

shipping built, \$1,812,480; total, \$8,186,185. The quantity of new shipping built was 118 vessels, measuring 45,922 tons; tonnage registered in the Province on the 31st December, 1866, was 983 vessels, 233,945 tons. Gross revenue, including post office receipts, earnings of railway, &c., in the year ending 31st October, 1866, was \$1,373,255.95, and the total payments, \$1,314,142.88; shewing a surplus balance of \$59,113.07. This balance in favor of the year's operations would be much larger if confined to ordinary transactions, as amongst the payments were included railway subsidies paid to St. Stephen's Branch, payments for construction of European and North American Railway, Provincial Debentures for ordinary debt paid, and reduction in debt to Savings Bank. The Auditor General estimates the real balance in favor of the year's operations, after deducting \$100,200 for debentures sold for all purposes, to be \$142,630.25."

INTERCOLONIAL RAILWAY ACT.—The following is a copy of the act of the 12th of April, 1867, for authorising a guarantee of interest on a loan to be raised by Canada towards the construction of a railway connecting Quebec and Halifax:—

WHEREAS the construction of a railway connecting the port of Rivière du Loup, in the province of Quebec, with the line of railway leading from the city of Halifax, in the province of Nova Scotia, at or near the town of Truro, in a line, and on conditions approved by one of Her Majesty's principal Secretaries of State, would conduce to the welfare of Canada and promote the interest of the British empire:

And whereas it would greatly facilitate the construction of that railway (in this act referred to as the railway) if payment of interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament:

Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in the present Parliament assembled, and by the authority of the same, as follows:—Subject to the provisions of this act, the Commissioners of Her Majesty's Treasury may guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding 4 per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the Government of Canada for the purpose of the construction of the railway; and the Commissioners of Her Majesty's Treasury may from time to time cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

The Commissioners of Her Majesty's Treasury shall not give any guarantee under this act unless and until an act of the Parliament of Canada has been passed providing to the satisfaction of the Commissioners of Her Majesty's Treasury as follows:—

1. For the raising, appropriation, and expenditure for the purpose of the construction of the railway of a loan not exceeding £3,000,000 sterling, bearing interest at a rate not exceeding four per centum per annum.

2. For charging the consolidated revenue fund of Canada with the principal and interest of the loan immediately after the charges specifically made thereon by sections 103, 104 and 105 of the British North America act, 1867.

3. For the payment by the Government of Canada by way of sinking fund of an annual sum at the rate of one per cent. per annum on the entire amount of principal money whereon interest is guaranteed, to be remitted the Commissioners of Her Majesty's Treasury by equal half-yearly payments in such manner as they from time to time direct, and to be invested and accumulated under their direction in the name of four trustees, nominated from time to time, two by the Commissioners of Her Majesty's Treasury and two by the Government of Canada, such sinking fund and its accumulations to be invested in securities of the provinces of Canada, Nova Scotia, and New Brunswick, issued before the union of Canada, or, at the option of the Government of Canada, in such other securities as may be proposed by that Government and approved by the Commissioners of Her Majesty's Treasury, and to be applied under the direction of the Commissioners of Her Majesty's Treasury in discharge of principal money whereon interest is guaranteed.

4. For charging the consolidated revenue fund of Canada with the amount of the sinking fund immediately after the principal and interest of the loan.

5. For charging the consolidated revenue fund of Canada with any sum issued out of the consolidated fund of the United Kingdom under this act with the interest thereon at the rate of five per cent. per annum, immediately after the sinking fund.

6. For continuance of the sinking fund until all principal and interest of the loan, and all sums issued out of the consolidated fund of the United Kingdom under this act, and all interest thereon, are fully discharged, or until the sinking fund and its accumulations are adequate to discharge so much thereof as remains undischarged.

7. For the raising by the Government of Canada (without guarantee by the Commissioners of Her Majesty's Treasury), of all such money (if any) beyond the sum of £3,000,000 sterling as, in the opinion of one of Her Majesty's Principal Secretaries of State, will be requisite for the construction of the railway, and for charging the consolidated revenue fund of Canada with the money so raised and interest immediately after the charges made thereon in pursuance of the foregoing provisions of this section.

