

PROGRESS OF A GREAT WORK.

FRANCE has for many years been prosecuting a great work, which will have, when completed, an immense influence upon the commerce of the world. We refer to the Suez Canal which is intended to connect the waters of the Mediterranean with the Red Sea, and thus open up a short route between Western Europe and the East. The originator of this canal is a French gentleman named Lesseps, who maintained its feasibility after Stephenson and other eminent engineers had pronounced against it. After overcoming a large amount of opposition and difficulty, the contract was let several years ago, M. Lesseps being at the head of the Company which had the enterprise to commence the undertaking. Recent reports of a thoroughly reliable character go to show that a large portion of the canal has already been made, and the contractors fully expect to complete it by the close of next year. The depth is to be 26 feet which will float the heaviest vessels in the world. The whole work is expected to be of the largest and most substantial character. This is absolutely necessary, for there can be no doubt that, if once completed according to the plans, it will completely revolutionize the course of the Eastern trade. The Cape of Good Hope will seldom see an East Indianman then, and it remains to be tested whether the canal will not put an extinguisher upon the much vaunted route from China, Japan and Australia, across this Continent. Not the least effect likely to follow the completion of the Suez Canal will be the re-juvenation (if we may use the word in such a connection) of the venerable cities of the Mediterranean. What a resurrection it would be to witness these old decayed seats of commerce, arising again to something of their former importance and grandeur! The turning of the tide of Eastern commerce in that direction must at least give these places a prosperity to which they have now long been a stranger, and once more render the Mediterranean the busy highway of commerce instead of the sluggish and poorly patronized route of travel it at present is. This, great undertaking is quite a feather in the caps of the French nation. Great Britain, Austria and other powers, which had the matter under consideration over twenty years ago, have stood aloof. They have given the project no assistance, but, acting upon the opinion of Stephenson and other authorities, have regarded it as impracticable, and occasionally bestowed no little ridicule on its promoters. Judging from present reports—which have been formally given to the public—there is every likelihood that the canal will be a reality before 1870 expires. M. Lesseps says it will be finished by October, 1869, but if they get through within twelve months afterwards, they will do very well. If either of these expectations are realized, the French nation will have reason to feel proud of the part they have played in projecting and completing this great work, for it is one which must be of immense advantage to the commerce of the whole world.

RUMORS OF WAR IN EUROPE

CABLE despatches bring us the information that the English journals are very generally discussing the probabilities of a war between Prussia and France, as principals, and involving other countries as allies of the one or the other. There are no real grounds of quarrel given by the writers on the subject, but it is taken for granted that France is bitterly jealous of the military position Prussia won in the war with Austria, and having ever since that time been industriously preparing for war, or at least putting itself in a position to be prepared for war, it is now assumed that Napoleon will, notwithstanding all his pacific speeches and assurances of his desire for peace, take the first opportunity for a rupture with his formidable rival. It is also stated that the French people are in a very dissatisfied and dangerous state, and that to maintain himself on the throne, the Emperor will almost be compelled to open an escape valve for the popular feelings in the shape of a foreign war, which would be extremely pleasing to all classes.

Without placing much weight on any individual opinion as to the probabilities of another European contest, let us see how we in Canada would be affected thereby, should it actually break out. The old proverb that "it is an ill wind that blows nobody good," would hold true under these circumstances, as far as our interests are concerned. We should have much to gain, and but little to lose by long continued strife in Europe. Our great rivals in agricul-

ture, Russia and Prussia, would probably both have their hands full, and would be likely not merely to have no surplus wheat to export, but would rather have a deficiency to supply. France would be in a similar position, and England would have to look to America for her supplies. This would, of course, raise the price of all cereals here, and our exports would be large and reduce the debt we owe in England. On the other hand, the demand for manufactured goods would be greatly diminished, all classes of textile fabrics would fall in price, and while we on the one side obtained increased prices for our exports, on the other side, we would be able to obtain our usual supply of imports at a decreased cost. We do not pray for a European war, but we cannot be blind to the manner in which it would affect this country.

