

## CANADIAN PATENTS.

**THE American Artisan** has an article on the above subject, in the course of which it says:—

"We have previously informed our readers that American citizens could obtain patents in New Brunswick, and that under the Union Act, by which the most important of the British American provinces were federated, it was provided that patents previously granted in either province should be made to extend over the entire Dominion of Canada. Some doubt has recently existed both here and in the provinces themselves as to the condition of the patent laws of the provinces in the interval between the date of confederation (July 1, 1867) and the passage of a new patent law for the entire Dominion, but we now learn by a proclamation of the Governor General dated July 1 that all the existing laws of the several provinces remain in force until repealed by new laws of the general Parliament, which will not meet until some time during the coming fall. Patents can, therefore, still be obtained in New Brunswick by American citizens, and we have the best authority in Canada for saying that such patents will cover the whole Dominion of Canada, and as it is somewhat uncertain whether the new law will provide for the granting of Canadian patents to foreigners, we advise all Americans who are desirous of obtaining protection for their inventions in Canada, to do so by applying with as little loss of time as possible for patents in New Brunswick."

The New York *Albion* contains the following remarks on the above extract:—

"We have no objection to American citizens following the above advice, of course, but as several gentlemen have sought information on this head at the *Albion* office we beg to state, for the information of all whom it may concern, that it is exceedingly doubtful whether the dodge above recommended will actually prove successful. For, in the first place, it stands to reason that the local laws of any one Province will not be extended over the whole confederacy, unless such laws are re-enacted by the Confederate House of Commons, and secondly, that the subject of "Patents of Invention and Discovery" having been specially, and very properly, placed under the head of interests which are considered national rather than local, we may expect the enactment of a new and carefully considered "Patent Law," covering Consolidated—or rather Confederated—Canada."

We are not aware of any clause in the Union act by which it was provided that patents previously granted in either of the Provinces should be made to extend over the entire Dominion of Canada, and although "all the existing laws of the several Provinces remain in force" by any means, that the laws of any one Province shall become law for the whole Dominion. We therefore advise patent holders to disregard "the best authority in Canada," for the present, and await the "General Patent Act" of the House of Commons, which will cover the entire Dominion.

## THE NEW YORK STATE CANALS.

THE COST AND THE REVENUE OF THE SEVERAL CANALS IN THE STATE.

From the Troy Times, July 26.

**THE** Constitutional Convention recently called upon the Canal Department for a detailed report showing the cost and the revenues of the several canals of the State, and from the figures prepared in compliance with this call some interesting facts are to be condensed. Prior to the year 1840, the State Treasurer contributed to the construction of the canals, outside the canal funds, the amount of \$7,324,621.18, as follows:

|                                             |                |
|---------------------------------------------|----------------|
| From taxes.....                             | \$1,496,406 08 |
| Ancient duties.....                         | 3,692 03 05    |
| Salt duties.....                            | 2,055,453 38   |
| Steamboat tax.....                          | 73,600 90      |
| Sales of land.....                          | 320,618 15     |
| From the general fund for deficiencies..... | 1,386,498 88   |

The canals had paid back in 1846 in tolls, to reimburse these expenditures, \$2,537,602 73, leaving a remainder of \$5,386,911 45. The Convention of 1846 struck a balance with the canals, and required a perpetual annuity of \$200,000 for their surplus revenues, and imposed upon them annually, in addition, a contribution of \$350,000 to pay the interest of the general fund debt. Since 1846, however, the canals have become further indebted to the State Treasury \$14,336,787 97 for taxes levied and received for canal purposes, and this debt has been very nearly discharged already by the Erie and Champlain Canals alone. The following shows the total receipts and expenditures on these canals, which are included, for some reason or other, in one construction account:

|                                     |                 |
|-------------------------------------|-----------------|
| Cost of construction.....           | \$40,018,237 19 |
| Contracts for repairs.....          | 2,026,675 90    |
| Superintendents for repairs.....    | 13,728 25 10    |
| Pay of Collectors, &c.....          | 1,548 71 79     |
| Pay of weighmasters.....            | 288 770 42      |
| Total for repairs and salaries..... | \$17,552,621 67 |

Total receipts of tolls to 1866..... \$92,116,741 80  
Tolls on contributions for lateral canals..... 11,059,672 80

According to the books of the Canal Department the absolute balance of profit and interest in favour of the Erie and Champlain Canals is \$23,108,826 01.

The Oswego Canal makes a very good showing likewise, the balance of profits and interest in its favour

amounting to \$2,950,698 18. The following are the items of its account:

|                                        |                |
|----------------------------------------|----------------|
| Construction.....                      | \$3,490,949 24 |
| Contractors for repairs.....           | 189,925 03     |
| Superintendents for repairs.....       | 1,471,818 46   |
| Pay of Collectors, Inspectors, &c..... | 160,827 93     |
| Total for repairs and salaries.....    | 16 7671 42     |
| Tolls collected on canal.....          | 2,663,629 48   |
| Tolls contributed to Erie Canal.....   | 6,710,600 60   |

The accounts of every other canal show a balance on the losing side. That of the Cayuga and Seneca is small—only \$123,491 90. Its cost of construction was \$1,620,642 69. The total expenditures on it for repairs and salaries has been \$620,080 25. Tolls collected on it, \$805,617 46; tolls contributed to Erie Canal, \$1,378 783 36.

