

from foreign substances, the Goderich salt is unrivalled; for dairy and pork packing it is pronounced to be all that is needed, its preserving properties ranking high in the estimation of those who have used it. As an illustration of this fact, it may be stated that a shipment of from 400 to 500 barrels has already been made to Chicago, although a duty of 70c. in gold per barrel is levied upon its importation to the United States.

The Goderich salt makers argue that, as the government has placed a duty of 6 cents per gallon on the importation of American crude oil, and 15 cents per gallon against American refined oil—thus conceding the theory of protection—it is but fair that the growing salt interests should also receive a helping hand. Nor could objection be taken by the Provinces of Quebec, New Brunswick or Nova Scotia to such a course, for American salt does not reach those places, the cheap rate at which Liverpool salt is offered excluding the American article. No Goderich salt, could, with profit, be sent farther east than Kingston.

The brine from which the salt is made is of a very high gravity, averaging from 90° to 100° in strength, as tested by the salometer. It is free from gypsum and any bitter flavor, and possesses in a strong degree the peculiar properties which preserve meat from decay. Some salts, it may not be generally known, are destitute of this, and cannot be used in the dairy or for pork packing. When the brine reaches the density of 100°, by the salometer, (the fluid being heated to 80° Fahr. to make a fair test) the water can absorb no more salt, the highest standard of absorption having been reached; if more salt is added to brine which possesses the strength of 100° it will not be taken up, but falls to the bottom of the vessel. With this explanation the reader can readily understand how rich in salt the Goderich brine is. We have received a sample from the "Dominion Salt Works," which is remarkable for its snowy purity, and excellence of flavor; indeed, all the Goderich salt possess the same qualifications. In order to foster this new enterprise the public can do much; the self-interest of dealers still prompts them to import American Oswego salt because a few cents per barrel additional profit is to be made on its sale. If the public wish to help the salt works of Ontario, let every one who is a consumer ASK FOR GODERICH SALT, and accept no other. Directly a healthy and persistent demand springs up for the product, storekeepers will provide themselves with it, and the American article, imported at an annual cost of \$130,000, will be excluded, and the money annually paid out for its purchase will be spent at home, and give employment to thousands of willing workers. We hope that the patriotic citizens of Ontario will sustain "home manufactures," without which we should be a poor miserable country indeed!—Free Press.

GOLD PRODUCT OF NOVA SCOTIA.

	Oz.	Dwts.	Gr.
1 July 1860 to 31 Dec. 1861 (est'd)	6000	0	0
1 Jan. to 31 Dec. 1862 (officially reported)	7275	0	0
1 Jan. to 31 Dec. 1863	14001	14	17
1 Jan. to 31 Dec. 1864	20022	18	18
1 Jan. to 31 Dec. 1865	25454	4	8
1 Jan. to 31 Dec. 1866	25204	13	2
1 Jan. to 31 Dec. 1867	27294	11	11
1 Jan. to 30 June, 1868	10411	9	12
	135664	11	15
Allow for gold stolen and not reported, at least.....	135	8	9
	135800	0	0

This represents a gross value of \$2,716,000 Nova Scotia currency.—Mining Gazette.

GOLD BAR FROM THE SIERRA NEVADA.—We (Territorial Enterprise) were yesterday shown a bar of gold from the mine of the Sierra Nevada

Company. The bar contained \$2,118 47 in gold, and \$101 65 in silver—total, \$2,221 12. It is the product of 280 tons of ore, worked by the process common in California for gold quartz—that is, no amalgamating pans are used. The lot of 280 tons was run through the batteries in seven days, being at the rate of 40 tons per day. The whole cost of working does not exceed \$2 per ton, whereas the yield per ton is nearly \$8, leaving a clear profit of \$240 per day for the mill.

EXTENSIVE MINING.—The Report of the Yellow Jacket Company of Nevada, shows that their total receipts for the fiscal year ending June 30, including a balance of \$116,087 on hand at the commencement, were \$1,240,585. Three assessments were collected during the year, amounting to \$390,000. The amount of bullion produced was \$676,861 from 24,719 tons of ore, showing an average yield of 19 50. The disbursements for the year amounted to \$1,191,336, leaving a balance to the credit of the Company over all liabilities of \$49,249. Only one dividend of \$90,000 was disbursed. The amount expended for labor at the mine was \$294,833, and for reduction of ore \$617,643, of which \$254,228 was paid to outside mills. The liabilities of the Company were stated at \$86,823, and the assets at \$116,071, showing, as already remarked, a surplus of 49,249. Included in the assets are \$104,724 cash in the Bank of California.

Railway News.

GREAT WESTERN RAILWAY.

