proportion to the increase of the population as may be shewn by each decennial census, *until the population amounts to 400,000*, at which rate such grant shall thereafter remain, it being understood that the first census shall be taken in the year 1871.

They submit that much discontent has for many years existed amongst the inhabitants of the Island, *arising from* the fact that the lands of the colony had been granted by the Imperial Government in large blocks and chiefly to persons resident abroad, thus leaving the Government of the Island no lands, the proceeds of the sale of which could, as in the other British colonies, be appropriated towards local improvements and the maintenance of the Government.

That this discontent has been increased from the fact that many of the settlers in the Island can only obtain land on lease instead of by purchase, as in the other British North American Colonies.

That up to the present time the Island Government have failed to secure a consideration in lieu of the lands thus granted by the Crown, notwithstanding the efforts that have been made by the Government and Legislature of the Island to remove the obstruction to the settlement of the colony arising from this cause, there still remains about one-third of the Island owned by absentee proprietors, a very considerable portion of which is unoccupied and in the condition of a wilderness.

That in the event of the Island becoming part of the Union, the Government of the Dominion will endeavor to secure for the Island from the Imperial Government fair compensation for the loss of Crown Lands Should the Dominion Government fail in their efforts to secure such compensation, they will undertake to raise by loan, guaranteed by the Imperial Government, or upon their own securities should such guarantee be refused, Eight Hundred Thousand Dollars, and pay the same to the Island Government as a compensation for the loss of such Crown Lands; this sum to be in addition to the other sums mentioned in the preceeding proposals.

That the Dominion Government will also use their influence to secure such legislation as will enable the Government of the Island to purchase the land now held in large blocks upon terms just and equitable to all parties concerned.

The Committee concur in the said memorandum and submit the same for your Excellency's sanction.

WM. H. LEE,
Clerk of Privy Council.

WATER ENGINES.

Various plans have been tried to utilize water power at a distance from the site of the fall, the most successful of which heretofore has been by means of compressed air. The power of the water is used to compress the air which is then conducted in pipes to the location where needed, and in quantities to suit. In this way says the Portland *Argus* power is transmitted with certainty and safety for considerable distances, and may thus be utilized for a variety of manufacturing purposes. Steam power can also be transmitted in properly protected pipes, for short distances, with much less loss than is experienced in transmitting it by power shafts, belting &c. But a new invention, patented a few weeks ago, promises great things in this regard.

It is called the water engine. Three of these engines have been in operation in Watertown, New York, since the 1st. of October last and have given entire satisfaction. At least those who have used them certify to this fact. One is in a coffee grinding establishment using water through a one-fourth inch pipe, one in a bakery establishment using water through a half inch pipe and one in a printing establishment using water through an inch pipe. With this supply of water the proprietors say the engines have operated to their complete satisfaction, accomplishing more than steam, at full two thirds less cost than steam.

We have seen no description of the construction of these engines, but have no doubt they operate on a principle similar to those for using compressed air. It is not stated what the head of water is, for the engines in use above referred to, but it is claimed that with 150 feet head of water a three-eighths of an inch pipe will give 145 horse power while a one and a quarter inch pipe will yield 1,206 actual horse power. Assuming that something near those results may be obtained, the invention promises to be of great advantage. Its freedom from danger of explosion, with the great economy in running, will cause it to take the place of steam wherever water can be obtained with sufficient head, as *may be done in this city through* the direct pipes to Lake Sebago. The head of water from this source is more than 150 feet, and if a three-eighths of an inch pipe, with one of these engines (which of that size costs only $200,) will give 145 actual horse power, as claimed, it will be altogether the cheapest that can be procured here, and will afford another means of utilizing Lake Sebago. *It seems to us that those wishing power for manufacturing purposes would do well to examine thoroughly the merits of this water engine.*

