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# Maritime Trade Review.

Devoted to the Industrial and Commercial Interests of the Maritime Provinces.

Vol. I. -No. 3.]

SAINT JOHN, N. B., MARCH, 1874.

[\$1.00 PER YEAR.

**GRENOBLE!**

THE GLOVE



OF GLOVES

**MACKENZIE BROS.**

OF SAINT JOHN, N. B.,

having devoted their efforts to the introduction of a superior class of Gloves, beg to call the attention of the Trade, also Canadian and American Customers, to their extensive

STOCK OF

**ROUILLON'S**

FIRST CHOICE

**KID GLOVES,**

for which their Establishment is famed.

N.B.—Each pair bears the above stamp, without which none are genuine.

**MACKENZIE BROTHERS'**

uniform system of Prices, renders their Establishment the Headquarters for all Canadian and American Tourists.

45 King Street.

King Street. 45

**LEADING DEPARTMENTS.**

Standard Silks and Velvets.

Irish Poplins, Fin's exclusive Manufacture.

Real Laces and Lace Goods.

Shawls, French and Paisley Wove, Lace Shawls and Jackets.

Furs, Seal Jackets, Caps, Gloves, Mitts.

Gloves, Hosiery and Underwear, *à la mode*.

**MACKENZIE BROTHERS,**

Importers of British and Continental Manufactures.

45 KING STREET,

Saint John, N. B.

Dawes' Sparkling Ales and Porter.

Dawes' Sparkling Ales and Porter.

Dawes' Sparkling Ales and Porter.

**CHARLES RAMSAY,**

AGENT FOR

**DAWES'**

**Montreal Ales & Porter,**

122 Upper Water Street,

(Oxford Block.)

**HALIFAX, N. S.**

Dawes' Sparkling Ales and Porter.

Dawes' Sparkling Ales and Porter.

Dawes' Sparkling Ales and Porter.

**R. B. EMERSON,**

**Copper, Tin Plate & Sheet Iron Worker.**

STOVES OF ALL DESCRIPTIONS:

STOVEPIPE & MOUNTINGS,

Wholesale and Retail.

Jobbing of all kinds thankfully received and punctually attended to.

5 CANTERBURY STREET,

Saint John, N. B.

**COMMERCIAL PALACE,**

King Street,

ST. JOHN, N. B.

1874.

1874.

**JAMES MANSON,**  
IMPORTER OF

British, Foreign & American

**DRY GOODS.**

DEPARTMENTS:

Velvets,	Shirtings,
Mantles,	SILKS,
Shawls,	Dress Goods,
Gloves,	Linens,
Hosiery,	Cottons,
Ribbons,	Table Linens,
Flowers,	Feathers,
Straw Goods,	Towels,
Corsets,	Umbrellas,
Baby Linen,	Jackets,
Ladies' Underclothing,	Children's Costumes,
British and Foreign Silks,	British and "Lyons" Velvets,
Real Balbriggan Hosiery.	

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Manufacturing Department:

**DRESSES & COSTUMES**

of every description made up to order on the premises under the management of an experienced Dressmaker.

None but thoroughly competent work people are employed in this Department; therefore our Patrons may, with confidence, rely on having their orders faithfully executed.

N.B.—No material can be made up except those purchased at this Establishment.

**CHARGES MODERATE.**

SHIRTS and SKIRTS made to order.

The best assortment of French, English and American **MILLINERY** in the City.

# H. T. KENNEDY & CO.,

37 Prince William Street, Saint John, N. B.

## Steam Heating Engineers and Dealers in Rubber and Leather Belting,

Steam Pipe,

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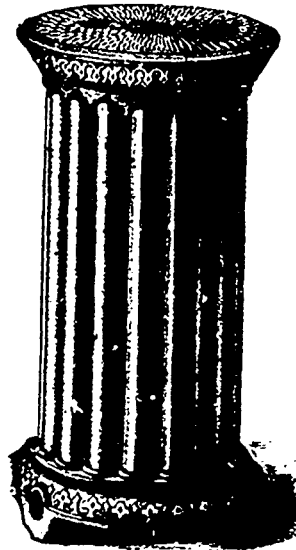
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Steam Cocks,

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Mill Saws, &c.

Agents for Knowles' Steam Pump, Rich's Patent Saw Sharpener and Gummer, and R. Hoe & Co.'s Mill Saws.

### H. L. SPENCER,

## Medical Warehouse,

GENERAL PATENT MEDICINE AGENCY,

For the Maritime Provinces,

20 Nelson Street, ... St. John, N. B.

In Store.

The Largest Stock of PATENT MEDICINES, PERFUMERY and TOILET ARTICLES, kept by any house in Canada. Orders Solicited.

WHOLESALE ONLY.

*Specially Commended.*

**King's Magnetic Fluid**—for the cure of pain.

**Rarey's Black Oil**—for wounds on horses.

**Hardings Brunswick Black**—for stoves and grates.

**Spencer's Purified Cod Liver Oil**—for consumption.

**Spencer's Condition Powders**—for horses and cattle.

**Warron's Botanic Life Tea**—for colds.

Goods which are not kept in Stock by your Druggist may be obtained at Retail of the Proprietor.

### Spencer's Non-Freezing I. X. L. Violet and Red Inks.

The only Inks that can be shipped with safety during the Winter months.

VIOLET. No. 1 Stands, ... \$9.00 per gross.	RED. No. 1 Stands, \$12.00 per gross.
" 2 " 14.00 "	" " 2 " 16.00 "
" Quarter Pints, 21.00 "	" Quarter Pints, 21.00 "

As no other Ink is made that will stand exposure in this climate during the Winter, it is believed that this must have a large sale. The quality of I. X. L. Inks, as put up in the Summer, is not affected by frost, but the bottles are of course liable to be broken.

H. L. SPENCER,

20 Nelson Street, St. John, N. B.

## TEETH.

### Imperial Saponaceous Dentifrice.

An elegant, fragrant and agreeable preparation for Whitening, Preserving and Beautifying the TEETH; and Hardening and Strengthening the Gums and Sockets.

It is highly recommended by the leading Dentists and Physicians.

Prepared and sold by

GEORGE STEWART, Jr.,

Pharmaceutical Chemist,

24 King Street,

St. John, N. B.



### BENZOLINE!

A VALUABLE Article for removing Grease, Paint, &c., &c., from Woolen, Silk Cotton or any Material. For cleaning Kid Gloves it is invaluable.

For sale by

GEORGE STEWART, Jr.,

24 King Street, Saint John, N. B.

### JAMAICA GINGER.

In case of Cramp, Cholera, Flatulence, or Stomach Derangement, this Essence gives immediate relief. As a Temperance Cordial, it is invaluable, contributing a general degree of excitement, and removing the desire for intoxicating liquors.

For sale only by

GEORGE STEWART, Jr.,

Pharmacist and Perfumer,

Saint John, N. B.

24 King Street.

**Saint John Business Directory.**

ARRANGED alphabetically according to a character of business, and constituting a ready reference list of principal houses, &c., for all class of purchasers.

**Cotton Warp Manufacturers.**

**W. M. PARKS & SON**, Manufacturers of Cotton Warp, Cotton Carpet Warps, Beam Warps for Woolen Mills, &c., Grey Cottons. Sold only to Wholesale Trade.  
*New Brunswick Cotton Mills.*

**Confectioners.**

**VICTORIA STEAM CONFECTIONERY WORKS**, Manufacturers of Pure Confections. Some of which will be found entirely new to the trade. Intending purchasers will do well to inspect the large assortment constantly kept at this establishment, before purchasing elsewhere. Wholesale only.  
*Office Waterloo Street.*

**Dry Goods.**

**EVERETT & BUTLER**, Wholesale Dealers in Goods suitable for Lumbermen, Railway Contractors, Pedlars, Merchant Tailors, Millmen, Ship Builders, Country Traders, Clothiers, Milliners, Fancy Goods Dealers, &c.  
Orders by mail and telegram will receive prompt attention.  
*55 of 57 King Street.*

**LIBBEY, CAMERON & GOLDING**, Retail successors to Everett & Butler, Importers of Silks, Shawls, Mantles, Velvets, Dress Materials, Flowers, Ribbons, Laces, &c. Gent's Furnishing Goods. Shirts made to order at shortest notice.  
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**MACKENZIE BROS.**, Largest Importers of Kid Gloves in the Maritime Provinces—Manufactured expressly for themselves. Also dealers in Silks, Velvets, Lace Goods, Shawls, Furs, Irish Poplins, &c.  
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**JAMES ADAMS & CO.**, Importers of British and Foreign Dry Goods, Manufacturers of Mantles, Costumes, Bridal Trousseau and Millinery constantly in stock, Silks, Velvets, Laces, Gloves, Hosiery, Ribbons, &c. Gent's Furnishing Goods in immense variety.  
*No. 8 King Street.*

**JAMES MANSON**, Importer of British, Foreign, and American Dry Goods, Dresses and Costumes of every description made to order on the premises, under the management of an experienced dressmaker.  
*4 of 5 King Street.*

**Druggists.**

**GEO. STEWART, JR.**, Dealer in Drugs, Medicines, Toilet and Fancy articles, Perfumery, Soaps, &c. The finest assortment in the City. Physicall prescriptions carefully compounded.  
*24 King Street.*

**Engineers.**

**ARMSTRONG and ABBINETT**, Engineering, Land Surveying and Drafting. All kinds of plans and specifications prepared. Surveys made and lots laid off. Patent Drawings and Specifications promptly attended to.  
*Office 61 Union Street.*

**Groceries.**

**W. S. CALHOUN**, Commission Merchant, Wholesale Dealer in Groceries and Provisions of all kinds, also Lubricating Oils, including Pale Seal, Fish, Cod, Lard, Straw Seal, Extra Winter Lard, Extra Winter Whale, Native, and Sea Elephant Oil. Wholesale only.  
*Warerooms, 10 of 12 Nelson Street.*

**JAMES MACFARLANE**, Dealer in Beef, Pork, Sugar, Tea, Coffee, Tobacco, &c. Ship Stores in Bond.  
*No. 2 Water Street.*

**Hats, Caps & Furs.**

**D. MAGEE & CO.**, Manufacturers and Dealers in all descriptions of gentlemen's Hats and Caps, and Ladies' and Gentlemen's Fur goods. Wholesale dealers are requested to examine.  
*51 King Street.*

**Insurance.**

**LIVERPOOL, LONDON & GLOBE** Fire and Life Insurance Company. Invested funds, 1st January, 1871, \$19,538,765. Prospects and forms of proposal for Fire and Life Insurance, furnished on application.  
**W. M. JARVIS**, General Agent.

**FRANK O. ALLISON**, Sub Agent.  
*Office 15 Princess St.*

**MUTUAL LIFE ASSOCIATION of Canada.** The society for the people, as it simplifies Life Assurance, so all understand exactly what they are receiving for their money. The whole profits belong to the assured.

Head office for Maritime Provinces: **CLARK & CORNWALL**, Managers.  
Agents Wanted, *No. 5 South Wharf.*

**QUEEN INSURANCE COMPANY**, Fire and Life capital, \$10,000,000, one of the strongest Companies doing business in Canada.  
**C. E. L. JARVIS**, General Agent.  
*104 Prince Wm. Street.*

**MARINE AND FIRE INSURANCE CO.**, of North America, of Philadelphia, cash assets \$4,000,000. Guardian Fire Assurance Co., of London, Capital \$10,000,000. Cash Assets, \$14,400,000.  
**H. K. HANNEY**, General Agent for New Brunswick.  
*78 Prince Wm. Street.*

**Musical Instruments.**

**E. PEILER & BROS.**, Dealers in Music and Musical Instruments. Sole Agents for the Steinsway & Sons, Chickering & Sons, Weber & Co., Yoon & Sons Pianofortes—also Geo. Woods & Co., and the Taylor and Farley Organ Company's Organs. The best assortment in the Maritime Provinces.  
*64 Prince Wm. Street.*

**Nails and Tacks.**

**S. R. FOSTER & SONS**, Manufacturers of Nails, Tacks, Shoe Nails, Brads, Cut Nails, &c. The high reputation this firm has established for turning out superior work, has gained for them an almost entire monopoly of the trade in the Provinces.  
*Office and Warehouse, George's Street.*

**Photographer.**

**JAMES NOTMAN**, Photographer. Paintings in Oil or Water Colours. Photographs copied, enlarged and finished in every style.  
*Corner William Street.*

**Patent Medicines.**

**H. L. SPENCER**, Medical Warehouse. The largest stock of Patent Medicines, Perfumery and Toilet articles kept by any house in Canada. Wholesale only.  
*21 Nelson Street.*

**Steam Fittings, &c.**

**E. T. KENNEDY & CO.**, Dealers in Leather and Rubber Belting, Rubber Hose, Packing and Gaskets, Steam Pumps, Engines, Whistles and Gauges, Mill Saws, Whale, Seal, Native, Sperm and Lard Oil.  
*37 Prince Wm. Street.*

**Tobacco Manufacturers.**

**SAINT JOHN TOBACCO WORKS**, Manufacturers of every description Fine Cut, Twist, and Plug Tobacco, made from selected Leaf, Black, Half and Bright Tobacco always in Stock.

**B. KIRKPATRICK & Co.,**

**Commission Merchants,**

**SHIP CHANDLERS AND SHIP BROKERS,**

**B. KIRKPATRICK, } PICTOU, N. S.  
G. E. JOHNSTONE, }**

Consignments of Vessels and Merchandise solicited.

**Coal Charters effected.**

Reference by permission—John Cressar, Esq., Pictou; Messrs. Edward Albro & Co., Halifax; Messrs. Bird, Perkins & Job, 27 South St. New York, 103 State street, Boston.

**OLIVE, RANKIN & Co.,**  
**Commission Merchants,**

**AUCTIONEERS, REAL ESTATE AGENTS,**

**Receivers and Forwarding Agents,**

**No. 2 BROWN STREET,**

**Yarmouth, N. S.**  
**JAMES OLIVE, } Post Office Box 21.  
ALONZO RANKIN, }**

American Money bought and sold. Goods of every description forwarded to all parts of the World. Consignments of Vessels and Merchandise promptly attended to.

