

The Manager said that it gave him all the more pleasure to thank the meeting for the acknowledgment of his efforts to promote the best interests of the Association, from the fact that he saw about him several gentlemen who had aided materially in bringing about that success which had marked the second step in the important career of the Institution—important he regarded it not so much in view of those who might be interested in the immediate success or prosperity of the Association; but in view of its being destined to hold the shield of the defenceless over thousands of families throughout the Dominion. He adverted playfully to his having sailed very closely to the wind in regard to his own health in devoting himself so closely to the interests of the business and thereby running the Association into a certain amount of risk as a policy-holder—but he reminded the agents that the receipt of a large number of proposals at the close of the week acted largely as an elixir after the exhaustion of a week's close application to business, and he thought that if, as the doctors recommended regarding their prescription that the doses were administered with regularity, it might prove a perfect antidote to the strain upon his health. He referred to the thanks of the members being specially due to the Secretary for the inconvenience to which he had been subjected in connection with the establishing of the agencies apart from, and in addition to, his ordinary duties.

Mr. Robertson Macaulay, the Secretary also returned thanks.

Moved by Mr. James Watson, seconded by Mr. John Harvey, that inasmuch as the magnitude of the business depends almost entirely upon the exertions of the agents, the thanks of the members are hereby tendered to the agents for their indefatigable exertions on behalf of the business which has already had such a marked increase in volume. Carried. The mover said that upon the ability of the agents the business of the Association mostly depended, and the importance of their labours was prominently to be recognized.

Several of the agents present acknowledged the compliments, and universally bore testimony to the popularity of the institution and continued increase of public confidence, expressed their opinion that the stringency in the money market was the only difficulty now in their way, and expressed anticipation of a very considerable increase in their contributions to the business during the coming year.

The old Board, comprising the following gentlemen, was unanimously re-elected: James Turner, Esq., of James Turner & Co.; A. T. Wood, Esq., M. P. of Wood & Leggat; Donald McInnes, Esq., of D. McInnes & Co.; A. Harvey, Esq., of Harvey, Stuart & Co.; J. M. Williams, Esq., M. P. P.; John Harvey, Esq., D. B. Chisholm, Esq., M. P.; C. R. Murray, Esq., Manager Can. Bank of Commerce; Anthony Copp, Esq., of Copp Bros.; James Watson, Esq.; H. T. Ridley, Esq., M. D.; Plummer Dewar, Esq., of Chedoke, Barton.

A vote of thanks was tendered to the President for his able conduct in the chair. The President returned thanks, after which the meeting broke up.

At a meeting of the Board, subsequently, Mr. James Turner was re-elected President, and Mr. A. T. Wood, M. P., Vice-President.

THE NEW REGISTRATION ACT.

On Wednesday we gave our readers a brief synopsis of the Act of Canada, 36th Vict., Cap. 128, which went into operation on Friday last. We stated then that the Act was divided into four parts, the first relating to the measurement and registration of ships, and unseaworthy ships,

the second relating to the licensing of small ships and other vessels, the third relating to security for advances on ships in course of construction, and the fourth to the inspection and classification of ships. It will be seen by our Ottawa despatch that the Government have issued an order in Council for the proper carrying out of the first part of the Act, the terms of which we quote from our former article:—

The first part, relating to the measurement and registration of ships, exempts from its provisions decked vessels, not propelled by steam, of less than ten tons burthen, and undecked vessels, not propelled by steam, of whatever burthen. No vessel is to be recognized in Canada as a British ship, unless duly registered in the United Kingdom, in Canada, or some other British possession; but in cases where it appears to the Lieutenant Governor of any province of Canada, that by reason of special circumstances it would be desirable that such permission should be granted, he can grant any British vessel a pass to go without registration to any British port. The Governor in Council may appoint at any port the collector or other principal officer of customs who shall be registrar for all the purposes of the merchants' shipping act, 1854, and of this act, and the Governor in Council may also appoint an officer to superintend the survey and admeasurement of ships in conformity with this Act, the surveyor to be entitled to fees for the measurement of ships. No officer of customs is permitted to grant clearance to any vessel unless the master can produce the proper certificate of registry either under this Act, the Act respecting the registration of inland vessels, or the Merchants Shipping Act of 1854, and no new certificate of registry of a ship registered in Canada shall be granted in Canada without proof, on oath, of the certificate of registry having been lost, mislaid or destroyed. There are a number of other provisions with reference to disputed ownership, &c., not material to be stated here, and it is by the 25th section provided that every registrar or shipping shall, on or before the 20th day of January in each year, make and forward to the minister a return, in such form and containing such particulars as the minister may from time to time direct, of all existing ships of which the registry remained in his registry books on the 31st day of December then last. This provision will make it possible to make up a correct list every year of the number of vessels owned and registered in Canada. The portion of the act relating to unseaworthy ships enacts if complaint is made to the Minister of Marine that any ship registered in Canada is, by reason of the defective condition of her hull and equipments, or by reason of her being over-loaded or improperly loaded, unfit to proceed to sea, the Minister may cause such ship to be surveyed by a person appointed by him, first enacting from the complainant, a deposit of money to defray the expenses of the survey, and to pay any loss which may be sustained by the owner on account of any detention, and if such person report that the ship is unfit to proceed to sea, without serious danger to human life, the Minister may declare such ship to be unseaworthy, and the principal officer of Customs may detain her. Such complaints must be made in writing, and a copy given by the Minister to the owners. Any owner who is not satisfied with the result of the survey may appeal to the Court of Vice Admiralty. Any person having authority as an owner or otherwise to send a ship to sea, in an unseaworthy state so as to endanger the life of any person on board, shall be guilty of a misdemeanor, unless he proves he used all reasonable means to keep her seaworthy, or was ignorant of such unseaworthiness.

