

my advice to you is emphatically to feed it out, and in this way return to the generous land something of the riches you take from it. You cannot both raise stock and sell grain to any great extent, and it seems to me like a providential occurrence that this market should thus be cut off from you before you irretrievably ruin your lands by absolute starvation. (Loud cheers.) How long do you think you could have continued to crop and crop and crop—taking every thing away and putting nothing back into the soil. We shall be obliged now to consume all our coarse grain on the farm, and what will be the consequence? Why we shall make a better quality of beef, such as it would be desirable to send to the European market, and at the same time our farms will yearly become more and more productive, and more capable of raising increased quantities of beef to meet the increased demand, which for some years it is quite certain will prevail in Europe. We shall find also the West India fleet, which used to be a large purchaser of our products, will again return to Quebec, and the opening of foreign markets, heretofore closed to us so long as we continued the one-customer policy, will more than make up for our lost trade." (Cheers.)

— An official return gives an account of the expenses incurred on the iron clad ships in the British navy. The expenses of building and fitting hulls have been as follows. —Warrior, £385,285; Black Prince, £289,911; Defence, £206,783; Resistance, £213,889; Hector, £242,395; and Achilles, £388,218. In addition, however, to these sums there have been incurred up to the latest date the following expenses in repairs, maintenance, and alterations: Warrior, £22,517; Black Prince, £11,107; Defence, £11,061; Resistance, £11,426; Hector, £2,215; Achilles, £1,549. The large sum expended on the Warrior since she was built includes part of an extensive refit commenced since she was paid off. Forty-five months have elapsed since her building was completed, and only thirty-three since the finishing of the Black Prince. The following ships are not yet completed, but the expenses are given up to the latest date in office. The Valiant, £263,258; Minotaur, £345,873; Agincourt, £346,445, the Northumberland, £260,865; Prince Albert, £144,489; Bellerophon, £345,509; Viper, £31,790; Vixen, £36,485; Water Witch, £18,687. The Penelope, Hercules and Monarch are on the stocks or building, but no return is made of their cost. The Prince Albert is a turret ship. The Valiant, Minotaur, and Agincourt have been tried, and the Viper and Vixen have been launched. The Water Witch and Northumberland are building. Those now in commission are the Warrior, Black Prince, Achilles, Defence, Resistance, Hector and Prince Albert.

— Mr. Peabody promises to be the greatest benefactor, in a social sense that London has ever enjoyed. He has not only made a magnificent commencement towards providing the labouring classes of the metropolis with decent lodgings, but he has forcibly, if indirectly, stimulated the Government into assisting the good work by loans on the same terms that they have previously been granted for the drainage of land, and the building of churches and schools. Scarcely have we had time to master the full amount of advantage in use and example from the American gentleman's first gift of the £150,000—so judiciously employed by the committee over which Lord Stanley presides—than our breath is taken away by a second boon to the same quarter on an equally magnificent scale. Mr. Peabody presents £100,000, which he has invested in 5,000 fully paid-up shares in the Hudson's Bay Company, "representing one-twentieth part of that vast territory," to the trustees of the first fund, with directions that the dividends be invested in shares of the same company until £120,000 has been raised, or in certain events until July, 1869. The two gifts, amounting as a minimum to £250,000, will form a fund of progressive usefulness in providing lodgings for the labouring classes of London. As in the course of a few years it may be difficult to find desirable sites within the limits of the metropolis, the trustees are authorized to purchase sites within ten miles of the Royal Exchange, which they may consider eligible as regards health and convenience of railway accommodation. It is further suggested that contracts shall be made with railway companies for the conveyance of the tenants at reasonable fares at convenient times. The trustees are also to be at liberty to establish schools near these suburban lodging-houses, of an exclusively elementary and literary character, and to use these school-rooms in the evening as reading-rooms and lecture-rooms. Mr. Peabody also suggests that where markets and shops are distant, co-operative stores be encouraged. Looking at the services rendered by Mr. Peabody to this country, the question of what acknowledgment has been made to him naturally occurs. Ribands and grand crosses are bestowed on princes of no remarkable distinction. We do not know whether an American citizen can accept the honor of K. C. B., but it certainly ought to be tried. He can but refuse.