References by permission:—A. C. Robidas, Esq., President Exchange Bank; L. E. Baker, Esq., Merchant, Yarmouth, N. S.

**ZELL'S POPULAR ENCYCLOPEDIA.**

IS one of the most complete and thorough works of reference ever published in America. It is a work so comprehensive in its scope, so admirably adapted to meet the wants of the people, and withal so elegantly got up and profusely illustrated, that it is the most marvellous production of the age. It is a complete Dictionary of every word in use in the English Language; it is a complete Gazetteer, showing the Location, Population, Industries, &c., of every City and Town in the World; the Geography, Geology, Botany, Zoology and Mineralogy of the earth are thoroughly dwelt upon, embracing the latest researches and discoveries. Its History and Biography are brought down to the present year, giving correct portraits and sketches of eminent men and women in every age of the World's History. It has also a complete Dictionary of Medical and Legal terms; a Biblical and Church History; Arts and Sciences, Mechanics and Manufacturing Architecture, and Agriculture, are all treated and explained with clearness, with the aid of over 2500 beautiful illustrative cuts and drawings. In short it is a library in itself, and this valuable work should be found in every Family.

**ZELL'S New Atlas of the World!**

IS the most beautiful and Reliable Atlas ever published on this Continent. It contains 43 Maps artistically printed in colors on fine paper. It is now being published, and contains the latest Geographical discoveries and boundaries between countries as at present defined. I am in receipt of orders from different parts of the Maritime Provinces in which I am the sole Agent for these valuable works. It can be sent by Express to any part of the country at a trifling cost. Write to AUGUSTUS STORGER, St. John, N. B., for fuller particulars and circulars. Good and reliable Agents who can be well recommended are wanted for every City and Town in the Maritime Provinces for these books; also, for the best Family Bibles and other works. Apply for an Agency and state your territory to A. STORGER, P. O. Box 531, St. John, N. B.

**Houghton's Automatic Pump**

WILL raise water from well or cistern to any part of a house without labor, cost or attention. Warranted in every respect. Descriptive Circular with testimonials furnished.

**G. A. HAYNES**, Supt. **EDWIN MILLS**, Treas.  
*Office, 121 Water Street, Boston.*

**Ship Stores--In Bond.**

**B**EEF.                    **T**EA.  
**P**ORK.                   **C**OFFEE.  
                          **S**UGAR.                   **T**OBACCO.  
**JAS. MACFARLANE,**  
 No. 2, Water Street,  
 St. John, N.B.

**ARMSTRONG & ABBINETT,**  
**ENGINEERING,**  
*Land Surveying and Drafting.*

All kinds of Plans and Specifications Prepared.  
 Surveys made and Lots laid off.  
 Patent Drawings and Specifications attended to.  
**Office--No. 63 Union Street, near Germain.**  
 P.O. Address--P.O. Box 212, Saint John.

**JOHN ALLEN,**  
 Manufacturer and Dealer in  
 Cooking, Hall, Parlor and Shop  
**STOVES,**  
 FOR COAL OR WOOD,  
**STOVEPIPE AND TINWARE,**  
 WHOLESALE AND RETAIL.  
 Cor. Canterbury and Church Streets, .....St. John, N. B.  
 Furnace Work and Jobbing promptly attended to.

**P. MAGEE & Co.,**  
 51 King Street, - St. John, N. B.  
 MANUFACTURERS AND DEALERS IN ALL DESCRIPTIONS OF

**GENTLEMEN'S**  
**Satin, Cloth, Straw and Felt**  
**HATS,**  
 Silk, Cloth, Velvet, Fur and Scotch  
**CAPS,**

*Child's Felt, Straw and Fancy*  
**HATS AND CAPS,**  
 of all descriptions.  
 A WELL-SELECTED STOCK OF  
**Ladies' & Gentlemen's Fur Goods,**  
 kept in Stock and made to order.  
 Wholesale Dealers are requested to examine, &c.  
 Factory and Warehouse:  
**51 KING STREET.**

7000  
**BLAKE'S PATENT**  
**STEAM PUMPS**  
 IN USE.

**Fire Pumps a Specialty.**  
 PUMPS CAN BE SEEN IN OPERATION AT THE  
 WORKS OF THE  
**GEO. F. BLAKE MANUF. Co.,**  
*Sole Proprietors and Makers,*  
 Causeway, Cor. Friend St.....Boston.  
 79 Liberty St.....New York.  
 Send for Illustrated Circular.



No. 8 KING STREET.  
**JAMES ADAMS & Co.,**  
 IMPORTERS OF  
*British and Foreign*  
**DRY GOODS,**  
 MANUFACTURERS OF  
 Mantles, Costumes,

**Bridal Trousseaux & Millinery,**  
 Keep constantly in stock one of the largest stocks of  
**SILKS, VELVETS, LACES,**  
**Gloves, Hosiery, Ribbons, etc.,**  
 of the best qualities and most fashionable styles to be  
 found in the City, and at most reasonable prices.  
 Our stock is also well supplied with a large assortment  
 of Household Goods, in

**Cottons, Flannels, Linens, Naping, etc.**  
 and would direct attention to the favorable terms on  
 which we open family accounts.

To Wholesale purchasers we offer special inducements  
 for good accounts, and as we keep on hand a large and  
 well assorted stock suitable for country trade. Buyers  
 will do well to give our stock an inspection.  
**Gent's Furnishing Goods**  
 In immense variety.  
**White and Fancy Shirts, Underwear, Scarfs,**  
**Collars, Neckties, etc., etc.**  
 of the newest designs.  
**JAMES ADAMS & CO.,**  
 No. 8, King Street,  
 St. John, N. B.

# PARKS' COTTON MANUFACTURES.

## COTTON WARP.

White, Blue, Red, Orange and Green, Nos. 5's to 10's. Warranted Full Length and Weight. Stronger and better in every respect than any other English and American Warp.

Beware of Imitations. None is genuine without our name on the Label.

## COTTON CARPET WARPS.

Made of No. 8's Yarn 4 Ply Twisted, White, Red, Orange, Brown, Slate, Blue, Green, &c. All Fast Colours.

## Beam Warps for Woollen Mills.

ANY WIDTH AND NUMBER OF YARN.

WARRANTED TO WEAVE WELL.

## GREY COTTONS.

We would ask the attention of purchasers to the Grey Cottons we are now making.

This Article is manufactured out of

## AMERICAN COTTON,

Which is much superior to the material used in making English Grey Cottons.

It will be found quite as cheap, and really much better than any other Cotton in the market.

All our goods have our name upon them; and are warranted to be all that we claim for them.

They are sold by us only to the

## WHOLESALE TRADE,

from whom Country Merchants can always obtain them by asking *SPECIALLY FOR THEM.*

WM. PARKS & SON

New Brunswick Cotton Mills.

At the meeting of manufacturers held at the Rossin House, Toronto, on the 24th of February, the general committee presented a report recommending that duties be imposed as follows: Twenty-five per cent on Iron Manufactures and Machinery; Woollen Goods; Cotton Goods; Room Papers; Railway Cars; Musical Instruments; Cabinet Manufactures; Caskets and Burial Cases; Leather and Leather Manufactures, with an export duty of \$1.50 per cord on Hemlock bark; Floor Oil Cloth; Crude Barytes, and Salts of Barytes; also, Gilt Mouldings, Manufactures of Copper and Brass, Scales and Weighing Machines, Billiard Tables, Silver-plated ware, Clothes Wringers, Gunpowder, Hubs and Spokes, and Gold Leaf; Paper 25 per cent., on all kinds, except that used for daily and weekly newspapers, which is to remain at 15 per cent. Sewing Machines 20 per cent, if duties collected on a strict system of custom-house valuation, preventing fraud, otherwise 25 per cent. Carriage Wheels, 30 per cent. Linseed Oil, 25 per cent. Jute and Jute Twine, 25 per cent, Flax Tow, Hemp, Sycil, and Manilla Rope, 25 per cent. Glass Bottles, 25 per cent; Window Glass, 50 cents specific duty per box. For steel manufacture under Date's patent, the admission free of all grades of refined petroleum lighter than benzine—these being grades not produced from Canadian crude oil. Sulphuric Acid, 1 cent per lb. Paints ground in oil, 30 per cent; earth and oxide of iron paints, 20 per cent; dry paints not otherwise provided for, 25 per cent. Ready-made Clothing, 10 per cent., above duty imposed on cloth and other materials used. Pig Iron from native ores, such special action as the Government and Parliament can devise, that will prove efficient for encouraging its production on a large scale. This is a sample of what the protectionists desire to saddle on the people of Canada.

The New York Times of the 28th ultimo, in an article reviewing the growth of the ocean steamship business between that port and European ports for a term of years, affirms that the emigrant passage-money has built most of the steamers launched within the past eight or ten years. To the establishment of the Emigration Commission in New York, it attributes the success of emigration movements towards Castle Garden, because those who arrive there are so well cared for. The mere payment by the emigrant on arrival of \$1.50 head-money, insures to him protection from robbery and extortion while under their authority, support and attention if poor or sick, and employment when no special destination is known; also attendance to landing luggage and transfer to railroads if passing to the interior, together with many other kindnesses of advantage to a new arrival in a strange country. These facts seem to give New York a higher standing in the eyes of foreigners, and make them more anxious to reach that port than any of the other American cities now striving to wrest the immigration business from its grasp, under the pretended greater advantage of freedom from taxation. But while this emigration system is calculated to act as a magnet to draw steamers thither, the large steamship trade is also the result of a commercial policy which has brought vessels to what is practically the mouth of the Erie Canal, and the termini of the great trunk lines of railway, to transport the surplus cereal productions of the country to supply food to the markets of Europe. As evidencing the accuracy of the first-mentioned statement, as to the value of emigrant passage money to the steamship lines, it has been found that they get from \$30 to \$40 per head, of which probably two-thirds is clear profit. Since the Emigration Commission was established, in 1847, over 5,500,000 immigrants have

passed through their care. Supposing these brought the ship-owners only \$20 each of profit, that would be \$110,000,000; and that is the money from which, according to the journal alluded to, the splendid steamers (126 in number) that went to New York with immigrants last year were built. No longer ago than 1856 there were only twenty-two steamship arrivals there, and but 5,111 immigrants in all of them. But in 1873 there were 675 arrivals, bringing 258,519 immigrants—or, at \$20 a head profit, \$5,170,380.

**BET-ROOT SUGAR.** The *Evening* has received a sample of sugar made from beet-root grown at Lotbiniere. It says the specimen was splendid, very fine in the grain, and of very delicate taste. It was straw-colored and very clear. There is a beet-root sugar refinery established at Lotbiniere, and next year it will be in complete operation upon a considerable scale. The seed of the beet-roots from which the above sugar was made was sown in June last, that is one month late, and without having undergone the necessary preparation to quicken vegetation. In spite of this the roots yielded nine per cent. of saccharine matter, which is two per cent. more than the yield in Europe. The farmers in the neighborhood, seeing the success of the new refinery, have promised to devote several hundred arpents to growing beet-roots this season, and will doubtless reap a handsome return. 80,000,000 pounds of sugar were imported into the Dominion last year. Beet-root sugar manufactured in Canada, it will be remembered, was last year protected by the present duty for ten years. This ought to give it a start.

**THE MINISTER OF CUSTOMS.**—It is announced in despatches to the Montreal and St. John papers that the Minister of Customs retires from the firm of I. & F. Burpee & Co.

# H. PEILER & BROTHER,

64

PRINCE W. STREET, ST. JOHN, N. B.

64

## Dealers in Music and Musical Instruments,

SOLE AGENTS FOR THE

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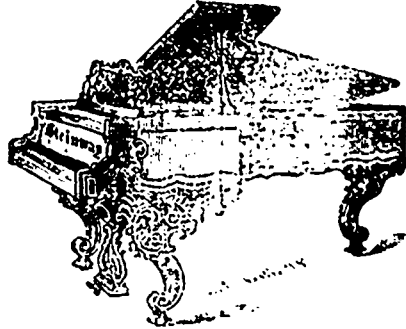
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#### Maritime Notes and Queries.

Under this head we give a few extracts from a Book published by Sir Wm. Mitchell, and previously published in the *Shipping and Mercantile Gazette* of which he is Editor. First will be found the question asking for the information required, and annexed, the opinion of the Editor:—

##### SHORT DELIVERY OF PIG IRON.

Sir.—Our steamer was chartered to load a full cargo of pig iron in Grangemouth. After cargo was all shipped, part of which was weighed alongside, and part of which was not weighed alongside, the Merchants insisted on the Captain signing clean Bills of Lading, stating that it was the custom of the Port for all ships to sign for weight. Our Captain refused to sign Bills of Lading unless his Owners were protected by the clause "weight and quantity unknown." The Captain accordingly drew up and tendered to his merchants Bills of Lading with the clause inserted as above. The Merchants positively refused to accept them. The Captain then wired us for instructions; we at once instructed the Captain to protest against Merchants, drawing up Bills of Lading made "weight and quantity unknown," and send them along with the protest, by post, to the Merchants in a registered enclosure. The Captain followed our instructions, and at once proceeded on his voyage. After departure of the steamer, the Merchants protested against the conduct of the Captain, and holding us liable should the iron turn out short. On delivery of the pig iron in Hamburg the cargo turns out seven tons short, and by orders of our Shippers part of our freight is arrested to pay for the short weight. Under these circumstances, ought Merchant to pay for detention in Grangemouth, steamer being detained one day beyond time specified in Charter? Can the Merchant compel us to pay for short weight as stated? Do you consider that Captain's conduct was quite justifiable in the circumstances?

Aberdeen.

SHIPOWNERS.

