

# INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

DEVOTED TO HOME INDUSTRIES, SCIENCE, COMMERCE, FINANCE, INSURANCE, RAILROADS AND MINING.

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AND NATIONAL ECONOMIST.

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FREDERIC NICHOLLS, GENERAL MANAGER,  
TORONTO.

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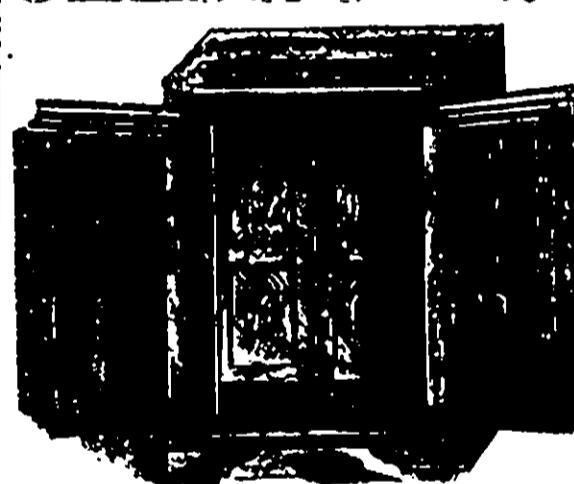
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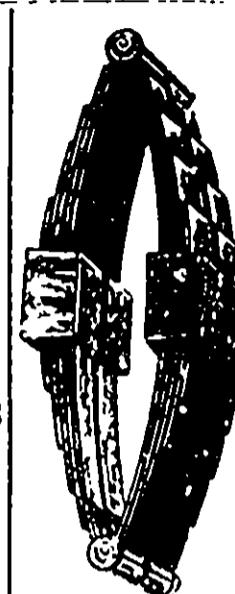
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## ABOUT MANUFACTURERS' PROFITS.

A pretty good story of facts just given in this column shows how manufacturers are expanding in Canada under the genial and life-giving sunshine of the N.P. But, it is said, the country is really impoverished by all this, the profits of a few manufacturers are a robbery of the people. We propose to go back to certain instances for review.

Free Trade writers are like the darkey's "old Virginny" in one way, they "never tire" of describing the glories of England's manufacturing progress. Now, "manufacturing progress" is an imposing expression, and it reads well, especially when applied to the great British Empire. But what does it really mean, or, rather, let us ask, what did it mean in the days when Britain's commercial greatness was being built up? Did it just mean that British trade and manufactures were prosperous to an astonishing degree, that the country's greatness was built up, and that Britain's industrial strength became the right arm of her political power. We won't take this for an answer, just for the reason that it serves to keep the bottom facts out of sight. We want to get at the bottom, individual facts of the matter, and we are not going to be cheated out of them by mere "glittering generalities" of any kind. What, then, are the tangible, individual facts upon which the whole glittering, dazzling story of British manufacturing progress rests? We may fairly borrow the language of Scripture, with a modification, and say that time would fail us to tell of all, or nearly all, the Baraks or Gideons who figured in the fight. But let us recall the names of the Paris, the Hocquigny, the Texarkana, the Chester, aye, and the Barons, whose fortunes were made in manufacturing. Many who are quite entitled to be called successful men made moderate fortunes, as fortunes are considered in England; more than a few made fortunes which may properly enough be called gigantic. How were these fortunes made? Here let us still stick close to the individual facts; don't let these facts get away from us. These great fortunes, we say, were in each case made by enormous profits on sales made in markets which the British manufacturer had nearly all to himself. It may be said that the British manufacturer was not protected in these markets, to which the reply might well be made that, where not protected by a tariff of duties, he was virtually protected by the monopoly of British shipping in carrying goods, and British commercial houses in drawing bills on correspondents abroad, which still holds good in both these points. But in the main point of all the British manufacturer had the reality of protection, no matter what the name of the think might be. He held the market and he made his prices. If you say "no" to this, then account to me for the perfectly enormous fortunes of some British manufacturers, who are now the owners of estates that once belonged to families claiming to have come over "with the Conqueror." Enormous fortunes are also made by manufacturers in the United States. Is this a proof that the Great Republic is going to ruin and decay? Is it a calamity to England that SAMUEL MOSLEY and THOMAS DAYLER FORRESTER, both distinguished Free Traders have made and are still making fortunes out of their almost exclusive possession of certain markets in certain lines? Oh! but, it may be said, their profits are really small in percentage, it is the big business that does it. We reply, no, their profits are actually very large in percentage—far larger than people generally are aware of. Tell it to the marinies that the cotton magnates of Lancashire and Lancashire made their fortunes out of profits of from five to ten per cent. Or that the great iron-masters of Yorkshire, and Wales, and Clydesdale, made theirs out of the still moderate figures of from ten to fifteen. We say no. These fortunes were built up on actual profits of from fifty to one hundred per cent. What a gigantic evil this must have been, says somebody; how could Britain be anything but a ruined country, with all this going on? Not at all, says McCUTCHEON, or McCROWDER, as CANADA calls him, in his infallible Commercial Dictionary of Free Trade; quite the reverse. Two great fortunes made in manufacturing

were the very proofs of how good a thing manufacture—and Free Trade—are for a country. We ask, then, if a profitable manufacturer built up England, how is it going to ruin Canada? Show that the success of a cotton mill or a sugar refinery is a disgrace to the country. A fortune made by large profits—yes, we say, by large profits—is a part of Britain's commercial greatness, if made in Ulster or Manchester. Further, it may be made in New York or Boston, or Philadelphia, not only with impunity, but with honour. Miskell in Montreal or Toronto, however, and you are a public robber. This is really what Canadian Free Traders say, in effect, whether they know their own meaning or not. Immense profits may be made on manufacturing, somewhere or other, but not in Canada. Let Bass make his millions out of the hot blast and pig iron, and give half a million to the Established Kirk of Scotland, by way of solace to his soul. Let Bassawan make his millions, too, out of an invention the one really valuable point in which was plucked from a man by the name of Bassett, whom very few have heard of. All right and proper enough, that is what they do in the old country, but if you do it in Canada you will be hanged for it—on a Globe gallows. We say, let us get down to the basic principles of common sense in this matter.

