

tion" of those whose labors were necessary to its life. Still later, the sharpest pecuniary troubles affected its interests and its existence. Then Congress nearly taxed it to death. And all this time, while war was attacking it, friends deserting it, fortune forsaking it, and nature herself co-operating for its destruction, the rival cottons of other lands have been rapidly gaining in strength, and superseding the American article in the necessities of the world.

We believe, however, that, after all, American cotton has yet enough life left to overcome still other assaults—if they be not too heavy and rapid. To many observers, and to many of those who observe it nearest at hand, it seems prostrated almost beyond hope. Our accounts from different parts of the Southern States tell us that it is in its last throes—that whites as well as blacks are giving it up—and that, in any event, it is so far gone that it can hereafter show but a feeble vitality. We do not wonder at the prevalence of these opinions and feelings.

There certainly seems reason to believe that the present year will be even a harder one than the last for all who have anything to do with cotton. The letter of our Louisiana correspondent, given Monday, expressed what many of our Southern correspondents in other localities have written—that the planters, having lost on a year's labors are everywhere afraid to commit themselves to the culture of the next crop. The labor difficulties with other internal and external difficulties, have at last quite confounded them. And as the prospect of profit, which has sustained them through all the troubles of the past, is disappearing, there is no inducement to work for an interest which has no interest for them. If we can credit a quarter of what we hear from the South, we must believe that many thousands of planters, who have struggled on thus far, will this season give up the cotton culture as a hopeless and profitless and altogether intolerable undertaking. Then again the Northern capital, which everybody supposed would flow to the cotton fields of the South, to enrich all concerned, is not forthcoming. Two years ago a good many industrious Northerners, with limited means, went South to engage in cotton-raising; but inexperience, misfortune, loss and general bad success have discouraged and driven away nearly the whole of them.

Senator Sprague, in his recent speech, told how the poor East India cottons are now wrought up by improved treatment and machinery so as to produce fabrics equal to those made from the superior American article. Every year Liverpool looks less to America, and, still worse, has less necessity to look to America. A total cessation of the export from this country would produce little trouble in Europe. Our advisers show that the production of the India, Egypt, and Brazil, will be larger than ever the coming season, and that it will be furnished cheaper than in previous years.

Under all these circumstances it may be hard to see where grounds of hope are to be found for the revival of American cotton. Looking at the immediate aspect of the question, our own hopes are not at all brilliant. We do not expect the present depression can be made to pass away at once. And yet we are persuaded that not much is needed to restore it to a new life, which will grow in vigor and vitality year by year.

PROTECTION OF GAME.

ON Wednesday night in the House of Assembly, at Toronto, Sir Henry Smith moved the second reading of his bill for the protection of game. He was himself an old sportsman, and had witnessed the gradual decrease of game. For many years past there had been a game law on the statute book; but there had been such tinkering at the game laws since the Union, that a new one was sadly needed. The preservation of game would be admitted to be a very important matter; but even with laws protecting game in their statute book the destruction and waste of game had been very great. He had been informed that in one instance recently, at the St. Clair Flats, 85,000 dozen of ducks' eggs, which had been found in the marsh, were carried off for sale. Again, during the summer season, when game could not keep 24 hours, large quantities were destroyed. Americans came over here, went into the woods, and slaughtered immense quantities of game—in too many cases merely for the sake of the skins. A gentleman from the section back of Cobourg had told him that not long since a couple of Americans penetrated that quarter and killed 130 deer, tore the hides off, and left the carcasses for the wolves. This wholesale destruction of game ought to be prevented. And not only had game been thus killed in large quantities and taken away, but strangers came here with lots of traps, spread themselves over the country, and ultimately carried off immense quantities of valuable furs, to the prejudice of Provincial hunters and the Indians of the country.

The bill was then read a second time, and on motion of Sir Henry, seconded by Mr. Tett, was referred to the following special committee with power to send for persons and papers and report thereon:—Macdougall, Galbraith, McCall (T. O. folk), Smith (Kent), Lyon, Scott (North Grey), and the mover.

By a decree of the President of Honduras, dated the 10th September last, the duty payable on the exportation of Indigo is reduced from four rials (2s.) to one rial (6d.) per arroba, or weight of 25 lbs.

Until lately the duties on anchorage and lights (one real or 2½d per ton for each) were levied only once on the voyage made by a vessel navigating to one or more ports in Spain. At present, in the case of steamers, those duties are doubled being exacted both on the inward and the outward voyage. The measure does not extend to sailing vessels; and it is applicable to national as well as to foreign flags.

LAW INTELLIGENCE.

SUPERIOR COURT, QUEBEC.

Present:—STUART, J.

JURY TRIAL.

