

fellow well met. Judicious hotel proprietors do not tolerate them, or, if they do, they learn that while with them they must behave. We can see no use for this system of selling goods in this part of Ontario. Merchants who purchase of them must know that they have to pay all these hotel and liquor bills, for which the public must reimburse them. The system is the fossil remains of days when we had no railroads, and having them we have no use for the commercial traveller, especially when he is not a gentleman.

HONOR YOUR BUSINESS.—It is a good sign when a man is proud of his work or his calling. Yet nothing is more common than to hear men finding fault constantly with their particular business, and deeming themselves unfortunate because fastened to it by the necessity of gaining a livelihood. In this men fret, and laboriously destroy all their comforts in the work; or they change their business, and go on miserably, shifting from one thing to another, till the grave or the poor-house gives them a fast grip. But while occasionally a man fails in life because he is not in the place fitted for his peculiar talent, it happens ten times oftener that failure results from neglect and even contempt of an honest business. A man should put his heart into every thing that he does. There is no profession that has not its peculiar cares and vexations. No man will escape annoyance by changing his business. No mechanical business is altogether agreeable. Commerce, in its endless varieties, is affected, like all other pursuits, with trials, unwelcome duties, and spirit-tiring necessities. It is the very wantonness of folly for a man to search out the frets and burdens of his calling, and give his mind every day to a consideration of them. They belong to human life. They are inevitable. Brooding over them only gives them strength. On the other hand, a man has power given him to shed beauty and pleasure on the homeliest toil, if he is wise. Let a man adopt his business and identify it with pleasant associations; for heaven has given us imagination, not alone to make us poets, but to enable all men to beautify homely things. Heart-varnish will cover up innumerable evils and defects. Look at the good things. Accept your lot as a man does a piece of rugged ground, and begin to get out the rocks and roots, to deepen and mellow the soil, to enrich and plant it. There is something in the most forbidding avocation around which a man may twine pleasant fancies, out of which he may develop an honest pride.

MISSISSQUOI AND BLACK RIVER VALLEYS RAILWAY.—The profile, plots, and estimates for this line have been completed. It will be fifty-four miles in length, starting from the Richmond Junction Station, on the Grand Trunk, and running south-west through Melbourne, Brompton Gore, South Ely, Stukely, South Stukely, and Bolton, to a point near the boundary line in Potton, where it meets the southeastern counties road from Montreal, and the Mississquoi River road via Richford from St. Albans. A road from this point is projected to Newport to connect with the Passumpsic line. The municipalities along the line have nearly all voted bonuses; it is believed they will all do so, and it is understood that the Quebec Legislature will make the usual allowance, which would amount to about \$100,000.

GANANOQUE AND RIDEAU RAILWAY.—It is not generally known to our readers a railroad is in contemplation from the village of Gananoque, near Kingston, to the Rideau Lake, and considerable progress had been made, in a quiet way, in the preliminary work and organization. This road, if built to the Rideau, would strike it at some point nearly opposite Perth,

and within a few miles of that place. The Montreal Herald says:—"The main objects to be attained by this railway are the connection of the village with its numerous and extensive factories, with the Grand Trunk Railway, and the ultimate extension of the line to the inland waters of the canal, forming a connecting link or junction of the Grand Trunk Railway with the River St. Lawrence, where, by the aid of elevators, schooners, and vessels with wheat, &c., from the west, can transfer their cargoes into the cars. By an extension of the American system of railway to the village of Clayton, on the American side of the River St. Lawrence, opposite Gananoque, a short connection for the through American travel from the east and west via Grand Trunk Railway is obtained. The money required for the construction of the line has been provided through municipal aid and private subscription.—Perth Courier.

THE ST. FRANCIS AND MEGANTIC RAILROAD.—This road is proposed to connect the Grand Trunk Railway at Sherbrooke with the Central Railway in Maine, and this with the European and North American Railway recently opened. To complete this connection, about 140 miles of rail would require to be constructed—one-half in Canada, the remainder in Maine. When built, this will be the most direct railway communication possible between Montreal, St. John and Halifax, shorter than the present route via Danville Junction and Bangor by about 160, and shorter than the proposed line, via Riviere du Loup and Fredericton, 180 miles.