## ANGLO FRENCH TREATY NEGOTIATIONS.

The latest information we have of the progress of the commercial treaty negotiations between England and France is contained in the London papers of the 3rd inst. A despatch from Paris dated the day before states that the Joint Commission met that morning, when the subject of woollen goods was discussed. It was expected that the French experts would put in an appearance to give evidence, but they did not do so. Mr. Bovisaid, of Leeds, who accompanied the English Commissioners, was present for the purpose of replying to their statements, but he was not afforded the opportunity of doing so. The French Minister explained the absence of the experts by stating "that he and his colleagues on the Commission had so thoroughly mastered the subject that they did not consider it necessary to call evidence of that kind. The despatch says that a full statement of the case of woollen tissues, prepared by Mr. Bovisaid, was made by Mr. Browne, and was so conclusive that the discussion which ensued between the French Commissioners on the one hand, and the English Commissioners and Mr. Bovisaid on the other, raised no new points, and was confined to details, the French Commissioners promising to examine the samples furnished by Mr. Bovisaid. It is stated that after the English expert withdrew, some slight concessions were offered by the French upon two of the categories for mixed woollens, but the position of the negotiations upon the subject was not thereby materially altered, nor was any agreement probable without further reference to the two Cabinets, as the difference was one of principle and not merely of figures. Telegraphing on the same day the Paris correspondent of the Manchester *Guardian* made the following statement:—"Doubt is no longer possible. Our Commissioners will return on Saturday and there will be no treaty. The French offer do not even amount to the status quo, and our Commissioners were, on leaving England, firmly determined not to accept anything less than an improvement on the 1860 terms. The French have certainly made a slight approach towards our requirements, but so faintly that their propositions, although officially noted, are very far indeed from reaching the point at which a compromise might be entered into. As before, the cotton section is the rock on which the negotiations have been wrecked, although minor points, such as mineral oils, felt hats and leather, still remain in an unsatisfactory condition." A rumour having gained currency that the negotiations had been broken off, the 7th inst. of the 3rd instant contradicted it, and pointed out that the negotiations were only again postponed, the British Commissioners returning for fresh instructions. The "Thunderer's" views are thus summarised: it thinks it expedient to repeat what it thinks to be the sound principles on which the country should be guided in the negotiations, and once

again urges those who are in authority not to be led into abandoning these principles in the hope of a momentary advantage. The Times says the opinion of English business men is that the negotiators should remain firm and except nothing less favourable than the old treaty. Without these, it says, it would be better to have no treaty at all, and in case the negotiations fail it points out that without a treaty the country would be free to set up its pleased for revenue purposes—to set the tariff as it pleased, according to the needs of the moment. Entertaining the possibility of such an ending, the Times concludes: "It will be in some sense a regrettable termination of a well-meant economical experiment if the treaty thus comes to an end, but England will at least rest with complacency that it is not her fault." The Standard "regrets that the negotiations are again suspended, but it must not be supposed that the chances of the ultimate conclusion of a just and satisfactory treaty between the two countries have disappeared, or that they have by the mere adjournment changed materially for the worse. When the commissioners meet again it will be under much more favourable auspices. The French representatives at least will feel more sure of their footing. They will be entrusted with a larger measure of responsibility, and they will probably be empowered to offer more liberal terms. Certain it is that in the discussions that have taken place many differences have been disposed of once and for all. M. Gasserra himself has every reason to desire the conclusion of a commercial treaty with England, and politicians who think very differently from M. Gasserra on many subjects, when they look at the existing international relations of France, must wish the same thing. Those facts will not divert individuals, or powerful groups of individuals, of their dislike and distrust of every approximation towards Free Trade. The protectionist interest is, and is likely to remain, an influential and weighty one. M. Gasserra cannot ignore its sentiment; it remains to be seen whether he can educate its opinions." The *Morning Post* takes it for granted that the negotiations have ended, it remarking that "The French Minister of Commerce has shown Mr. Gladstone's negotiators the door; has sent them home with their journey for their pains." "On no point of the slightest importance," says the Standard, "would the French concede to the chancery of the English Government. At the same time our Free Trade Ministers did not dare to accept the proposals of France and abandon the interests of England. In spite of their platform declarations in this country, that the Liberal party was pledged to throw open the ports and markets of England, no matter what was the commercial policy of foreign countries, their heart failed when they had an opportunity of acting up to their solemn declarations. In spite of their past pledges and recent boasts, they were obliged to assume an attitude which suggested retaliation and openly hinted at reciprocity. The hostile action of the French Government against the English cotton fabrics compelled Mr. Gladstone to think of the innumerable woes of the sturdy spinners of Lancashire, and, swallowing the principles of 'the Immaculate Cause' and the 'Divine Economy' at a gulp, our Radical Cabinet has recognized that it dared not contract a commercial treaty with France which would sacrifice English interests and fetter England's power of retaliation." The *Daily Telegraph* takes the view that the negotiations have collapsed. It says, "The likelihood of failure was evident since the object of the French negotiators was to introduce a partially protective tariff under a thin disguise." It continues, "The mere change from ad valorem to specific duties was notorious that England could by itself object to for our own tariff is mainly based on the latter and simpler plan, but under the pretext of effecting this alteration the French officials sought to gain our assent to what was virtually a reactionary scale. Our representatives, on the other hand, could only consent to changes of form that either reduced the total duties levied on our goods, or, at all events, left them substantially the same. As our friends across the Channel were pertinacious in their design, and as we could not accept terms which, while tying our own hands, imposed new

burdens on our manufacturers, the breakdown of the negotiations was always probable. The result is to be regretted, but no treaty at all would be much better than the convention that was proposed. In the first place, as a matter of principle it would have been injurious to the general cause of Free Trade were France exhibited retracing its steps towards Protection under the auspices of an English Cabinet containing Mr. Gladstone and Mr. Baines. In the second place, we shall now recover our liberty and be as free as we were in 1860 to raise larger revenues from foreign luxuries or to alter the rate of our duties on wine." Notwithstanding the pessimistic views of some leading London morning journals, we shall not be surprised to learn of the renewal of the negotiations at an early day. To what extent the advent of a new Government to power in France may influence the situation, is one of the interesting aspects of the case that will now claim attention. Gasserra is a pronounced Free Trader, and so are some of the leading members of the new Cabinet. Will the French Premier insist on putting his views into practice, or will he act upon the principle of forming his policy in accordance with the requirements of the country?

## BENEFITS OF MANUFACTURES.

An American exchange refers to the case of a single industrial establishment to point out the benefits conferred upon a community by the existence of manufacturers in its midst. It is that of the Cambria Iron Works, Johnstown, Pa., whose proprietors pay out \$103,000 per month in wages. "Thus," says our contemporary, "one and a quarter million of dollars is enabled to be distributed each year to give comfortable homes to the people where agriculture is not possible, and afford good markets for the products of thousands of industrious hands in other employments. If the ten other steel plants do as much, and some of them do a great deal more, then the Bessemer steel industry furnishes the people the living little sum of \$13,500,000 annually, which will drive several little wolves away from the snug, comfortable cottage homes in the more rugged hamlet towns of the land." In this "Canada of ours" we have some political philosophers who regard such a condition of affairs as of questionable benefit. If our neighbours had a policy of one-sided Free Trade instead of that of Protection, their manufacturing industries would not be in the prosperous condition they are found to-day.

