

per cent., the ships also that brought the goods were not subject to any port charges. This, probably, was the nearest approach to free trade by an important Kingdom or State the world has ever seen, and, according to the theory and assertions of our free traders, a career of unexampled prosperity should have immediately followed, but what has actually been the result, it is my purpose to endeavour to show. Your correspondent is assured as that free trade would stimulate agricultural productions, and greatly increase their export. Did it do so in the case of Turkey?—a country much more favourable to the production of grain than Canada, besides producing largely of cotton, oil, raw silk and tobacco. As would readily be supposed, the domestic and comparatively rude manufactures of the country could not compete with goods made by the skilled workmen and machinery of France and England, although the poor women and children struggled hard to eke out a precarious subsistence by following their accustomed employments, when they earned only about 4 cents a day and the men 6 (Uryuhart, 1832). At the commencement of the present century there were at Scutari 200 looms, and in 1821 only 40, and of 2,000 weaving establishments at Tourouvo, in 1812, only 200 remained in 1830. Since then the manufacture has, it is believed, entirely disappeared (Carey). Thus we see what the effect of free trade was upon the manufactures and laboring class of Turkey.

"While manufactures existed, and while commerce (internal trade) flourished, and it did so because—the market for its products being near at hand—it was subject to little taxation consequent upon the necessity for effecting change of place. Roads and bridges could then be kept in order, but as manufactures declined, and as it became more and more necessary to carry the bulky products of the earth to the distant market, the need of roads increased, but the power to maintain them declined."—Carey.

"The increased expense of transport" says a recent writer, "enabled a few capitalists to monopolize the whole trade in all articles of export," and, as a consequence, "the ruin of the landed proprietors and agriculturalists soon commenced," i. e., as soon as they had to seek a distant market, "families were impoverished, and villages disappeared,—in many extensive districts the whole rural population abandoned the cultivation of their native soil to emigrate to the nearest commercial cities."—Blackwood's Magazine, Dec., 1854.

"As usual in purely agricultural countries, the whole body of cultivators is hopelessly in debt, and the money lender fleeces all. . . . Weakness and poverty among the agricultural classes is found in all communities in which agriculture has not been permitted to strengthen itself by means of that natural alliance between the plough and the loom, the hammer and the harrow, so much admired by Adam Smith."—Carey.

The suspension of nearly all manufactures, and the exportation of its products in a raw and crude state, have impoverished the lands to such an extent that large and extensive tracts formerly valuable, have become almost worthless. Mr. MacFarlane, in an account of his visit to that country, (published in London in 1850,) says that lands in the neighbourhood of Smyrna could be purchased for six cents an acre, and that in the valley once known as the fair land, close in the vicinity of Constantinople, a property twelve miles in circumference had, just before his visit, been sold for less than five thousand dollars.

In addition, and as would inevitably be the case Turkey, as a nation, has steadily declined, and from being one of the important powers of the old world, it has become the "sick man" of Europe, and the time probably is not far distant when, as a nation, it will disappear from the map of Europe and Asia.

As the adoption of free trade was the most perfect, and the exports of its produce in a raw and crude state the most complete, so has been the destruction of native industry, agricultural as well as mechanical, the most sweeping the world has ever seen.

That these results are not owing to the arbitrary form of Government or religion of the country, is quite evident from the fact that during the period referred to, extensive reforms of a liberal nature have been effected, oppressive exactions (particularly in the manner of collecting the revenue) been removed, and much greater freedom and toleration in religion of the country allowed. J. C. B. Stanbridge, C. E., Feb. 18th, 1867.

LUMBER TRADE OF CENTRAL CANADA.—The Perth Courier says:—Immense quantities of sawn lumber have been unloaded in town during the past week, to be forwarded by the Brockville and Ottawa Railway to United States and other markets.

THE NEW SCREW-STEAMER NESTORIAN.

THE LATEST ADDITION TO THE MONTREAL OCEAN STEAM COMPANY'S FLEET.

(From the Liverpool Courier, January 30th, 1867.)

