

of road from the Lake of the Woods to Fort Garry, which the Red River settlement have offered to contribute, and the portion of railroad guaranteed by the English Government, the line of communication on the other side of the continent between Fort Garry and Halifax will be completed. On this side, Mr. Waddington has undertaken the portion from Buto Inlet to the Mouth of Quenneville, and it only remains to open the road in the Upper Fraser through the Yellow Head Pass as proposed by Sir James Douglas, and that over the plateau to the bend on the North Saskatchewan below Brazeau river, in all 230 miles, in order to have a communication with Fort Garry by a line of steamboat navigation, 1243 miles long. This achieved, the whole line will be opened between Buto Inlet and Halifax, consisting, as Mr. Waddington informs us, of

Railroad in existence or being contracted	1,185 miles.
Steamboat navigation	2,400
Land travel (contracted for less the 230 miles above mentioned)	648
<b>Total</b>	<b>4,233</b>

Requiring 20 to 23 days' travel, and open from 4 months during the summer. We have heard Mr. Waddington succeed at but we are of opinion that Mr. Waddington, who is going to Canada and England for the special purpose of carrying out this splendid scheme, and who learns before leaving that he has already partially succeeded, deserves something better than the sneers of an ungrateful community.

### THE GOLD REGION.

NOTHING of doubt about the extent and value of the gold likely to be found in this region seems to be setting in at this time. The doubters, however, are not now confined to persons living at a distance, but are to be found much nearer home. They have been somewhat dubious all along, apparently influenced by a feeling that for gold to be discovered here was altogether too good a thing to be true; but they were willing to suspend judgment awhile, to see whether something worth waiting for might not after all turn up. They admit their belief that some gold was found at the Richardson Mine, but are decidedly undecided as to the result being enough, even there, to justify the expectation that that mine will prove to be as has been frequently asserted—the richest and most wonderful ever heard of. In fact, they consider the occurrence of gold there to be purely accidental and exceptional, and they have scarcely a particle of faith in the assertions of its having been found elsewhere, in or near the township of Madoc. They derive aid and comfort in support of their opinion, from the rumoured intended withdrawal of the Police force from the Kingston Mines, saying that it is a "significant fact" that nine thousand acres of land are soon to be sold in the townships of Madoc, Marston, and Elgin, and from the rumours that the Richardson Mine stock is being offered in Montreal at a great many less than a hundred cents on a dollar. Nothing will satisfy them, now, short of a regular weekly supply of gold in paying quantities. When they see that they will believe, but not until. At present they incline to the conclusion that the whole thing is a delusion, begotten of the varied proportions of jealousy and gullibility incident to poor human nature. Some persons, they argue, having lands to sell, want to get a good price for them, and are not over-scrupulous what means they adopt to accomplish their ends, and others, having more money than wit, readily swallow any tale that may be told to induce them to invest in gold lands.

Such, then, is the present state of affairs. Doubt about the reality of the gold discovery unquestionably prevails in many quarters. This, we are inclined to think, is the not unreasonable result of the tardiness of the owners of the Richardson Mine to show their faith by their works. They have delayed, too long for their own benefit, probably, to commence operations upon a scale commensurate with the expectations which have been given forth to the world. They are, however, making a move at last to put up the necessary works to develop the actual capabilities of their property, and, for ourselves, we find it easier to believe that they, and others who are putting up expensive crushing machinery, have satisfied themselves that they have better grounds for making such an outlay than a blind trust in the speculative tendencies of a sufficient number of the public, which would lead to enough gold mining "stock" being taken up—in the absence of visible returns—to leave in any event a handsome profit for the original speculators, rather than to come to the conclusion that there has been a wholesale conspiracy to humbug and defraud the rest of the world, on the part of all those who are either engaged in digging for gold, or have again and again asserted that they have actually found the precious metal, not only in this locality, but over a widely extended area.

There is another reason which may be submitted to the consideration of the doubters, for the belief in the possibility of gold being found in this part of Canada, and that is, that the staff of the Geological Survey appear to be particularly cautious not to commit themselves to the expression of an adverse opinion. It is to be hoped that when Parliament meets steps may be taken to stir up the Geological Department into making a decisive and authoritative report on the subject, so that the prevailing doubts may be settled one way or the other, unless, indeed, that is done sooner by the success or failure of the crushing machines.—*Madoc Mercury.*

It is stated that a British naval officer left Boston on Wednesday week in the Java, and proposes to return there early in 1888, in command of a steamer without paddles, screw or coal. In other words, he intends to cross the Atlantic in a steamship fitted with hydraulic propellers, using petroleum as a fuel.

