

GLASS MANUFACTURE.

A RECENT article in the *Montreal Gazette*, makes mention of the establishment in Montreal of the St. Lawrence Glass Works, and puts down the value of the importations of glass into the Provinces of Ontario and Quebec for the year 1899, at \$12,877. It may be interesting to know that in 1865, New Brunswick imported glass to the value of \$11,714, of which \$17,915 came from the United States, and \$13,131 from Great Britain, all paying a duty of eighteen per cent. Nova Scotia probably imports about \$60,000 worth, making the total consumption of the two Lower Provinces about \$82,000 annually, nearly the whole of which could be supplied within the Dominion. The manganese required in the manufacture can be obtained in any quantity both in New Brunswick and Nova Scotia. For some time past manganese ore has formed an article of export to the United States and Great Britain. One of the deposits now being worked is situated at Sussex Vale, close to the St. John and Shediac line of Railway, and could be transported to Montreal with great facility.

THE SILVER QUESTION

(To the Editor of the Trade Review.)

YOUR insertion of the following, on a subject which the writer believes affects all the people of this Dominion, that is, the discount on American silver, will oblige, and it will probably help to incite others to give their views on the subject, the discussion of which may lead to some feasible scheme for the abatement of the evil which at present exists. Five per cent. off the retailers' profits must eventually be ruinous to him, and through him the wholesale merchant must also suffer. But the evil is not confined to those only who are engaged in trade, the farmer, the mechanic, and all engaged in labouring pursuits, are also affected by it. The banks furnish it to the grain dealers, who pay all they can get off to the farmer; he, in his turn, pays it to the shopkeeper on his account generally at par, or there is a row, and a threat that if he don't, his custom will be transferred to some one else who will take it at par. Well, oftener than not, these accounts run throughout the year. The mechanic, too, can get nothing but silver for his work; he thinks it hard if he cannot pay it off at par, often adding that it is a shame that such good money should not be better than the promises to pay of any Banking Institution. No doubt, Sir, you know these things much better than I can write about them; but if the mention of them will only lead to discussion throughout the country, the agitation of the question might lead to some scheme for getting rid of what is really considered a nuisance, in loss of money, and in loss of time.

Would it not be practicable for the House of Commons to take the matter up. Say the Government bought up all the American silver at five or six per cent, and received it into a currency for the whole Dominion and make it a legal tender to the amount of say fifty dollars, or make some arrangement with the banks to keep it in their vaults and issue notes against it. I don't see why some arrangement of this kind could not be made with safety to all, and the doing away of what is now a serious drawback to all business.

Yours,

Respectfully,

BRANTFORD, Aug. 7, 1867.

BRANTFORD.

[We are ready to admit the evils complained of in the foregoing letter but we have as yet heard no practicable scheme proposed whereby they can be got rid of. Any attempt to do away with the present nuisance of a superabundant silver currency by buying it up or recouling it, would be as silly and ineffectual as the effort to drain a lake well supplied with water from springs or rivers, by constructing a canal from one portion of it to another. In the first place, so soon as the buying up process had reduced the volume of silver to any extent, it would become more valuable the rate of discount would fall, and it would become profitable once more to import silver from the United States where the supply of old silver is still large and where new coinages are continually being minted. In the second place, the re-coinage of the U. S. silver would not reduce its amount to any but an inappreciable extent, and making the new coin a legal tender to the value of \$50, besides being an objectionable policy in itself would not have the desired effect of compelling the banks to receive it on deposit,

We have long been convinced, and we have previously stated our conviction, that until the resumption of specie payments in the United States created a demand for silver throughout that country, we would not be able to secure a general circulation for our own silver coins, nor be freed from the annoyances and losses sustained under the present abnormal state of affairs. We do not, however, consider the evil altogether an unmixed one, and the people at large must eventually be greatly profited. The silver which we complain of was originally purchased at about its intrinsic value, much below its nominal face value. Now, whenever this silver shall be needed by its original owners, it will at once be paid for at its nominal value, and it is not impossible that for a while it should even be at a premium, and a gain to this country of four or five per cent. on the millions of silver in circulation would not be an item to be despised. Again, many a man has paid debts promptly in order to get rid of accumulating silver, which he would have been slow in liquidating had he to pay in current funds. We must only be patient and wait for circumstances to be more propitious. Any present action would be unwise.—*Ed. Trade Review.*]

THE INTERCOLONIAL RAILWAY.

TO HON WILLIAM McDONNELL, C.B., Minister of Public Works in Canada.

SIR.—The great interests involved in the right location of the International Railway, must be the only apology I have to offer, for again asking you to attend to the subject.

An Act of Incorporation was obtained in 1833, from the Legislature of New Brunswick, for the construction of a Railway from St. Andrews to the City of Quebec. It was surveyed by Col. Yule, R. E., under the orders of Lord Gosford, Governor-General of Canada and Sir Archibald Campbell, Governor of New Brunswick. An appropriation of \$40,000 was made for that object, and a short and practical route found. In consequence of the country through which the survey was made being in dispute, the work was not proceeded with.