The Directors report that the receipts on capital account during the half-year amounted to £321 4s. 2d., and the total receipts to the 31st July, 1868, to £5,269,829 4s. 9d. The aggregate expenditure to the same date amounted to £5,382,594 3s. 10d., leaving a balance to the debit of capital account of £121,764 19s. 1d. The outlay on capital account during the half-year has been 20,788 11s. 11d. This expenditure includes a proportion of the cost of rebuilding in stone the bridge over twenty-mile creek at Jordan; sundry additions to stations; cost of raising the level of track at Prairie Siding, (a station between Chatham and Baptiste creek), as a protection against floods; payment on account of building a new warehouse at Detroit for the better concentration of the freight business; proportion of the cost of rebuilding in brickwork the passenger station at Paris, originally of wood, cost of five new locomotive engines; and ten new composite cars for the accommodation of emigrant traffic and mixed trains on the branch lines. The receipts and expenditure on revenue account were as follows:—

Gross receipts	£356,649
Working expenses, including renewals	208,492
	£148,157

From which there has to be deducted—

Interest on bonds, loan, &c.....	£52,270
Loss on conversion of American funds	54,749
Loss on working Erie & Niagara railway	529
Do. Galt and Guelph railway	476
Detroit fire claims, final charge	4,110
Amount set aside for renewal of ferry steamers	2,000
	114,134

Net profit on half-year's operations	34,054
Add surplus from last half-year.....	2,725
	£6,776

From this amount the Directors recommend a dividend at the rate of two per cent. per annum, free of income tax, which will absorb £35,649 11s. 6d., and leave a surplus of £1,129 5s. to be carried to the credit of next half-year. The renewal fund for the ferry steamers now amounts with interest to £7,125. The loss on conversion of American

funds for the half-year amounts to £54,748 12s. 5d., as compared with £32,820 10s. for the corresponding half-year of 1867. The average rate of conversions made during the half-year was 139½, the average price of gold for the same period having been 140½. The unconverted American funds in hand at 31st July, 1868, amounted to \$153,146 24. The following table exhibits the receipts and expenses for six corresponding half-years:—

Half-year ending	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.
July, 1863.....	111,221	150,772	625	262,618
July, 1864.....	125,382	119,081	571	245,034
July, 1865.....	139,321	144,028	716	284,065
July, 1866.....	172,331	165,577	854	338,762
July, 1867.....	165,367	139,221	1,116	305,704
July, 1868.....	155,082	230,619	948	386,649

	EXPENSES, including renewals.	Per cent. of gross receipts.
July, 1863.....	171,262	59 44
July, 1864.....	171,452	58 43
July, 1865.....	155,304	55 54
July, 1866.....	175,747	51 21
July, 1867.....	182,768	49 98
July, 1868.....	208,492	58 45

The total traffic receipts show a decrease of £3,887 2s. 6d. as compared with the corresponding period of 1867.

This decrease arises as follows:—	
Decrease in local passenger traffic	£3,785
" foreign ditto	5,297
" local freight traffic	7,424
" mails and sundries.....	3,778
	£20,214

Increase in foreign freight traffic	£8,822
" emigrant ditto	2,506
	11,327

Total decrease..... £3,887

The decrease in the receipts is owing to the diminished rates adopted by the parallel routes for through passengers and freight, and to the total interruption of the traffic on three separate occasions during several days, by snow storms and floods, over our own and connecting lines, at the commencement of the half-year. The low rates and fares which competition has forced upon the Company for through traffic have had a material effect upon the percentage of working expenses; this, including renewals, has amounted to 58.45 per cent. as compared with 49.98 for the corresponding half-year. If the tariff of through rates and fares in force at the corresponding period had been maintained during the past half-year the receipts for this traffic would have been augmented by upwards of \$100,000, without incurring any increase in the working expenses. The increase in the amount of working expenses is £25,593 4s. 9d. compared with the corresponding period. This increase has been a matter of serious concern to the Directors, and has engaged the attention of a deputation of the Board which visited Canada during the summer upon the business of the Company. It is chiefly attributed to the extraordinary severity of last winter, and the damage to the rolling-stock and roadway by the intense frost, which exceeded all previous experience. The reports of the engineer and the mechanical superintendent hereto annexed, refer to this expenditure, and also to the increased cost of fuel. The General Manager also specially reports, that making proper allowance for diminished earnings, increased mileage, and extra cost involved by the causes above referred to, he has reason to believe that the ordinary working expenses of the half-year would not have exceeded those of the corresponding period. It will be seen in the Mechanical Superintendent's report that two new and powerful freight locomotives have, during the half-year, been constructed at the cost of revenue and set to work, to replace the same number of an inferior class of passenger engine, and that satisfactory progress has been made in the renewal of others of the same secondary description, by the substitution of new