The Chemung Canal cost originally \$1,273,261 80. Expenditures on it for repairs and salaries, \$1,209,770 30. Tolls collected, 456,774 22. Tolls contributed to Erie Canal, \$1,358,801 31. Balance against the canal on the books of the Canal Department, \$1,767,201 83.

The Crooked Lake Canal cost in construction \$333,237 27, and \$258,232 78 have been expended on it for repairs and salaries. Tolls collected, \$42,373 90. Tolls contributed to the Erie Canal, \$478,042 48. Loss to the State on this canal, as shown by the books, \$400,088 87.

The cost of the construction of the Chenango Canal was \$2,783,121 19, and the cost of its repairs and salaries has been \$970,169 49. Tolls collected, \$614,009 60. Tolls contributed to the Erie Canal, \$123,274 40. The debt of this canal to the State, according to the books of the Canal Department, is \$9,223,451 65.

The Black River Canal has been a dead loss to the nearly equal amount of \$8,103,255 80. It cost in building \$9,224,770 56, and its cost for repairs and salaries \$435,011 36. Tolls collected on it \$114,676 02; tolls contributed to Erie Canal \$128,207.

On the Genesee Valley Canal the State has lost \$14,301,989 47. It cost \$5,527,813 72. The expenditures on it for repairs and salaries has been \$1,405,342 66. The total collection of tolls on it has been only \$631,870 63, tolls contributed to the Erie Canal \$676,012 46.

The Oneida Lake Canal is charged with a deficiency of \$372,463 70. The cost of construction and purchase was \$61,837 68; expenditures for repairs and salaries, \$123,231 22, tolls collected, \$65,180 61.

The Baldwinsville Canal is owing the State \$70,102 69. It cost originally \$23,556 14, and \$25,035 26 have been expended on it for repairs and salaries, while the whole tolls collected amount to only \$1,231 48.

On the improvement of the Cayuga Inlet there is shown a deficiency of \$3,876 42, but on the Oneida River Improvement a net profit \$26,349 69 is reported.

So stands the account of the Canals. Let us recapitulate it.

| PROFIT.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Erie and Champlain Canals.....                                                                                                                                                                                                                                                                                                                                                                                                                            | \$28,108,326 01 |
| Oswego Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2,950,698 18    |
| Oneida River Improvement.....                                                                                                                                                                                                                                                                                                                                                                                                                             | 26,349 69       |
| Total.....                                                                                                                                                                                                                                                                                                                                                                                                                                                | \$32,085,274 78 |
| LOSS.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |
| Genesee Valley Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$14,301,989 47 |
| Chenango Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                       | 8,226,481 69    |
| Black River Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                    | 8,103,255 80    |
| Chemung Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1,767,201 83    |
| Crooked Lake Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                   | 406,088 87      |
| Oneida Lake Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                    | 272,463 70      |
| Cayuga and Seneca Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                              | 123,491 90      |
| Baldwinsville Canal.....                                                                                                                                                                                                                                                                                                                                                                                                                                  | 70,102 63       |
| Cayuga Inlet Improvement.....                                                                                                                                                                                                                                                                                                                                                                                                                             | 3,876 41        |
| Total.....                                                                                                                                                                                                                                                                                                                                                                                                                                                | \$33,271,892 38 |
| Net loss.....                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$26,086,274 78 |
| Profit of more than \$26,000,000 accruing on the great trunk canals of the State after their entire first cost has been paid, is allowed to be more than consumed by the dead loss of a so-called system of "feeders," of lateral canals. It would be an easy enough matter, from these figures, to determine the canal policy of the State, if it was to be governed by the plain principles which guide individuals in the management of their affairs. |                 |

## NEW YORK INSURANCE COMPANIES.

**THE Shipping List** says: The Insurance interest, as

most of our readers are doubtless aware, suffered heavily in 1866, which seems to have been an exceptional year. The New York Insurance Report for last year has but lately been made public, though dating back to last April. We gather that 1866 was the first year of the last seventeen years in which no new joint stock fire insurance company was organized. Two companies were changed from mutual to stock companies: one casualty was changed to a fire company. Five companies had their charters extended 30 years, two companies have increased their capital, requisitions have been made on the stockholders of seven companies to make up impaired capital, three of which were not responded to; five companies have reduced their capital since January 1, 1867; thirty-three companies showed an impairment of capital, December 31, 1867, varying from 81 74 per cent. to 0 21 per cent.; ten companies which showed an impaired capital, January 1, 1866, repair their capitals during that year, seventy-one companies show capital intact, with surpluses varying between \$271,387 and \$16, and six companies discontinued business, and are closing up their affairs. The risks for the year 1866 were \$378,880 0 3; the premiums received \$4,335,305, and the losses paid \$3,800,702. The fire business, which is in addition to the above, covered in the amount of risks \$2,763,493, 107; the premiums received amounted to \$20,786,847, and the losses to \$16,812,751. The remedy to be applied to save insurance companies from annihilation is discussed, and the report inclines to the plan of not insuring property to its full value, as the surest safeguard against incendiary fires.

