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A Postal Reform.

Much credit is due to the Honorable Mr. Mulock for securing another postal reform. He has officially announced that newspapers and magazines published in Canada when sent to Great Britain will in future be subject to the same rates of postage as when dispatched from one place to another, in Canada. A similar concession has been made by the Imperial postal authorities who have decided to allow English periodicals to be sent to Canada for a lower postage than has hitherto been imposed. Canadians have every reason to regard both changes with lively satisfaction. Every facility is desirable to be given for the circulation of Canadian papers in the United Kingdom and for British periodicals to have as free course as possible in this country. Public sentiment is largely moulded by the Press, and imperial interests demand not only that the people of this Dominion should be kept in closer touch with the life of the mother country than with a foreign country, but that the people of Great Britain should learn what is being done and said and thought in Canada directly from Canadian sources.

Proposed New Route to Australia.

This is the age of great schemes for bringing into closer relations the peoples of all parts of the world. Tenders are to be called for the construction of a line of railway across Australia from south to north, which is projected to be a section of a new route between England and Australasia. The route would run from England right across the continents of Europe and Asia, via. France, Germany, Russia and China. The proposed terminus is Port Arthur, a port near to Pekin, the capital of China. From thence a line of steamers would run to Port Darwin on the north coast of Australia, west of the Gulf of Carpentaria. The proposed line from Port Darwin would connect with existing railways that connect Adelaide, Mel-

bourne, Sydney, Brisbane and all the principle settlements in South Australia. The line from Melbourne to Port Darwin would extend 2,343 miles. It is estimated that the journey by this new route from London to Melbourne would occupy 20 days and the fare would be from \$200 to \$300. The promoters are sanguine in their anticipations that the new route would do for Australia "what the American and Canadian trans continental lines have done for California and British Columbia." It is announced that arrangements are nearly complete for direct railway traffic between European and Chinese cities. The North Australian League, Melbourne, calls for tenders for the projected line, particulars of which may be had from the agent general of South Australia, London, England.

National Bank of Copenhagen. We are favoured by a copy of the "Danish Export Review," which contains the balance sheet of the National Bank of Copenhagen, of which the following is a synopsis, the Danish money being converted into currency:—

ASSETS.	
Mortgage loans on fixed property.....	\$ 708,600
Loans on bonds and stocks.....	3,014,000
Home Bills of Exchange.....	7,201,000
Coin and bullion.....	18,650,000
Notes in hand.....	1,900,000
Other assets.....	8,366,400
Total assets.....	\$39,840,000
LIABILITIES.	
Notes issued.....	\$27,750,000
Current accounts.....	1,520,000
Capital.....	6,750,000
Deposits.....	30,000
Other liabilities.....	3,890,000
	<u>\$39,840,000</u>

Several features of above differ widely from our banking system and conditions. Mortgage loans on fixed property are not allowed to be made in