[If the cargo was not weighed under the inspection of the Shipowner's representative, the Master was not bound to sign Bills of Lading for expressed weights as furnished

by the Shipper; and, under the circumstances the Master acted judiciously in protesting. Any delay arising in consequence of the Shipper declining to allow the words "weight unknown" to be inserted, should give a claim for Demurrage. It was wrong, however, to send the Bills of Lading to the Merchants. The Bills of Lading belonged to the Shippers. It has been held that the claim against an insurer for loss of goods could not be sustained, the jury considering that they had never been shipped, although a Bill of Lading and relative Custom-house documents were produced.]

##### BROKERAGE ON UNFULFILLED CHARTER.

Sir,—I chartered a ship for a certain Port, with time clause. She arrives shortly after her time, and Charterers refuse her. Can the Brokers who chartered the ship claim their Commission on this unfulfilled Charter?  
Guernsey. SUBSCRIBER.

[The payment of Brokerage would depend upon the wording of the Charter-party. If the Commission was made payable out of the freight earned, the Brokerage would not be recoverable; but if it expressed "Commission due on signing this Charter, ship lost or not lost, freight earned or not earned," the claim could be sustained. If the condition, also, as to time, was made no part of the contract with the Broker, its fulfilment did not rest with him; and non-arrival at a Port, in consequence of stress of weather, does not necessarily dissolve an agreement, or absolve a Charterer from providing a cargo.]

##### SALVAGE ON TOWAGE.

Sir,—A steam tug saves a barque from going ashore after starting from her anchor. The owner of the tug gets £420 for it. Have the Crew of the tug a right to any of the money? If so, how much? Crew consisting of Master, Mate, Engineer, and two Firemen.  
Swansea. AN INQUIRER.

[The Crew would be entitled to a share if the service was that of Salvage—say 10-30ths to ship, 7-30ths to Master, and 13-30ths among the Crew. If the service was one of Towage only, and the ship was never in danger, the Crew of the tug would not be entitled to any share of the remuneration, and it could not be brought within the term of Salvage.]

##### CARLINGFORD LOUGH FOR NEWRY.

Sir,—My vessel arrived in Plymouth from the Black Sea, and was ordered to proceed to Newry. On my arrival at Carlingford Lough I found that there was not water deep enough in Newry for my ship's draught of 18 feet. My Charter-party stipulates—"the ship to go in a safe Port in the United Kingdom or Continent where she loaded can go and enter, also remain, always afloat." Can the Merchant compel the vessel to go up to Newry, where there is only 12½ feet of water, and my vessel actually drawing 13 feet in ballast?  
Newry. F. SOCH, Brig Pasqualina G.

[If the ship cannot always remain afloat when at Newry, our correspondent could not be compelled to take her there, and the Merchant is bound to take the Cargo when the vessel is as near the regular place of discharge as she can safely get on being lightened.]

##### EXPENSE OF LANDING AND STOWING.

Sir,—A vessel was chartered to load with the usual clauses in Charter against dangers of the sea, navigation, &c. While taking in cargo, she unfortunately settled upon an anchor and made a hole in her bottom, compelling the discharge of cargo at considerable expense. Is the cargo liable, under General Average, to contribute to the expense of landing and stowing, and can the Owner insist on a clause in Bill of Lading making cargo liable to General Average? In this case the Shipper's liability ceases on shipment of cargo, and the Port of discharge being a foreign one, we fear there is no chance of recovering there unless secured in Bills of Lading.  
North Shields. SHIPOWNER.

[The charges consequent on the landing of the cargo, and re-shipping the same, in order

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to convey it to its destination, would come into General Average, if the accident occurred from dangers incident to navigation. The principle established by law is this—that if a cargo with the ship is imperilled, and expenses are incurred to save it, the charges come into General Average. On the other hand, if the cargo is not endangered, and expenses are incurred simply to save the ship, the cargo does not contribute to Average.]

**STOWAGE BY CHARTERER'S STEVEDORE.**

Sir, I chartered a vessel on terms of Charter enclosed for your inspection. The vessel did not stow quite as much as the Charterer expected, and, consequently, the Consignee refused to pay freight on the dead weight of the ship. The Charterer sent a man to stow the cargo at his own expense. Do you consider the Owner has a legal claim on Consignee for freight on 270 tons? The Bills of Lading read "freight and other conditions as per Charter-party."  
Cardiff. A SUBSCRIBER.

[A ship of 270 tons register being chartered to convey 270 tons of railway trucks and coals and placed at the service of the Charterer to load, and the Charterer having employed his own Stevedore to stow the cargo, the Shipowner is entitled to freight on 270 tons, if that quantity could have been put on board by efficient stowage. Dead freight, in such a case, would be payable for weight short shipped.]

**MINORITY IN CO-OWNERSHIP.**

Sir,—The Managing Owner of a vessel is left in a minority by the majority purchasing one-sixteenth more than half. The majority now wish to have the working and management of the vessel, but the others are not satisfied with such an arrangement. How is the said minority to be protected against

future loss, and can the majority be compelled to purchase the other parties' shares?  
Truro. SHIPOWNER.

[The majority cannot be compelled to purchase the shares of the dissentient minority. But the latter can compel the majority, if the vessel is sent upon any voyage of which they disapprove, to give bond in the value of the vessel. If, however, the minority wish to be clear of the concern, they can apply to the Court of Admiralty to decree a sale of the ship and apportionment of proceeds.]

**NEGLECT OF INSURANCE.**

Sir,—A is a Ship's Husband, B is an Owner of 1-16 share of the ship. B instructs A, in writing, to insure his share to the extent of £200, and keep this always covered. After a time A neglects his instructions, and the vessel comes to grief. Is A responsible to B for the amount of damage?  
Whitehaven. ZETO.

[If A had express instructions to insure the ship, and the means of doing so out of the ship's earnings, and neglected his instructions, he will be liable for any loss that may result from that neglect; but otherwise, as Ship's Husband, he had no implied authority to bind the Owners by a contract of insurance on the ship.]

**The Coal Question in England.**

The Statistical Society of England has published the paper read at its December meeting, written by Sir Rowland Hill, suggesting a tax on coal, the tendency of which would be to keep up the price, and thereby check the waste of coal—the produce of the tax to be applied to the reduction or repeal of other taxes in a way which would make the scheme a positive benefit to the community. The

society has published also a summary of the discussion which followed, and in which the proposal was generally disapproved. In the course of that discussion. Mr. Robert Hunt, the Keeper of the Mining Records, observed that it is a mistake to suppose that the coal supply of England is nearly exhausted: he says it is certain that our known coal areas will yield all that is required for several hundreds of years to come. Beyond these there is an untouched mass of coal, extending from near Morpeth to the Tees and three miles out into the German Ocean. The South Staffordshire, the Shropshire, and a portion of the West Yorkshire coal-fields may not last more than 50 or 100 years, so as to be usefully productive: but the result would only be the removal of the iron industry to other parts of the kingdom. Probably a great coal area exists around the Nottinghamshire coal-field untouched; and the same is suspected of the district between the South Staffordshire and the Shropshire fields. In Gloucestershire, and extending to South Wales, there is an enormous area into which the pick of the coal-heaver has never been driven. It has been stated that it is not likely coal can be worked below 4,000 feet in depth; but in the neighbourhood of Charleroi, in Belgium, coal is worked without any difficulty at nearly 4,000 feet. In reference to the hindrance expected to arise from increase of heat, Mr. Hunt states that his measurements of temperature have tended to show that the rate of increase diminishes; down to 100 fathoms from the surface he has found the increase 1 deg. in 50 feet, but in the next 100 fathoms only 1 deg. in 70 feet, and in the third hundred 1 deg. in 85 feet. Even supposing the heat to be as great as some people imagine, he believes that very



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heat will be found to be an engineering agent which will assist in the processes of ventilation so as to produce a temperature sufficiently low to enable men to work there with no great difficulty. Mr. Hunt states that it is also a mistake to suppose that a large increase in the consumption of coal by the manufacturers of iron is one of the causes of the present high price of coal. The production of pig-iron in Great Britain was 6,627,179 tons in 1871, and three tons of coal were computed as required for the production of one ton of pig-iron, so that nearly 20 million tons of coal are stated to have been used. The production of pig-iron in 1872 amounted to 6,741,299 tons, a very small increase over 1871; and in 1872 the coal required for producing one ton of pig-iron was only 51 cwt. so that the total quantity consumed was actually reduced to little over 17 million tons. Some economy must therefore have been effected in the use of coal in blast furnaces, and there is reason to believe that some economy has resulted from improvements introduced into the manufacture of merchant iron. But no mechanical improvements can effect so great an economy in the use of coal as carefulness on the part of the stoker: and the result of a premium on the quantity of coal he saves is always satisfactory. Mr. Hunt declared himself perfectly satisfied that the present high price would be merely temporary, although probably the low prices of a few years ago will not be again reached. The accidental circumstances causing the unnatural high price must in a short time give way to a better system regulating the relation between master and man, and between the coalowner and the public.—*Quebec Gazette.*

**The Seal Fishery of Newfoundland.**

The seal fishery, which ranks next in importance to that of the cod, commences about

the first of March in each year, and terminates in May. Of late the seal fishery has greatly declined. Twenty years ago about 400 vessels were annually engaged in it; now not more than half that number. Within the last few years screw steamers have been employed with great success, and there can be little doubt that in this fishery, steamers will ere long be almost exclusively employed. These steamers are very strongly built of wood, sheathed with iron at the bows, in order to contend with masses of floating field ice, through which they must frequently force a passage in order to reach the seals, which are generally found in the centre, and not on the edges of packs of ice. Thus the steamers have a considerable advantage over sailing vessels, the latter being obliged to grope through chance passages in the ice field, or remain at the edges until a strong wind disperses the pack. Another advantage in respect to steamers consists in being able to come close to the spot where the men despatch the seals, whereas, in reference to sailing vessels, the seals are frequently killed at some miles from the ship, thereby entailing great labor on the already hard-worked sealers, who are obliged to drag the carcasses along the ice to the respective ships. One-third of the value of the seals is divided among the crew of the steamers, and one-half of the value of the seals in respect to sailing vessels. The amount advanced to each man is deducted from each share. The merchants, as is the case of the cod fishery, supply each sealer with food, clothing, &c., in anticipation of being paid by a successful voyage. Some idea of the value of the fishery may be gathered from the fact that, in the spring of 1871, the 'Commodore' brought in seals to the number of 32,000, valued at about £24,000 sterling, one third of which, viz., £8,000, was divided among the sealers, say 200, giving to each man £40, a sum realized in six weeks.

In addition to seal oil, a large quantity of seal-skins are annually exported, the number in 1871 being nearly 500,000. There are four kinds of seal, viz., the harp seal, the most valuable of all; the hooded seal, which has a hood it can draw over its head; the square flipper, and the bay seal.

In the month of June each year the shores of Newfoundland are visited by enormous shoals of caplin, for the purpose of spawning. The masses of them in the various bays and harbors are so great that two men with a small landing net will fill a boat in a couple of hours. So little account is made of this delicious fish that it is largely employed in manuring the fields and gardens. Naturalists name the caplin *salmo arcticus*. The flavor of it, when fresh, is delicious, and its size is about that of a sardine. There is little doubt that, if properly cured, the caplin might compete with either sardines or anchovies which are so profitable to the fishermen of the Mediterranean. If merely pickled and dried, it would be worth more than a dollar a barrel; but no attention is paid to this little fish, the supply of which seems inexhaustible. Herrings are found in large quantities, and of the finest quality, on many parts of the coast, while the Labrador Herrings enjoy a widespread reputation. The chief seats of this fishery are St. George's Bay, Fortune Bay, Bay of Islands, and Boone Bay. In the Bay of Islands, during the winter, holes are cut in the ice, and the herrings taken in nets; the fishery lasts from December till April. The salmon fishery is abundant, and the fish of excellent quality. In certain localities this fishery is large and constantly increasing. The method of taking the fish is generally in nets. So plentiful is the supply of fresh salmon during the season in St. John's, that it is often sold at four or five cents per pound. Owing to the cupidity, selfishness and ignorance on the part of the fishermen, the

salmon fishery, principally on the French shore, is slowly but surely, becoming exterminated. In the bays fleets of nets are frequently laid down—sometimes twenty, forty, and even fifty at a time, and every inlet stopped; and if the fish should by any chance be able to escape the first barriers, the rivers are so obstructed by weirs, traps, dams and nets—the latter frequently stretched right across, and at close intervals—that it is a wonder that this fishery has not long since come to an end. Some of the river obstructions are generally removed before the anticipated arrival of a man-of-war, only to be replaced when she leaves the neighborhood, and it is highly desirable that some active measures should at once be taken by the Government to stop this deplorable state of affairs, before the salmon fishery of Newfoundland becomes a thing of the past. With reference to other fisheries, mackerel, halibut, turbot and lobsters are taken on the coast.

**Trade of P. E. Island.**

The newspapers of P. E. Island being more or less engaged in political warfare, they have hitherto completely lost sight of the importance of encouraging and stimulating the trade and industries of their beautiful little province. Hence there is not as much information with regard to her internal resources as is desirable. But the general tone of its press is no criterion by which to judge of the prosperity of the Island. It is the universal admission of all who have paid it a visit, that there is but one thing lacking to make the Island in reality what it has long been in name, "The garden of British America." That one thing is a little more push, and enterprise on the part of her business men. The Island is about 130 miles long, by 34 wide. It is indented on all sides by arms of the sea, in many places approaching from each side to within a mile or two of each other. The harbors on the South are generally excellent, those of Charlotte and Georgetown being capable of floating the largest ship in the British navy. The Gulf of St. Lawrence on the North, and the Straits of Northumberland to the South, literally swarm with fish of all kinds, and at all seasons of the year. It would be natural to expect that such being the case, the Island would have a large fishing marine, and that numbers of her people would be employed in prosecuting the fisheries. Yet the very reverse is the fact. Year after year the Island looks on with apparent indifference, and the utmost complacency at the fishing fleets of New England and Nova Scotia, which come to her doors and carry away from before her eyes thousands of barrels of the best mackerel in the world. At one time an attempt was made on the part of the Islanders to at least make believe they had at last made up

their minds to "go a fishing." A company was formed—a schooner built—a captain and crew engaged—and with colors flying the gallant craft and her crew sailed forth amid much rejoicing. But after cruising gaily up and down those beautiful waters which lave the Island shores, and enjoying as delightful a pleasure trip as mortals could desire, the brave schooner and her braver crew returned to port without having made salt for their porridge, and if the writer is not much mistaken, there is not one Island-built schooner, manned by Island men, and supported by Island money, now engaged in the fishing trade. But to do them full justice there has been for some time quite a number of men engaged in the business, who say they find it far more profitable to send out large boats, manned with from three to six hands, who sail off to sea in the morning and return to the shore with their day's spoils in the evening. As will be seen below the value of the fish thus caught amounted in six months to the very respectable sum of \$113,263.