RECIPROCITY.

It is reported from Washington that negotiations for a new Reciprocity Treaty, on the basis of that lately abrogated, have been entered into between Secretary Seward and Mr. Thornton, British Minister at Washington, and that Hon. John Rose is to go thither with the object of agreeing on some measure to be submitted to Congress at its next session in December.

We cannot foresee in what temper Congress will meet, as far as regards this subject, but we hope that our Government, while throwing no obstacles in the way of a renewal of commercial intercourse, will not agree to any Treaty which will not secure to Canada a full and fair return for all privileges conceded to the United States, and we also hope that the representatives of both countries will see it to be to their mutual advantage to admit not merely the raw productions, but also the manufactures of each country free of duty into the other. Canadians may perhaps imagine that they would lose by such an arrangement, not being so far advanced in manufactures as our neighbours, but we believe we have other advantages which will at least compensate us for this deficiency: and nothing is really more stimulating to manufacturers than a keen healthy competition on fair terms with those of a neighbouring nation.

THE CROPS.

WE copy from the Toronto Daily Telegraph (now published as a morning as well as evening paper) reports of the condition of the crops throughout the Province. The Telegraph referring thereto gives the following abstract of the information obtained:—

"The return embraces the results of the personal examination and experience of nearly a thousand correspondents in all parts of the Province. Thoroughly condensed as the return is, it will be found to make the following satisfactory exhibit. Fall Wheat more than an average crop. Spring Wheat a little under, what was sown early was somewhat affected by midge and the late by drought. Barley, about an average crop—what it lacks in quantity and weight will be made up in quality. Peas will be a very small crop not averaging more than one-half. Oats may be said to be an average crop. Rye is not much sown, but is good. Hay is an abundant crop in all parts of the country, not being injured so much by the drought as the grain and root crops. The root crops of all kinds are a partial failure, having been put in the ground in a very dry season, and no rain to promote their growth. The late rains have somewhat revived Turnips and other roots (especially those planted late) and we may yet have a better yield than is generally expected, providing the frost does not set in early. The bright prospect in the spring for all kinds of crops, led the farmers to indulge the hope that this year's product would almost equal a double crop. There is therefore comparative disappointment in many quarters. We have no doubt that the harvest (excepting the root crop) will give an average yield beyond that of last year."

OUR COLONIES

THE annual publication by the Government, of all the obtainable statistical information relating to all British colonies has just been issued. From this we quote the area and population of the leading colonies, with the smaller ones under one head as "other possessions."

	Area in miles.	Pop. 1861.
British India.....	988,021	150,767,851
Australia.....	1,582,073	1,628,063
Dominion of Canada.....	632,880	4,007,818
West India Islands.....	12,683	1,090,030
Cape of Good Hope.....	206,816	568,168
Ceylon.....	24,700	2,088,027
Other possessions.....	121,602	1,454,858
Total.....	4,554,822	161,533,831

It is thus shown that Australia is not only most favoured as regards climate, but that it is four times

the size of Canada and nearly three times that of the Indian Empire. But Canada stands next to India in population, and Australia is shown to be really in its infancy. There are nearly two square miles of land to every inhabitant in the last mentioned. The colonies of the United Kingdom have a square mileage of 4,554,822, and a population of 161,533,831. The figures, which represent the commercial importance of our colonies to our trade, are as follows:—

	Total Import and Export Trade, 1860.	Total Trade with U.K., 1860.
British India.....	£123,813,004	£68,310,257
Australia.....	67,104,616	30,513,037
Dominion of Canada.....	84,976,606	12,894,711
West India Islands.....	9,148,322	6,871,966
Cape of Good Hope.....	4,541,450	3,308,192
Ceylon.....	8,647,515	8,776,813
Other possessions.....	80,171,820	11,297,832
Total.....	£284,368,533	£135,833,378

