

boats to the attack at Montmorency, July 31, 1759, managed the disembarkation on the heights of Abraham, and pointed out how the large ships might proceed with security up the river.

86. Where did Lord Amherst sign the treaty for the cession of Canada to the British in 1760?

Ans.—“Done in the camp before Montreal, September 8th, 1760.”—See Articles of Capitulation.

One account says at St. Helen's Island, but it is believed to have been signed in a small house to the W. by N. of the then town (now Cote des Neiges), which house was destroyed by fire a few years since. “A short distance beyond the present toll-gate, just before arriving at the Roman Catholic Cemetery.”

Another answer says: “In the camp outside the Lachine Gate.”

Miles's “French Régime,” p. 508; Sandham's “Montreal Past and Present,” p. 62.

87. When was the first Sunday School opened, and by whom?

Ans.—On September 6th, 1793, the *Quebec Gazette* announced the opening of the Sunday Free School under the patronage of H. R. H. the Duke of Kent; but the lessons taught were reading, writing and arithmetic, and not of a religious character.

In Brockville, Ont., by Rev. Wm. Smart, in 1810-11. Authority—Rev. W. Millard, Secretary, Sabbath School Association of Canada.

In Montreal, by Miss Lucy Hedge, in her father's house (September 1816), and subsequently in connection with Zion Church, March 9th 1823. Rev. Dr. Wilkes; Diary of Mr. J. H. Dorwin.

At Kingston, Ont., Rev. Mr. Cattrick proposed organizing a Sunday School in June 1817, but it was not carried into effect until the following year.

A Sunday School was established in St. Johns, Newfoundland, in 1803, by Governor Gambier.

88. Whence does the plant called Soldier's Cup derive its common and botanical names, and how many varieties are found in Canada?

Ans.—It derived its name “Soldier's Cup,” or “Huntsman's Cup,” from the use soldiers and trappers made of the leaves of the plant to drink from. The name “Pitcher Plant” from the appearance of the leaves; and its botanical name *Sarracenia* (purpurea) given by Tournefort in honor of Dr. Michel Sarrazin, a Quebec doctor who described the genus. There are three varieties of the plant in North America, only one of which (*S. purpurea*) is found in Canada. This plant was formerly supposed to have been a specific in cases of small-pox, modifying the disease and shortening its course. Invalids chew it as they would tobacco. The Professor of Botany at Laval University says that there are eight varieties of the plant known—three in North America, and one only in Canada.

It is said that the name “Soldier's Cup,” was given to it by an emigrant pensioner who had used a similar plant in Egypt for the water contained in the leaves. It is also called Indian Cup, Fly-trap, and Side-saddle flower.

Charlevoix describes it, calling it “La Sarrasine—an herbaceous perennial growing in sphagnous swamps about Quebec.”

Its botanical name appears in a catalogue of Canadian plants collected in 1827 and presented to the Literary and Historical Society of Quebec by the Countess Dalhousie.

The *S. Darlingtonia* is found in California, and the *S. Heliamphera* in Guiana. The *S. Flava* (or yellow) is never found north of Virginia. Canadian Wild Flowers, by Traill and Fitzgibbon; Provancher's *Flore Canadienne*; Gray's Botany; Hobbs's Botanical Handbook; U. S. Dispensatory; National Dispensatory; etc., etc.

89. Explain Yonge Street and Dundas Street occurring in the topography of Ontario, and give the origin of the two expressions.

Ans.—They were two great military highways cut through the primitive forests of Western Canada by the King's Rangers, by order of Governor Simcoe. Dundas and Yonge Streets were laid down in the first M.S. maps as highways destined to traverse the country, as nearly as possible, in right lines,—the one from north to south; the other from east to west.

Yonge Street received its name from Sir George Yonge, Secretary of War in 1791 and following years. Dundas Street has its name from the Right Hon. Henry Dundas, Secretary of State for the Colonies, 1794.

Yonge Street is, from York (Toronto) to Lake Simcoe, a distance of 30 miles, and Dundas Street from London to Hamilton. “Dundas Street, which meets Yonge Street at right angles, was projected by Governor Simcoe to reach from Burlington Bay to the Thames, and was intended to traverse the Province from east to west. They were called “streets,” the idea been taken from the old Roman roads in Britain, which are still, in many places, called streets; and probably also to distinguish them from the ordinary Colonization roads.