— It was a wise law of the ancient Jews, that the sons of even their wealthiest men should be obliged to serve an apprenticeship to some useful occupation, so that in case of reverse of fortune they might have something to "fall back upon." The same still exists in Turkey, where every man, rich or poor, even the Sultan himself, must learn a trade. How fortunate would it be now had it been a law in this country. "Would to God I had a trade!" is the cry of thousands of our returned soldiers, North and South, who find themselves ruined in pocket, with no immediate prospect

of gaining a livelihood. It should teach parents that whatever else they may give their sons they should give them a good trade. One of our contemporaries most truthfully remarks that a popular idea among our people is that all their sons should adopt a clerkship, and the adoption of the business of book-keeping as a means of obtaining their livelihood, and every effort is made to give them an education to that end. So far as the education of their children in the science of keeping proper accounts is concerned, the idea is a good one, as every young man should have a sufficient knowledge to properly manage his own books, should he ever embark in business; but to make book keepers and clerks of all our boys is a grand mistake. Better place them in a workshop, mill, or foundry, where they can learn independent trades, which at all times will secure for them employment, and the pecuniary compensation for which will be at least as much, if not more, than the business of accounts. We earnestly advise all parents to teach their sons trades, no matter what, so that it is an industrious pursuit; and let us in the future be spared the pain of seeing so many stout, able-bodied young men out of employment, and seeking situations where the pen can only be used. There is a dignity in labour; an honest trade is the best legacy a parent can bestow upon his child, for it will secure his bread where all else may fail. We base our remarks upon the fact that nearly one hundred applications from young men were received by a firm in our city who recently advertised in our columns only twice for an assistant book-keeper. This fact alone, taken in connection with the well-known scarcity in labour in the mechanical branches of industry, speaks volumes in condemnation of the popular error of making book-keepers of all our boys.—*Albany (N. Y.) Journal*.

— The port of Sorel contains in vessels a value of \$800,000, and more than 140, decked out in their neatest and most sparkling toilettes, are preparing to spring forth like eager steeds towards all parts of Canada. Twenty-nine steamers figure in the first rank of this magnificent fleet. The value of these vessels is estimated as under. Richelieu Company's vessels \$420,000; the items in which are divided as follows:—Steamer *Quebec*, \$165,000;—the *Montreal*, *Columbia*, *Victoria*, *Napoleon*, *Chambly*, *Terrebonne*, *Etoile*, *Firefly*, *Europa*, and two large barges making up the difference. The Sincennes-McNaughton Company own the steamers *Whitehall*, *Ros*, *Montreal*, *Lincoln*, *Rover*, *Cygne*, and *Sorel*, and 30 barges; the whole of which are valued at \$135,000. The steamboats belonging to other companies are estimated at \$170,000—the *Rocket*, the *Topsy*, and two larger vessels being valued at \$90,000, and the *Canada*, *Champlain*, *Hope*, *Richelieu*, *St. Lawrence*, *St. Paul*, *Plover*, *Bell*, *Echo*, *Berthier*, and *St. Anne*, at \$85,000. Fifty lighters, barges, scows, and a brigantine owned by Mr. Marchildon of St. Pierre les Becquets, may also be estimated at \$60,000, the four dredges, \$10,000, and three floating lights, \$3,000.—*La Gazette de Sorel*.

OFFICIAL DOCUMENTS.

TABLE of the Apportionment of the Superior Education Grant for the year 1865, under the Act 18 Vic., cap. 54.

LIST No. 1.—UNIVERSITIES.

| NAME OF INSTITUTION. | Number of pupils. | Grant for 1864. | Grant for 1865. |
|---|-------------------|-----------------|-----------------|
| McGill College..... | 292 | 2359 00 | 2336 00 |
| To the same for one year's salary of the Secretary to the Royal Institution and the Messenger's salary; also for contingent expenses..... | | | 271 00 |
| Bishop's College..... | 15 | 1687 00 | 1670 00 |
| Total..... | | | 4277 00 |