### THE TOBACCO TRADE AND THE PUBLIC REVENUE.

THE feeling in the tobacco trade against the taxes now laid upon it is widespread and very strong. It found vent in a late meeting in this city, called to consider the order regarding bonded warehouses, issued Sept. 10, and more recently in the Tobacco Manufacturers' Convention at Cleveland.

In 1870 the crop of tobacco was the largest ever raised in the United States. It was upward of 420,000,000 pounds. In 1871 it amounted to only 107,000,000 pounds, and the returns have fallen still lower since then. According to the last report of Commissioner Rollins, the production of taxable tobacco in 1873 was, in round numbers, twenty-three and a half million pounds; in 1874 it was sixty-three millions; in 1875 it was thirty-six and a half millions; and in 1876 it was only thirty-five and a half millions. With the great decline in the trade indicated by these figures, there has been a falling off in the profits of all engaged in it who attempt to deal honestly with Government and the public. Tobacco frauds, almost as gigantic in every respect as the notorious whisky frauds, have operated to the serious detriment of the honest manufacturer. By the more extensive use of the local in its natural state, and by illegal manufacture and sale, the Government loses about one-half of the whole amount it might raise on this article. The Select Committee on Internal Revenue Fraud, which reported to the last Congress, stated that there is much evasion of the tax in New York, Brooklyn, and Philadelphia, and they recommended a reorganization of the revenue force in the three cities. Commissioner Rollins was equally urgent in recommending reform in this matter. Evidence of the failure of the present system may be seen in the numerous seizures for tobacco frauds which have recently been made in this neighborhood, and in the numerous failures to convict or punish any of the guilty parties. About the beginning of June last, seven tobacco manufacturers near this city were seized. It was said that two of these places had defrauded the Government of about \$60,000. Another of them was reported to be the property of a man recently appointed United States Revenue Inspector. So far as the public have been informed, nothing has been done to punish these alleged swindlers. Perhaps the Committee on Rectification, now sitting in this city, will throw some light upon these cases.

Under a good system of taxation, and with proper management, the Government ought to raise about ten per cent of our whole revenue from tobacco alone. In Great Britain eleven per cent, of the revenue is raised from tobacco, and the article is neither grown in that country nor used to nearly the same extent as here. At present only about five per cent of our internal revenue is obtained from tobacco, snuff, cigars, &c. Instead of raising \$17,000,000 upon this article, we might, if the tax were collected as fully as in Great Britain, raise between \$80,000,000 and \$100,000,000. In France, the taxes on tobacco yield an annual revenue of over \$45,000,000. It is true that there are greater facilities for evading taxes here, especially in this article, than in either of the countries named. The chief difficulty with us seems to arise from the fact that tobacco is grown here and is an article of export. To overcome this difficulty and to obtain the largest possible revenue from tobacco, its manufacturers urge the plan of laying the whole tax upon the leaf. To this there are many weighty objections. Perhaps the further discussion of the subject may bring forward some scheme better adapted to prevent frauds and enrich the Treasury without detriment to one of the most important branches of our agriculture.—*N. Y. Times.*

### RED RIVER TERRITORY.—The Nor' Wester of the 24th ult., says:—

From Caledonia, the new name of the Portage, we have very encouraging reports of the crops. The wheat is unusually heavy. It is expected the quantity will exceed 20,000 bushels—considerable improvements are going on there, and as soon as the approaching change in affairs of the country take place, a very rapid advancement of this rising settlement may be expected.

We understand that the Sioux intend to settle about there this winter in considerable numbers, to hunt and trap. It was anticipated that trouble would arise between them and the other Indians (Chippewas), but the Sioux have signified a wish to remain at peace with them. The Hudson's Bay Company intend wintering some 400 head of cattle near the Portage, and there is some rumour of a new fort being constructed at White Mud River. The people of Caledonia, having last mail, received a very courteous reply from the Imperial Government to the memorial complaining of want of law and protection, &c. Their interests with that of Red River are at present occupying the serious attention of the government, and immediate results are daily expected. The buying weather has been very favourable, and a large quantity have been saved and stacked.