The Commercial Bank of Canada vs. the Sun Mutual Insurance Company.—The following are the questions submitted to the special jury in this case, with their answers:—

QUESTIONS.

No. 1.—Did the defendants, after entering into the said policy, and if so, when and where, agree with the plaintiffs to extend the period fixed for the sailing of the ship in the said policy mentioned, and if so, to what further day?

No. 2.—Did the said ship *Thurcaston*, on the twentieth day of November, one thousand eight hundred and sixty-five, leave her moorings at Dinning's booms, within the port of Quebec, with the *bona fide* intention of at once prosecuting her voyage to Liverpool, calling at Queenstown?

Unless the above questions be answered in the affirmative, the following questions are not to be put, to be submitted to the jury.

No. 3.—Was the said ship *Thurcaston*, at the time she so left her moorings at Dinning's booms, in all respects ready for sea?

No. 4.—When the said ship *Thurcaston* so left her moorings at Dinning's booms, were all the crew of the said vessel engaged? Were some of the crew then on board the said vessel, and were the rest of them ready to embark as soon as the said vessel was towed out of Dinning's booms aforesaid?

No. 5.—Was the said ship *Thurcaston*, after she had so left her moorings at Dinning's booms, prevented by the accidents of navigation and stress of weather, from proceeding out of the port of Quebec until the twenty-sixth of that month?

ANSWERS.

No. 1.—The defendants did agree to the extension of time, to the 21st November, 1865, from the fifteenth of the said month, as appears on the margin of the original policy, signed by Theodore Hart, as their agent.

No. 2.—The ship *Thurcaston* did, on the 20th day of November, 1865, leave her moorings with the *bona fide* intention of at once proceeding on her voyage.

No. 3.—According to the custom of the port of Quebec, the ship was in all respects ready for sea when she left her moorings.

No. 4.—When the said ship left her moorings at Dinning's booms, her crew were all engaged, some were on board and the rest were ready.

No. 5.—She was.

The jury concur unanimously to the above answers, as so say they all.

(Signed)

GEO. B. HALL,
Foreman.

REPORT ON THE COLONISATION ROADS.

REPORT OF THE INSPECTOR OF AGENCIES.

OFFICE OF THE INSPECTOR OF AGENCIES,
Ottawa, March 1, 1867.

Honorable J. C. CHAPAIN,

Commissioner of Public Works, &c., &c.

SIR,—I have the honor to submit to you a statement of the Colonization Works, executed in Lower Canada during the year 1866.

However small the sums appropriated for the opening or completion of the several roads, they have not failed to produce results which, in many cases, exceeded the expectations of the friends of colonization. Settlers are always desirous of acquiring lots contiguous to the new arteries of colonization, and the old parishes are but too glad to send forth their redundant population into the townships, whenever the new roads open a way into the forest.

The aggregate length of roads opened in 1866, under the direction of this office, is 173 miles 22 arpents. Of this amount, 44 miles 25 arpents together with 84 miles 25 arpents previously opened, have been completed, making a total of 129 miles 22 arpents.

Bridges have been built, the roadway of which measures in the aggregate 8,607 feet. A distance of 14 miles 27 arpents has been crosswayed or laid with brush, besides which works, 104 miles 25 arpents of existing roads have been repaired or improved.

I feel sincere pleasure in stating that these several works have been accomplished, by the different superintendents, with economy and intelligence, aided by a thorough knowledge of the wants of the localities, and a wish to subserve the work of colonization. No doubt their exertions have great effect in securing the settlement of the new lines of road, and promoting the success of agriculture; and, as might be expected, their success has been in many places most satisfactory.

One circumstance there is, however, which, in many cases, proves an obstacle to the progress of settling and clearing new lands, deterring many from attempting this work in the townships. In the old parishes the subdivision of property is a habit so prevalent, and so deeply rooted, that children inheriting from their parents the most trifling bit of the paternal estate, persist in their attachment to their home in their native parish, either ignorant of the advantages they would find in the township, or at a loss of encountering, in the toil of clearing, difficulties too great to be surmounted. Accordingly, they settle on their paltry portion of their family property, and remain till a time comes when, the whole being overburthened with mortgages, they are driven to give it up to their creditors; then, and then only, they bend their steps towards the forest, oppressed by debt and totally destitute of the means of carrying on the first labor of clearing. Then they lose heart, and their next inevitable step is to emigrate to the United States, the natural consequence of their blindness and obstinacy. Had they entered the newly opened lands with some small capital, they might, in a few years, have become

the owners of a prosperous farm, and have escaped the unfortunate fever of emigration, which has made them exiles from their native land. The farmer ought not to delay his exodus from the old settlements until he has spent his last dollar, in which case he is almost sure to fail, and by his example to deter many of his fellow-countrymen from making the attempt—as the latter, not aware of the true cause of his failures, naturally attribute it to the poorness of the soil, or to difficulties with which he may be unable to cope.