There shall be laid before both Houses of Parliament, within 14 days next after the beginning of every Session, a statement and account showing what has been done from time to time in execution or pursuance of this act by or under the direction of the Commissioners of Her Majesty's Treasury and one of Her Majesty's Principal Secretaries of State and the Parliament and Government of Canada.

This Act may be cited as the Canada Railway Loan Act, 1867.

A dividend of four per cent. upon the paid up capital stock of the Mechanics' Bank has been declared for the current half-year, payable at the office of the Bank in Montreal, on and after the first day of November next

Marine.

ARRIVALS AT QUEBEC.—The following were the arrivals of vessels at Quebec for the seven days ended Oct. 7th, 1867:—Oct. 1. Steamship Hibernian, Liverpool, Sept. 19, pas. and gen. cargo, for Quebec and Montreal. Ships—Zetous, Leith, Aug. 10, coals; John Barbour, Liverpool, Aug. 23, salt; Shandon, Glasgow, Sept. 2, gen. cargo; Zambesi, Bristol, Sept. 1, railway iron; Huano, Grangemouth, Aug. 17, coals. Barks—Jamaica, Swansea, Aug. 14, coals; Albion, Glasgow, Aug. 21, for Montreal, gen. cargo. Brig Eliza Hunter, Falmouth, Aug. 7, for Montreal, sugar. Schooners—Glen, Caraque, fish, &c.; Mary Jane, Great Bras d'Or, coals; Mary Seraphine, Anticosti, fish &c.; Temperance, Gaspé, fish and oil; Summer, Liverpool, Aug. 14; Empire, Greenock, Aug. 26.

Oct. 2. Ships—Toronto, Liverpool, August 29; Magnolia, Bristol, Sept. 1. Barks—The Kildare, New York, Sept. 12; John Bull, London, Aug. 14, gen. cargo; Koh-i-noor, Glasgow, Aug. 31, for Montreal. Schooners—Leandre, St. John's, N. F., gen. cargo; Clyde, Moisie, pig iron.

Oct. 3. Ships—Chapultepec, Liverpool, Aug. 30, salt; Magnolia, Bristol, Sept. 1, coals, &c.; Ottawa, Greenock, Aug. 26, coals, &c.; Marchmont, Port Glasgow, Aug. 21, coals, &c.; Rosk, Dublin, Aug. 18, bal. Barks—Nicaragua, Cardiff, Aug. 14, coals; Ruby, Glasgow, August 19, for Montreal, gen. cargo. Schooners—Mary Jonas, Esquimaux Point, fish, &c.; Mary Louise, Glass Bay, for Montreal, coal.

Oct. 4. Steamship Margaretha Stephenson, Moisie River, Oct. 2, bal. Ships—Home, Port Glasgow, Aug. 15, gen. cargo; City of Manchester, Liverpool, Aug. 27, salt; Alfred, Liverpool, Aug. 20, salt; Julia, Liverpool, Aug. 23, gen. cargo; Arthur, Greenock, Aug. 28, coals; Great Britain, Liverpool, Aug. 17, salt; Bucephalus, Greenock, Aug. 29, bal.; Michigan, Liverpool, Aug. 24, for Montreal; Isabella Saunders, Liverpool, Aug. 24, gen. cargo. Barks—Eleanor, Cardiff, Aug. 12, coals; Harvest Home, Ardrossan, Aug. 14, coals; Regina, Portsmouth, Aug. 14, bal.; Maria, Maryport, Aug. 29, coal. Brigantine Lady Bird, Barbadoes, molasses, &c. Schooners—Highland Jane, Labrador, fish and oil; Hope, Labrador, salmon, &c.; Mary, Esquimaux Point, fish, &c.