## THE PROVINCIAL FAIR.

Toronto has given the Provincial Agricultural and Arts Association another slap in the face. It will be remembered that at the last annual meeting of the Association it was decided to hold the exhibition of 1882 at Toronto, although that city had not extended the usual invitation, while other places had put forth efforts to secure it. As our readers are aware, Toronto has now an annual exhibition of its own, held under the auspices of the Industrial Exhibition Association. When it was announced that the Provincial Agricultural and Arts Association had decided upon holding their exhibition at Toronto, the question arose, Will the Industrial Exhibition Association (of Toronto) give way for a year or will there be a united exhibition? It was discussed in the press for some time, and now the matter has reached a crisis. The Toronto Association has a lease of the exhibition grounds during the months of September and October of each year, and therefore has the "inside track." A few days ago their officers notified the Exhibition Committee of the City Council of Toronto of their intention to go on with the exhibition next year as usual. At a meeting of the committee held on Monday the following resolution was passed:

"That the Industrial Exhibition Association having notified the corporation that it is their intention to hold their annual exhibition for the week commencing September 11, 1882, and that they claim the use of the exhibition grounds during the months of August and September in connection therewith in terms of the lease executed between the city and association, this committee, while feeling the honour conferred upon the city in its being selected to be the place for the holding of the next Provincial Exhibition, regret very much that under the foregoing circumstances they feel they cannot recommend the Council to make any provision

whatever for the holding of the said Provincial Exhibition during the month of September."

Now arises the question, What will the Provincial exhibition authorities do in the matter? They decided to go to Toronto uninvited, and now Toronto informs that they are not wanted. Evidently they are in an awkward position.

## EDITORIAL COMMENTS.

The Paris correspondent of the London Standard writes: "In consequence of the non-concurrence of England and France in the proposed extension of extradition treaties, there is no probability of any further International agreement on the subject. Failing the co-operation of those countries, no working arrangement would, indeed, be practicable. France is probably less indisposed to negotiation than England, but she would certainly require some guarantee that political refugees should be tried before a regularly constituted tribunal before entering into an agreement to deliver them over to their governments. It is very doubtful whether the Russian Government could give such a guarantee."

According to a despatch from Washington it is the opinion of leading Republican Senators that no action will be taken in the direction of tariff revision during the approaching session of Congress. It is thought, however, that a committee composed of eminent manufacturers and representatives of both Houses of Congress, will be appointed to determine what changes are advisable. One thing is certain, that while recommendations may be made to the removal of existing anomalies in the tariff, the protective system, under which the manufacturers of the United States have rapidly increased, will be adhered to. From that policy our acute neighbours are not likely to depart for many years to come.

An exchange says that "to make above page enough for American consumption annually 100,000 cords of timber, and to make Lucifer matches 300,000 cubic feet of the best pine are required every year. Last and boot-trees take 600,000 cords of birch, beech and maple, and the handles of tools 500,000 more. The baking of our bricks consumes 2,000,000 cords of wood, or what would cover with forests about 50,000 acres of land. Telegraph poles already represent 800,000 trees, and their annual repair consume annually thirty years growth of 75,000 acres, and to fence all the railroads would cost \$65,000,000, with a yearly expenditure of \$15,000,000 for repairs. These are some of the ways in which American forests are going. There are others: packing boxes for instance, cost in 1874 \$12,000,000, while the timber used each year in making wagons and agricultural implements is valued at more than \$100,000,000."

Several American capitalists give notice of their intention to apply to the Ontario Government for letters patent incorporating them as "The Steel Association of Ontario." The objects of the company are thus set forth in the notice published in the *Ontario Gazette*:

"The object of said incorporation is the seeking for and acquiring iron mines in the said Province, the working of and from mines, the purchase of iron ore, the establishment of smelting works for the manufacture of the several grades and kinds of iron, and works for the production and manufacture of steel under such process and methods as the company may acquire or have the right to use, also for the purpose of manufacturing the several and various articles manufactured from steel and also from iron, and for the sale of all the said products; also for the purpose of buying, importing and selling coal and generally with all the powers incident to and required by such a corporation."

The principal operations of the company will be carried on in the County of Hastings, and Belleville will be the place of business. The *Ontario* understood on Saturday that the Belleville City Council last evening

The *Moncton Times* contains the following paragraph under the heading "No New Factories":

"The *Toronto Globe* is driven to the last ditch in its opposition to the N.P. It draws a fine line and defines the Government press to point to a single new branch of manufacturing commenced since the N.P. came into force. It says we had cotton factories, car shops, etc., before the N.P., and that no credit is due the Gov-

erment for the establishment of such industries at different points. The editor suggests to recognize the fact that the N.P., by creating new sugar refineries where only one exists, etc., at an astonishing rate, has done something praiseworthy. Since it wants an entirely new industry, never before attempted in Canada, we recommend the editor to visit the brass factory at Weston. A Halifax gentleman, at the head of a large hardware house, visited the establishment a short time ago and was surprised to find that such goods were manufactured in Canada, much less in the Maritime Provinces and large orders from his house that formerly went abroad will be the result. This is a new industry in every sense of the word. There are other brass factories in Canada it is true, such as the Old-established, but none to turn out the kinds of goods made at the Weston factory. It is the only establishment of the kind ever known in Canada. It is established as the result of the National Policy, and what is best of all it can turn out goods at a large profit, at the prices quoted by the Connecticut factories, less the duty. Will the G.O.C. make a note of this?

## NATIONAL INDUSTRIES.

The Industrial World will be pleased to receive items of news from its readers in all parts of the country, for publication in these columns. It will take but a few minutes time and a postal card to acquaint us with what is going on in your neighbourhood, and we will always find room for all legitimate communication, which must be accompanied by the writer's name as a guarantee of good faith!

## KINGSTON'S LOCOMOTIVE WORKS

The Kingston Locomotive works were started upwards of twenty-three years ago by the late James M. Hart, and after many vicissitudes and heavy losses to the various shareholders, they have finally fallen into the hands of the present holders, known as The Canadian Locomotive and Engine Company, limited. In spite of the N.P., the gentlemen at the head of this company have shown their confidence in this branch of industry by

**EVALUATING THE ESTABLISHMENT**  
to its utmost limits and in raising the number of its workmen to a point never before attained. In April last, when they assumed control, 120 men were employed. Now the number upon the pay roll exceeds 300, and fully 100 more mechanics (fitters, machinists and blacksmiths) are wanted. A new workshop, 32 feet long by 60 feet wide, and two storeys high, has been erected, and the old shops have been repaired and improved, so as to afford better ventilation, light, and air. All the buildings, both old and new, will be heated by steam pipe, and the entire premises will be lighted with gas. New machinery, costing upwards of \$50,000 has been ordered during this summer, and will be put in place in a few weeks when the new workshop has been finished. Large and powerful steam hammers have been purchased, and furnaces will be built which will enable the company to produce the largest class of forgings required in the construction of locomotive engines. It is creditable to the company that they have ordered most of the machinery from Canadian manufacturers. We are informed that Messrs. McKechnie & Beirnes, tool and machinery makers, of Dundas, have looked for these works the largest order they have ever taken from any one firm, and it is certain to know that Mr. Gorham, the superintendent of the works, expresses himself as well pleased with the machinery they have thus far delivered. When all the improvements which are now being vigorously pushed are completed, this establishment will be able to turn out at least a locomotive a week, and if the demand warrants it, this output can be increased to three per week, which is equal to about 150 engines per year.