By the Treaty of 1783, the North Eastern Boundary of the United States was defined. As the character of the country at that time was but little known, the terms of the treaty were ambiguous. Not long after, it was explored, when two chains of highlands were found, between the Atlantic and the St. Lawrence. The question arose to which of the two did the treaty refer. The Americans claimed the chain between the St. Lawrence and the St. John. The British the one between the St. John and the Atlantic. The extent of territory in dispute was 12,000 square miles.

By the Ashburton Treaty, the boundary was settled on the basis of a compromise, New Brunswick receiving the smallest share.

Lord Macaulay opposed the ratification of the treaty in the House of Commons, declaring, "There was ceded not only that which we had a right to keep, but which it would in many respects have been advantageous to us to have retained."

The Hon Mr. Rives, United States Senator and chairman of Foreign Affairs, also opposed the treaty, on the ground of "injustice being done to Great Britain, as she was entitled to all she claimed."

One of the proofs brought forward in the American Senate by Mr. Rives, against the Ashburton Treaty, was the following letter from Jared Sparks, the Historian, addressed to him.

"While examining among the papers relating to the American Revolution, in the public Archives of Paris I found in one of the bound volumes an original letter from Dr. Franklin to the Count de Verges, as follows:—

PASSEY, December 6th, 1782.

SIR, I have the honor of returning the maps your Excellency sent me yesterday, and have marked with a ERRONEOUS RED LINE, as requested, the limits of the United States as settled by the British and American Commissioners.

BENJAMIN FRANKLIN.

This letter was written six days after the preliminaries were signed, and if we could procure the identical map it would afford conclusive evidence as to the boundary. You may well suppose I lost no time in making enquiry for the maps, not doubting but it would confirm all my previous opinions respecting the validity of our claims. After a little research in the American division with the aid of the keeper, I came upon a map eighteen inches square, on which

entire boundary of the United States answering precisely to Franklin's description. Imagine my surprise on discovering that this runs wholly south of the St. John, and between the head waters of that river and those of the Perobscot and Kennebec. In short it is exactly the line now contended for by Great Britain, except that it concedes more than is now claimed.

The North line after departing from the source of the St. Croix, instead of proceeding to MANS HILL, stops far short of that point, and turns to the West, so as to leave on the British side all the streams which flow in to the St. John.

There is no positive proof this is the map referred to by Franklin, yet upon any other supposition it would be difficult to explain its agreeing so perfectly with its description, and of being preserved in the place where it would naturally be deposited by Count de Verges.

(Signed) JARED SPARKS."

By that treaty not only has New Brunswick lost a most valuable tract of country, but the Intercolonial Railway from the City of Quebec to the Ocean, will be materially lengthened. The shortest route now practicable between that city and St. John, is 411 miles; if New Brunswick had received her own, 284 would have been the mileage to construct.

The Imperial Government therefore should not only guarantee the interest on the whole cost, but leave the selection of route, with those who have to pay for its construction.

For one of Her Majesty's principal Secretaries of State, to decide the course it should follow, may result in consequences as adverse to the interests of the Dominion, as the mission of Lord Ashburton did, to the just rights of New Brunswick.

The British Government in assenting to the Guarantee, have as yet only laid down one condition, viz.: "That the line is to pass entirely through British territory, and that by no means will they object to its joining with projected railways to the United States." Earl Gray wrote in 1851 that if the opinion which is entertained by many persons well qualified to judge is correct, that a shorter and better line than the North Shore or Major Robinson's can be found through New Brunswick, it will of course be preferred."

Can a route be found to meet the views of the Imperial Government and at the same time the commercial requirements of the country?

THE NORTHERN ROUTE.

The Bay Chaleur route, for two hundred miles in New Brunswick, would pass through the counties of Kent, Northumberland, Gloucester, and Restigouche, with a population less than the city of Quebec. And for one hundred and fifty miles through Bonaventure and Rimouski, whose population, like that of Gaspe and the above counties in New Brunswick, dwell on the rivers and coast. By this route Gaspe at its nearest point, would be fifty miles from the railway.

Reference to the map will show that steamers would do more for these counties than the railway, as better connecting their ports with the Western section of the Dominion.

A railway of 350 miles in length, through a widely scattered population of 90,000, would fall very far short of meeting its running expenses.

It is from the local traffic of railways, that their income is derived. The New Brunswick and Nova Scotia Railways, passing through a thickly settled section of country, have averaged less than three-quarters of one per cent. on their cost.

The Hon. John A. Macdonald and the Hon. John Rose, wrote the Colonial Secretary in 1858: "That the Northern route was long and circuitous, and would pass through a country but little settled, and could not for many years be expected to make any returns on the cost of its construction."

Its proximity to the Bay Chaleur and Gulf of St. Lawrence, would expose it to the winds and storms which sweep over the bay and gulf, carrying with them clouds of sleet and snow, rendering travelling not only tedious and uncertain, but often causing its entire suspension.

Sanford Fleming, Esq., C.E., in his report on the Intercolonial Railway says, "Snow-drifts, when they happen to occur, are serious obstacles to railway operations, they are found to be the cause of frequent interruptions to the regular running of trains, besides often the necessity of a heavy outlay. Every winter in Lower Canada the trains are delayed for days at a time on account of the drifts, the mails are in consequence stopped, and traffic is seriously interfered with."