It is far from the intention of the writer to throw any reflection upon the pluck or energy of Islanders as a class. The reasons for the lamentable failure in their first attempts at forming a nucleus of a fishing fleet are, that the Island is peculiarly an agricultural country, and the fisherman element does not exist; there as it does elsewhere, as a distinct and entirely separate class from the farming population. Now experience has shown that whenever the fisheries have been prosecuted with any degree of success, it has always been by a class who know no other mode or way of subsistence. The time, therefore, may reasonably be expected to arrive, when the population of the Island, shall have assumed larger proportions than it does at present, that a peculiarly fisherman element will be developed among her people, and the teeming waters which surround her shores prove a source of inexhaustible wealth.

The soil of the Islander is fertile and farming is prosecuted with much success. It therefore yields large quantities of cereals. The oat crop alone is very large, and immense quantities are yearly exported. Then there is also a large yield of potatoes and turnips, which are exported to various parts of the Dominion. Pork and eggs form no inconsiderable portion of the Island exports, but from the absence of reliable statistical information, we are unable to state anything definite on this point. There is also a growing increase in the export of live stock each year. Island cattle are considered superior, by those engaged in that line of business. Then there are the never failing and always famous "Bedeque Oysters," known all over the continent, and appreciated wherever known. Quite a number of traders are engaged in this business, which year by year

is becoming more lucrative. Shipbuilding is prosecuted to no inconsiderable extent, and Island ships always bring a good price in the home market.

The following from the Charlottetown *Examiner* showing the imports and exports for the last six months will give an idea of the Island's trade during that period:

TRADE OF P. E. ISLAND,  
Statement of imports into P. E. Island for the six months ending 31st December, 1873:

Value of dutiable goods imported	\$487,122
free	498,506
<b>Total value of goods imported</b>	<b>\$985,628</b>
Value of goods paid duty ex ship	105,770
warehouse	26,578
<b>Total value of goods duty paid</b>	<b>\$132,348</b>
Value of goods placed in warehouse	829,753
Value goods of remaining in warehouse	23,450
Custom duties collected	\$9,109,576

Statement of the value of exports from P. E. Island for the six months ending 31st December, 1873:

Products of the mine	\$ 65
Fisheries and their produce	113,260
Products of the forest	21,057
Animals and their produce	56,577
Agricultural products	14,388
Manufactures	2,207
Other articles	920
<b>Total produce of Dominion</b>	<b>\$209,764</b>
Coin and Bullion	180
Goods out produce	5,709
	<b>\$215,653</b>

Vessels exported to C. Kingdom and Nfld. 20	
vessels—18 1/2 tons	\$192,000
<b>Total exports</b>	<b>\$357,653</b>

**Good for Prince Edward Island.**

The Islands are determined to resist the scandalous attempt that is being made by a few manufacturers in Ontario, to saddle this country with a protective tariff. At an influential meeting held at Charlottetown, on Thursday evening, a protective tariff was unanimously condemned, and the following petition was adopted and signed by almost all present:

*In the Honourable the House of Commons and Senate of the Dominion of Canada, in Legislative Session assembled.*

The Memorial of the undersigned inhabitants of Prince Edward Island, Humbly Sheweth:

That your Memorialists have been informed that efforts are now being made by certain persons interested in manufactures to secure a material increase in the Customs Tariff of the Dominion of Canada upon manufactured articles imported from other countries.

That your Memorialists have been also informed that petitions and memorials are now being prepared for presentation to your Honorable bodies during the coming Session.

That your Memorialists felt that the present Tariff affords to manufacturers as great protection as is consistent with the best interests of the Dominion, and that any higher duties than those at present in force would operate injuriously to the great body of consumers throughout the Dominion, who would be thereby prevented from enjoying unrestricted Free Trade and buying in the cheapest markets.

That your Memorialists respectfully present to your Honorable bodies this protest against any material increase in the Tariff of the Dominion, and beg that you will be pleased favorably to regard their representatives.

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(?) This paper does not hold itself responsible for the opinions of its Correspondents. Its columns are open to the free discussion of trade matters from whichever point of view they may be regarded.

ST. JOHN, N. B., MARCH, 1874.

We presume most of our readers have read the debate before the Board of Trade, on the resolution in favor of protection to manufacturers, introduced by Mr. White, of Montreal. The effect of the adoption of such a policy by the government, as that recommended by the Board of Trade would, we believe, be ruinous to this country. The only pretext for moot- ing the subject of protection now is, that dur- ing the recent panic in the United States, a large amount of wooden goods was sent into Canada, to be sold at a sacrifice by the United States manufacturers. Such a circumstance which is merely a common incident of trade, the effect of over production on the part of the foreign manufacturers, is seized upon by the advocates of protection, as an argument in favor of their pet theory. It is said that one Canadian woolen manufacturer has already removed his factory to the United States, and of course a universal howl goes up from the protectionist newspapers, against a tariff which permits such an occurrence to take place. Labor is comparatively cheap in Cana- da, and the raw material which enters into woolen fabrics is produced in the country, and if with such advantages, and the protec- tion which a 15 per cent tariff affords, we are unable to compete with the woolen manufac- turers of the United States, the sooner our people turn their attention to other branches of business the better. But we do not believe our woolen manufacturers are unable to com- pete with those of the United States. A few of them who desire to get rich at the expense of the public, may find it to their interest to make it appear so, but the public know better. The cry for a protection tariff from the woolen manufacturers was re-echoed by the represen- tatives of numerous other interests. The iron manufacturers wanted protection, so did the millers, and a tariff of 30 cents a barrel was

demanding on flour. Of course the policy of protection being once adopted, its development would be practically unlimited. One branch of industry has as much right to the benefit of a protective tariff as another, and if all are protected, the cost of living, the price of labor and all other things must rise in proportion, the cost of manufacturing all articles will likewise increase, and in the end the very ob- ject for which the protective tariff is imposed will be defeated. This is the way protective tariffs have always operated, and no better example of their evil effects can be cited than that which the United States affords. We look on this matter purely from a commercial point of view, without reference to its political bearings, and we have no hesitation in saying that a protective tariff would be ruinous to Canada. The United States could never endure their present tariff, but for the fact that their territory is so large, and its products so varied, that the free trade which exists between all the States in some measure makes amends for the evil effects of the protective tariff which cripples foreign commerce. Yet there are ex- treme protectionists who would if they could compass it, do away with the free trade which exists between the various States. Some time ago the workmen of New York engaged in a certain branch of wooden manufacture, com- plained of it as an intolerable grievance that they were undersold by parties in Maine, who sent goods to New York from Portland. They wanted the importation of the Maine wooden ware prohibited, and there was some reason in the suggestion, for if protection is a good thing for a country like the United States, it must be good thing for each separate State, and a particularly good thing for New York. But who in view of the crippled commerce and ruined shipping of the United States can say that a protective tariff has been anything but a curse to that country? If we desire to see our commerce and shipping ruined, we may follow their example, but as such, a result is very undesirable, we trust that Parliament will pay no attention to the foolish recommen- dation of the Dominion Board of Trade. We may state for the credit of St. John, that all our representatives at Ottawa voted against Mr. White's tariff resolution.

#### Tariff Questions in Australia.

The Australian Colonies are just now work- ing out for themselves a few problems of po- litical economy, which will be of interest to the whole civilized world. For a long time they have been fierce protectionists, and not content with imposing duties of 20 per cent. ad valorem, and upwards, on European goods, they placed similar duties on the goods im- ported from each other, thus carrying out the theory to its utmost extent. No doubt their legislators thought that if it was a good thing

to be protected against the pauper labor of Europe, it is equally as good for Victoria to be protected against New South Wales, Tasmania, New Zealand, West Australia, and all the other Australian colonies. The first of the colonies to see the absurdity of this building of trade barriers between sister provinces, has been New South Wales, which to the great disgust of its next neighbor, Victoria, has suddenly abolished its import duties on all articles, except such as are subject to an in- land revenue tax, thus adopting the princi- ples of free trade pure and simple. This of course puts New South Wales at once ahead in the race for prosperous domestic industries, and wide spread commercial connections. It strikes a very heavy if not fatal blow at the large export trade of Victoria to New South Wales. To a considerable extent the port of Melbourne has of late been the port for goods consumed in the southern and western parts of New South Wales—that is, those parts near the Murray, and nearer geographically or practi- cally to Melbourne than to Sydney. The effect of the change—making goods imported at Sydney practically 20 per cent. cheaper than if imported at Melbourne—will, of course, put at end to this process, will bring a great gain to New South Wales, and a great loss to Vic- toria. Under the former system Victoria had not only the advantage of a large trade for the supply of New South Wales, but she got a considerable portion of her taxation and her 'Protection' paid by her neighbor; the 20 per cent. paid by the Victoria importer at Mel- bourne was repaid to him in the price he received from the New South Wales purchaser on the other side of the Murray. As long as the people of New South Wales paid 20 per cent. at their own port of Sydney the goods were cheaper to a large portion of them on the Murray than at their own port, though what they paid above the free-of-duty price on the Murray went to the revenue of their neighbor and not of themselves. But now if they im- port at Sydney they get the goods 20 per cent. cheaper than they could even at Melbourne, to say nothing of the cost of transport to the Murray, and they will cease to pay anything either to the revenue or to the vicious pro- tective system of Victoria.

The Australian colonies are new countries, and of course according to the theories and ideas of protectionists require a protective tariff. If this experiment of New South Wales succeed, and who can doubt that it will, the result ought forever to shut the mouths of those who contend for protection. The idea of making a nation rich by placing restric- tions on its commerce is as absurd as to speak of freeing a man when loading him with chains. What emigrant, whose reason is not obscured, will go to the other Australian colonies with their high tariffs and prices, while New South Wales is free from such burthens? What shall we say of those who are seeking to place such burthens on Canada?

**Reciprocity.**

The Hon. George Brown has gone to Washington on a mission in connection with the renewal of the Reciprocity Treaty. We care very little for reciprocity now a days seeing that we can do well enough without it. We should have preferred that the initiative in the matter had come from the United States as they were the means of abolishing it. Still, if they are prepared to meet us half way, and agree to a new treaty on a fair basis, we see no objections to reciprocity. There still exists, however, in the United States, a party utterly hostile to such a treaty. The following decided article against it is from the *Buffalo Express*:-

"The Canadians are again moving in favor of 'Reciprocity.' The Dominion Board of Trade, which met last week, adopted a unanimous resolution in favor of it, and took steps to present the question to the Governments of the United States, Canada and Great Britain."

As it is well known, a system of reciprocity, or partial free trade, between Canada and America was tried some twenty years ago, and after several years probation was terminated by the United States as disadvantageous to the interests of this country. This fact alone should lead Americans to regard with extreme caution a proposition to restore the arrangement in question.

Nor do we believe that a close examination of the scheme will disclose more favorable features. The system of reciprocity desired by the Canadians is one that will admit the natural products of each country into the other free of duty. But almost no natural products or raw material go from the United States to Canada, and the chief result of this kind of reciprocity was and would be the furnishing of an American market for Canadian products free of duty, while no corresponding advantage is afforded to American manufactured articles which are all that we should, under any circumstances, export to Canada.

Even aside from this view of the case, it is more than doubtful whether the United States Government can afford to keep up a line of custom houses along a frontier of nearly four thousand miles, and yet remit the duties on the principal articles passing through them. The expense of collecting the revenue would be the same under reciprocity as at present, yet the revenue itself would be very much less.

Especially in such a case undesirable when, as now, the Government is in absolute need of all its revenue in order to meet its expenses.

'Reciprocity,' so called, is neither fair nor economical. If it were possible to make

an arrangement between the United States and Canada, similar to the German 'Zollverein, or Customs Unions, by which the custom houses between the two countries could be dispensed with, and the revenue collected on the coast could be fairly divided, it might be worth while to take it into consideration. Probably, however, there are too many practical difficulties in the way.

At all events reciprocity between the United States and Canada, in regard to the natural products of the two countries, would be likely to work only to the advantage of the people of the New Dominion."

**Trade Between Canada and the West Indies.**

The Toronto *Globe* publishes an elaborate article on this subject from which we make some extracts that will be read with interest:

We have frequently had occasion to refer to the development of trade relationships between Canada and other countries, and how, especially during the last six or seven years, our merchants, instead of being willing, as they were formerly, to let our neighbors be their commission agents, and thereby reap an extra profit, have gone directly into the different markets, and found that they could themselves do business there as promptly and more profitably than ever was possible according to the old plan. There are many countries the ports of which lie as open to us as to our friends over the way. No reason, therefore, exists in the world why we should not in these be our own commission merchants, and pocket the difference. Especially does this hold true of the West Indian and South American trade, which might easily, if properly cultivated, assume, at no distant day, enormous dimensions. To a great extent this trade has hitherto been and is still almost exclusively in the hands of the U. S. merchants. These gentlemen have cultivated it with careful assiduity. A very great deal of what they have traded in has been drawn from Canada, for instead of going to meet them as competitors in tropical markets, we have been content to take what they offered for our wares, and thus have allowed golden opportunities to slip by unimproved.

The first thing to be done to develop the traffic was to have made postal communication easy, direct, and frequent. As it was then, all Canadian communication with the West Indies and South America was by favor of the United States Post Office, with the exception of a monthly despatch from Halifax, which, from its connection with Liverpool steamer, and its running to suit their arrivals and sailings, has never amounted to anything as a mail route. As things were in 1866 they are still substantially in 1874. Nothing has been done to im-

prove our postal connections and facilitate our trade.