### THE STANDARD ENGINE.

The company has already turned out and delivered to the Credit Valley Railway Company three out of eight new passenger engines now being built for them, and expect to deliver the remaining five between this and New Year. The engines are of the type known amongst railway men as "The American," and will hereafter be known as "The Standard Engine" of these works. They have four coupled driving wheels, and a four wheeled truck of the lateral motion principle under the front end which enables the steepest curves to be passed without difficulty. The cylinders are sixteen inches in diameter, and have a stroke of twenty-four inches. The driving wheels are five feet nine inches in diameter, and the greatest possible care has been exercised in balancing them on account of the high speed at which the engines are intended to run. They are fitted with all the most modern improvements, including the Westinghouse automatic break, and weigh, exclusive of the truck, 70,000 pounds. The material used in the construction of these engines is of the very best description. The boilers are made entirely of steel, and were tested with a pressure of nearly 200 pounds per square inch. Wrought iron and steel have been largely substituted for cast iron in order to combine lightness with strength. The workmanship is equal to that upon any engine built upon this continent. The company has procured at considerable expense a complete set of gauges and standards, from which all the important parts of the engine are shaped and finished, so that similar parts will fit all engines of the same class. Rail-

way managers and superintendents are well aware of the important advantages resulting from this method of construction. The design of these engines is both neat and tasteful, and reflects the greatest credit upon the company's new superintendent, Mr. Thomas G. Gorham. This gentleman has proved himself worthy of the high reputation he received before taking control of these works, and gives practical evidence of his ability to produce an elegantly proportioned engine, and at the same time securing fitness and strength. The engines delivered to the Credit Valley Railway Company are intended to run their fast passenger trains and have proved their competency to discharge this service by easily starting a speed of over a mile a minute upon their trial trip.

### AN AGRICULTURAL COMPANY

The present company has displayed an energy such as has never been equalled by any of the former proprietors of these works. Even in the belief that a good locomotive engine could be built in Canada as in any other part of the world, provided proper machinery, material and workmanship were employed, it has spared neither exertion nor expense in procuring all. The company is to be congratulated upon the pluck displayed in reanimating an industry which certainly is the greatest that the limestone city can boast of.

### CHARCOAL, IRON.

The extensive deposits of iron in the Ottawa valley continue to attract the attention of American capitalists, and we see in the near future prospects of a vast development. Only last week Mr. Passinger, of Philadelphia, the Secretary of the Charcoal Iron Workers' Association, visited Ottawa to officially investigate the mines in this neighbourhood, and to ascertain what facilities are offered for the erection of blast furnaces and the manufacture of charcoal iron. On Saturday he left for home, leaving perfectly astonished at not only the quantity but the quality of the ore. In a short time he will make his report to the United States Government, and from the manner in which he expressed himself we are led to believe it will be a fair and impartial one. It has often occurred to us that our capitalists have not taken that interest in the development of the varied resources in this district that they should. There is abundance of capital which might be invested in a few enterprising citizens, men of reputation and known integrity, would only make an effort to put it into circulation. If we are to prosper our money will not all be locked up. With the natural advantages, unlimited water power, central position, and varied resources, Ottawa should lead the van in the march of progress and prosperity. In the industry we mentioned there is no reason why the necessary capital could not be obtained to erect blast furnaces for the manufacture of charcoal iron. This industry has advantages that few others possess. The market is not confined to Canada, certain since being extended in the United States and Great Britain. The latter now imports her iron principally from Sweden, and a careful estimate has shown that it can be manufactured here as cheaply (if not cheaper) as in Sweden. There is abundance of fuel, unlimited ore, and good means of transportation. The only other essential necessary is enterprise. In the matter of fuel, it is estimated that 40,000,000 feet of lumber is wasted annually in connection with the mills in and around Ottawa. The sawdust could be utilized in the furnace, and the refuse converted into charcoal. With such advantages Ottawa must certainly some day be a great manufacturing centre, and it is a duty we owe to ourselves and to posterity to precipitate it as much as possible.—Ottawa Citizen.

### THE GLOUCESTER SILVER MINES.

The work of sinking shafts and developing the silver mines on the Nigadoo, Gloucester County, is still carried on, although it has been somewhat curtailed owing to the difficulties which attend operations of that kind in the winter season. It was at one time supposed the two companies were going to amalgamate and operate together, but from all we can learn this has not been effected. The Nigadoo Mining Co. have reduced the number of men at work in their mine to three, besides the cook and manager. They have their shaft sunk now to a depth of nearly 60 feet, following the dip of the vein. For 35 feet or thereabouts the dip of the vein is nearly perpendicular, below that it pitch. It inclines to the south at an angle of 76 degrees with the horizon. The vein walls are still well defined, and measure the same width apart as at the surface, which is about 8 feet, and are coated with the characteristic, putty-like mineral peculiar to them. The vein-stone or rock filling the vein, likewise preserves the same character as at the surface, that is to say, it consists of a greenish-magnesian limestone; and the quantity of ore embedded in it does not appear to have increased or diminished to any appreciable extent at the above depth. It is contemplated to sink this shaft 10 to 15 feet further, and then drift a tunnel towards the east, under the river, where it is expected they may meet with a greater quantity of ore, as the indications are very good on the river's bank, and it is supposed there may be what is called a "chimney" of ore there.

The Gloucester Mining Company have temporarily suspended operations. Their property is on an other branch of the Nigadoo River, about three-fourths of a mile west of that of the Nigadoo Mining Company. Good indications of ore were seen in the bed of this stream and the company diverted the water into a new channel and commenced sinking a shaft. As far as they went down, which was only to the depth of a few feet, the ore held out in fair quantities, but when the fall freights set in the labour of keeping out the water became too great so they concluded to give up work for a time. At this mine the ore appears in fairly greater quantities than in that of the other company, but there does not, however, seem to be any well defined vein. No vein walls are apparent and the deposit looks more like a bed of ore than a lode. But as the geological forma is in which the coal found is evidently of no considerable thickness in this neighbourhood, it is possible the veins may not appear on the surface in all places. It was at first supposed the two mines were in the same vein, but this is now regarded as very doubtful, and is, indeed, highly probable, unless there has been a great dislocation of the strata in the intervening space. It is more likely that there are number of irregular veins or beds of ore in the vicinity of the mine, as outcroppings of veins and pyrites have been seen in several places on the Nigadoo. Below an opinion can be expressed regarding the extent and character of those deposits, however, there should be a proper scientific survey made of the district in which they occur, and the veins or beds opened up in several places, and a shaft sunk to the depth of a few hundred feet. There are many veins to be explored, these being more valuable. They are found in the Quebec group of rocks, formation which is highly metalliferous. They occur near the North-Western limit of this group or belt, which is here some 10 or 12 miles in width, and in a section where the strata are all very thick, pretty deep, and, in general, the quantity as well as the quality of the ore may be expected to improve as they descend. The association of the different kinds of metals and minerals found in the sediments, too, is such as would reasonably lead to the hope of their being productive.—St. John, N.B., Sun.