NEW LINE OF OCEAN STEAMERS.—Mr. Fournier, Vice Consul of Spain, from Montreal, who is engaged in the Marseilles and Malaga trade, is now on a visit to this town with a view to establish a line of steamers to run between a port in France, Spain, and the Dominion of Canada. We believe that until steamers are built an effort will be made to charter suitable vessels.—*Liverpool Jour. of Com.*

MARINE TRADE OF QUEBEC.—The total arrivals of vessels at Quebec from sea up to Oct. 3rd of this year were 710 and 924 last year—tonnage 471,922 tons this year and 548,828 last year, showing a falling off in number of 214 vessels and in tonnage 76,906 tons. A large increase in the arrivals from the Lower Provinces is noticeable, 183 vessels having arrived against 140 last year, the tonnage being 16,955 tons against 13,388 last year.

SHIP CARPENTER'S STRIKE AT QUEBEC.—A rather serious strike has occurred among the workmen in the Quebec shipyards. Several vessels were almost finished and ready for sea which will now be detained till an arrangement is effected. Builders ask an advance from 4s. 6d. to 6s. 3d., and are combined in the determination to compel masters to pay the increase.

TRADE BETWEEN MONTREAL, FRANCE AND SPAIN.—The *Liverpool Journal of Commerce* of the 10th Sept., says:—Mr. Fournier (Vice-Consul of Spain), from Montreal, who is engaged in the Marseilles and Malaga trade, is now on a visit to this town, with a view to establish a line of steamers to run between a port in France, Spain, and the Dominion of Canada. We believe that until steamers are built an effort will be made to charter suitable vessels. Mr. Roy, solicitor, of Montreal, is also with Mr. Fournier to draw up the necessary legal documents and to look after the interests of the persons engaged in the undertaking.

A Gloucester, N. S., paper says of the Mackerel Fishery:—The Bay vessels arrive very slowly, and the probability is that but few more will come home and make a second trip this season. Eight vessels have arrived within a week, bringing about 1,000 barrels mackerel, and making seventy-one arrivals this season, against one hundred and twenty-nine vessels arrived up to this time last year. The number of vessels making two Bay trips will be unusually small this season, and from recent advices the prospect is that the seasons catch will be small. The shore fleet are also meeting with poor luck.

TOBACCO.—In 1860 the crop of tobacco was the largest ever raised in the United States. It was upwards of 429,000,000 pounds. In 1864 it amounted to only 197,000,000 pounds, and the returns have fallen still lower since then. According to the last report of Commissioner Rollins, the production of taxable tobacco in 1863 was, in round numbers, twenty-three and a half million pounds; in 1864 it was sixty-three millions; in 1865 it was thirty-six and a half millions; and in 1866 it was only thirty-five and a half millions.

PETROLEUM FUEL.—The highly interesting and successful experiments with petroleum, on board the United States vessel *Palos*, during the past summer, not only prove to a demonstration that liquid hydrocarbon can be applied with success as a combustible and an agent in generating steam instead of coal, but developed to the mind of the inventor that the same principle of application was equally feasible in steam fire engines and other machines whose use requires the evaporation of a large and uniform quantity of water. The adaptation of Col. Foote's process to the steam fire engine has proved a decided success. With no red tape to encounter, a few weeks since he obtained the consent and the co-operation of Chief-Engineer Damrell to put his machine into one of our steam fire engines—Eagle No. 3, bran new from the Amoskeag Works—and experiment with it to his heart's content. The experiment which took place to-day was not a public affair; but the results attained were of a most gratifying character. Among the persons present were Chief Damrell, and a number of scientific gentlemen who have from the first manifested great interest in the experiments with liquid hydro-carbons as a fuel. Water was taken from a hydrant and forced through four hundred feet of hose, by steam, raised in one-half the time it could have been accomplished with coal; and had there been no defect in the method of applying the flame, steam would have been raised in even less time. There was an entire absence of those dense pennants of smoke, accompanied with cinders, incident to using coal, but in its stead, was a very light smoke, giving no annoyance whatever. The feasibility of holding steam was also noticed. The use of petroleum in the steam fire engine is not only effective but economical, making a saving of one-half to three quarters in the expense of fuel, besides dispensing with one man to each engine. The saving to New York by the use of this method, it is estimated, would amount to thousands of dollars annually.