As we have said, we sell, with the disadvantage of very heavy import dues, the most of our products to the United States, while we leave such markets as those we speak of almost entirely to these our commercial rivals. Let us take the trade with the British West Indies alone, and see what share we get in what is by no means small, as it is, and destined in a very short time to be very much larger.

The following table shows the export from the United States to the British West India Islands alone, during the six months ending 31st Dec. 1874:-

Agricultural Implements	...	...	\$ 5,225
Animals, alive	...	...	261,023
Bread and Biscuit	...	...	185,516
Indian Corn Meal	...	...	196,501
Indian Corn	...	...	80,762
Flour, 205,121 barrels	...	...	1,377,312
Not specified	...	...	29,405
Books and Stationery	...	...	24,222
Oil Cake	...	...	71,351
Oil, Illuminating	...	...	72,193
Butter	...	...	94,047
Cheese	...	...	42,344
Lard	...	...	141,283
Sewing Machines	...	...	39,337
Soap	...	...	15,140
Hacon and Hams	...	...	54,789
Beef	...	...	110,508
Pork	...	...	291,632
Tobacco	...	...	104,923
Wood Manufactures	...	...	80,316
Box Shooks	...	...	251,650
			7,450,876
			2

Per annum ... .. \$9,801,352

Let it be noted that this includes nothing but the British West Indies. The trade with Cuba, San Domingo, all the French, Dutch Spanish and Independent countries in those quarters is to be reckoned in addition. Go over the above list, and it will be seen that with one or two exceptions, all the articles mentioned are our staple products, and that there is not included among them Lumber, which is sent in very large quantities ostensibly from the States, but really the produce of Canada. Let us see now what all Canada sent of these articles to the same islands, during the same six months of 1874:

Ontario	...	...	\$ 1,753
Quebec	...	...	121,632
Nova Scotia	...	...	2,113,262
New Brunswick	...	...	85,025
			2,321,712

It may be said that this exhibit does not look so badly. Here we have nearly two millions and a half of dollars' worth in all, but then by far the larger moiety of that consists of fish, while of agricultural produce, manufactures, the products of forests, &c., there is almost nothing. While during the year ending 30th June, 1872, Ontario exported to the United States \$19,767,226 worth of her products, of which there were nearly seven millions worth agricultural, in addition to animals, &c., she did not send one barrel of flour, or one pound of cheese or butter, directly to any part of the West Indies or South America.

Let us take one other fact, more striking still, to show the character and extent of an export trade we have given over all but entirely to our neighbors. In 1870 the port of New York alone exported to Cuba articles to the value of \$9,001,488; to Hayti, \$1,072,758; to other West Indies, \$6,500,382; while to British Guiana it sent goods worth \$1,090,782; and to other parts of South America, \$11,856,929, or in all nearly thirty millions of dollars. While New York did thus in 1870 a very extensive export business with the West Indies and South America, what share had Canada in the same enterprise during the succeeding year, when the whole trade was considerably increased? Ontario did business to the extent of \$11,492; Quebec, \$701,551; Nova Scotia, of course, did better, chiefly in Fish. She sent to those countries goods to the value of \$3,999,718. Yet the account is a beggarly one—no one-tenth of what was sent from New York; while two-thirds of what was sent was fish, which is to be looked on as a speciality in any case. New Brunswick's trade to those regions amounted to \$881,019. This gives a grand total of \$4,993,780 for all Canada; while New York alone, in accurate figures, sent to the same countries goods to the value of \$29,522,350, with no fish whatever, or none worth mentioning.

At least a line of steamers carrying the mails is the first thing to be arranged. A regular mail line runs already once a month from New York, St. Thomas and Brazil, but that does not fully subserve Canadian commercial purposes. As far as trade is concerned it may be said to do altogether the reverse. We are, accordingly, glad to understand that in the event of the Canadian Government granting a reasonable postal subsidy for a term of years (and to develop such a trade this is indispensably necessary) reliable parties in Montreal are prepared to put on first-class ocean steamboats for a monthly service between Montreal in summer and Halifax in winter, as the one terminus, and British Guiana as the other, calling at Pictou, New York, St. Thomas and Barbados for freight and passengers both going and coming. As the U. S. steamer leaves on the 23rd of every month in order to catch one of the bi-monthly steamers for Southampton at St. Thomas, it would be necessary that the proposed Canadian packet should leave Quebec during summer about the 3rd of each month, and Halifax or St. John in winter about the 6th, getting back to Quebec about 11th, and to Halifax in winter about the 7th.

In this way, with the United States monthly mail to St. Thomas, there would be a fortnightly communication with all the different points of business, for of course Canadian and United States correspondence would be carried by both lines. Besides, steamers run from the States to Havana three times a month, and to

Jamaica, the Bahamas, and Bermuda always once a month, and occasionally once a fortnight.

That such a line of Canadian steamers, of capacity to carry about 10,000 barrels of flour and from fifty to sixty first-class passengers, would very speedily have far more business than a monthly boat could overtake, we have no doubt whatever. A wise liberality and prompt action in connection with the movement on the part of the Government will be found to be the truest economy.

#### Financial Condition of Cuba.

The premium on gold at Havana is 115 to 120, and short sight currency exchange on the United States is 97 to 98. Yet the Spaniards and their friends in this country have been telling us all along that the rebellion is on its last legs and that at worst it is only a small affair. Every one knows that the financial difficulties in Cuba are the result of the insurrection. If, then, gold continues to go up higher and higher what other inference can be drawn than that the rebellion grows more formidable and that the cost of the war is enormous? Spaniards, as a matter of course, put the best face on the damaging fact and refer to the condition of our finances and currency at the most critical period of the civil war in this country. They say, for example, that the premium on gold here rose at one time to near 200 per cent, and that it has never reached with them over 120. Gold did not remain long at that rate with us, though there is no comparison in the relative magnitude of the struggle. Then the exports of valuable products from Cuba, though considerably reduced, have continued and have exceeded the imports. Our commerce was always nearly balanced between export and imports before the war, and when cotton, the largest product of export, was cut off, the drain and insufficiency of specie were seriously felt. While gold has remained at a premium it did not continue long very high. There always was confidence in the currency, if not in an easy resumption of specie payments, because the currency was based upon the credit of the government. The greenbacks were government to pay and the bank notes were secured by government bonds. It is not so with the currency in Cuba. Neither the Spanish nor colonial government is bound to pay or redeem the notes of the Bank of Havana. The government authorizes the issue, it is true, but the bank alone, which is a private corporation, is responsible. The paid up capital of the Bank of Havana is not more, we believe, than five millions of dollars. Its circulating notes have been run up from ten millions or so to little short, if any, of a hundred millions. The government, as was said, is not bound for these notes

nor are they issued in its name, though it may be indebted to the bank. Can we wonder, then, that the premium on gold continues to advance? There has been a sudden rise lately, and it is said that it was caused by the fact of the extraordinary issues of the bank leaking out. If even the insurrection could be suppressed we do not see how the Bank of Havana could take up the enormous amount of its notes or pay its indebtedness. The Spanish government is not in a situation to help the bank, nor is it likely that government would assume the obligations of the bank under any circumstances. But as there is little or no prospect of the insurrection being suppressed gold must continue to rise. As a consequence bankruptcy appears to be inevitable. Correspondingly with the augmented strength and increased activity of the Cuban patriots the means and resources of the Spaniards are declining. If, therefore, the Cubans can prolong the war—of which there seems to be but little doubt—the financial difficulties of their enemies will serve them as much as powder and arms.—*L.C.*

#### Important Life Insurance decision.

In the English Court of Queen's Bench last month was tried the case of Macdonald *vs.* the Law Union Fire and Life Insurance Company. The plaintiff sued for the recovery from defendant of £1,000, being the amount of a policy upon the life of Mrs. Taylor, the widow of a farmer, about fifty years of age, and who had an income of £400 per annum, and to whom the plaintiff was engaged to be married.

It appeared by the evidence as reported in the Post Magazine, that the marriage was to have been solemnized in June, 1872, and in April of that year the plaintiff effected the insurance in question. Early in June, before the marriage, Mrs. Taylor died, and a post-mortem examination showed that she was affected with gall stones in the bladder. The defendants disputed the plaintiff having, under these circumstances, a legal interest in the life of Mrs. Taylor so as to entitle him to insure her life, but on this point the learned judge ruled in favor of the plaintiff. The main ground of defence relied on by the company was in the written declaration which, as it is usual in the case of life insurance, was required from the person effecting the insurance, there was alleged to be misrepresentation and concealment of material facts. It was provided by the policy that this declaration was to be the "basis of the contract," and the learned judge ruled in favor of the defendants, that any statement made in it, if untrue in fact, would vitiate the policy, and that it was not necessary for the defendants to establish that such statement was false to the knowledge of the plaintiff though he pointed out that the statement as

to the previous health of the person whose life was insured must refer, not to some latent disease, but to disease which must have been known to the patient. The two principal points upon which the declaration was assailed by the defendants were the description of Mrs. Taylor's previous state of health, and a statement made in it that her life had never been proposed to any other insurance office. On the latter point it was not alleged that Mr. Macdonald had ever attempted to insure her life previously, but evidence was given that Mrs. Taylor had herself applied to the Scottish Union Insurance Company and the Scottish Equitable Insurance Company.

The jury found that the plaintiff had not been guilty of fraud, and that the declaration as to the previous state of Mrs. Taylor's health was not untrue, but that the statement in the declaration, that no previous application for insurance on Mrs. Taylor's life had been made, was untrue in fact, though not to the knowledge of the plaintiff. This, therefore, amounted to a verdict for the defendants.

This decision, which is the more worthy of respect because the verdict of a special jury, ought to impress upon those applying for life policies the fatal error of mis-statement. Falsehood and deception may seem to effect the object desired; but when the day of payment arrives, a closer scrutiny is provoked, and then mis-representation crumbles before the truth and the innocent expectant is, as it were, betrayed, and left without that provision which was vouchsafed. Here, the plaintiff was unconscious that one circumstance in his statement was erroneous; but, nevertheless, it was one of the inducements to issue the policy, and he was accountable for his action, and his claim could not be sustained.

[The above is from an Insurance paper. The name of the judge who laid down this extraordinary law is not given, nor is it stated that his ruling has been confirmed by the Court *in Vac.* Insurance agents, both fire and life, are eager enough to take risks, however bad, and their companies are ready enough to fight against payment when claims arise out of these risks. We have heard some pretty strong language from the Bench of this Province on this point, and shall recur to the matter on a future occasion. — *Ed. Trade Review.*]

#### Sale of Lumber Property.

The lumbering property of the insolvent concern of E. W. Wheeler & Co., at Musquodoboit Harbor, consisting of 14000 acres of land, with mills, privileges, &c., has been sold at auction by Mr. Nash. The original cost of the property was over \$65,000, and there was a mortgage of \$12,000, on it. The equity of redemption was purchased by Messrs. Rumsey, Ruel & Co., of Halifax, for \$4,100. About seven thousand logs in the river, estimated at a million and a half feet of lumber, were purchased by the same parties for \$50.—*Chronicle.*

#### A Humbug Exploded.

The Philadelphia Centennial Exhibition which was to be an International affair, and eclipse all that had preceded it either in London, Paris or Vienna, seems likely to end in smoke. That iron tower 1000 feet high, to eclipse the tower of Babel, and all other human structures; it seems after all, won't be built, and Philadelphia can't have an International Exhibition, because "Uncle Sam" refuses to contribute any money to the enterprise. Quite recently the Senate refused an appropriation, and the House of Representatives is likely to do the same.

The scheme of drawing on the United States national Treasury for the support of the enterprise has not received a particle of support in any part of the country, and encounters a fatal objection, even if there were no other in the condition of the U.S. finances. As to the morality of the attempt on the Treasury now being made, it seems that the Act of Congress which authorized the exhibition was obtained on the sole condition that the Government should in no event become pecuniarily responsible for the expense. The *New York Nation*, referring to the exhibition begs pardon of the people of Philadelphia for saying that there is something very comic in their pleadings and strivings for an *international* exhibition. That they of all men should be eager to introduce the products of "the pauper labor of Europe" into open and ostentatious competition with the products of native industry, is a very singular phenomenon. The articles of some of the Philadelphia papers during the past few weeks on the civilizing effect of "international" intercourse, on the value of "international" exchange, and on the barbarism of the Chinese system, read like comic paraphrases of some of Cobden's speeches, and do not heighten one's respect for the industrial Mass. of Pennsylvania. What gives a finishing touch to the picture, too, is the fact that the application for pecuniary aid is made to a party which ever since it came into power, in 1860, has made the discouragement of foreign commerce a prime object in its policy. The evils of buying foreign products have formed a favorite theme with its principal economists, and it has worthily carried out these ideas, not only by the most oppressive custom-house tariff known in modern times, but by a series of revenue laws which put the merchants engaged in the work of exchange practically in the same category with the keepers of brothels and gambling-houses, and exposed them to pains, penalties, and procedures to which no other civilized people has ever subjected any persons but "habitual criminals." There is some flavor of justice therefore in the snubbings which the people of Pennsylvania have now to submit to.

