good coffees quite exorbitant prices. We estimate sales in all, for the United States, 135,000 bags; for Europe, etc., 144,000 bags—total, 279,000 bags.

LIFE INSURANCE LEGISLATION.—Five years ago a citizen of New Bedford, Mass., effected insurance upon his life for \$5,000. The premiums were paid till June, 1867, when payments were discontinued. The assured recently died, when the company were asked if the policy was still in force under the statute of the State. The reply is that the policy is valid, and the company recognizing the claim, will pay the widow the amount insured, less the unpaid premiums and the accrued interest thereon, amounting in all to about \$650.

## THE FRANCO-AMERICAN CABLE.

THE interest felt in this important enterprise is constantly increasing, both in this country and in Europe. Our foreign exchanges bring us, from time to time, most gratifying accounts of the progress made in the construction of the cable and of the machinery necessary in laying it. This new cable is almost identical with those which were completed in 1866, the only difference being that the diameter of the conducting copper wire is slightly greater, and the outside wires are of homogeneous Bessemer steel galvanized, having a breaking strain of about 1,000 pounds, while the wires outside the existing Atlantic lines have a breaking strain of only about 800 pounds. The new cable will be laid in two lengths—one from Brest to St. Pierre, in deep sea, of 2,325 miles, not including slack; and the other from St. Pierre to the terminus, of 722 miles in length not including slack. The latter section will be similar to the Persian Gulf cable, as it will have to be laid in comparatively shallow water, and its exterior wires will be protected with Bright & Clark's patent silicious compound, which consists principally of powdered flint and pitch. The construction of the shore ends will be similar to that of the existing Atlantic line, and will gradually become thinner until they assume the deep-sea dimensions. The breaking strain of the cable will be seven and a half tons, and the strain required for submersion need not be more than fourteen hundred weight. Even if at any time it be necessary to haul up any portion of it that is now laid, the strain need not exceed a ton and a half in the deepest water. The weight of copper forming the conductor of the existing Atlantic cables is 300 per knot; in the new cable it will be about 400 pounds.

The soundings have been satisfactorily made, and the "Great Eastern," which has already arrived at Sheerness, will lay it: probably starting about the 1st of June. Sir James Anderson, her commander, says: "By keeping in the 500 fathom line upon the Milne Bank, and around the Southern edge of the Grand Bank, there is no possibility of ice or any other agency that can be suggested injuring the cable. The Northern edge of the Grand Bank was avoided, because it is uncertain at what depth the icebergs ground. They are said, upon good authority, to ground at times in ninety fathoms. It is not certain at what depth the vessels employed in the seal trade may sometimes choose to drop an anchor for the purpose of keeping in the track of ice floes. These dangers are avoided by the track chosen for the proposed cable, and I am justified by my own experience in saying that the track from the Southern edge of the Grand Bank to St. Pierre, and thence to the place of landing in America, is entirely free from any danger from ice, and does not cross any anchorage resorted to by the fleet of fishing vessels." After leaving the Medway she will go to Brest to finish coaling, and will thence start on the telegraphic expedition. It is conceded by scientific men that the successful laying of this important cable will be attended with less difficulty than the others, while the advantages to commerce will be fully as great, and the monopoly now enjoyed by the Atlantic cable destroyed.

SLAUGHTERING SHEEP.—A terrible slaughter of sheep is taking place near Canal Dover. Hundreds are being killed daily. We are told that the parties engaged in the business have already slaughtered 10,000 head, and expect to kill as many more. Many of them are fine sheep. They are bought at a low price and killed for the pelts and tallow. Some farmers who are now selling off their flocks, wish they had them back in less than two years. —Ohio Democrat.

## RAILWAY RUMORS.

SEVERAL rumors have been flying round of late touching railway matters, and especially with regard to the Great Western. The last of these has it that Mr. Vanderbilt has obtained control over the charter for the construction of a Southern Railway, granted last session, and that he now proposes to the Great Western either to lease that road for a term of years, or build the Southern. If the Southern was to be built it would doubtless reduce the traffic on the Western, which if a lease was to be effected as proposed, the traffic would be largely increased. No doubt the Vanderbilt party could thus afford to pay a handsome thing for a lease, which under proper conditions, might yield the Great Western stockholders a higher rate of interest than they now receive. On the other hand it may be thought that before the Southern could be built the trade of the west would be sufficient to afford business for both roads, and that the Western could then, notwithstanding the competition, hold its own. This is, however, problematical; and with the influence of a strong railway party in the States against it, and a shorter and less expensive road acting as a competitor, the result might be highly disadvantageous. So far as Canada is concerned we could not look upon a lease of the road with disfavor. The Western form, truly, a link in the chain of U. S. travel, and the road could not be successfully operated without it. Geographically, then, it is an American as well as a Canadian railway, and the recent putting down of a "third rail" in order to accommodate the through travel, proves the estimate the directors have of its importance. No doubt if a lease were effected, a considerable addition to the building and repairing of cars would take place at points on the line, as all that class of manufacture and labor can be conducted at a far less cost here than on the other side. The majority of considerations appear then, to favor the proposition of a lease, as it would secure to the road an enormous traffic, keep out an awkward rival, and bring into the country a considerable amount of mechanical business. But all this must be based upon a previous consideration, viz., that the terms of the lease would secure a fair interest to the Western stockholders, and secure the maintenance of the property in its present effective condition. —London Free Press.