

IT is pretty generally known that very many of our fishermen find employment on board American vessels engaged in the Bank and Bay fisheries. These men are eagerly caught at by our shrewd neighbours, who readily recognize them to be about the smartest hands that can be procured. And so far as our countrymen, thus employed, are concerned they are certainly equally gainers by the transaction. What we have to complain of, is, that this Province loses the profits of their skilled labour, which goes directly into the pockets of our rivals on the fishing grounds, for although large numbers of our fishermen return to their homes once or twice a year with their hands full of earnings, which are spent at home, the lion's share of the profits of their labour is retained by the Scotians. Some may be inclined to ask why the Scotch fishermen cannot prosecute fishing calling in Provincial vessels, fitted out for the fishing grounds at our own ports, and thus reap the full reward of their enterprising exertions. This question is easily and satisfactorily answered: it is simply for the want of a market. While the demand for fresh fish caught by our own men, in Provincial vessels, is confined to comparatively narrow limits, the more fortunate Americans enjoy an almost unlimited market. In our case consumers are only counted by thousands, theirs on the other hand can be reckoned by millions. And it is just at this season the contrast is rendered most striking. Fish taken in the winter months cannot be cured with any prospect of profit, as the quality of the dried commodity cannot be expected to come up to the required mark. An immediate market must therefore be found for the sale of newly caught fish at this season. Fortunately for the American fishermen the demand is so great: in their extended markets, every where supplied by railroads and steamboats, and prices are so liberal remunerating, as to warrant the heavy expenditure and extreme expensiveness they are subjected to in prosecuting their business at this inclement season. It is for the purpose of participating in the profits of such extensive employment that we find our fishermen flocking to Gloucester, and other New England ports, whence they proceed to the Banks in American bottoms to furnish supplies of fresh fish for all the great cities and towns of the Union. The foregoing remarks have been induced by the fact that, within the past few weeks, some fifty or sixty of the hardy fellows, hailing from the outports in the vicinity of Chebucto Bay, have left their homes for the other side of the Bay of Fundy to follow their dangerous avocation.—
Halifax paper.

IN the *Kansas Journal* of the 16th we find an interesting statement in reference to this road—the Kansas branch of the great road known as the Union Pacific road, E. D.—which was furnished by General Palmer, the treasurer of the company:

The date of the original commencement of the work was August, 1853. Forty miles were built during the next year. The following year nothing was done in consequence of the war. The work was commenced in earnest on the reorganization of the company. By July 1, 1855, and during the next year, there was completed 110 miles, including the road from Lawrence to Leavenworth.

The track is now laid to the 155th mile-post of the main line, being twenty miles beyond Fort Riley, and another twenty miles would have been finished before the close of this year had not the cold weather prevented the laying on the track. The road is graded to the 200th mile-post. In addition, the Leavenworth branch, thirty-one miles long, was completed in 1856.

A contract has been made by the company with Shoemaker, Miller & Co. for the completion of the road to the 355th mile post by January 1st, 1858. Much more road would have been in operation at this date but that the route was undetermined beyond Fort Riley until last July, when legislation was obtained authorizing the company to build up the Smoky Hill instead of the Republican fork. Until this was done, all the arrangements of the company for money and material had necessarily to be limited to the line east of Fort Riley.

The business of the road is already very encouraging, having been for the month of November \$77,632.53. It is expected to average \$100,000 per month during 1857, to perform which the company has provided for the following equipments: Twenty-five locomotives, 17 passenger cars, 6 mail and baggage cars, 242 flat cars, 40 stock cars. The Quartermaster's Department of the Government expect to ship 20,000,000 pounds of stores over the road during the coming season.

The *Madoc Mercury* says in the last number:—
Mining operations have commenced within the last few days on Mr. Martin's lot, adjoining Kellar's Bridge, about two miles north of the Richardson mine, and it is believed with very fair prospects of ultimate success. Considerable prospecting is also being done still further North, in the Township of Tudor, and we hear reports of good specimens of gold having been found in the neighbourhood of the Stony Settlement, east of the Jordan, and beyond that point as far as Wadsworth's Lake.—The *Hellville Intelligencer* says that blasts were being put into the rock, which overlaid the crozier pocket in the Richardson mine, and after half an hour had been put in it was found to be extremely rich, yielding \$12,000 to the ton, and the dirt yielding \$60,000 to the ton. The Company now having the matter in hand are Benjamin Lombard, President of the 4th National Bank of Chicago, and Mr. S. C. Hardin, of the firm of Cushman, Hardin & Co. of the same city.