#### Another Bogus Company "Gone Up."

There came before Vice-Chancellor Malins, in the English Court of Chancery the other day, a petition for winding up a company which was incorporated in 1870, as it would appear by Act of Congress, with a nominal capital of \$10,000,000. The scene of its operations was to be, it need hardly be said, the United States, and in respect to the nature of its operations it far surpasses any of the "tempting opportunities" offered of late years by American speculators to that confiding creature the British capitalist. Its object was "to purchase and hold all the lands in the Territory of Arizona, in the United States of America, comprising about 100,000 square miles of mineral, arable, and pasture lands, to work the mines therein comprised, to cultivate the lands, to construct railways, tramways, and canals through and over them, to buy, rear, and sell all kinds of domestic animals, to buy and sell all kinds of supplies for the consumption of the local population, to create and issue a paper currency for local circulation, and generally to deal with the said properties in the amplest and most varied manner." Seven directors of the Company were Englishmen with good names—"guinea-pigs," as London operators call them, or "stool-pigeons," in the coarse language of the gambling-house. Two hundred thousand "paid-up shares" were registered in the names of these directors, but it appears that not one cent was ever paid into the treasury of the Company on account of any shares whatever. So that it had no funds, but luckily also it had never been able to create any debts. "Want of money" was one of the reasons why it never took possession of Arizona, which was in itself sufficient, and rendered the second—"a war between the Indian tribes"—superfluous, though the conduct of the Indians in warring at this particular conjuncture cannot be too severely condemned. The Vice-Chancellor said the difficulty in the way of granting an order to "wind up" was that there was nothing to divide, and no creditors, and no funds to pay the liquidator, but he nevertheless granted the order. The most curious feature in the transaction is the fact that the Company proposed to meet the demands of the times by issuing "paper money for local circulation." We suppose it was to be "based" upon the resources of the Territory—so much on the streams, so much on minerals, so much on grass, so much on antelopes and buffaloes, and so much on climate and natural scenery.

The P. E. I. Railway has cost less than the estimate, £5000 per mile.

The Grand Southern Railway Company was organized at St. George on Saturday, with W. K. Reynolds for President.



### A Dominion Lloyds.

Our readers need not be alarmed at the sight of this heading which has been seen in the press so much of late, for we do not intend to inflict upon them a long article on a subject on which most of them have already made up their minds. Yet we may be permitted to say, that we are at a loss to understand the cause of the frightful amount of feeling that has been shewn in opposition to the proposal to have Canadian vessels surveyed and rated by government officers. If there is a conspiracy on foot between any Lloyd's surveyors and other parties to give our ships either a higher or lower rating than they deserve, the sooner the public know it the better, if, on the other hand, the present classification is honest and fair, what harm can result from there being a government inspection? As to the argument that such an inspection would be controlled or influenced by favoritism, we hold such ideas to be childish in the extreme. We have government inspections now quite as important as that of shipping, and more so in fact. The inspection of steamboat boilers is one of the latter, yet who supposes that the test is influenced by the politics of the steamboat owner. What inspector asks whether it is Liberal or Conservative flour he is called on to pronounce upon? Yet wholesome flour for the people, and sound steamboat boilers are quite as important matters, as staunch ships. The fact is this whole argument against inspections by government is a sham and a fraud, and would never have been heard of were there not some selfish but hitherto concealed interest behind it. We entrust the government with the expenditure of over twenty millions of dollars yearly, we place the most sacred trusts and interests in their hands, yet we cannot allow their officers to judge whether the timber that goes into a ship is rotten or sound, or whether the bolts in her are driven through honestly, or are only worthless heads like some of the members of the Board of Trade!

But we are told that England has no system of government inspection. England seems to be moving pretty rapidly towards such a system, but the example of England in this matter is nothing to us. We have many things England has not got. We have a simple system of conveying land, and of registering titles which she is still without. We have a just and simple mode of dividing intestate estates in which she is lacking. We have a department of Marine and Fisheries, efficiently conducted, while England entrusts the same interests to a mongrel Corporation called the Trinity House, which has always been behind the age. There is therefore nothing in the fact of England not having a national inspection of shipping to influence our action in such a matter. If the law is a good one, it is suffi-

ent to let it rest on its own merits, without quoting the precedents supplied by other communities.

### The Victims of the Northern Pacific.

Two years ago it was predicted by a magazine writer in the United States, that in ten years the Northern Pacific Railway would be regarded as the most extraordinary instance of human credulity known during the present century. Already the prediction has been fulfilled. The collapse of that great company which was to build a line that would convey over it all the riches of the orient—that was subsidised by a land grant nearly as large as England, Scotland, and Ireland combined, and supported by the most widely known and successful financiers in the United States, has at length re-called reason to her throne. But in the mean time thousands have been ruined, and those thousands, not business men who might be able to retrieve their losses, but people of small means, clergymen, widows, orphans and others, who lured by the specious promises held out by the company, invested their little savings in this bogus concern. We all remember how persistently this scheme was obtruded on the notice of the public; books, pamphlets and maps, full of statements as to the climate, soil, and resources of the territory were industriously circulated all over the Continent and in Europe. The territory through which the line was to pass was a perfect Eden for fertility and resources, and its climate was described as a combination of all that was desirable for the growth of plants and for the health of man. It is needless to say that this vast and imposing super-structure of lies deceived many persons, and when to these statements were added the hypocrisy of scheming agents, who pushed the sale of their bonds by all means, even using the sacred influence of religion to effect their vile object, clothing themselves in the garb of sanctity, while they robbed the widow and fatherless, praying and picking pockets at the same time, when all these influences were combined, and the hook adorned with the golden bait of high interest, it is not surprising that thousands invested in these worthless bonds.

It is a thousand pities that the arm of the law is not long enough and strong enough to reach those parties, who thus deluded men and women to their ruin. We regret to say that many persons in this province, who could ill afford it, were thus deceived. The truth is, however, out at last, and it is just as well it should be known. There is not the remotest prospect of the Northern Pacific Railway being built during this century, or of the holders of its bonds ever receiving one cent for their investments. General Hazen, a United States army officer, who has lived

years on the plains, describes most of the land through which the line will pass as "a wild desert," and a special correspondent of the *New York Tribune* compares it to the desert of Sahara. General Hazen says no man would give a penny an acre for the territory; so the holders of the Northern Pacific bonds can understand the value of the security for which their bonds were given.

### The Government Railway Bill.

The following are the lines which according to the Government Railway bill, are to receive a subsidy of \$5000 a mile.

From Saint John, following as nearly as practicable the former route surveyed for the European and North American Railway by Mr. Goodwin, to the line of the New Brunswick and Canada Railway, and thence by a branch or extension to the Town of St. Stephen, the latter being a continuation of the first mentioned line.

From Fredericton or St. Mary's through York and Northumberland to some point on the Intercolonial, in either Nelson or Derby Parishes, in Northumberland.

From Fredericton or St. Mary's to a point at or near the head of Grand Lake; also a railway in continuation of the same from the head of Grand Lake until it intersects the European & North American (Government) Railway at a point between Norton and Petitecodiac; and also a line from the head of Grand Lake until it intersects the Intercolonial at some point Welsford Parish, Kent.

From a point at or near Waasis Station on the Fredericton Branch Railway to the mouth of the Oromocto River, or to a point on the St. John at or near the Court House of Sunbury County.

From Gagetown to some point on the European & North American Railway (westward) at or near Welsford Station.

From St. Martins, at Quaco Harbor, through Upham and Hampton Parishes to some point on the European & North American (Government) Railway, at or near Hampton Station.

From Cape Tormentine to some point on the Intercolonial Railway to the westward of the Missequash River.

From a point at or near Petitecodiac Station on the European & North American (Government) Railway to Elgin Corner Albert County.

From Richibucto, Kent County, to some point on the Intercolonial at Welsford in the same County.

From Richibucto, Kent County to some point on the Intercolonial at Welsford in the same County.

From Caraquet, Gloucester County, to some point on the Intercolonial in Bathurst Parish, in the said County.

From Tobique Village or mouth of Arnostock to American boundary line. Also, a bonus of

\$10,000 for a railway bridge across the Maduxnakik to join the New Brunswick and Canada line.

A branch from Dalhousie to some point on the Intercolonial in that Parish, Restigouche.

The second section provides that all the lines of Railway indicated and to be constructed under the Act, are to be of such grades and with gauges and curvatures, and of such class and character as the Governor in Council shall determine, and their routes shall be such as are approved of by the Governor in Council.

The third section provides that the aid to be granted to the several lines shall be \$5,000 per mile, to be paid as provided by the Act.

The fourth section of the act provides in the usual way that the Governor in Council may agree with any company or corporate for the construction of any of the said lines when satisfied that such company, etc., is possessed of the means to carry on the work, and when such company, etc., have *bona fide* expended \$5,000 in actual work on road undertaken to be built by them, it shall be lawful for the Governor in Council to pay to such company, etc., \$20,000, being a portion of said aid, and in like manner from time to time *pro rata* until the whole road is completed and in operation, with necessary and sufficient Station buildings, rolling stock, etc.

To the Editor of the Maritime Trade Review.

ST. JOHN, N. B., March 23d, 1874.

DEAR SIR,—In your last issue from February, you make some rather sweeping assertions in regard to Life Assurance Companies. Considering the character of your paper, I certainly would expect more authentic information on a business so universal, and so intimately connected with all commercial matters, I therefore take the liberty to draw your attention to your errors. As to your reference to the unfortunate laws which would make policy holders in United State Companies forfeit their policies in case of war between this country and that, it is apparently correct, but a very remote and unlikely thing to occur. Your next reference is to want of stability of life companies, and you state there is great uncertainty of even the strongest companies being honestly managed for a long series of years, I am certainly anxious as one of the interested parties (being heavily insured,) to know on what grounds you base your assertion, as it is certainly at variance with all the information I have been able to glean, after a most careful study of the workings of all offices now doing business, and considering the very strict supervision which is made by all Governments, and especially on this continent, over this branch of business, for in my eyes it makes Life Assurance the safest investment a man can make. Why, my dear sir, the means of checking fraud in this business, are far more

numerous, and certainly have proved themselves more effective than in any other business. It is not a speculative institution as Banks and other institutions are; but a savings bank where all its cash is invested *only in securities as do not call for any risk*. Then to come to a more practical point of view, take a few instances of successful companies that have obtained mammoth dimensions even before any of the modern safe-guards were placed upon them, and during the era of public companies. Take the old equitable of England, established in 1872, and the simple adoption of its name by an American company has proved a tower of strength sufficient to lift it to nearly the greatest prominence of the many successful American Companies. Then the Scottish Window's Fund, established in 1815, and now holding a surplus of twenty-six million dollars, (\$26,000,000,) or more. Then more recently take the case of the Mutual of New York, established in 1843, and holding at the present time something over sixty million dollars, (\$60,000,000) of surplus, and simply by the adoption of names similar to the latter, two or three New York Companies have built up their business. Then consider the untold millions that have been paid by these companies to policy-holders in the shape of profits, endowments, and to their heirs in death claims. Statistics show that the death claims of seventy-three American Companies from their formation up to December, 1872, had amounted to over \$139,375,577.08, and then as the endowments annually double the number of ordinary Life policies, you can easily conceive the mammoth proportions of the business. Now how few people consider the great moralizing effect Life Assurance has upon all the participants, just imagine the effects of thousands of men striving to lay by small and large sums according to their circumstances, to pay their premiums, whereas, were it not for the prospects Life Assurance holds, these amounts would have been used in all sorts of extravagances, and in many cases in debauchery. Then also consider the immense amount of suffering it saves. In my eyes Life Assurance is eventually to be adopted as the true abolitionist of poverty. If men would study well the principles of Life Assurance, every truly moral person would give it all his aid, both morally and financially. But to return to the point I could bring unlimited evidence to prove all my assertions, but you would not be willing to afford me space. Your argument in favor of the several governments taking Life Assurance in hand is rather an old theory, and political economists have long since exploded that idea principally on account of the tremendous political power it could be made, but their arguments are too lengthy for your columns. That idea being agitated, no doubt, led to the present excellent system of supervision nearly all Govern-

ments have adopted, and which has speedily put a stop to the wild-cat companies which for a time duped the public, and during that time almost ruined the legitimate Life Assurance business, and thanks to the foresight of the founders of these laws it is now placed on a firm basis, and made one of the soundest Financial Institutions of the country. The remainder of your article is taken up with some of the most damaging assertions referring to Advertising Agents, Commissions and Officials' salaries. Now, my dear sir, these are all absolute necessities with almost all businesses of the present day, but especially that of Life Assurance, and they are usually the points of assault for those who do not take time to consider, and certainly should be the last for a commercial editor to attack without enquiry. If you enquire you will find that as to agents' commission the rates of all companies are almost uniform, and if they were exorbitant, the rush of people to that business would soon equalize it. Then as to official salaries, it is not self evident that if a man becomes to expensive for his position, that the stock holders of a stock company or the members of a mutual would soon replace him by one less expensive, if as competent a one can be obtained; then as to advertising, and in fact all expenses taken together, all persons can satisfy themselves by consulting the sworn statements of the business of all companies. The last attack you make upon the companies is evidently taken from the cry—certain agents in this city use to injure other more successful and enterprising rivals—that is referring to the companies building palatial offices, as you are pleased to term them. True nearly all leading companies are noted for their fine offices, especially in the leading cities, but what are the facts connected with them?—simply, that instead of paying enormous rents to other people, they put up these buildings, and by renting the portions of their building which they themselves do not require, and saving their own rent, they make the best investment possible, as all experience will prove. I will not further trespass upon your valuable space, but hope most sincerely the writer of the article referred to will soon be converted from his dark conception of the benefits of Life Assurance, and become one of the happy participants in that inestimable blessing.

Yours truly,

A STUDENT IN LIFE ASSURANCE.

THE FROZEN HERRING BUSINESS at Eastport has closed for the season. It has not been profitable the past winter, most of the vessels which have loaded there having lost money on account of the low prices in Boston and New York. The bankers are now going to Eastport for bait which is plenty and cheap.



**Halifax Stock Exchange.**

March 25, 1874.