THE magnificent new screw steamer Nestorian, belonging to the Montreal Ocean Steamship Company (Messrs. Allan, Brothers & Co.), will this week commence running as one of their weekly mail steamers from this port. She will start with the Canadian and United States mails on Thursday, under the command of Captain J. E. Dutton, for Portland. Like all the other steamers belonging to this company, the Nestorian is a large, powerful, and splendidly fitted up craft. She was built at Whitehead, Glasgow, by Messrs. Barclay, Curle & Co., being the third constructed for the company by those eminent builders. The dimensions of the Nestorian are as follow: In length, by surveyor's measurement, she is 117 feet, her width is 34 feet, and she is 25 feet 6 in. deep in the hull to the spar deck, and 2 feet 8 in. to the promenade deck. Her gross measurement is 2,240 tons, and her net register and cargo carrying space is registered at 1,577 tons. The Nestorian has been constructed on remarkably fine lines under special survey and is very strongly built. She is divided into seven water-tight compartments by 6 strong iron bulk heads reaching from the keel to the spar deck, and all the materials of which she is composed are of the very best quality. The engines are of 40 horse power nominal, but capable of working at five times that amount. They are inverted, direct acting, and their general arrangement is on the principle patented by Mr. John Frederick Spencer of Newcastle, and like the ship, they were constructed under the special supervision of Mr. Wallace, the Montreal Ocean Steamship Company's managing engineer, by Messrs. Barclay, Curle & Co. The cylinders are 60 inches in diameter and the piston has a stroke of 45 inches. The fine lines of the ship and the great power of her propeller, which is a four-bladed screw, (Giffith's latest patent of 75 feet pitch were well tested on her trial trip, when her engines made 53 revolutions per minute, and the vessel was propelled at the rate of 13½ knots, or 14 statute miles per hour. In her run from the Clyde to Liverpool the Nestorian encountered very heavy weather and behaved so well as to give indications of being a very steady and easy as well as fast sailer. She is fitted with a patent right and left screw steering apparatus worked by a double or single wheel, as circumstances may require, and the steamers are fully protected from the weather; and to provide against any casualty which may unexpectedly arise, the rudder is also fitted to be worked by the ordinary tiller chain. Like the other steamers belonging to this company, the Nestorian has steam winches for working the cargo operations of the ship and is provided with a steam-worked capstan for raising and lowering the anchors, which are suspended from a clew davits instead of the old fashioned cat-heads. She is also provided with an ample supply of life and other boats. In short, nothing has been omitted which could suggest itself for securing speed and safety to the ship and freight; and, as is the case with all the other ships belonging to the company, the Nestorian has been coated with Mr. Vimeux's patent metallic paint, to secure the cleanness of her bottom and ensure the maintenance of her speed.

While such care and attention have been bestowed on securing the working and sailing qualities of the vessel at least an equal amount of consideration has been directed to ensure the comfort and convenience of passengers, the accommodation for all classes of whom is respectively of the best character. The principal or dining saloon is a 11-centimetres high, 60 feet long by 36 feet wide and 7 feet 2 in. high in ceiling. It is very fully lighted and ventilated, and is a cheerful as well as a sumptuous lounge and *salon manger*, capable of accommodating eighty persons at dinner. From its great width this charming saloon has ample space for two rows of tables with perfect access to the stewards all round, so that there is no necessity for stretching across the tables, the guests being served from each side. The sleeping berths for first-class passengers are eighty in number and they are situated in comfortably arranged state rooms on the deck below the saloon. These state rooms are capacious, light, well ventilated and fully supplied with everything which can conduce to comfort. Like the saloon, they are kept at a comfortable temperature by means of steam heating arrangements, and in all respects luxuriously snug cabins.

Before quitting the subject of the cabin accommodation it would be unpardonable to omit some further allusion to the beauty and elegance of the saloon. As has been already stated it is of large dimensions, and well lighted and ventilated. It must be further remarked, however that it is very homely—indeed gorgeously—fitted up. It is richly carpeted in panels and mountings of beautiful and highly polished mahogany, with massive gold cornices and corbels. The ceiling is a warmly toned white, with gold mountings, and the general upholstery is crimson and gold, the coup d'œil produced being at once satisfactory and charming. This general effect being much enhanced by the judicious position of a large mirror. Nor should the elegant furnishings of plate, crystal, and porcelain with which the steward's pantry is replete and the well-stored larder and cellar of the ship be forgotten in a consideration of the comforts provided for all on board the Nestorian, as well as the other vessels belonging to the Montreal Ocean Steamship Company.

In the steamer now under consideration on the above accommodation is also of a very superior order. The space for stowage passengers is situated on two decks and is amply sufficient for 60 adults, and this large amount of space is admirably lighted and fully supplied with means of regulated ventilation. She is to be fitted—although not on her first trip—with Wood's patent hammock cots for adult stowage passengers, which have already been tried in several of the company's steamers, and found to afford great advantages as to cleanliness, ventilation, and mess accommodation. This invention, which promises to give great satisfaction and to add much to the comfort of passengers is due to the ingenuity of Mr. Arthur Woods, superintendent of the victualling department. The Nestorian is likewise constructed to serve as a transport, and in case she was so employed she can be fitted to accom-

modate 1,150 privates and non-commissioned officers, besides sixty officers.