A COUNTRY GRAIN SHIPPER CAUGHT A "DOCTORING WHEAT."—The *Chicago Republic* in a recent number says: "To-day the Chief Inspector of Grain, Mr. Gurney, called the attention of the members of the Board of Trade to two samples of wheat, which he had taken from the car in the presence of the consignee. One of the samples was taken from the top of the centre of the car—and was pretty fair looking wheat, but that taken from the ends and bottom of the car was a mixture of rye, oats, buckwheat, and stumptail wheat. It was quite evident to all that the car had been "doctored," and that the intention of the shipper was that the vile stuff which was hid at the bottom and ends of the car should escape the vigilance of the Inspector, and pass "No. 2. The scheme, however, did not work, and the wheat was "rejected."

THE COBOURG AND MARMORA RAILWAY.—It is, we learn, currently reported in Belleville, that the project for the extension of the Cobourg Railway into Marmora has collapsed. It is said that Mr. Covert, of Cobourg, holds a mortgage on the rolling stock, &c., of the road, and has long been threatening to apply for the appointment of a Receiver, to enable him to sell, and that the Railway party are at their wits' ends to put him off. Hence their present outcry about the Marmora extension. The road, at present, is only run occasionally, and then by cars and engine hired from the Grand Trunk at so much per day. If this rumour be well founded, Burstall & Co., of Quebec, have certainly a bright prospect of soon lifting the \$200,000 consideration for the transfer of their property in Belmont and Marmora to the Cobourg affair.—*Madoc Mercurn.*

Union Pacific Railroad.—Trains are now running on this road from Omaha to a point a few miles west of the forks of the Platte River. The road is now definitely located up the Lodge Pole Creek to the foot of the Black Hills, thence through Egan's Pass to the Laramie River, a further distance of 300 miles. So far the road is to be built this year. The main line will pass about 100 miles north of Denver, to which city it is now proposed to construct a branch.

SOUTHWESTERN PACIFIC RAILROAD.—A large body of men are now engaged in the construction of this road (now a link in the Atlantic and Pacific), and the work is being pushed along with commendable vigor. In a few days it will be completed to the Vasconade River, 1.5 miles from St. Louis. At this point a bridge 800 feet long is being built. The work of grading is also being pushed west of that river, 1,500 men being employed in that direction.

SALT.—Salt has been struck in Waterloo Village, where a company has been boring for oil for some time. The brine at present is of the strength of about 40 per cent.; but great expectations are held that in a short time they will tap the reservoir of brine. Beautiful white salt has been already obtained from the brine. The well is 500 feet deep. We trust the expectations indulged in by our friends may be fully realized.—*Galt Reporter.*

THE BEGINNING OF THE END.—The *Stratford Beacon* says:—We learn on good authority that it is the intention of the Grand Trunk Railway immediately to remove to Toronto the stores department of the Buffalo and Lake Huron branch, hitherto stationed at Brantford. It may be that we will not have long to wait for the removal also of the workshops—to the Stratford junction, their natural geographical location.

PRICES OF LAND IN ENGLAND.—At a recent sale of properties in Surrey, belonging to the estates of Overend, Gurney & Co, bankrupt, the place called Cormongers, mansion and park, and about 162 acres, brought £51,000; Holm-sdale, 60 acres, with houses and stabling, 119,600; Court Lodge, 9 acres and a house, £5,600; certain farms, 148 acres, £15,000—total, 338 acres, £80,600, equal to £492,500, or nearly 3s. 10d. per acre. "The model farm fetched upwards of £20,000," quantity of land not given. "The Nutfield property brought nearly £100,000."

A Louisiana correspondent of the New Orleans Times states that all persons in the sugar region who were fortunate enough to have cane have done well for the amount in cultivation, and most persons engaged in cultivating cane can readily find capital to aid them in carrying on their places.