Par	Name of Stock.	Sellers.	Buyers.
\$ 20.00	Halifax Banking Co	124	1254
20.00	Bank of Nova Scotia	149	149
243.53	Bank of B. N. America	118	147
40.00	Union Bank of Halifax	149	
25.00	People's Bank of Halifax	150	
30.00	Merchants' Bank of Halifax	141	141
40.00	Comm'l Bank, Windsor	122	122
20.00	Bank of Montreal	118	
100.00	Merch'ts' Bank of Canada	114	
50.00	Canada Bank of Com'ce	124	
<b>INSURANCE CO'S.</b>			
40.00	Halifax Fire Ins. Co.	100	
20.00	Acadia Fire Ins. Co.	121	105
23.00	N. S. Mutual F. Ins. Co	104	
146.00	N. S. Marine Ins. Co.	91	
73.97	Union Marine Ins. Co.	70	
20.00	Merch'ts' Mar. Ins. Co.		
<b>DEBENTURES.</b>			
£ 100	Year 1855	100	
500			
100	Stg. Pro Debentures	101	
\$400.00	City Debentures,	124	102
500.00			
1000.00	School Debentures	102	100
2000.00			
100.00	Dartmouth Debentures	102	90
500.00			
<b>MISCELLANEOUS.</b>			
40.00	Halifax Gas Light Co.	152	
243.33	Chebucto Mar. Ry. Co.	95	
1000.00	Starr Manufacturing Co.	70	
40.00	Halifax Skating Rink Co.	70	
19.47	Temperance Hall Co.		
5.00	Canada Marine Hall Co.	90	
20.00	N. Sydney Mar. R. Co.		

**St. John Stock Exchange.**

BOARD ROOM, March 21th, 1874.

	Shr's each	1 yr. Ask	Div	Ed	Bid
Bank of New Brunswick	100	3 p.c.			168
" " B. N. America	250				
" " Montreal	200				194
Maritime Bank,	100	3	93		92
People's Bank,	100	3			100
St. Stephen Bank,	100	3			100
Spring Hill C. M. Co.,	50		118		
Joggins C. M. Co.,	5	4	101		
People's Street Ry. Co.,	20		19		
St. George Red Granite,	100				
Victoria Hotel Co.,	100		15		
Suspension Bridge Co.,	25				
St. John Gas Co.,	100	4			101
Victoria Skating Rink,	20	5	100		
Confederate Life Ins. Co.,	10				
Royal Canadian Fire Ins.,	100		99		
N. B. Patent Tanning Co.,	5				21
Sussex Boot & Shoe M. Co.,	50	14			104
Ottawa City Bonds,					
Academy of Music,	20		50		
Parrboro R. and Coal M.,	100		61		
St. Stephen Ry. 1st M. B.,	100	3	97		
Colebrook Rolling Mills,	100	6			
Moosepath Driving Park,	100				40
City School Debentures,		3	95	95	
Corporation Bonds,		3			
South Bay Boom Co.,	40	5	75		
Carleton Branch Ry.,	20				
" 1st M. Bond,		3			
Western Extension Ry.,			173		
Port Phillip Free Stone,	50				

**Marine Insurance.**

ST. JOHN, N. P., Feb. 23, 1874.

	Rate.
To or from New York or Boston	2 per cent.
To or from Portland	1 per cent.
To or from Portland, (steamer)	1 per cent.
To or from Philadelphia, Baltimore, and ports North of Hatteras	2 per cent.
To and from ports South of Hatteras, including Galveston	2 per cent.
From St. John and ports in Bay of Fundy to United Kingdom	3 per cent.
Reverse Voyage	5 per cent.

	Rate.
United Kingdom to West Indies	3 per cent.
Reverse Voyage	2 1/2 per cent.
To or from West Indies (dock rates)	2 per cent.
From United Kingdom to U. States	3 1/4 per cent.
From Ports in United States to U. K.	3 1/2 per cent.

**TIME RATES.**

	Rate.
Schooners, 12 months	6 months, 7 per cent.
Brigantines, 11 per cent.	7 per cent.
Ships, barques and brigs, classed, 12 per cent.	7 per cent.
Ships, barques and brigs, classed, 12 per cent.	7 per cent.

**Insurance Fire Record.**

**NEW BRUNSWICK.**

March 1st. Messrs. McAvity's Brass Foundry, Water Street, seriously damaged. Insured in Etna Insurance Co. Building, \$1,500, damage \$700; stock \$1,500. Stock in front stores insured in Liverpool and London and Globe, Imperial and Hartford Insurance Companies. Damage trifling.

4th. H. J. Ward's One Mile House, Marsh Road, St. John County, destroyed by fire. Messrs. Gilbert's interest in building, insured in Royal Insurance Company for \$600.

5th. - S. Jones Building, corner King, and Ludlow Streets, Carleton, occupied by Messrs. Howe & March, destroyed by fire. Insurance as follows:

Samuel Jones, Imperial Insurance Co.	\$2,000
Do. Etna Do.	2,000
Do. Scottish Imperial Do.	1,000
Howe, N. B. & Mercantile Do. (loss partial)	1,000
March, Scottish Imperial Do.	1,500

4th. - Water-power grist mill, Long Island, Queen's Co., belonging to Wetmore Estate, destroyed by fire caused by freshet breaking fastenings of water wheel, and friction igniting the mill. Not insured.

7th. - Five mile House, Loch Lomond, Road, St. John, destroyed by fire. Building owned by James Davidson. Not insured. Furniture insured in Royal Insurance Company, \$700.

15th. - Geo. Chambers Building, Parish of Gordon, Victoria County, occupied by Balloff Bros., destroyed by fire. Loss, Geo. Chambers, \$1500; Balloff Bros., \$2000.

**NOVA SCOTIA.**

Feb. 15th. Building, Water Street, Halifax, belonging to the Stamford Estate, and adjoining buildings seriously damaged. Insurance as follows:

Stamford Estate, U. S. Mutual Insurance Co.	\$1,500
Do. Stock, Royal Do.	1,000
Ring Estate, Building not insured.	
Do. Stock, Guardian Do.	2,000
Wen Estate Building, Guardian Do. (loss partial)	500
Do. Stock, Royal Do. (damage partial)	

20th. - Sheehan's Stables at Salmon River, Digby County. Loss heavy.

26th. Saw Mills of John S. McKean & Co., J. Webb & Sons Furniture Factory, owned by Paul J. Shand, and William Webb Jr's grist mill destroyed, supposed by incendiaryism. Loss \$15,000. Not insured.

28th. - Bakin's Grocery & Liquor Store, Digby, destroyed by fire. Insured.

**Beauties of an Irredeemable Currency.**

The New York sets off the beauties of an irredeemable currency, such as that of the United States, which is to be increased to the tune of forty millions, in the following happy style :-

Here, for instance, are two notes. In one of them, "the United States promise to pay" twenty dollars, videlicet, twenty dollars in gold, or 516 grains, or 1,075 ounces, of gold of 900 fineness. This is the currency which Mr. Morton loves. The other the "Bank of England promises to pay" four pounds sterling, or 492 grains, or 1,026 ounces, of gold of 916 fineness, and equivalent to \$19.45 1-5 in United States coin. Both notes are currency -- not money, but promises to pay money -- and on the face of them the only difference is that the United States note promises to pay twenty-four grains of gold, or about 55 cents, more than the Bank of England note promises to pay. But the superior value of the United States note exists only in a Pickwickian sense, and disappears entirely when it comes to be used as a means -- the only test which Mr. Morton, in common with all the rest of the world, will admit as determining its utility. When the United States promises to pay comes to compete with the Bank of England promise to pay, in the markets of the world, in the market of New York or of Indianapolis just as much as in the market of Liverpool or Amsterdam, it is found that the Bank of England promise to pay will actually purchase 492 grains of gold, or \$19.45 1-5 in American or other coin, or its exchangeable equivalent in commodities of any sort that are for sale.

But the United States note, on the contrary, while promising to pay 24 grains of gold or 55 cents more than the British note, will actually purchase only 474 grains of gold, or \$17.60 in United States coin or its equivalent in purchasable commodities. It thus follows that so long as we use Mr. Morton's "best currency the world ever saw" in doing our business with the world we are binding ourselves to pay 55 cents more and receiving in exchange \$1.85 less on every transaction amounting to \$20, than if we were doing business in the Bank of England promises to pay, which nevertheless set up no especial claim to be the best currency the world ever saw.

If Senator Morton's farmer constituents in Indiana will add to this enormous charge upon the sale of their products, the further fact that interest is from four to six times as great in Indiana as in Liverpool, and the tax upon risk in carrying commodities 100 per cent. higher in a fluctuating than in a settled currency, they will begin to perceive that by no means all, nor indeed the largest share of their profits is eaten up by transportation expenses. Currency is the dragon that is devouring them, and Morton the magician who, to serve his own purposes of ambition and pelf, has set the dragon by their way and feeds and protects it. Morton is the farmers' arch-plunderer.

### The Progress of Canada.

On Tuesday last, a meeting of the Liberal Conservative electors of Prescott was held at the village of L'Original, for the purpose of organizing a Liberal Conservative Association for the County. The attendance was large and influential, being composed of the representative men of the party from each of the townships. The Hon. John Hamilton was requested to take the chair, and Mr. Thos. White jr., editor and co-proprietor of the *Montreal Gazette*, who had been requested to deliver an address, was also present. Hon. Mr. Hamilton in introducing Mr. White, briefly referred to the object of the meeting. The Liberal Conservative party was at this moment organizing in all parts of the Dominion, the defeats of the last election having roused them thoroughly to a conviction of the importance of this step, in order that they might be better prepared for a contest in the future. He would not detain them further than to say that the formation of an association for the county met with his most cordial sympathy, and should receive his best support. He would now simply introduce Mr. White, who had chosen for the subject of his address "Twenty Years of Liberal Conservative Administration in Canada." Mr. White's address occupies nine columns of the *Gazette*. In it he furnishes a record of the doings of the party during the period specified—commencing with its formation and winding up with a defence of the late government in the matter of the Pacific Railway scandal. It is not our intention to follow Mr. White through the various points of his address; but conceiving that his statements with reference to the progress of the country during the past twenty years—making every allowance for party bias—might be of interest to our readers, we subjoin that portion of the address which specially refers to that subject. Mr. White said:

Now let us look at the progress which the country has made in those 20 years of Liberal Conservative administration. For the purpose of comparison I take the Provinces of Ontario and Quebec, and for this reason: that I have not been able to get access to the trade and navigation returns of the Lower Provinces previous to 1867; but at any rate, as they were not part of Canada, and as the policy of the Liberal Conservatives had no effect upon them they are better left out for the purpose of comparison and to show the progress made during the 20 years. In 1854 when the Liberal Conservatives came into office the aggregate trade of the Province of Canada was \$63,543,515. In 1872, the last year for which we have full returns, the aggregate trade of the two Provinces of Ontario and Quebec amounted to \$153,900,704, an increase of upwards of 142 per cent. That is progress of which any people may fairly be proud [cheers.] Then take

the aggregate trade of the whole Dominion—and I give you the statement as made by the Finance Minister last week at Ottawa—for the year ending on the 30th June last it amounted to \$216,000,000, which, assuming the population at four millions—rather more than the population really is—represents \$54 per head of the population. Well, gentlemen, the aggregate trade of the United States, which we have been in the habit of looking upon as a wonderfully prosperous country for 1870, was \$961,420,145, which, taking their population at 38 millions, equals \$25.30 per head for the trade of the whole of the United States, as compared with \$54 per head for the aggregate trade of the Dominion of Canada. And that you may be assured that this statement of the United States is not an exceptionally low one, we will go back to 1863. I find at that period the aggregate trade only only \$17.09 per head, while the trade of the Dominion the same year was \$50. Since that time we have constructed railroads in every direction. When the Government came in in 1854, the Grand Trunk had only been commenced. The Great Western was in operation, but none of the other railways that have since made Canada so prosperous were even in a state of construction. Since then we have gone on building railways in every direction, until, taking the population into account, the miles of railway of Canada are almost equal to those of any other country on the face of the globe. Many of these roads have been aided by large subsidies by which the Government enabled the Companies to carry on the work. Harbors have been constructed and improvements of every kind effected by those subsidies. In the one matter of lighthouses—and in a country like this, holding as it does the great channel of communication between the great west and the other side of the Atlantic, it is of the utmost importance that navigation should be made safe for vessels of every description—the improvement is strongly marked. During the last seven years since Confederation the Government have built 28 lighthouses in Ontario, 20 in Quebec, 37 in Nova Scotia, 39 in New Brunswick, and one in British Columbia, making a total of 125, whereas before that time we had only altogether 186. But in addition to the lighthouses, they constructed 16 fog whistles and six lightships, and there were in course of construction when they left office five lighthouses in Ontario, 10 in Quebec, 12 in Nova Scotia, two in New Brunswick, and one in British Columbia, making a total of 30. The fog whistles under contract numbered five. These improvements alone involved an annual expenditure of \$120,000 since Confederation, for the purpose of building up our means of communication and making the navigation of our rivers and coast safe for every description of craft. (Cheers.) What I wish you to observe is that all this has been accomplished

without perceptibly increasing the taxation of the people. (Cheers.) We hear of the extravagance of the old Government. Look at the progress made, the expenditure incurred by public works of every description, and then at the small taxation of the present, and for the purpose of aiding you I give you this fact, that when the Liberal Conservatives came into power in 1854 the customs duties bore to the imports the relation of 14½ per cent, while in 1872 the relation was only 11 1-6. When there is an achievement of that kind to show, when the country is prosperous in every direction, and the taxes of the country not increased, it is but just to say that the party that performed this is entitled to the confidence of the people of the country, and is one to which, I am quite satisfied, the people of this country will give their confidence in the future. (Loud cheers.) I am aware that it may be said in reference to those percentages just given, that there was but a small excise revenue in 1854, whereas in 1872 the revenue from excise duties was large. That is true. But, even adding the excise duty in 1872 to the customs, and the relation of both together is only 15½ per cent. And when you take into account the territorial revenue of old Canada, which is not included in the revenue since Confederation, the difference is more than made up, and we have actually lower taxation to-day, while the ability of the people to bear the burden of taxation has been enormously increased, than we had in 1854. And, in this connection, it should be remembered that in our annual expenditure we do not simply maintain the Government at Ottawa, but to a large extent, through the subsidies to the Provinces, the Provincial Governments as well. (Cheers.) I am aware, gentlemen, that the common answer to these statements is, that the prosperity of the country springs from the industry and enterprise of the people, and is in no way due to the Government. I should be sorry to take from the people of Canada in the slightest degree the great credit which is due to them as an enterprising and progressive people. I am too proud of my country as a native Canadian to do that. But in a country like Canada, situated as we are in close proximity to the United States, the great element of prosperity must always be confidence in the political institutions of the country. That confidence has been more than once shaken by the political agitations of unthinking men; and by the removal of those questions of agitation, by their solution in a manner satisfactory to the public at large, only can we secure that political quiet which is the best guarantee of public confidence, and the best incentive to the introduction and investment of capital among us. To the settlement of the great questions to which I have to-day referred is due the confidence of the moneyed men of the world in the future liability of our political system, and the great prosperity which has followed that confidence; and as the administration of the Liberal Conservatives during the last twenty years is ere the removal of these causes of agitation, to them must fairly be accorded credit for the prosperity of Canada. (Cheers.)—*Quebec Gazette*.