Free grants of land can alone prevent these misfortunes, and turn our fellow-countrymen aside from the road to self-banishment. Many localities have been saved by this system of free grants and are indebted to it for their rapid progress. One example of which is that of Wotton, first settled in 1849, by Mr. Arcand, which had by 1854, that is, in five years, grown to two very populous parishes.

The system, when actively set at work, in certain sections, by the Government opening roads in different parts of the country, is one of the most certain means of checking the emigration of Canadians, and cannot fail to favor the progress of agriculture.

In former reports, I have had the honor to point out the importance of encouraging the opening of main lines of communication, and carrying out the scheme that led to the opening of the Taché Road.

In Gaspesia they feel the want of such encouragement to colonization. The a liue crossing the 4th or 5th range of the several townships is particularly required. Such a road would favor the settlement of a double range of parishes along the northern shore of the Bay of Chaleurs, as is the case along the St. Lawrence. The lands are magnificent, and the work of bringing them under the plough would attach to the soil a large body of young men, now addicted exclusively to the fisheries.

One impediment to colonization in these parts appears to be the monopoly enjoyed by the Gaspé Mining Company, who hold nearly the whole interior of Gaspesia. Settlers either absolutely refuse to buy from them, or hesitate to do so. This is a matter of regret. Government, in its anxiety to abate an evil, will no doubt devise means of remedying this, if such can be found.

In certain sections, as the eastern part of the Township of New Richmond, and the western side of Hamilton, the value of real estate has considerably increased, as well as population; and it is remarked that the rising generation are better skilled in agriculture than their fathers. These lands are rapidly preparing for settlers; roads penetrate the forest in various directions; bridges, some of them of considerable length, are constructed; comfortable dwellings are being built, as if by enchantment, and school-houses are being erected. All these things speak of progress. The population is French-Canadian.

The opening of a road from Quebec to Lake St. John is of great importance both to settlers and for the purposes of trade, and the friends of colonization will rejoice to hear that as a winter road it is accomplished.

The inhabitants of Hocherville have opened a winter road from that place to Belle Rivière Lake, about 26 miles from Métabetchouan, where it falls in with the main road to Lake St. John, diminishing the distance by seven leagues for themselves, as well as for the settlers of the Lower Saguenay.

Another line of communication which it is important to have completed is that from Quebec to the St. Maurice, in length not more than 20 leagues, passing through St. Raymond and Colbert.

This part of the country is watered by a considerable number of lakes and streams. The official returns inform us that the lands promise well for agriculture, and the climate is rather milder than that of Quebec. There is room for thousands of settlers. The sum of \$300 granted last year for the purpose, will be applied to the exploration of the district next summer.

It is desirable that the Taché Road should be finished as soon as the funds granted for the purpose render it practicable. The lands intersected by it are remarkable for their fertility. The country about Rimouski presents an immense field for the labors of the agriculturist. On the banks of the River Rimouski particularly there are magnificent groves of elm. The fertility of the soil seems inexhaustible. The size of the timber presents a store of natural wealth, which the settlers may turn to profitable account as an article of trade and industry. Accordingly the anxiety to take these lands is very great.

In the Township of Langvin colonization has made great progress, clearings having been made to the extent of 1200 arpents in four years and a half. In Ware 180 arpents have been cleared, and 1000 at Lake Etchemin. In Langevin the population has increased to 300 souls, and at Lake Etchemin to 400. Notwithstanding this remarkable progress, the state of the road is not such as it ought to be, and if it were improved, no doubt, twice or three times the extent of land would be taken up, as its excellence is well known.

The completion of the Etchemin Road, in Cranbourne, is a subject of great anxiety among the settlers, as it would bring about the settlement of the splendid lands in the southern part of the township, passing directly through the auriferous region of St. Francis and Cranbourne. There are considerable works in progress at the River Gilbert for crushing the quartz, and it is important that the lands in that quarter should be in the hands of native born citizens, rather than in those of foreigners.

The Townships of Mailloux, Roux, Bellechasse, and Daquam, stretching across the Mailloux Road, are ready for settlement throughout their whole extent, and the soil is admirable for agriculture. The lots on the grand line adjacent to the Mailloux Road have been nearly all taken, and, at certain places, settlers are resident as far back as the third and fourth ranges on each side. In Roux a church is in course of erection.

It is of extreme importance that the works on the Maeson Road should be pushed forward, as it is indispensable to persons crossing the Laurentine chain of Mountains, and those seeking access to the immense