SOCIETY FOR THE PROPAGATION OF INTELLECTUAL GIRDLES.—THE "EUROPEAN MAIL."—The following humorous, but flattering notice of the *European Mail* appeared in an Adelaide journal:—Pythagoras was of opinion that intelligence advanced in cycles—culminated at a certain point of splendour—overbalanced the stamina of mortal ability—and again retrograded with vast rapidity until the natural baseness and depravity of the human mind had regained its pristine position and blank native ignorance. Mr P and I are at one on this and nearly all other metaphysical questions. Napoleon the Little says, the French Empire means peace and progress—a very pardonable error on his side, seeing that the little man doesn't know peace or progress from pea soup. A Frenchman can dance, chatter, shrug his shoulders, and gesticulate, after that, his "unexpended balances" are used up. If you ask for more, he offers a revolution as a last resource. Mr. N and I are at two on every kind of subject. Morgan affirms that the general state of creation is salubrious and satisfactory but lest it should fall into another periodical stagnation, he proposes to throw, as it were, an "intellectual girdle around the civilised world" the machinery for which, society already knows, is in existence under the captivating and exhilirating title of the *European Mail*. "But who is Morgan?" says Jones. Morgan, sir, is, I may say, without consideration, a——Morgan, sir, is, in fact, a credit to humanity—a benefactor to society—one of the most enterprising of——Well, hang it, sir, Morgan is in short—Morgan—who the devil else?—don't bother with absurd questions—how should I know who Morgan is?—let me tell my story in my own way. When a statement is made, accept it without inquiry. Why disturb the happiness of society by *wanting to know?* Mr Morgan is an Englishman of the period—well-spoken, intelligent, comprehensive in ideas, and quick at business arrangements—has seen the world, and, like the busy bee, has knocked its botanical superfluities about to a good purpose. He proposes to supply Australia and all the world that acknowledges British influence with a digest of European intelligence calculated to satisfy the philosopher, the statesman, and the cosmopolitan, together with the merchant, the men of professions, and those sons of toil who take the waste lands for their capital and the obstructions of democracy as a hindrance to their enterprise. The present *Home News* may well be supplanted by something more intelligent and progressive. It is a mere colonial organ—the production of a class, and of a class that every man in the "advance" regards with detestation. It is strongly sectarian, and, therefore, low and narrow-minded. The *European Mail* is conducted upon the modern phase of principles and ideas—neither colonial nor antiquated, but approaching, like all the educated world, to the tenets of Arab philosophy. Mr Morgan, I think, will be perfectly successful in the colonies at large. He must not accept this one as a specimen. He will find on reaching Melbourne, that we have adopted the "waiting game," while all the others are *sucking off the morphine* of mediocre intelligence. we are snug in our beds drowsily reading the *Register* and *Advertiser*, and, in something between a snore and a hic-cough, muttering our idiotic admiration of the tinpot. Something to wake us up is sadly wanted, and I have a strong suspicion the managers of the *European Mail* may disturb our wooden slumbers.

PETROLEUM IN EUROPE.—A meeting of the petroleum importers of Bremen Hamburg, Antwerp and other cities was held at Bremen on November 18th. Resolutions were passed recommending the adoption by American shippers of the custom of branding casks with weight and tare and the allowance of two pounds for absorption of the liquid by the woodwork. The resolutions were ordered to be sent to New York, Boston and Philadelphia.

The petroleum trade at Bremen is largely on the increase, and every year assumes proportions of greater magnitude. From the official statistics, just published by the Board of Trade in that city, we find that the quantity of petroleum arrived there from January 1st to September 30th was 679 982 centners against only 569 006 in the corresponding nine months of 1863. The deliveries for the interior of Germany and local consumption are found to have increased in a similar ratio.

PROGRESS IN RAILWAY BUILDING.

THE railway agitation that has been extended to every part of the Dominion is of the greatest consequence to the welfare of our people, it involves their future prosperity to a very large extent, and should, therefore, be closely watched and wisely regulated. The progress being made in railway building is such that it will soon change the entire aspect of the country, by opening remote and inaccessible sections, and bringing them practically within easy distance of all the centres of trade. Townships, shut out by mud and mire from access to market during four or five months of the year, are being provided with the best facilities for travel and transit that the ingenuity of man has yet devised. Canada has passed through a first era of railway construction, and has now entered upon a second, that promises to as far exceed the first in importance as the means and wants of the country now surpass that of the last decade.