## FOREIGN POSTAGE OF THE UNITED STATES.

**THE New York Times** says: Postmaster General

Randall's administration is likely to be distinguished by more improvements in the postal service, and especially in the foreign mail department, than the administration of any of his predecessors. The reduction of the rates of postage on letters between this country and Great Britain, which takes effect on Jan. 1, 1868, will be a very important and very acceptable step in advance. Following up the conclusion of this arrangement with Great Britain, Mr. Kasson is now engaged in making similar improvements in our postal service to other countries of Europe. This task could not be entrusted to any one better qualified for it, and we may confidently anticipate the best possible results from his mission. At present we are not informed precisely regarding his movements, but it is probable that it is in consequence of his presence at Berlin that King William of Prussia is about to send an envoy to the United States to make a new postal treaty with our Government, as announced on Monday last by cable. While these efforts to improve our Transatlantic mail service are being made, our Trans-Pacific mail service is not neglected. Postmaster-General Randall has just announced his intention to apply for authority to extend our postal arrangements with the ports of Japan as fast as they are opened to the public, and his request ought to be granted promptly and cheerfully.

While Mr. Randall deserves great credit for his management of the Post office Department, it is no reflection upon him to say that our entire postal arrangements with foreign countries need revision and amendment. The rates of foreign postage are, without exception, too high. They do not bear any reasonable proportion to the freights on other articles sent by the same means or over the same routes. They are entirely wanting in that uniformity and cheapness, which are the best features in the domestic postal system of all civilized nations. Is it not practicable to abandon altogether the present method of dealing with our foreign postal arrangements in detail, and to make one job of their amendment? It is the great merit of our domestic postal system that one rate (three cents) is charged for all distances. Would not the same plan work well in our foreign mail service? Suppose three cents to be fixed as the ocean postage to all countries visited by vessels sailing direct from our ports, would not this rate pay in a short time, as well as it now pays within the United States? The cost of carrying a letter from New York to any of the European ports visited by mail steamers from this country, or from San Francisco to any similar ports in Japan or China, is less than the cost of its transportation from New York to San Francisco, or even from New York to St. Louis or Chicago. A six cent rate would probably cover all the expenses of mail service between any part of the United States and any of the great ports of Europe or Asia. A nine cent, or treble rate, would in a short time be sufficient to cover all the expenses of free delivery at any point inland, upon letters passing between this country and all countries in Europe and Asia with which we have direct postal communication. But whether this estimate be correct or not, it is very desirable that our Government should deal with our foreign postal service as a unit, and introduce into it the low and uniform rates which have proved so beneficial in the domestic postal systems of nearly every country in Europe.

**THE PETERBORO RAILWAY CONNECTION.**—We understand that the Directors of the C. P. and M. Railway and Mining Company decided on going on with the work of filling in Rice Lake, &c., so soon as \$150,000 in deferred or subscribed stock, or bonus is forthcoming. As Cobourg is prepared to contribute \$100,000 of this amount, and our friends at the north are actively exerting themselves, the probabilities are that by the first of May next, we shall have the satisfaction of seeing the railway between this place and Peterboro in full operation. The amount of \$50,000 to be raised by municipalities to the north is so inconsiderable an advantage to be secured so great, that there is not likely to be much delay.—*Cobourg Star.*

**BUCKWHEAT.**—This crop occupies a position in our farming which it would be very difficult to supply. Common millet is in some respects very much like it, especially as it may be sown in July, and a crop of hay or grain harvested, and as it also does well upon sandy soils. Buckwheat is a plant which makes the most of few privileges—a sort of self-made crop. If it has to struggle moderately, it does well, but if it has all its needs supplied, and especially if on freshly manured land, it is very likely to fail. It does not bear fermenting manure well at all, as it runs to tops, and the seeds blast. It affords one of the most valuable green manure crops to be used on light leachy lands, for with 100 to 150 pounds of good guano, or 3 to 5 cwt. of bone dust, a heavy crop of manure may be produced on almost any soil. When sowed for the grain, it is not advisable to sow too early, as the first flowers are apt to blight in hot, dry weather. In cool weather, reasonably moist, the grain fills best, but frost is fatal. It is usual, in order to avoid extremes, to sow from the 5th to the 25th of July, according to latitude; the last of the month being preferred, where frost holds off well. It is sown on sod, without manure, at the rate of a bushel to a bushel and a half to the acre. It is best to prepare the land well by ploughing some weeks beforehand and harrowing to get a uniform surface. We have no idea how long the plant will continue to grow and blossom if frost holds off. It is customary to cut and cure in small isolated gvels, as soon as the first seeds are ripe, before they will shell out in handling. The straw is as good sheep fodder as need be, and the grain nutritious and fattening.—*American Agriculturist.*