**GRANITE-CUTTING MACHINE.**—A correspondent says of this machine:—"It does not effect results, as I thought at one time, by a series of revolving chisels, but by cutting instruments not unlike the large cheese knife of the cheesemonger. This is made of a surprisingly well-tempered steel. The machine being brought to the block of granite, the quarry-side or a cliff, a series of these knives cut their way into the solid material with accuracy and despatch. You can divide a huge block in two, or pare off the least piece of surface, in either case the chisels leaving their work so smooth that the face of the stone is at once fit for the polishing bed or lathe. All kinds of the most obdurate material have been successfully noted on, and one of the machines has been, or is in process, of tunnelling or driving of levels."

**CONTINENTAL HARVESTS.**—In France the wheat-crop is reported at less than an average. Belgium and Spain are so deficient that they will be obliged to import, and Poland is in but a little better condition. Southern Russia will have large supplies, and in Hungary the yield is so heavy that even now the railroads are unable to move all the grain that offers, and store-houses are crowded. Turkey, on both sides of the Bosphorus is said to have good crops, and will have something to spare. In Algeria (Africa) so scarce are all kinds of food that France is called upon loudly. Egypt is said to have abundant harvests, but perhaps there should be some abatement from this statement, since they could scarcely be over the pre-estimation caused by attempting to supply England with cotton. The famine in India is largely due to this same cause.

In estimating probable prices of grain in Europe, the almost utter dearth of breadstuffs in many parts of the United States before the present harvest is to be taken into account; for, before foreign shipments can reach former proportions, we must be supplied at home. It is a singular fact that in neither France, England, nor in the United States, are there old stocks of wheat on hand, and their next year's bread must come almost wholly from this year's crop.—*N. Y. Tribune.*

The projected railroad from Cordoba to Salta, Buenos Ayres, S.A., a distance of 700 miles, is to be built by the same English company that have just completed a road 130 miles long from Rosario to Cordoba. The report of the engineers represents the route as nearly a level, requiring but little if any heavy work in grading. It penetrates exhaustless deposits of pure salt, and the line will afford an outlet for copper mines rivaling in richness those of Lake Superior.

### ST. JOHN TRADE REPORT.

St. John, N.B. Oct. 5, 1867.

THE business of the week has shown some slight symptoms of improvement, although the fall trade cannot be said to have yet commenced. The water in the upper portion of the St. John is unusually low, and steamers are unable to run. When this is the case, the work of getting supplies into the interior is always put off to the latest possible moment, in the hope of the fall rains coming sufficiently early to improve the navigation for even a short time before the winter finally sets in. The demand for money to pay duties on the fall importations has created a more stringent feeling in the market, but as remittances will now be daily coming in from the country merchants, we may hope that it will only be of a temporary nature. Exchange is somewhat easier and sixty day bills on London may now be quoted at 10 per cent. premium, and eight bills at 11. During the week the ship "New Lampedo" from Liverpool has arrived with a full cargo, and the steamer "Acadia" from Glasgow is shortly expected to arrive. The steamers from Boston have also brought large quantities of dry goods, received per steamship "Ontario" at Boston, and transported from thence in bond. The other arrivals of the week comprise four vessels from New York and one from Boston with general cargoes, one from Pictou with coal, and four from Portland with flour. After this week the steamers of the International company will make but two trips per week instead of three as heretofore. The weather has been variable and windy, though clear of fog. The preparations for the Provincial Exhibition are progressing satisfactorily, the whole of the space at disposal is taken up, and a large influx of visitors is expected.

**LUMBER.**—The clearances for the week consist of seven vessels for ports in Great Britain, with timber and deals. Three to West Indies, and two to Monte Video with boards, and eleven to United States ports. The shuck business has scarcely commenced yet, though several vessels are under charter, none however have yet been dispatched. Freight rates are dull, the high figures which had been touched, combined with the unsatisfactory state of the English market, caused shippers to decline operating to any extent, and a lower rate than last reported would have to be accepted to secure engagements.

Deals to Liverpool or London	70s per standard.
" to Bristol Channel	62 1/2 to 65 1/2 per std
" to Dublin	61s 6d
" to West coast of Ireland	72s 6d
Boards to Boston	\$3.75 per M
" to New York	6 00
" to North side of Cuba	8 50 to 9 00
Shooks	25c each.

**FLOUR.**—The flour market during the week has been sensitive and somewhat fluctuating. On Wednesday and Thursday there was increased firmness, and in some cases an advance was secured, but taking the whole of the week's transactions, there is very little change perceptible. The demand is steady and moderately good, though every thing is worked off in small lots, and there is an almost entire absence of anything like wholesale transactions. The two last