

coverer of any new mine shall be entitled to two mining claims of the area prescribed, in accordance with regulations to be issued by the Government, and that any one not reporting such discovery immediately to the Inspector shall not be allowed to mine on any Crown lands for one year.

Hon. Mr. Richards said he would strike out the words "in accordance with regulations," etc.

Mr. Blake urged that the proviso, as to reporting to the Inspector, should also be struck out.

Hon. Mr. Richards consented.

The remaining clauses were gone through, some amendments being made, and the committee rose, reported progress, and obtained leave to sit again.

BOSTON PRICES OF NOVA SCOTIA GOLD STOCKS.

	Bid. cts.	Asked. cts.
Boston and Nova Scotia.....	03	04
Eldorado.....	50	60
Hayden and Derby.....	07	10
Mount Uniacke.....	40	50
North American.....	03	05
Ophir.....	60	70
Orient.....	18	20
Palmerston.....	50	55
Renfrew.....	03	04
Sherbrooke and New York.....	15	25
Wellington.....	40	45

—Halifax Mining Gazette.

GOLD MINING STATISTICS.

We have been favored with an inspection of the Tables showing the number of gold mines being worked; the number of men engaged in mining; the quantities of quartz raised and crushed, with average yield per ton; and the total yield of gold per ton, &c., &c., in the various gold districts for the months of July, August and September, 1868, as per statistical returns of the Deputy Commissioners. We have room at present only for the totals of the quartz raised and yield of gold, by which the relative richness of the quartz of the various districts may be estimated. The returns are as follows:—

	Yield of gold. oz dwts grs
Stormont, "Isaac's Harbor".....	164 " "
Wine Harbor.....	204 15 14
Sherbrooke.....	2264 9 9
Tangier.....	169 10 16
Montague.....	236 5 00
Waverley.....	299 11 17
Oldham.....	208 7 6
Renfrew.....	783 17 22
Uniacke.....	589 19 7
Lawrencetown.....	114 15 00
Unproclaimed and other districts.....	" " "

Value about \$100,000.—Acadian Recorder.

THE NEW MINING ACT.

The *American Journal of Mining*, in commenting on the abolition of royalties says:—

"We may hope that one or two other defects in the Ontario law will be corrected. If no royalties are to be collected, it will not be necessary to maintain the army of inspectors and agents of the government, with their dangerous magisterial and judicial powers. Let an effective system of official statistics be organized, for the good of the Province and of the miners themselves; let all necessary statutes be made to secure the safe and thorough working of mines; and then let courts and juries, not 'crown officers,' administer the law and punish the violation of its provisions.

If the system of square locations is to be preserved, and the location on quartz veins is to be confined in width to one hundred feet on each side of the centre of the vein, it will probably become necessary to adopt the old German (and present

American) system of following the vein wherever it goes. The proper way of deciding when a location should be square and bounded entirely by vertical lines, and when it should include the right to 'dips, spurs and angles,' and extend down along the dip of the vein to what the German law calls the 'eternal dept,' must be left for future discussion. This and many other points of vital importance in the jurisprudence of mines will be more fully considered in the forthcoming report of the American Commissioner for the Pacific States and Territories.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending Nov. 27, 1868.

Passengers.....	\$28,497 66
Freight and live stock.....	38,345 56
Mails and sundries.....	1,488 70

\$68,231 92

Corresponding Week of '67. 66,450 60.

Increase..... \$1,781 32

NORTHERN RAILWAY.—Traffic receipts for week ending Dec. 12, 1868.

Passengers.....	\$2,197 35
Freight.....	3,413 20
Mails and Sundries.....	322 72

Total Receipts for week..... \$5,938 27

Corresponding week 1867.... 4,877 90

Increase..... \$1,055 37

PETERBOROUGH AND HALIBURTON RAILROAD.

The proposed Railway is to run from the Town of Peterborough, or from some point north of the Town of Peterborough, on the Peterborough and Chemong Railway, or the Cobourg and Peterborough Railway, to the Town Plot of Haliburton, in the township of Dysart, or to some point beyond the Town Plot of Haliburton, in the County of Peterborough. The gauge to be five feet six inches, and the Company to have power to lay down rails of wood, iron, or other materials at their discretion. The capital of the Company to be \$250,000, with power to increase the same in the manner provided by the Railway Act.

The last number of the *Sweetsburgh Times* says:—There have been several meetings within the last few days, of those connected with the Eastern Counties Junction Railway, and the promoters of the enterprise for running a Road through the Centre of Dunham and St. Armand East to connect at Berkshire, and we understand that an arrangement has been come to that will be to the interest of all parties, and guarantee the construction of a road through the Township of Dunham.

