

proved fruitless, satisfactory reasons against the proposition having been assigned by the Department, the principal of which is, that such mail matter would necessarily be placed beyond the control of the United States Post office Department.

HARBOR DUES.

A statement of the questions put to the Board by the Hon. Mr. Langevin was furnished, and an assurance was given that great care had to be taken, in order to give the Minister reliable information, with a view to "the preparation of his promised bill for the amelioration of the shipping and forwarding interests of the country."

TRADE WITH BRAZIL.

The report rather shirks this interesting subject, throwing the responsibility on the energetic secretary, Mr. Patterson, whose letters on the subject we have had an opportunity of noticing on other occasions. We regret our inability to place the least reliance on the establishment of an advantageous trade with Brazil, which alone would justify the large mail subsidy which has been granted, and which might in our judgment have been more advantageously employed in the encouragement of trade with the British Colonies in the West Indies.

FREE PORT.

The report expresses a hope that the port "may be freed from all possible restrictions and charges on ships and merchandize consistent with the preservation of the public property." It will we fear be long before the port can be made absolutely free. The subject of most importance probably in this connection is the best mode of dealing with the Pilotage and Towage charges, which are a serious drawback to the port.

THE PACIFIC RAILWAY.

The report deals with the great question of the day in an eminently judicious spirit, declining to commit the Board to any policy, but plainly intimating its opinion that the transference of the work from the Government to an Incorporated Company is a wise measure. It was of course to be inferred that differences of opinion existed among the members as to the details of the contract, but it was not deemed advisable to increase the difficulties which already beset the Government by any act of the Board.

THE SAULT ST. MARIE BRANCH.

The report states that on every fitting occasion the construction of the Sault branch has been urged upon the Government, and it is pointed out that, whether as the work of an independent company, or as part of the great Railway scheme of

the North West, it is indispensable that this road should be constructed.

THE DISCUSSION.

We have by no means exhausted the subjects treated in the report, some of which merit more notice than we are able to give on this occasion, but we shall confine ourselves at present to what took place on the Pacific Railway. Mr. Henry Lyman was the spokesman in opposition to the Government proposition. Although the amendment which he moved expressed dissatisfaction with the details of the scheme, which, according to the *Herald's* report, he attacked seriatim, yet in the *Gazette's* report he is represented as favorable to the construction of the road as a Government work, which is in opposition to the views of both parties, so far as they have been expressed. From the first inception of the scheme, it has appeared to the majority of the people, without reference to politics, that if a company could be induced to undertake the work, that mode of constructing it would be most advantageous. As to details, we presume that the Government endeavored to make the best bargain possible for the Dominion, and we have yet to learn that it would have been possible to have made a better one. Mr. Lyman saw fit to withdraw his amendment, which would have been voted down.

GLUCOSE.

The report on the adulteration of food recently issued by the Inland Revenue Department at Ottawa, partly reviewed in these columns, showed that in all parts of the Dominion where samples had been examined, sugar was almost invariably a pure and unadulterated article. This is doubtless chiefly owing to the re-establishment of our own refineries, who now supply nearly all the refined sugar consumed in the country. That such a happy state of things does not universally prevail on the continent is shown by some researches recently made by a respectable New York paper concerning the manufacture in that State of glucose or grape sugar, an article frequently referred to in our reviews of the Government reports on adulteration prior to the re-opening of our refineries.

In the course of a law-suit brought recently to determine the ownership of certain shares in the Buffalo (N.Y.) Grape Sugar Company, it was shown that the profits of the business amount to about \$1,000,000 a year upon a capital of \$400,000. The fact that enormous quantities of grape sugar or glucose are sold, and that the business has at least doubled every year for the last five years, until at present

all the starch factories turn out more or less of the product, that several vast establishments are building for the purpose of manufacturing glucose, one in Detroit and one in Chicago; and that the adulterations in which glucose is used are now recognized among merchants, induced an inquiry into the history and extent of the glucose business. Sugar merchants who mix glucose with their sugar were careful about giving facts and figures, but all admitted that its use was widespread and increasing every day.

In 1867 a German chemist named Goesling arrived in New York with a secret process of producing sirup from corn at small cost, about twenty gallons of sirup being obtained from one bushel of corn. The corn was first made into starch, which, after treatment with sulphuric acid, was run through marble dust in order to extract the acid, after which it was purified with boneblack and boiled to any desired consistency. Dr. Goesling interested some New York capitalists and sugar merchants in his process, and sold the patents to a company called the Union Sugar Company for \$500,000. The Union Sugar Company had been organized especially to make the new kind of sugar, and immediately erected works and began business. Prosperity was too much for Dr. Goesling, who died before the first batch of sirup was turned out. No one thought at that time of making solid glucose; the sirup was all that the Union Sugar Company intended to produce. When the first barrels of the sirup were produced the appearance was excellent, and the stockholders congratulated themselves upon having possession of a gold mine. Unfortunately, the new product had defects, the chief among which was that it would not "stand," as the sirup men say; it solidified and candied, becoming a solid, waxy mass, which was unsaleable. Dr. Goesling had apparently forgotten to tell the Company his method of making the sirup "stand." He had known some method of doing this, but his secret died with him. After several ineffectual and costly attempts to solve the difficulty the Union Sugar Company gave up business, having lost about \$1,000,000, and sold the product of candied sirup on hand to the *Tribune* at \$2 a barrel, for the purpose of making ink-rollers.

When Dr. Goesling sold his patents to the New York company a Buffalo company had already bought from Goesling the right to use his process in Buffalo. The Buffalo company met with the same difficulty that the Union Sugar Company experienced—their product candied. But instead of giving up the manufacture they