The impression which prevailed on Saturday that the Government had brought the fourth part of the Act, relating to the inspection and classification of ships, into operation, is an error.

That part of the Act cannot become operative, until the Government frame a code of rules defining the requirements of vessels to be built under inspection. Whatever doubts may exist as to the necessity for Government inspection there can be none whatever as to the first part of the Act, which deals with registration. It will enable us at all times to know the tonnage of our mercantile marine, and will bring Canadian shipping more under our own control. The million tons or more of shipping which Canada possesses has heretofore had its identity lost in the enormous tonnage of Great Britain. Hereafter, while our ships will be no less British than at present, the shipping of Canada can be exhibited by itself, and compared to that of other maritime nations. The new registry law is compulsory, but the fees for surveying and registering vessels are very moderate.—*St. John Telegraph.*

SUGAR YIELD OF THE WORLD.—The total production of sugar throughout the world in 1853 was 1,476,714 tons; in 1863 it had reached 1,938,322 tons; and in 1872 it amounted to 2,954,722 tons. But though the production had thus doubled within twenty years, the consumption has kept steady pace with it. The increased production is, however, very largely from the sugar-beet and not from the cane. The supply of cane sugars from 1853 to 1872 only increased from 1,276,714 tons to 1,811,826 tons, while that from the beet grew between 1863 and 1872 from 452,129 tons to 1,142,896 tons. The only countries that show any increase of cane-sugar production are Java, Cuba, Manila, the French West Indies and Egypt. The following table, drawn up by Messrs. Rueb & Ledebor, of Amsterdam, exhibits the production in 1863 and in 1872 in tons:

	1863.	1872.
Europe (beet root).....	452,129	1,142,896
Java and Madeira.....	125,287	207,842
Surinam.....	13,683	12,291
Cuba.....	506,860	711,795
Manila.....	83,151	91,701
Porto Rico.....	63,000	89,559
Brazil.....	238,280	157,809
Mauritius.....	158,209	124,806
English West Indies.....	13,894	21,279
Natal.....	1,317	8,872
Louisiana.....	69,800
Martinique.....	30,459	39,699
Guadaloupe.....	30,266	31,786
Reunion.....	68,816	30,450
Egypt.....	341	20,359
Jamaica.....	28,444	26,296
Barbadoes.....	29,583	37,762
Trinidad.....	37,421	60,023
English Guiana.....	53,974	13,556
Australia.....	2,988	4,920
Cayenne.....	420	324

The figures for the last six countries are for 1871. It is, of course, well known to our readers that the Louisiana crop amounted to nothing in 1873, during which time the war was in progress, but that it had arisen just previous to the war to nearly 500,000 hhds., or 275,000 tons.

—The convention of Lake underwriters held in Buffalo in February elected the following officers for the ensuing year: president, Edward D. Holton, Milwaukee; vice-president, A. A. Eustaphie, Buffalo; secretary, William Lovering, Buffalo; executive committee, William Lovering, Buffalo, chairman; Chauncy Bedell and Wm. Leconey, of New York; W. E. Rollo, Chicago; Bernard Haldan, Toronto; E. P. Dorr, Buffalo; George A. Tisdale, Cleveland; F. B. Dodge, Toledo; J. J. C — Detroit; Edward D. Holton, Milwaukee.