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## LUMBER TRADE.

### THE BRITISH MARKETS

(James Smith & Co.'s Wood Circular.)  
Liverpool, Nov. 1st, 1841.—There has been a decided improvement in the consumption demand during the past month, and as prices have been very firm, with a slight advance on some articles, business cannot but be considered satisfactory. The import has been considerably increased of the same time last year, but our stocks are still moderate, with one or two exceptions. Early in the month it was said that the bank rate would be raised to 6 per cent., this, however, did not take place, and the rate has remained for the last three weeks at 6 per cent. The report from Canada, New Brunswick, etc., point to very small stocks to be held over the winter, and also that the supplies of Home Pitch Pine will not exceed half the quantity of last season. There is little change to note in freights.

Colonial Woods.—Yellow Pine. The import has been considerably larger than that of last October, but as the consumption has been brisk there remains but a stock of under 100,000 feet, against 750,000 feet. Sinker has been by private only. A parcel of 145 logs down spruce timber, from St. John, realized £11 per foot. Red Pine has been in fair demand, but the stock is excessive. F. & A. Ashford had little inquiry. Elm has come forward freely during the month, and the consumption has been good, leaving a stock of 47,000 feet, against 27,000 feet at same time last year. Oak. The demand has greatly improved, but there is an ample stock here at present. Sales have been by private. Oak flax-tiles are in quiet demand, and present prices are about 2 1/2 to 3 1/2 per cubic foot. There is some inquiry for special lengths and size. Birch is considerably reduced in stock, and the article during the month amount to only 6000 feet. A fresh parcel of 84 logs down spruce timber, from St. John, averaged 20/- per foot for 16 to 24 inches. The consumption has been 60,000 cubic feet against 21,000 cubic feet. Walnut in prime quality and large sizes is in good request, sales have been by auction at 45/- to 65/- per cubic foot. N. B. and N. S. Spruce. Deals have gone largely into consumption, amounting to rather more than the total import for the month, and the stock, as compared with the same time during the two previous years, is from 7,000 to 10,000 standards less. Prices have been very firm, but there has been little, if any, advance since our last issue, though now that the import season is getting so near to an end, it is very probable that a sharp advance will take place before long. The sales by auction have been of a cargo, ex Kurye, from St. John, at an average of £7 2s 9d per standard, and ex Huron, from St. John, N.B., at an average of £7 3s 6d per standard, but by private sale rather better prices than these have been obtained. A parcel of Miramichi spruce boards was offered without finding buyer, but planed spruce boards from St. John realized £6 2s 6d to £6 6s per standard. Pine deals are in fair demand, and a parcel of St. John, 1st, 2nd and 3rd quality, was sold at £7 12s 6d for 11 and 12 inches, and £7 2s 6d for 9 inches, but the 7 inches wide were not sold. Quebec pine deals.—The stock consists of 98,270 standards, against 53,000 standards last year, but with the good consumption going on this stock is comparatively moderate. Sales have been by private only, and a recent shipment of 2 inches and 1 1/2 inches, 1st and 2nd (about 70 per cent. 1st) realized £16 5s per standard. Quebec Pipe Staves still maintain their high value, but there have been no sales reported. West India Staves are wanted, and prices very firm. Palinge have been sold by auction at 77s 6d for 8 feet x 1 inch.

Noire or Europa Woods.—Fir Timber.—The arrivals during the month have been on a very small scale, and as the consumption continues to be good, there is now a very light stock. Redwood deals are firm in price and the consumption has improved. The stock is not more than will be wanted to meet the requirements of the winter months. Mining timber is required for, and a fair amount of business might have been done but for the difficulty of finding tonnage. Masts and spars are quiet, and no sales have been reported during the month. Redwood Fir Sleepers are in quiet demand. Fir Staves have been sold for next season's shipment at £7 10s per standard; but shippers are not prepared to go on at this rate, the prices demanded being from £7 15s to £8 per standard. Spruce Staves are offered at £6 10s per standard, c.i.f. Prepared Flooring Boards.—The consumption for the month has been nearly double that of this time last year, and the import having been on a small scale the stock has not been increased, and as very little more will now be brought forward for some months to come prices are likely to improve. The latest sales have been at £8 15s for 1st, and £8 7s 6d for 2nd white. For Lathwood and Seven Islands there is a fair demand, but no sales have transpired.

United States, &c.—Pitch Pine.—The import for the month consists of 103,000 feet, chiefly lawn timber. The consumption has improved, but the stock remains very heavy, viz., 1,056,000 feet against 448,000 feet this time last year. Prices abroad, however, have advanced, in consequence of the increased cost in wages and provisions, and it is reported

that the falling off in the production of lawn will amount to something like one-half of that of last year. Sales of 35 feet average lawn at 6s per load c.i.f. The inquiry is good from all parts of the Kingdom, but buyers are not yet disposed to any great extent to pay the prices demanded by sellers. Pitch Pine Flooring Boards are in better demand, and several shipments are expected; the last sale was at about £17 per standard. Oak barrels.—There have been no sales reported during the month, the arrivals being chiefly on timber merchant's account. New York, N.Y., dropped at about £21, and increased at £23 to £24. New Orleans Pipe Staves.—The supplies are very limited, and prices are consequently high. Greenheart and Teak.—There have been no arrivals during the month, and the only sale reported was a parcel of deck planks at from £14 to £18 12s 6d per load.

It has been learned from an entirely trustworthy source that the interest of the late Mr. Reynolds in the Mt. Lawrence and Ottawa Railway has been purchased by Mr. McClure. The interest thus secured amounts only to \$175,000, which of itself would not be controlling interest, as there are now outstanding bonds to the amount of \$750,000. There is said also to be a floating debt of \$130,000 and that it had been decided to dispose of £250,000 additional bonds to meet the expenses incurred in laying the track with steel rails. One of the objects in the reported purchase by the syndicate might be the desire to prevent the continuance of the opposition to the Brockville branch of the Canadian Pacific Railway.

**Mechanical Engineer.**—The locomotive is the highest type of machine work in point of durability. We cite this one in evidence. It was made at Rock Island and Pacific shops in Chicago. Engine No. 3 of this road has been in service since June, 1878 when it was new. It has never been in the shop since, and none of the parts except those on the cross heads have been taken out for refitting, and these only once. Its mileage during the three years has been 115,369 miles, and it is considered good for 200,000 miles before going into the shop. Its driving wheels are 87 inches in diameter, and have Crapp's steel tires. Master mechanic Twombly gives the credit of this performance to Jerry Brown, engineer, who is considerately good natured, and never gets his engine oiled.