While advertizing to so interesting a subject as the placing of a new steamer of so high a class as the Nestorian on the route between this port and Canada, it is gratifying to be made aware of the trade between Great Britain and her North American provinces is steadily on the increase, and that a great accession to it may naturally be expected when the confederation of those provinces has been effected, a consummation fully expected in the course of the present year. It is also further anticipated that a great additional amount of passenger traffic will arise in the course of the present year in consequence of the International exhibition in Paris. To provide as far as possible for the expected increase of trade the Montreal Ocean Steamship Company are having built for them another magnificent steamer, similar, in every respect to the Nestorian. She is to be named the An-tian, and is being constructed by Messrs. Barclay, Curle & Co., of Glasgow, and is expected to be placed on the Liverpool and Quebec line in May. The company will then have on their British and North American line 11 first-class steamships, 10 of which will ply between Liverpool and British North America and 3 between the same settlements and the Clyde.

In conclusion, it is not unimportant to state that the North American, belonging to this company, is at present on her first voyage since she received a new boiler and was most thoroughly overhauled. In point of fact she may now be considered as almost an entirely new steamer. The work of refitting and overhauling was entirely done by the company's workmen at their own establishment, under the supervision of Mr. Wallace their active and intelligent chief engineering manager, and the North American may safely be said to be all that a first class Transatlantic steamer ought to be. Before receiving the overhaul she made 144 runs (72 voyages) across the Atlantic.

In reference to the company and its splendid fleet of steamships the following appears in the Year Book and Almanac of British North America for 1867—"The average length of passage made by these steamers—an enumeration of them has been previously given—is comparatively favourably with any other line in existence, being nearly as follows—Mail line westwards, in summer, 10 to 11 days. In winter 12 to 13 days. Eastward, in summer, 10 days. In winter 12 days. The capital of the company in steamships, tenders, lighters, workshops, and other plant may be estimated at £1,000,000, or £3,000,000. The individuals forming the company are also the owners of twenty-five sailing ships, of an aggregate of 90,000 tons (of these a large built of iron, and the remainder of wood, and they trade to all parts of the world. The company keep constantly in their employ at £3,000 men, thus being the means of support for about 15,000 persons, constantly engaged in building, coaling, repairing and repainting them." As an interesting corollary to the preceding statistics connected with the company and its numerous staff of employees it may be worth while to state that there is on this side of the Atlantic in Liverpool a Mutual Benefit Life Society, consisting of the officers, engineers, surveyors, purveyors, wharfingers, seamen, firemen, stewards, and a permanent staff employed by the company in the mail line only. Of this society Mr. William Wallace, engineering superintendent is president; Mr. George Allan, manager, partner, and agent for the company in Liverpool, is treasurer, and Mr. Arthur Woods, superintendent of the victualling department, is secretary. The society has now been in existence four years, and is in a flourishing condition. It has a fund amounting to upwards of £1,000, invested in dock bonds, realising a general rate of 4½ per cent., and there is a sum of £52 in the hands of the treasurer. During the four years of its existence this admirably managed institution has paid £1,200 to 25 in sick and funeral money, thus holding out a strong and valuable incentive to frugality and forethought on the part of the men employed by the company.

THE BRITISH NORTH AMERICAN DELEGATES.—Last evening the delegates met by special invitation his Excellency the Governor-General of Canada, who was entertained at Portsmouth by the Mayor of that town at a magnificent banquet. In consequence of the distance and the lateness of the hour at which the party broke up we must defer our report of the interesting proceedings until our next number. The delegates are receiving in all quarters the greatest possible attention—a rarely a day passing without their being made the recipients of some special courtesy—and not only in the great metropolis but in all parts of the country. We observe that the Hon. John A. Macdonald, the Hon. G. E. Cartier, the Hon. J. Henry, and the Hon. Charles Fisher, as the Attorneys-General of Upper and Lower Canada, Nova Scotia, and New Brunswick, were invited last Wednesday evening by the Treasurer and Master of the Berch of the Honorable Society of the Middle Temple to meet the Lord Chief Baron of the Exchequer and the Lord Chief Justice of the Common Pleas. They are also to be, on an early occasion, guests of the Law Society, Chancery Lane. The whole of the delegates were present at the Lord Mayor's ball on the 21st inst., the dinner in their honor having been unavoidably postponed for a brief period.—Canadian News.

SPURIOUS NOVA SCOTIA NOTES AFLOAT.—Halifax papers caution the public to be on the look-out for spurious Provincial Notes. Numbers both of the old and new issue are said to be in circulation. They are dishonored at the Receiver-General's office, on account of their mutilation.

COULDN'T PASS.—A suspicious looking letter from Europe, addressed to a person with a Jewish name, fell into the hands of the Surveyor of New York yesterday, who sent for the party for whom it was intended, and obliged him to open it in his presence. On breaking the seal, a small piece of cork was discovered, in the centre of which were daubed on the value of \$3,000. They were confiscated.