Smith's Gazetteer, 1799; “Toronto of Old,”

90. What was the name given by the French to the River Thames?

Ans.—Rivière de la Tranche. “Bouchette.”

Rivière de la Trenche. “Eighty Years' Progress in B. N. A.”

On old French maps it is designated as “Rivière qu'on remonte 80 lieus sans trouver de Saults.” Heriot's Travels; Description of Upper Canada, 1799.

It was also called “The Broad River.” It was named “The Thames” by Governor Simcoe.

91. Whence does the Isle of Orleans derive its name, and what other name has it been known by?

Ans.—The Duke of Orleans, in honour of whom Jacques Cartier gave it the name in 1536, was De Valois, son of Francis I. Cartier had named it the previous year “Isle de Bacchus,” from the number of wild vines he found there.

In 1675 it was formed into the Earldom of St. Laurent, and it was erected into a County under the name of “Island and County of St. Lawrence.” This name prevailed in public documents until the year 1770. “Orleans” has been the name during the last hundred years.

The island has borne other names—viz., “Minigo,” by the Indians; “Baccalaos” (see Lahontan's Travels); “Isle de Ste. Marie,” by Missionaries in 1650; and “Isle des Sorciers” (Wizards' Island), from the inhabitants being able to foretell storms, &c.

Histoire de L'Isle D'Orleans, par Turcotte, pp. 10-12; Bouchette's Topography of Lower Canada; Champlain (Laverdiere edit.), vol. i., p. 88.

TRADE—FINANCE—STATISTICS.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	Period.	1879.			1878.		Week's Traffic.		Aggregate.		
		Pass. Mails & Express	Freight	Total.	Total.		Incr'se	Decr'se	Period.	Incr'se	Decr'se
Grand Trunk.....	Nov. 15	59,175	160,953	220,128	196,935	23,193	....	....	20 w'ks	258,677	....
Great Western.....	“ 7	35,111	66,899	102,011	87,784	14,226	....	....	19 “	78,861	....
Northern & H. & N. W.	“ 8	8,071	20,808	28,879	20,447	8,431	....	....	19 “	65,285	....
Toronto & Nipissing.	Oct. 28	1,892	4,728	6,620	5,738	882	....	....	19 “	3,910	....
Midland.....	Nov. 7	1,741	5,959	6,700	5,460	1,240	....	....	20 “	18,630	....
St. Lawrence & Ottawa	“ 8	1,282	1,858	3,140	2,661	479	....	....	fm Jan. 1	14,811	....
Whitby, Port Perry & Lindsay.....	“ 14	453	864	1,317	1,599	282	....	....	“	792	....
Canada Central.....	“ 7	2,496	5,287	7,783	7,577	206	....	....	19 w'ks	17,899	....
Toronto Grey & Bruce	“ 8	2,267	4,736	7,003	5,942	1,061	....	....	19 “	10,896	....
Q. M. O. & O.....	“ 15	3,251	1,769	5,020	3,987	1,033	....	....	July 1	112,005	....
Intercolonial.....	Month Oct.	55,219	81,350	136,569	135,138	1,431	....	....	4 m'ths	53,174	....

* This is the aggregate earnings for 1879; 1878 figures not given.

BANKS.

BANK.	Shares par value.	Capital Subscribed.	Capital Paid up	Rest.	Price per \$100 Nov. 19, 1879	Price per \$100 Nov. 19, 1878.	Two last 1/2-yearly Dividends.	Equivalent of Dividend, based on price of Stock.
Montreal.....	\$200	\$12,000,000	\$11,999,200	\$5,000,000	\$142 1/2	\$147 1/2	10	7 3/4
Ontario.....	40	3,000,000	2,996,000	100,000	73	91	6	8 1/2
Molson's.....	50	2,000,000	1,999,095	100,905	78	87	6	7 1/2
Toronto.....	100	2,000,000	2,000,000	500,000	118	120	7	6
Jacques Cartier.....	.....	.....	.....	*250,000	.....	.....	.....	.....
Merchants.....	100	5,798,267	5,506,166	475,000	89 1/2	87 1/2	6	6 1/2
Eastern Townships.....	50	1,469,600	1,381,989	200,000	110	.....	7	.....
Quebec.....	100	2,500,000	2,500,000	425,000	.....	96	6	.....
Commerce.....	50	6,000,000	6,000,000	1,400,000	118 1/2	111 1/2	8	6 1/2
Exchange.....	100	1,000,000	1,000,000	.....	.....	75	.....	.....
MISCELLANEOUS.								
Montreal Telegraph Co.....	40	2,000,000	2,000,000	171,432	90	115	7	7 1/2
R. & O. N. Co.....	100	1,565,000	1,565,000	.....	42	54	4 1/2	10 1/2
City Passenger Railway.....	50	.....	600,000	163,000	80	.....	5	6 1/2
New City Gas Co.....	40	2,000,000	1,880,000	.....	125	106 1/2	10	8