The *Stanstead Journal* contains the following:—Work on the Massawippi Railway has commenced at several points. At Smith's Mills a gang of laborers have erected winter quarters and commenced removing earth on the deep cut which will be made there. McGovern has set about 200 men at work on the northern part of the road. Some very fine granite is being split out for the bridges on the Spur at quarries near Beebe Plain. The winter will be a busy one all along the line and furnish the farmers a market for many of their commodities.

—The Western Union Telegraph Company will pay on and after January 20th, 1869, to all holders of the stock whose names appear on the books of the Company on December 21st, a dividend of two per cent. from the earnings of the Company for the six months ending December 31st.

—The total number of deaths in Montreal during the year 1868, up to Dec. 14, was 4,647, against a total of 4,554 in 1867, and 3,581 in 1866. The number of children was 186.

Toronto Market.

Business at retail is now lively in anticipation of the approaching holiday season; this, to some extent, favors the wholesale trade, but in a general way business is quite, and will remain so till the winter fully sets in.

GROCERIES.—Sugars.—Raw sugars are quiet and firm, refined has again advanced, as will appear on reference to our quotations. Teas.—Active and unchanged. Fruit.—Is moving off freely, and prices are well maintained.

BOOTS AND SHOES.—Prices are without variation from last week.

LEATHER.—Business quiet, dealers are looking for an improvement in the winter months.

GRAIN.—Wheat.—Receipts light; there is some demand for spring at \$1.00 to 1.01, and some lots sold at these prices, but terms are generally kept private. Midge proof and fall are dull, for the latter not more than \$1.10 to 1.15 would be paid, though holders ask higher figures. Barley.—Quiet sellers of ordinary at \$1.30, and buyers of choice at that figure, no sales. Peas.—Receipts small, market quiet at 82c. Oats.—Firm, and offering sparingly at 52c. to 54c., with buyers at 51c. to 52c. Rye.—Nominal.

FLOUR.—Receipts moderate. Superfine is dull, and offered more freely at \$4.60 to 4.65, with some sales at \$4.55 to 4.60. Extra nominal at \$5.30 to 5.50. Other grades not quotable.

PROVISIONS.—Dressed Hogs.—Steady. A good supply in market, chiefly light hogs; choice heavy would bring \$7.50, though that figure is rarely paid; figures range down to \$6.00. Butter.—Nominal at quotations. In other provisions little doing except at retail. Potatoes.—Dull at 50c. in lots. Apples.—\$1.50 to 2.50 per barrel.

LIVE STOCK.—There was a pretty lively movement in the market for Christmas, and extra cattle sold at fancy prices. The same may be said of sheep and lambs, for ordinary stock quotations remain unchanged.

FREIGHTS.—Navigation is now closed. Rates by Grand Trunk Railway.—Flour to all stations from Belleville to Lynn, inclusive, 35c.; grain per 100 lbs 18c; flour to Brockville and Cornwall, inclusive, 43c; grain 22c; flour to Montreal 50c, grain 25c; flour to all stations between Island Pond and Portland, inclusive, 85c, grain 43c; flour to Boston \$1.15 U.S. currency; flour to Halifax 95c, grain —c; flour to St. John, 85c.

Petroleum.

The exports of Petroleum from the United States from the 1st January to 27th of November, were as follows:—

FROM	1868.	1867.
New York.....galls.	50,329,417	30,946,288
Boston.....	2,302,330	2,109,661
Philadelphia.....	36,063,973	26,886,817
Baltimore.....	2,420,482	1,314,157
Portland.....	686,850	900

Total gallons..... 91,194,312 61,257,823
Same time in 1866 61,721,472
Same time in 1865 24,911,268

The St. Lawrence Canals

The Montreal papers have published a statement of the traffic of the St. Lawrence canals during the past season. The figures show an increase in the number and tonnage of both sailing and steam vessels as compared with last year as follows:—

	1867.	1868.
Vessels.	Tons.	Vessels. Tons.
Steam.....	1,355 129,898	1,437 135,173
Sailing.....	4,433 415,141	45,50 424,716

The number of passengers passing upwards was 15,784 against 13,433 in 1867—an increase of 2,351 passengers, or an average increase of 20 per day. The number and tonnage of vessels passing downward also show an increase:

	1867.	1868.
Vessels.	Tons.	Vessels. Tons.
Steam.....	1,349 128,734	1,410 129,926
Sailing.....	4,217 409,904	4,410 428,669