A locomotive is being built at the Grant Locomotive Works, Paterson, N.J., which will burn neither wood nor coal. The fuel will be water, which is decomposed in association with carbon, forming readily combustible gases, of which hydrogen is the chief. The method of decomposing water at a low temperature, invented by Dr. Charles H. Hall, was first used as a motor in a common coal burning locomotive on Long Island a year ago. It is now used practically in boats and in illuminating houses. The water vapor is dissociated into its elements, oxygen and hydrogen in the presence of the carbon of naphtha. It is at a temperature of 400° C. As the hydrogen turns with a heat of nearly 3000° C., a gain is effected of 15-20 of the whole heat. The engine of course is constructed very differently from the common engine. What may be termed the "gas grate" consisting of four rectangular three feeder pipes and 332 burners, occupies the place of the grate and fire or part of the fire box in an ordinary locomotive. The gas passes from the nozzles to the feeders, and thence to the burners, and burns with a colourless and almost invisible light. The heat of 3000° C. is greater than any heat known, except that of electric light. The use of this fuel does away with smoke, cinders and sparks. It requires but little "airing up," as the touch of a lighted match is all that is necessary. The trial of this engine will be made soon after it is completed and tested. It is said that a railway company has offered \$1,000,000 for the right to use this process, providing that this engine will draw a train of four Pullman cars from New York to Chicago and return on schedule time.

The past season has witnessed unusually large additions to the population of Canada by way of immigration. Forty-two thousand permanent settlers, it is stated, have come into Canada during that period.

The French Ministry resigned yesterday, whereupon President Grévy summoned M. Gambetta to the Palais and entrusted him with the formation of a Cabinet. M. Gambetta undertook the responsibility, and proceeded at once to draw up a list of the new Ministers, which will be published on Monday.

The United States Naval Advisory Board reports that only twenty warships of the navy are fit for active service or worth rebuilding, and recommends the construction of forty new vessels of various classes. The entire cost of re-equipping the navy on a proper footing is estimated at thirty-one million dollars.

Advices from Anticosti state that owing to the failure of the fisheries the utmost destitution prevails, the majority of the inhabitants having nothing but a few potatoes to subsist on during the winter. The unfortunate fishermen have been offered free passage to Quebec, and before long there will doubtless be an extensive exodus from the island.

## SPRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

### SOME TARIFF TRUTHS.

(Chicago Industrial World.)

The doctrine of free trade is, that whenever a duty is imposed, the amount of the duty is added to the price, not only of the foreign article imported, but of a similar article manufactured in this country. But this theory is contradicted by facts which fall daily under our observation, and by experience under long past tariffs. After the protective act of 1842 had been in operation a few years, a great variety of articles of American manufacture so fell in price as to be sold for less than the amount of the duty, in each case. This was true of coarse cotton cloth, nails, glass, pins, and many other products. Of course the duty was not, in these instances, added to the price, for the duty exceeded the price. Who believes that the duty of twenty cents per bushel now imposed on wheat is added to the price of that grain of domestic growth? If the duty is not added to the price of home produced wheat, why should the duty on pig iron or on steel rails be added to the price of the same article made here? Judged by experimental test, the free trade rule, to make an Irish bull is a rule under which every example is an exception. One error of those who maintain that the duty must necessarily be added to the price is in overlooking the law of supply and demand—a law which inexorably regulates the market price of every commodity. A protective duty can have no effect whatever on the market for an article which is already abundantly supplied within the country where the duty is laid. Even direct, express prohibition of the import of such an article would not raise its price, much less a duty not prohibitory. Suppose the prohibition to be a natural law of trade. For example, natural conditions prohibit the importation of raw cotton into this country from India; the importation of tea from Ceylon; the importation of newspapers from London to supply us daily with news. It is obvious that this does not increase the price of raw cotton, or of tea, or of newspapers here; and the result is the same when the prohibition is by legislation, instead of by an edict of nature. Suppose our tariff laws prohibited the importation of raw cotton, would that raise its price here? Of course it would not; and why? Because the supply of cotton raised in this country exceeds the demand. So of every other article of which we can produce a sufficient supply. It may not be furnished at all without a protective duty, but the moment this duty is laid, American competition, skill, and ingenuity will bring down the article to the lowest point at which a profit can be made. It is utterly impossible to keep up the price of any article unreasonably for any length of time. Competition will not permit it. The moment it is discovered that any branch of business is extremely profitable, capital rushes in, and continues to rush in, like water seeking its level, until an equilibrium is restored. Even British capital would be embarked in manufactures here, if exorbitant profits could be readily realized. But that condition of profits cannot be long maintained. Every law of trade forbids it, and every man's common sense tells him, that the gain in any branch of business which is free to all will be shared by all, until the profits are reduced to a reasonable point. So well! this understood that, soon after the election of Mr. Folsom, the event was hailed by Mr. Buchanan, who became Secretary of State under the incoming administration, as a fortunate result for those engaged in manufacturing industry, on the plea that he had saved them from the competition which in the event of Mr. Clay's election would have reduced their prices and destroyed their profits, because the latter's election would have created such a strong belief in the uninterrupted continuance of the protective policy as to stimulate the investment of capital in furnaces and factories and thereby multiply production and the rivalry of trade. But while a protective duty is not a tax upon the consumer, whenever the article on which the duty is laid can be and actually is manufactured in this country, in quantity sufficient to supply the demand, it is true that a revenue duty is in many cases a tax, and adds to the price of the article its own amount. In this distinction between a revenue and a protective duty no reference is had to the sum of the duty, but only to its object and effect. If it is really protective, and stimulates to a sufficient supply, it is not a tax added to the price of the domestic article, however large the duty may be; and if its only end and effect is to produce revenue, it is a tax, however small its amount. A duty on tea or on coffee is solely a revenue duty, at whatever rate it may be levied, as no amount of duty can at present cause the production of those articles here. The effect of such a duty would certainly be to enhance price. If the articles could be grown here with the same labor as abroad, day's work for day's work, and if the duty were protective, capital would rush into that new branch of agriculture in this country, and domestic competition would soon furnish them cheaper than Java or Brazil. But since they cannot be thus reduced in price by American ingenuity, and the duty would be for revenue only, the price would be enhanced and the consumer through