*Contingent Fund. †Reconstruction Reserve Fund.

THE delivery of home-grown wheat in the 150 towns of England and Wales for the undermentioned weeks, months and years were:—

	1879-80.	1878-9.	1877-8.	1876-7.	1875-6.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
September.....	57,618	239,298	201,326	243,109	196,807
Weeks ended—					
October 4.....	15,162	71,441	11,437	63,330	59,497
October 11.....	19,361	60,130	55,018	53,725	53,554
October 18.....	26,122	57,561	51,995	48,271	54,330
October 25.....	35,618	51,424	48,295	51,068	52,393

Weekly average price of wheat in 150 towns, per quarter:—

July 26.....	47s 7d	September 13.....	47s 11d
August 2.....	49s 3d	September 20.....	47s 4d
August 9.....	49s 7d	September 27.....	46s 5d
August 16.....	49s 5d	October 4.....	47s 1d
August 23.....	49s 3d	October 11.....	48s 8d
August 30.....	48s 1d	October 18.....	49s 9d
September 6.....	48s 2d	October 25.....	49s 10d

• The average price for the week ended October 25, 1879, was 6d less than the weekly average price for the corresponding weeks during the last ten years.

The results of the imports of Flour and Wheat into the United Kingdom from September 12 to October at the dates indicated, less the exports, plus the home deliveries of Wheat, have been for the last three years as follows:—

	1877-8.	1878-9.	1879-80.
	Sept. 1 to Oct. 27.	Sept. 1 to Oct. 26.	Sept. 1 to Oct. 25.
	Qrs.	Qrs.	Qrs.
Net Imports.....	2,427,059	2,202,885	3,084,574
Home deliveries.....	1,693,500	1,915,448	615,524
Total supply.....	4,120,559	4,118,333	3,700,098
Home consumption.....	3,293,080	3,365,593	3,560,000
Surplus.....	827,479	752,740	240,098

The deliveries of home-grown Wheat are being moderately increased from week to week, but are still about 80,000 qrs per week less than the average deliveries for the corresponding weeks of the last ten years. There as so far been but little accumulation of stock.

EXPORTS of Flour and Grain for week ended Nov. 11th:—

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Peas, bush.
New York.....	109,655	1,053,086	493,948	4,826	25,249
Boston.....	18,272	203,940	49,939	.....	.....
Portland.....	320	.....	.....	.....	.....
Montreal.....	15,158	219,027	180,139	44,410	313,862
Philadelphia.....	4,491	271,975	32,782	.....	.....
Baltimore.....	8,573	1,017,608	183,731	600	.....

CLEARANCES of Flour and Grain from Montreal for Europe:—

	Flour, bbls.	Wheat, bush.	Corn, bush.	Peas, bush.
Week ended Nov. 11, 1879.....	18,782	306,931	235,339	297,776
Week ended Nov. 4, 1879.....	6,749	237,981	88,073	220,147
Week ended Nov. 12, 1878.....	13,373	120,007	104,067	23,816

THE capital invested in all the railroads of the globe exceeds \$15,500,000,000. These roads, according to the statistics of Prof. Neumann-Spallart, required 62,000 locomotives, 112,000 passenger carriages, and 1,500,000 goods trucks. Annually 1,600,000,000 tons of merchandise and 1,500,000,000 passengers are conveyed by these means of transit.

THE revenue receipts of Great Britain from the 1st of April to November 1st were £42,216,971, against £42,600,678 in the corresponding period of last year. The net expenditure was £50,368,923 against £50,821,078.