

industry is to be welcomed, and the increasing enterprise of the companies is a favorable sign. But it will need something more than this to make the objectionable coal tax palatable to other parts of the Dominion.

EFFECT OF THE RAILWAY WAR.

As a direct result of the Trunk Line railway war, there has been a falling off in the revenues and an increase in the expenses of the Michigan Central Railway. Gross revenue of that road for 1881 was \$8,934,331 against \$9,385,748 in 1880: while operating expenses were 75.35 per cent. last year compared with 63.16 per cent in the previous year. Thus it comes that where 8 per cent. dividend was possible in 1880, only 2½ per cent. was paid in 1881. And this in the face of a greater traffic, both freight and passengers. President Vanderbilt thinks that the increase in operating expenses, 17.31 per cent. is not so bad when we take into account that the increased cost of labor, materials and fuel is some 27 per cent. Moreover, these operating expenses include the cost of 10,000 tons new steel rails, nine new locomotives and four new iron bridges. The president goes on to say:

The freight traffic shows an increase of 54,400,000 tons moved one mile, or 7.40 per cent over the previous year; while the earnings on account of the prevailing low rates incidental to the sharp contest between the trunk lines, from the effects of which this company could not separate itself, record a decrease of \$520,000 or 8.40 per cent. Had the rate of 1880 been obtained on the traffic of 1881 the net revenue therefrom would have been \$970,000 (equal to over 5 per cent on the capital stock) greater than it now is. The passenger traffic also shows an increase over the previous year of 20,200,000 passengers moved one mile, or 17.47 per cent. and of earnings \$350,900 or 14.26 per cent.

Another marked instance of the evil effects of the American war of freight rates is found in the Lake Shore Railroad report. The gross earnings of that company for 1881 are decreased some \$800,000 although its rails have carried more freight in that year than in the previous one. Indeed, if the calculation be made on the basis of the increased amount of freight carried, the loss to Lake Shore by the war of rates was about \$1,700,000, and to the Michigan Central \$970,000. Both companies show an increase of debt and a decrease of surplus in hand, though a large increase in the value of property is claimed for both. The way-faring man, though a fool, does not need to be told, says the *N. Y. Times*, that the improvement in financial condition which is confidently expected for both these roads during this year is not likely to be realized. "The position of both may be taken to fairly represent the causes of the gradual but steady decline of the inflated values of the leading railroad securities of the United States."

LUMBERING NOTES.

Rafting on Lake Ontario has begun; a raft of four drams from Latimer's stock is being

towed to Prescott by the *W. T. Robb*, while Kingston advices of the 9th state that Murphy's raft has cleared for Quebec in tow of the *McArthur*. But an earlier trip than either of these is noticed by the *Quebec Chronicle*, 14 drams of oak from Messrs. Calvin & Breck arrived in Quebec on Sunday last, per *Traveller*, from Kingston, the first tow to arrive this season.

The drive of logs on the northern Ontario streams is a good deal delayed owing to the backwardness of the spring, but there are indications that it will get into active motion without further delay. An Eganville despatch says that the Upper Lakes are clear of ice. John McGuire's drive is at the Indian Portage, mixed with Messrs. Campbell and Barnett's drive. Mr. John Ennis and Mr. James Young, of Innisville, have the contract for bringing 6,000 ties by raft from that village to Carleton Place. Hurdman's Petawawa drive of last year's logs, which were stuck at the head of the Third Chute slide last fall, have all been boomed out at the mouth, and the first tow of them was taken down on Saturday. McCoshan & Fraser's drive of square timber is all out of the Schyan River already. It consists of 2,500 pieces. Their drive of saw logs is also nearly out. Bronson's saw-log drive on the same stream is also coming on well.

An Ottawa letter states that from Pembroke to Des Joachims is clear of ice. On Chalk river Capt. Walker's drive of logs, which has been delayed, owing to ice on the lakes, is in active motion. Mr. James King's drive of 28,000 saw logs and 1,500 pieces of square timber will soon be out on Round Lake. Mr. Peter McLaren's steam saw mill, at the Mississippi, began its summer operations on the logs on Monday.

The news from the lumber drives in New Brunswick is not very reassuring, according to a telegram of Tuesday last. The latest advices from Southwest Miramichi state that everything is nearly as solid as in midwinter on the Upper Johns. Some drives are on the move. There is yet a great deal of snow in the woods, and if rain comes on followed by warm weather very high water may be expected. St. John papers of Saturday last announce a better feeling in deals, traceable to the opening up of the North Shore ports. Very few charters had been effected, however. One ship of 2000 tons was chartered for Liverpool or Glasgow at 47/6 by A. Gibson; one of 1000 tons by Thomson for England at 50/. Three steamers will load deals at Miramichi for U. K., at 55/- and 57/6; one barque at Musquash for Bristol Channel at 52/6. Coastwise business quiet at \$2.50 for Boston and \$3.00 for New York.

TO CORRESPONDENTS.

ENQUIRER, PICTOU.—If you can obtain a reasonable price for your policy, consider it would be wise to accept it and insure in some company which does business on a different basis. Its position is not strong, nor is its method the best.

O. F. DETROIT.—The name was changed last year and is now the Guarantee Company of

North America. Both that and the Accident Co. are under the same general manager.

LACEY BROTHERS, LOUGHBORO.—See articles of 28th April and 12th May, on subjects connected with that mineral.

J. B., MONTREAL.—Have complied with your request. The subject is an important one.

—It sounds strange, now-a-days, to hear persons contend that a bank agency, at a spot of such common resort for invalids and other traveller as the Bermuda Islands, is an undesirable thing, yet such an argument is used in that quaint and self contained community. The *Royal Gazette*, of Hamilton, Bermuda, in its issue of 25th April, thus gravely discusses the opening of an agency there by the Merchants' Bank of Halifax this month, with Mr. N. A. Butterfield as agent:—

"Those who have held that a bank was necessary as well as desirable in Bermuda will have reason for satisfaction at the announcement we make to-day; while those who have held a bank agency in Bermuda undesirable from many points of consideration, will view the experiment now entered on, with no little curiosity as to its financial success and its effects on our social and commercial progress. That the Colonial Bank did not establish an agency, that the field has, up to this time, remained unoccupied, appears almost *prima facie* evidence that a bank had no opportunities of success here, however convenient its use might prove."

This is queer reading; but then Bermuda is a queer little island, and rather jealous than otherwise of too intimate an intercourse with the outside world. Perhaps the inhabitants now export all the onions they desire to—for onions, tomatoes and arrow-root are, we believe, the principal items of export—and perhaps some traders object to any enterprising blue-nosed Canadians interfering with the monopoly import of fresh meats and fruits from New York. But the visitors, if not the old time residents and the troops, will welcome this step. The bank named, however, is not alone in the "experiment" so gingerly commented on above, for the Halifax Banking Company also announces that on or about the 15th instant it will open an agency at Hamilton, B. I., under the charge of Mr. J. A. Russel! Let us hope that these two Haligonian Ariels may "do their spiriting gently," and so manage that the selfish Calibans of the "still vex'd Bermoothes" who are disposed to say, as their fore-runner did, "this island's mine," may after a few months' experience of this experiment admit that by the facilities of commerce, Prospero's isle

"Doth suffer a sea-change,
Into something new and strange."

—Another English steamboat company is about to engage in the Canadian trade, running a line of large steamers between Montreal and West Hartlepool. The company will be known as the "North American & West Hartlepool S. S. Co.," and its first ship, the *Brantford City*, will be due in Montreal in course of a few days. Messrs. W. P. Howland & Son are the Canadian agents.