Activity and enterprise in railway construction are not limited to Canada. In the United States the people are thoroughly imbued with the railway spirit. A competent authority says—"There never was so large an amount of mileage in progress in the United States as at the present moment." In 1848 they had but 5,98 miles in operation, in ten years the mileage increased to 26,968, and last year it was 43 000 in round numbers. It is estimated that the mileage at the end of 1870 will reach over 48 000 miles. In the Southern states there is a good deal of railway building going on, a most favorable indication for the future of that depressed and desolate country.

We had in Canada proper, at the date of the latest returns, about 2,300 miles of railway built, at an average cost of $26,573 per mile. 2,500 miles of railway gives one mile to every 1,160 inhabitants, according to the census of 1861. New York State, at the same time, had 3,025 miles of railway, which gives one mile for every 1,283 inhabitants. As compared with the Empire state, taking population as the basis of comparison, Canada was therefore ahead. A comparison with some other States would show a different result, and taking the whole United States together they are slightly in advance of us. New Brunswick has one mile to every 7,253 of population, and Nova Scotia but one mile to every 3,555.

In the matter of cost the figures are against these Provinces. The railways of Canada proper cost $36,573 per mile of New Brunswick $35,902 per mile, of Nova Scotia 40 446 per mile. The average cost of all the railways of the United Kingdom is put at $41,123 though this is probably under the mark.

A leading idea in the present railway movement is such a limitation of the cost of construction as shall give at least a reasonable prospect of dividends on the subscribed stock. Railway property in Canada has never paid a fair return on the money put into it, and may not do so in future. It is therefore the wisest and most honest course to seek a large portion of the capital directly as a free gift upon which no return is either promised or expected. In this way no one will be disappointed or dissatisfied.

When the roads now being proceeded with shall have been completed our exhibit both as to cost and mileage will be very much more favorable than that given above, and will, we are confident enable us to point to a higher state of development in this matter of railway property than any other country on this continent.—*Toronto Telegraph.*

MILWAUKEE AS A GRAIN MARKET.

IT is now a well-established fact that the United States has within its limits the principal wheat market of the world, and that this is to be found in a city that, thirty years ago, could scarcely claim the dignity of a respectable-sized town. We refer to Milwaukee, the principal lake port of Wisconsin, a city now numbering over 100,000 inhabitants. The following abstract of the wheat trade of Milwaukee for the year ended December 31st, which we quote from the *Daily Wisconsin* of that city is highly interesting and important:—

"We give to-day the receipts of wheat and flour for the year 1869. The figures show that Milwaukee still maintains the reputation she has so long enjoyed of being the great primary wheat market of the world. It is with no little pride that we give the figures, for they show the proud position which Milwaukee holds as the great commercial city of the lakes.

"During the year 1869 the receipts of flour by rail and steam have been a grand total of 765,042 barrels.

"The total receipts of wheat for the same period have been 17,798,567 bushels. Reducing flour to wheat, we have a grand total of 21,623,777 bushels of wheat as the receipts at the port of Milwaukee for the year 1869.

"The shipments for the year 1869 have been 1,210,194 barrels of flour and 14,271,869 bushels of wheat. Reducing flour to wheat, we have a grand total of shipments for the year of 20,322,810 bushels. There are in store to-day 1,535,000 bushels of wheat, and at the beginning of the year there were on hand 617,761 bushels."

This statement shows that the receipts of a year reach the surprising total of nearly 22,000,000 bushels; a business which has attained its present gigantic proportions within a quarter of a century. Nor does there seem any likelihood of its falling off, as the probabilities are all the other way. The present year has opened auspiciously, and the receipts of wheat up to the present time show a large increase over those of the same period last year. The railroad enterprises of the State are prospering beyond any former precedent, and the indications are that their business will constantly increase in a ratio proportionate to the increased production of the grain growing districts of the North-west.—*American paper.*