The trade of the colonies reached in 1860 the astonishing total of £284,368,533, of which £135,833,378 was with the United Kingdom. Of the Indian trade we have more than half, of the Australian nearly half, and of the Canadian not much more than a third. The United States naturally have large business relations with the North American colonies, and to some extent are our rivals upon similar grounds. The following table shows the revenue, expenditure, and public debt of the colonies:—

	Revenue, 1860.	Expenditure, 1860.	Public Debt, 1860.
British India.....	£3,935,220	47,332,106	£8,883,651
Australia.....	10,194,036	11,041,295	24,177,744
Dom. of Canada.....	3,639,553	3,676,462	16,670,438
W. I. Islands.....	928,290	976,175	1,027,024
C. of Good Hope.....	732,293	691,783	851,620
Ceylon.....	962,874	917,070	450,000
Other possessions.....	2,058,076	2,601,202	2,043,829
Total.....	£25,451,066	£64,733,644	£144,048,966

The aggregates are all very important. The revenue in 1860 exceeded the expenditure by about three quarters of a million sterling, and the national debt of the whole is equal to upwards of two years' gross income. Canada has been most adept at imitating the example of older countries. In the desire to develop the commerce of the country she has already got a debt equal to four years' revenue, whereas India, with its multitude of untaxable natives, its gigantic public works, and its expensive government, political and military, has only accumulated a debt of two years' income. But Canada has the reputation of having the best roads and other means of communication of any country in the world. But perhaps when India is as well provided with irrigation works and railroads, her debt also will have proportionately increased. At present bearing in mind the extent of the population, and the trade of India, it has the lightest debt in the world.—*European Times*.

THE CATTLE PLAGUE.

THE New York Times states that the Sanitary Committee of the Board of Health has been engaged very actively for several days inspecting the various cattle yards of the city where stock from the West is received. Some diseased cattle have been found, but not in sufficient numbers to cause alarm. Those affected have been properly cared for and measures have been taken to prevent diseased meat reaching our markets. The committee has drawn up a report detailing the proceedings adopted by the State authorities and medical boards with a view to prevent the spread of the plague and extinguish it throughout the country. The following are extracts from the report. The investigations made by scientific and experienced officers of this board have fully confirmed the opinion that the flesh of these diseased animals cannot be safely used for food. The information now before us clearly shows that until some proof of the contrary is shown, the malignant disease which has been brought eastward from Illinois and Indiana should be regarded and treated as an infectious fever or plague. The transportation of any sick or infected cattle from the sickly district to other States should be prohibited. The offering of any such diseased animals, or any portion of their flesh, for sale for food within the Metropolitan District of New York, will be regarded as a culpable offence.

The report recommends the strictest sanitary measures to protect the people against the diseased beef and healthy animals from the infection.

Plainly enough it is a pestilence that may seriously affect the public health if it is not "stamped out," or, at least, kept well isolated.

It is respectfully recommended that whatever other regulations may be adopted there should be very rigorous quarantine or isolation of all infected or sick cattle, and that such cattle shall in no case be moved except as hereinafter recommended; also that whenever the disease appears on transport trains or boats, or in the herd yards, thorough disinfection shall be adopted, and the sick animals be either immediately slaughtered or be kept isolated under sanitary care.

Disinfection of Cattle Yards and Live Transport Cars.—The Metropolitan Board of Health earnestly recommends that upon every line of railway upon which cattle are being or have recently been transported from Illinois, eastward, there shall be suitable application of disinfectants.

What Disinfectants to use and how they may be applied.—Carbolic acid is the only one to rely upon. Use the crude and cheap fluids known as heavy oil of coal-tar, or the coal-tar itself, upon yards, paths and all the droppings and manure.

Of the five car loads of Indiana cattle that arrived on Tuesday, three steers were found sick and were slaughtered. One of them was dissected when the