PORT CREDIT JUNCTION RAILWAY.—In reply to a deputation, the Great Western Railway Company promise to support this project as set forth in the subjoined extract, which, from its general terms, may mean a good deal or very little:—"When the road is completed, the Great Western Company are willing to stock and run the same with such economy and speed as is consistent with safety and regularity, and to carry the mails, as may be necessary, to Streetsville, so soon as arrangements can be made with the post office department for that purpose, and the road is ready for passengers and traffic, and when it is ascertained what the receipts are, that so much of the receipts as shall be fair and reasonable shall be paid to the said Streetsville and Port Credit Junction Railway Company, for the construction of the road. Also, to allow a station to be built on the west side of the river, and to allow a track to the harbor, always provided that the said Streetsville railway be constructed to Streetsville within one year from date." The proposed line is to run from Port Credit to Streetsville, a distance of — miles, and would be of the 4ft. 8½ gauge.

EUROPEAN AND NORTH AMERICAN RAILWAY.—The following is the comparative statement of traffic receipts for the month ending 30th day of September:

Passengers.....	\$7,357.18	\$9,324.36	\$11,657.36
Freight.....	7,716.10	9,744.54	14,471.57
Mails & Sundries	1,023.02	857.71	801.00

Total....\$16,595.03 19,921.11 26,930.43

GREAT WESTERN CAR WORKS.—The new car works at London, says the Free Press, are being built on a plot of twelve acres of ground, just outside the city. They will be placed under the superintendence of Mr. Thomas Muir, brother of the Superintendent of the Great Western. There will be four extensive departments, with dimensions as follows:—1st, the machine and blacksmith shop, 50x185 feet; 2nd, the wood machine shop, 85x120 feet; erecting and paint shop, 65x255 feet; 4th, engine house, 20x40 feet. The latter will be built of brick; but the shops in general of substantial and permanent framework. When ready to commence operations, the works will employ between three and four hundred men.

OIL MATTERS IN PETROLIA.

(From our Own Correspondent.)

PETROLIA, Nov. 13, '71.

It appears that the Combination lately formed is as follows:—1st. The price is to be entirely subject to the New York market; there is to be no distinction between the price of export crude and that sold for home use, but the refiners buying crude for home use are to pay to the Crude Producers' Company 5 cents per gallon on all oils on which a duty is paid in this country; refined oil is placed at such a price as to exclude American oil. Any refiner selling outside this Company will not be allowed to purchase crude from the Company at any price. Taking, for instance, the market in New York at 23 cents per gallon, as it is now. The price of crude is placed at \$1.20 per barrel. Should the market in New York get up to 24 cents, the price of crude here would then be \$1.40 per barrel, or, in other words, 5 cents per gallon on crude here for every one cent increase in New York. This acts equitably on all oils sold; it gives the exporter the chance of selling his oil at a fair price, and, should the New York market authorize it, it allows the home trade to increase its price, so that the 5 cents paid by our home manufacturers is actually got out of the consumers here, and thus our oil trade will be carried on as good a footing as that of the United States.

Nothing particular to name, the production being about the same—10,000 barrels per week—with a little improvement in shipments. No great strikes, but the developer has nothing to complain of, as many good fair wells are being daily struck.

Financial.

TORONTO STOCK MARKET.

Reported by Blaikie & Alexander, Brokers.

TORONTO, Nov. 15, 1871.

A large business was done during the week in all the leading stocks, and high figures were realized. To-day, however, we note a marked decline in banks, and large offerings with few takers.

Banks.—Commerce sold freely from 129½ up to 131½, under a strong demand each has since declined, and is now offered at 128, with large sales at 127½. Holders of Toronto have reduced their figures to 191½, without buyers over 190. Sales of Royal were made at 108, 108½, and 109, closing easier, and offering at 107½. Ontario closes its books to-day. The latest transactions were at 113½. Sellers of Dominion have advanced to 110, while buyers offer 107. The sales of Montreal were made from 242 to 245½, but since declining to 237 and 235, with 232 bid. Merchants changed hands at 130 up to 134½—the bids are now 128½, with 130 asked.

Bonds.—Governments are inactive and quoted 105½ for Stg. "sixes," and 96 to 99 for "fives." There is no Dominion Stock in the market. Cities are unchanged at 96½ to 97 with small sales. For good Counties 103 would be taken, and 97½ for Townships. Nipissing Railway were placed at 93, and Wellington, Grey and Bruce at 90.

Sundries.—Freehold was taken at 140 to 140½ and 141½ for all offered. In Canada Permt thee is no movement. Western changed hands at 140, and Union at 113 with some demand. Landed Credit sold at 108½, and is wanted at that. Small lots of Building and Loan brought 110. A good demand was made for Western Assurance at 120 to 122 without finding sellers under 130. British American sold at 87½ and 87. Buyers of City Gas would give 27½ to 28 if any offered. Nipissing Stock is saleable at 86½, and Grey and Bruce at 65.