WHEAT FOR A BARREL OF FLOUR.—The question, how much wheat does it take to make a barrel of flour? is often asked, and the answer is of a general character—"five bushels are allowed." At the annual Fair of the Dubuque County Agricultural Society, in 1886, a premium of \$3 was offered for the best barrel of flour made from winter wheat, and also the same from spring wheat. A firm entered one barrel of each, accompanied with the statement that sixteen bushels of winter wheat yielded three barrels and one hundred and three pounds of flour—at the rate of four bushels and fifteen pounds of wheat to the barrel. Of spring wheat fifty bushels yielded eleven barrels of flour, being four bushels and thirty-two pounds to the barrel. The wheat was a fair quality and no more.

"The practice with Major Palliser's shot against armor has shown what are the qualities of chilled cast iron in the mill, and extending quite far through the casting. It has been demonstrated that it is equal in hardness to hardened steel, and that it requires even greater force to break or deform it. It may be that the startling results obtained at Shoeburyness will serve, in some measure, to account for the universal use of chilled railway wheels in America, and for the leading wheels of engines, and often for the driving wheels themselves as well, by the late Mr. A. M. Ross engineer to the Victoria bridge at Montreal, upon this subject and which contains this statement, a statement which we know to have been confirmed by the subsequent experience of the engineers of the Grand Trunk railway. In the International Exhibition of 1862 were a pair of chilled wheels 2ft 9in. in diameter, which had run upwards of 160,000 miles under a heavy post office van on the Grand Trunk railway, and, although worn, they were still in good condition. It is not more than 400 miles from a Canadian winter, nor explain how for months together the road bed and there is seldom much ballast—is frozen as hard as rock. This, if anything, would be expected to try chilled wheels, yet they are regularly employed for the leading wheels of passenger engines; and breakages, although not absolutely unknown, are at least as infrequent as those of the best makes of English railway carriage tyres.

English railway carriage wheels. They require a good iron for chilled wheels. That used in America for this branch of manufacture is mostly cold-blast charcoal iron, and it has to be selected and mixed with care, to obtain the proper qualities of strength and hardness of chill. The chill should be from $\frac{1}{2}$ in to $\frac{3}{4}$ in deep, and should cover the whole tread and the wearing face of the flange. Chilled wheels require especial provision for cooling, after being cast, so as to avoid internal strain from contraction. The wheels do not come out all of exactly the same diameter, but there is no difficulty in mating them in pairs of equal diameter, the greatest variation in the diameters of a thousand 2 ft. 9 in. wheels hardly exceeding $\frac{1}{4}$ in.

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated Jan. 26 1867:

Lead, Pir., Rensselder, in Hircos	•
" " " " " " " "	•
" " " " " " " "	•
Baiter, Yellow, kept and killed	•
Chesee, American	•
Hunan, American, in court, Sugar cured	•
" " " " " " " "	•
York, wren in hole	•
" " " " " " " "	•
Hiscoe, clear and unmarked, in box	•
Black, wren, in hole	•
Brand, Yellow, Egg, and Harrow	•
Yagatoe	•
Onions	•
Corn, Yellow, Band	•
Oats	•
Bean, Shipping Staff	•
Hay	•
Oil, Petroleum	•
Tallow	•
Yellow, Shaw, Warrbling	•
Lambert, Yellow Pine	•
White Pine boards	•

	DUTY-R.	
\$1	36 per 100 lbs.	
do	do do	
4	77 do	
3	86 do	
3	93 do	
do	do do	
4	39 per hl	
2	68 per 100 lbs.	
3	23 per cwt	
1	08 per 100 lbs.	
	74 per bbl	
{	72 do	
{	120 per 100 lb., inc.	
	72 per 100 lbs.	
54	do	
50	do	
14	do	
{	15 per gal.	
{	2 35 per 100 lbs.	
2	23 do	
	11½c per lb.	
	100 per 1000 ft.	
5	50 per 1000 ft.	
do	do	

[illegible]

Small stock and colticed. Palm demand.	Superior very scarce. In active demand.	Large supply. Fair request.	In request. Fair	Large supply. Fair request. Thin Manila etc.
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EXCHANGE.—London 60 days - - - 14½ to 14½ per cent premium
 Paris " " - - - 1½ to 2 per cent premium
 New York " Currency - 23½ to 22½ per cent discount
 " Sight. " - 21½ to 21 per cent discount
 " 60 days, Payable in gold, 2½ p. c. premium
 " Sight, " 3½ to 3½ p. c. premium