### Canadian Beef in England.

For the last few days, and especially on Saturday, a curious sight has been seen at the bottom of Mount Pleasant, opposite the Adelphi Hotel. There have been crowds around the wholesale provision shop of Mr. William Brittain, engaged in inspecting the cutting up of sides of prime beef, and afterwards in purchasing pieces for consumption. On inquiry it was found that Mr. Brittain had received by the Allan steamer "Caspian," which arrived in Liverpool last week, a very considerable consignment of fresh Canadian beef, which was being disposed of at the moderate prices of from 6d. to 7d. per pound for the prime part. This beef, amounting to twelve tons, formed part of a consignment from Canada, consisting otherwise of six tons of salt beef, one and a half tons of poultry (geese and turkeys,) and a half ton of mutton. The whole had been carefully packed in rye straw, which has the special quality of absorbing any moisture from the meat, and arrived in first-rate condition. The writer had an opportunity of testing a piece of sirloin, which was in all respects equal to ordinary English sirloin at eleven pence and one shilling per pound. The poultry consignment was forwarded to London, where it has realized good prices. It will be remembered that when Mr. Joseph Arch, at Leamington, stated that he had dined with one of his own farm labouring friends on first-rate beef at five cents, or two pence half-penny, per pound, his assertion was received with some amount of incredulity. It is clear, however, that if beef can be brought by rail from Ottawa to Portland, and thence to Liverpool, and can be sold in Liverpool at from sixpence to sevenpence per pound, that Mr. Arch was only speaking the truth. A reference to an Ottawa paper received by the last mail shows that the market price of beef was then 2½ to 3d. per pound; of geese from 2s. to 2s. 6d. each, and of turkeys from 2s. 6d. to 3s. each; which proves beyond question that a man cannot starve in Canada, where the superfluity of the herds come to relieve our English markets. The packing of beef in this particular manner will, of course, only be available during the winter season, but the winter season happens to be that in which, through the extra cost of fuel, domestic economies become requisite just at the time when an extra consumption of meat is a necessity of healthy life. It is understood that the present shipment is to be followed by others on a larger scale. As to the meat itself, it is well known that careful housekeepers often hang up their meat at this season of the year, for a time as long as that occupied by an Atlantic voyage, to secure the tenderness which is so great a desideratum at English dinner tables. That the Canadian fresh beef is, at the same time, tender and

sweet, can be proved by experiment. It is desirable that the attention of persons charged with the victualling of public institutions should be turned to this matter, in order that they may, if possible, make considerable arrangements for the receipt and disposal of this experimental consignment have been made by Mr. John Dyke, agent of the Ontario Government in Liverpool.—[Liverpool paper, 12th Feb.]

### The Great Problem of Cheap Transportation.

Next to the currency and the tariff, which are conceded to be legitimate national questions, the most important subject which engages public attention is the cost of transportation between the Mississippi Valley and the Atlantic seaboard. In the Western States this is the overshadowing question, and in the local estimation of the people of New York it perhaps outranks either of the others, although here in New York we disconnect it from national legislation and regard it as a question of State policy.

In what we are about to say we wish to combine and co-ordinate the two points of view, and show how local New York policy bears on the larger question.

We will not stop to comment on the message of Mayor Havemeyer to the Common Council; for although he seems singularly misinformed, his errors are of no consequence as regards the broader view which we wish to present. What Mayor Havemeyer says bears only on our State policy. There is a pending question in this State as to the submission to the people for their ratification of a proposed amendment to the constitution for funding what remains of the canal debt in a forty-year loan, thereby releasing the canals from a heavy annual charge upon their revenues for the early extinguishment of that debt, and enabling the Legislature to reduce the tolls on the canals to so low a point as to make their navigation practically free. The opponents of this measure, led by the Chamber of Commerce of this city, allege that mere reduction of tolls is insufficient for cheapening transportation to the point requisite for arresting the diversion of business out of the State with which we are threatened, and that the only efficient measure is an enlargement of the locks and the bed of the Erie Canal by a general tax on the property of the State, creating a capacity to pass canal-boats of 600 tons burden, and thus enabling us to compete successfully with the enlarged Welland Canal which threatens to tap Western transportation at the lower end of Lake Erie and give the lion's share of our grain exports to Montreal and the River St. Lawrence. Between these competing views of State policy we have already expressed our views with sufficient distinctness and emphasis. We recur to the subject for the pur-

pose of showing how this controverted point of State policy bears upon the larger question which has begun to be agitated in Congress. So far as regards that larger question the conflicting views of State policy are of no consequence, inasmuch as both parties to the local controversy aim at the same object of reducing freights and preventing a diversion of business out of this State to Canada.

It is worth noting that, from the New York point of view, this is not at all a question between our canals and the railroads, but between the New York canals and the canals of Canada. Canal transportation, even at the highest rates of tolls, has always been cheaper than transportation by the railways. If New York should suffer by diversion of business, it will be because the Canadian canals pass larger vessels and offer cheaper transportation than the canals of New York.

Now, our great railroad lines have as great an interest in preventing this diversion of business into Canada as the Erie Canal. If a thousand tons of grain at Chicago can reach Liverpool at smaller cost by way of the Welland Canal and Montreal than by the Erie Canal and New York or by the railroads and New York, it will be shipped by the Montreal route. Neither the Erie Canal nor the railroad, can prevent this except by underbidding the Canadian offers. It is plain therefore that the same motives will constantly operate upon the railway companies which are appealed to by both parties to our local New York controversy respecting the best means of reducing the cost of freight on our canals. The same Canadian facilities which are extorting from us, in one form or another, an abandonment of our former canal policy, and a reduction of freights, must operate with equal force upon the railroad companies, and with a like compulsory effect. If, as nobody disputes, the danger with which we are threatened from Canada is real, the railroads can no more afford to disregard it than the State of New York which owns the Erie Canal. And both are forced to meet it in the same way, that is, by a reduction of charges to the lowest possible point.

But the blind advocates of Congressional regulation overlook these cardinal facts on which the whole subject, so far as it is a practical and not a constitutional question, hinges. The great railroad lines are under the same irresistible compulsion which is operating with such tremendous force upon the canal policy of the State of New York, involving our citizens in a strenuous contest as to whether we shall adopt this or the other method of warding off an acknowledged danger. Both parties to this contest are constrained to admit that it is only by underbidding the Welland Canal, now in process of enlargement, that we can retain our business. The railroads must fight this same danger, which equally

threatens them, with the same weapons. Among themselves they can combine and put up or put down freights so as to prevent ruinous competition with one another. But they have no other means of standing against the competition which menaces both them and the New York canals from Canada, than by making their rates low enough to prevent the diversion of business. It follows, therefore, that every desirable thing which could be accomplished by Congress, if Congress had constitutional power, is equally certain of accomplishment by the same business laws which are forcing upon the people and the Legislature of New York a reduction of the cost of canal transportation as the paramount question of State policy.—*New York World.*

**How to Increase Trade.**

Probably more than one of our readers were surprised to notice, in a statistical table of the world's commerce printed in our columns a short time ago, that the little kingdom of Belgium stands next to the United States in the aggregate amount of its imports and exports. It is possible that Zollverein Germany would a little surpass Belgium in the amount of its trade, and take rank next to the United States, if the true amount of German exports were known. The table does not give these, probably for this reason, that as the Zollverein does not tax exports it keeps no accurate account of them. German imports in 1872 were slightly in excess of Belgian imports; and consequently, if German exports were known and added, Germany and Belgium might change places in the table.

But, taking the table as it stands, there is cause enough for astonishment on the one hand and for serious thought on the other, in the fact that the little circumscribed spot of earth called Belgium, having, all told, an area of only 7,275,612 acres, and of these less than 5,000,000 acres in cultivation, should almost equal in the amount of its commerce these United States, which have a land area (excluding Alaska) of 1,926,636,800 acres. The total commerce of the United States in 1872 was \$1,164,000,000; of Belgium the same year \$999,400,000. The population of the United States in 1871 was in round numbers 39,000,000; of Belgium the same year 5,100,000.

One or two further comparisons will show in a clear light how amazingly inferior, in the matter of trade, our country is, relatively to Belgium. The estimated area of Massachusetts is 4,992,000 acres. This is more by 12,000 acres than the cultivated area of Belgium, but less by 2,283,612 acres than the aggregate acreage of Belgium. The kingdom of Belgium is not a great deal larger than the state of Massachusetts. The state of New York contains 32,332,160 acres, or four and one-half times

more than Belgium has; and the population of the state of New York is already nearly equal to the population of Belgium—the difference may be at the present moment 400,000 in favor of the latter; and yet the comparison in our statistical table is not with Massachusetts, or New York, but with the whole United States.

Is there anything in the history and policy of Belgium that accounts for this remarkable eminence of industrial and commercial position? There is something that accounts for it. In the first place, the perfect free trade, which the Low Countries enjoyed up to the time of their revolt from Spain, towards the end of the sixteenth century, gave a great impetus to their industry and commerce. As early as the fourteenth century, their linen and other woven goods were held in the highest estimation all over Europe. The famous revolt from Spain, which ended, after eighty years, in the acknowledgment of the independence of the Dutch Provinces, and in the imposition of the yoke of Spain upon the neck of the Belgians; the fact that for the next century the Low Countries became the battle-field, the "cock-pit," of Europe; and the subsequent passing over of Belgium as an adjunct to the house of Austria, interrupted and well-nigh destroyed the industrial developments of Belgium.

In 1792 the country was conquered by the French, who applied to it till 1814, when Bonaparte was overthrown, the protective system, so-called, with extreme rigidity. But from 1814 to 1830 Belgium was united to Holland, and the two had in common a customs tariff based on a maximum duty of three per cent. on raw materials and six per cent. on manufactured goods. It was during this interval that the modern manufactures of Belgium were brought into existence; the lace of Brussels and Mechlin, the linens and damasks of Cambrai and Liege, the woollens of Ypres, the manufactures of carpets, hosiery, cotton goods, machines and fire-arms became thoroughly established; and a national exhibition of industry in 1830, just before the separation of the two kingdoms, demonstrated an astonishing progress.

But the foreign commerce at the Belgian ports, chiefly Antwerp and Ostend, suffered by the connection with Holland for the benefit of Amsterdam and Rotterdam; and a difference in race, language, religion and traditions gave rise to a violent revolution in 1830, which separated the Belgians from the Dutch probably for all time. The Belgians reimposed upon themselves a "protective" system with such results in revenue and trade and industry that Mr. Frere Urban, the Minister of Finance, came forward in 1851 and declared his intention gradually to remove from the tariff every duty that could be called "protective." In this view, a new tariff went

into operation in 1855; and another, actually fulfilling that intention, in 1866; so that now a low tariff is maintained solely for revenue, and an almost universal public opinion finds fault with it, not that it is so free, but that it exists at all. Belgium is the most advanced country in Europe, probably, in its ideas and practice on the freedom of trade. We find in this one fact one great reason why the smallest monarchy in Europe stands fourth in its commerce among the leading nations of the world—England, France, and the United States alone surpassing it.

At the last Cobden Club dinner, Mr. Lay-eloye, a Belgian, spoke as follows: "As for Free Trade, the cause is as good as won, notably in Belgium, where the Chambers of Commerce are demanding not only the reduction of the tariff, but the complete suppression of all the custom houses, which would make our country a free port—a mart free to all Europe."—*Evening Post.*

**Interesting Statistics.**

Following are some interesting statistics, condensed from the New York *Bulletin*, showing the trade of the eleven great nations of the world. (The amount in dollars is the total value of imports and exports):

	TOTAL COMMERCE.		POPULATION.	
	1872.	1855.	1855.	1872.
G. Britain.....	\$3,043,000,000	27,620,000	32,000,000	
France.....	1,429,000,000	33,750,000	36,100,000	
United States....	1,164,000,000	27,090,000	41,000,000	
Belgium.....	999,000,000	4,580,000	5,100,000	
Germany impli- ed only.....	500,000,000	33,500,000	35,400,000	
Austria.....	447,000,000	36,500,000	35,000,000	
Russia in Europe.....	515,000,000	65,000,000	71,000,000	
Italy.....	518,000,000	18,350,000	27,000,000	
Spain.....	339,000,000	15,600,000	16,370,000	
Netherlands....	444,000,000	3,433,000	3,650,000	
Sweden.....	73,000,000	3,650,000	4,100,000	
Totals.....	\$9,276,000,000	271,433,000	311,620,000	

The United States shows the greatest increase in population, 14,000,000, and Italy the next greatest, 8,000,000; Austria has lost 600,000.

Messrs. Call and Miller, of Newcastle, N. B., have received a subsidy of \$2000 a year from the Government of New Brunswick, to run a steamer twice a week between Newcastle, Chattam and Indiantown on the South West Branch of the Miramichi, and Red Bank, on the North West Branch; and have purchased the steamer Andover for \$10,000. It will take some delicate navigation to get a side wheel steamer drawing two feet of water round to Miramichi.

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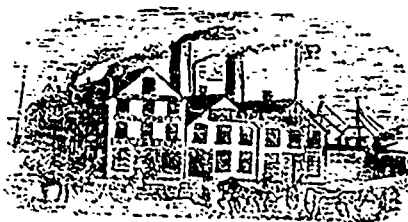
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