

"This oil," says the correspondent of the *Times*, "makes a better light when refined than any other burning fluid I have ever seen, second only to the best coal gas, with no liability to explode like many illuminating fluids that have been from time to time offered to the public." "An increase of purity," says the *Times* city article of February 25th, 1862, "is being constantly effected by the daily experience of its enlarged manufacture; but the question of price cannot be tested until the requisite facilities of transport shall have been established." An idea which the same journal (ever foremost in its knowledge of the commercial bearings of any important discovery) still further carries out in a city article of April 11th, as follows:—

"The last Canadian papers shew that the supplies from the oil-wells constitute an increasing topic of attention throughout the province. As the quantities are apparently illimitable, freight is the grand question for consideration, and the *Toronto Globe* points out that the real abundance of the article will not be manifested in Europe until special facilities for transport and shipment are brought into operation. In the instance of refined oil there are no particular difficulties; but the refining process can be carried on more economically and extensively on this side, and the object, therefore, is to contrive means for the cheap transport of the crude material. In that state its smell is so offensive, that grain, flour, or other articles carried in trucks or vessels in which it has previously been stowed, become damaged, and there is consequently a general indisposition to take it, except at very high rates. A class of tank-vessels will therefore probably have to be created for the purpose. 'A vessel,' it is observed, 'that carries one load of petroleum is fit for no other business, save coal, iron, timber, or other articles which cannot be spoilt by the odour.' Even at the high rates at present paid for both land and sea freight it is calculated that the price is sufficient to yield a good profit to the owners of the flowing wells, who are at no expense for pumping. The values of the petroleum landed at Liverpool is about 1s. per gallon, and nearly the whole of this consists of the charges for transport; while the belief in Canada is that under an organized system these charges

étranger et par terre. Il est, d'ailleurs, facultatif aux importeurs d'essence de houille Anglaise ou Belge d'adopter pour le droit au poids résultant du tarif général, quand l'application de ce droit leur paraît plus avantageuse que celle de la taxe à la valeur inscrite dans les tarifs conventionnels.

Agréez, Monsieur, l'assurance
de ma parfaite considération.
Le Conseiller d'Etat, Directeur Général.
BACKER.

TRANSLATION.

SIR,—You did me the honour to write to me on the 28th December last, so as to know the duty payable on purified schist oil. This produce is assimilated to the Essence of coal, which pays 5% ad valorem, by any mode of transport direct from Belgium or England, where the English or Belgian origin is duly certified. Coming from any other country, the Essence of Coal pays 13f. or 14f., 30c. the 100 kil., plus the double decime, according to its being brought in under the French flag or under a foreign one, or by land. It is, however, optional to the importer of the English or Belgian Coal to choose the duties by weight arising from the General Tarif, when it appears more advantageous than by the duties ad valorem.