the ignorance or through his carelessness. It will not be denied that with the greatest care and with the most enlightened addressees nothing can not be prevented. The engineer or manufacturer may be ever so cautious and yet run his train into an obstruction on the track which he was unable to see in time to stop his train. Or it may be in attempting to stop the train the air brakes refuse to operate, or it was the case a few weeks ago on the Milwaukee road near Fulton, Ill. To such instances human knowledge or care would seem to be tooth-ache to avoid the difficulties which may result. But as we have said, there unavoidable accidents are infinitely frequent. The laws of this country, as well as England, have attempted to protect the workingman from accidents arising from his neglect, carelessness or ignorance, so far as they can. To this end rigid rules inspection laws have been passed, and a careful supervision over the operations of the mines has resulted. This inspection is of the most rigid character. Thus, if the inspector comes along and finds the chains used in connection with the hoisting apparatus in the least defective, he condemns the mine at once, and through every department this close inspection is followed out. Of a like character of laws is the recently passed factory inspection act by the coroner council of this city. This act empowers the inspectors to see that the machinery is properly protected by guards, that there is sufficient ventilation, and that the factories are provided with a proper number of fire escapes. The law can go a great way in preventing accidents. And whereas special danger incident to the business is likely to ensue, the workingmen by pointed or verbal notice, should have their attention directed to it. This should especially be done in all cases where there is an inherent defect in the machinery. These notices should not be general in character, but should be specific, pointing out the identical danger to be avoided. It is unnecessary to state that it is the duty of the manufacturer to keep the machinery in good and safe condition. A wise prudence should teach him to do this, for in case of any negligence on his part in this respect, he may be liable for damages even to his workmen, especially if the defects in the machinery were such that the workmen did not observe them. Laws will do much, rules and regulations will do much, the careful warning of the superintendents of works, rates and railways will do much towards lessening the number of accidents, but education and enlightenment will do much more. The educated workman is warned of danger by his knowledge of it, and with a full knowledge should come a proper care.

### ACCIDENTS TO WORKMEN.

(Chicago Industrial World.)

It is estimated that during the last ten years fully half a million people in England alone lost their lives from accidental causes in mines, on railways and in factories. Some writers even claim that this loss instead of being five hundred thousand is actually double that number. We have not at hand the estimated loss of life from the same causes in this country, but while it is doubtful if the aggregate loss is as great as in England, the actual figures, were they known, would be sufficiently appalling to call for a careful consideration of the causes of this great destruction of human life and the remedy, therefore, if any there be.

In considering this matter, it would be well to bear in mind that carelessness and ignorance are the two great promoting causes of most accidents, and that the accidents that arise from what are considered inevitable causes are few, comparatively speaking. It is a wonder, not that so many accidents through carelessness do ensue, but that there are not more. Go into the workshops of the country and it will be found that scarcely a day passes but some workmen risks being maimed or killed by his careless movements in and about the machinery. Men soon accustom themselves to move about works filled with machinery in the most reckless and careless manner, evidently unmindful that at any moment their clothing may be entangled in it and before they could extricate the loss of a limb, or some disfigurement of the person would ensue. Knives frequently are careless in the management of their engines, endangering thereby their own lives and the lives of the workmen. They sometimes leave their engines unattended for a long period, or they neglect to keep the working parts in order, and especially to see that the boiler is sound and in a safe condition. The carelessness of railroad men is proverbial. Brakemen grow bold and in a moment of thoughtless, fall between the cars and are crushed to death, or they run their foot carelessly into a frog and before they can extricate it, the switching train comes along and runs over it and the careless brakeman thereafter goes minus a foot. In mines too, thousands of accidents result from the negligence of the men in allowing the hoisting machinery to get out of order, or in neglecting the proper precautions in relation to the dangers incident to the use of explosives, or to entering places where poisonous gases are likely to be found. In all such instances the careless workman soon forgets that "an ounce of prevention is better than a pound of cure." The new workman fears with the thoughts of the dangers of his occupation is often less liable to be injured through carelessness than the older workman, who, having passed the dangers successfully for a period, forgets himself secure from them thereafter. Men encounter dangers because of their ignorance of them. Thus a workman near by an engine whose indicator shows that it is carrying an unsafe pressure of steam is all unconscious of his danger because of his ignorance. Did he know the unsafe working of the engine he would not be slow in giving it a wide berth. The man in the mines who has had no experience with the fire-damp may run into a deadly pressure without knowing what terrible danger he will encounter. And the carpenter whose scaffolding fails because he was not sufficiently informed relative to the strength of the timbers of which it was composed, may be cited as an illustration of the fact that ignorance is not always blind. Thus in a thousand ways can injury and death be courted by the workingmen through

the ignorance or through his carelessness. It will not be denied that with the greatest care and with the most enlightened addressees nothing can not be prevented. The engineer or manufacturer may be ever so cautious and yet run his train into an obstruction on the track which he was unable to see in time to stop his train. Or it may be in attempting to stop the train the air brakes refuse to operate, or it was the case a few weeks ago on the Milwaukee road near Fulton, Ill. To such instances human knowledge or care would seem to be tooth-ache to avoid the difficulties which may result. But as we have said, there unavoidable accidents are infinitely frequent. The laws of this country, as well as England, have attempted to protect the workingman from accidents arising from his neglect, carelessness or ignorance, so far as they can. To this end rigid rules inspection laws have been passed, and a careful supervision over the operations of the mines has resulted. This inspection is of the most rigid character. Thus, if the inspector comes along and finds the chains used in connection with the hoisting apparatus in the least defective, he condemns the mine at once, and through every department this close inspection is followed out. Of a like character of laws is the recently passed factory inspection act by the coroner council of this city. This act empowers the inspectors to see that the machinery is properly protected by guards, that there is sufficient ventilation, and that the factories are provided with a proper number of fire escapes. The law can go a great way in preventing accidents. And whereas special danger incident to the business is likely to ensue, the workingmen by pointed or verbal notice, should have their attention directed to it. This should especially be done in all cases where there is an inherent defect in the machinery. These notices should not be general in character, but should be specific, pointing out the identical danger to be avoided. It is unnecessary to state that it is the duty of the manufacturer to keep the machinery in good and safe condition. A wise prudence should teach him to do this, for in case of any negligence on his part in this respect, he may be liable for damages even to his workmen, especially if the defects in the machinery were such that the workmen did not observe them. Laws will do much, rules and regulations will do much, the careful warning of the superintendents of works, rates and railways will do much towards lessening the number of accidents, but education and enlightenment will do much more. The educated workman is warned of danger by his knowledge of it, and with a full knowledge should come a proper care.

### THE PROGRESS OF SILK CULTURE.

This branch of industry, now rising into prominence among the interests of nations is of great antiquity. From all that can be gathered it appears to have arisen in China, long before the Christian era. It formed a staple of export to the Roman Empire, and was an article of luxury against which Pliny complained as one of the causes of that immense drain of the precious metals, constituting one of the most perplexing problems of the science of finance. The secret of silk manufacture, however, was discovered, and the Chinese monopoly broken up in the sixth century of the Christian era. It spread, however, very slowly. Several silk manufacturers rose in Athens, Thebes and Corinth for the raising of the worms and the manufacture of the silk into fibers and fabrics. The Venetians imported these Greek fabrics into Western Europe, and drove a thriving trade in silk goods. The Moors imported the silk culture and manufacture into Cordova, Murica, and Granada, in Spain, about the year 910 A.D. In the year 1130 A.D. Roger King of Sicily, erected a silk manufactory at Palermo, and another in Calabria, there setting to work artisans whom he had taken captive during his expedition to the Holy Land. In the fifteenth and sixteenth centuries this industry had been domesticated in France, but it was not till 1563 that the production of the raw material had been fully established. In 1629 the silk manufacturers of London formed themselves into a corporation, which as early as 1661 embodied 40,000 persons. The silk industry had also had a great expansion in Holland, Belgium, Switzerland and Germany.

The introduction of silk culture into America was almost coeval with its first settlement by the English. In the early period of Virginia colonization James I strongly urged upon the London company energetic measures for the cultivation of the mulberry. In a characteristic letter to the company, he enjoined upon the members diligent application to the culture of silk in all its branches, rather than to the growth of tobacco, against which he published his celebrated "counseil book." The members of the company addressed themselves to the enterprise so strenuously recommended by the King, but its speedy dissolution prevented any very effective action. In 1651, however, during the Commonwealth, the culture of the mulberry was resumed in Virginia, that tree having been found to be indis-

tinguishable from silk spun by Virginia worms, was born by Charles II. The captive prince of tobacco culture, however, interested with the silk culture, which disappeared from that state before the close of the 17th century. In 1718 the Standard introduced it into Louisiana. Its inauguration in Georgia was an object of some consequence both to the rest of the colonies and of the Imperial Parliament. Private donations and contributions were raised for that purpose. In 1753 a splendid robe of virginia silk was made in England and worn by Queen Caroline on great state occasions. A large silk establishment was built at Savannah, which in 1757 was stated to have absorbed 10,000 pounds of cocoons, an acre to which in 1760 had enlarged to 20,000. During this period the annual export of raw silk ranged from \$500 to \$1,000. There were the salient days of silk culture. The attention of the planters after the revolutionary war being directed exclusively to the more profitable cotton culture, the silk culture was never revived. In South Carolina this interest, it appears, had some prosperity in the ante-revolutionary times. Silk cult. was also encouraged by parliamentary bounties on the right side of the ledger. Hotels that it was not worth while discussing questions of economy with the friends of the late administration when here was so conclusive an illustration of the policies of the previous and the present Government. Was this policy of economy pursued and carried out with the cordial co-operation of the opposite party? Not at all. The Government had been as ill-advisedly as the press and in Parliament because of its economical management. Attempts had been made to injure the road, and had the statements of the Oppos. in regard to it been believed people would have sought other lines of communication and avoided this as they would a pestilence. But the attempt to reinstate the road had, fortunately, failed, and to-day the mouths of its detractors were closed by the testimony of engineers at railway men from abroad as to its efficiency. He felt justified from his own observation and from the testimony of others, to speak of the Intercolonial as being in the highest state of efficiency, and to challenge comparison with any road on the continent. To his able adjutants he mainly attributed this state of things. Mr. Schleifer and Mr. Pottinger, and the assistants in different departments, had labored successfully to make the road what he wished it to be, and he found everywhere an increase in passengers, traffic and receipts. The people here know what had been achieved—know from what condition the road had been lifted into its present proud and progressive position.

The Rat Portage end of section 2 C.P.R. is being ballasted. The Canada Pacific Railway is now running 200 miles west of Winnipeg. The summer rates to Manitoba and the North-West were advanced Monday. Central Hudson officials are taking steps to stop gambling on board their trains. Electric light has successfully been introduced in the Pullman cars of the Brighton Railway Company. The Grand Trunk pay roll at Brockville office, including half the men from Montréal to Belleville, amounts to \$16,000 monthly. Another large Mogul engine, for use on the western districts of the Grand Trunk, arrived from Montreal yesterday morning. There is a rumour going the rounds in railway circles that the present management of the Toronto, Grey and Bruce will be changed. Orders have been given in England by the mechanical superintendent of the C.P.R. for a number of locomotives to be delivered this year. It is said the Pullman Palace Car Co. will shortly raise the rates one-half to satisfy the aristocracy and shut out the poorer class of travellers. The Northern Railway Company have sold by tender fourteen old locomotives to the Dominion Iron and Metal Company. The price was \$11,000. The first car load of timber for the new car shops of the eastern division has arrived in Porth. Half a million feet of lumber will be needed for the buildings. John Gould, a switchman in the Detroit yard of the Detroit, Grand Haven and Milwaukee, had his foot caught in a frog. He was run over by a switch engine and killed. The general manager of the Occidental railway met Sir Charles Tupper at Quebec to make arrangements to form a connection by means of a ferry between the Occidental and Intercolonial railways at Quebec. The receipts of the Occidental rail way for the week ending Oct. 15 were \$21,339 an. increase of \$7,528 over the corresponding period last year. The increase from July 1st to Oct. 15 was \$8,600 over the same period in 1886. When the new Mogul engines were put on the G.T.R. it was intended to use them only between Belleville and Toronto, but it has been necessary to run them as far west as Guelph in consequence of heavy rains and increased freight business.



## **MONTREAL PRICES CURRENT.**

## GROCERIES

GROCERIES					
Sorghum, fine to finest	10	10	10	10	10
" fair to good					
" common					
Gunpowder, best to poorest	10	10	10	10	10
" seconds					
" thirds					
Imperials, medium to good	10	10	10	10	10
" fine to extra					
Japan, choice	10	10	10	10	10
" choice					
" best					
" good medium					
" medium					
" round					
" small					
Wolong, choicest	10	10	10	10	10
" best					
" good					
Szechowong, fine to finest	10	10	10	10	10
" fair to good					
" common					
Trunkay	10	10	10	10	10
Young Nixon, first to extra	10	10	10	10	10
" seconds					
" thirds					
" fourths					
Cape	10	10	10	10	10
Chicory	10	10	10	10	10
Java, old Government	10	10	10	10	10
" Ordinary					
" Singapore					
Jamaica	10	10	10	10	10
Jasmine	10	10	10	10	10
Plantation Ceylon	10	10	10	10	10
Kia	10	10	10	10	10
Marcapibo	10	10	10	10	10
Mocha	10	10	10	10	10
SUGAR.					
Barbados	10	10	10	10	10
Cuba	10	10	10	10	10
Cat Leaf	10	10	10	10	10
Granulated	10	10	10	10	10
" Do. Diamond A	10	10	10	10	10
Grocers' A	10	10	10	10	10
Montreal yellow	10	10	10	10	10
Porto Rico	10	10	10	10	10
SPICE.					
Amber	10	10	10	10	10
Hammam Dripes	10	10	10	10	10
Imperial	10	10	10	10	10
Lord Lorne (nominal)	10	10	10	10	10
Pale Amber	10	10	10	10	10
Royal Imperial	10	10	10	10	10
Star Amber	10	10	10	10	10
Standard	10	10	10	10	10
MOLASSES.					
Barbadoes (Imp. gallons)	10	10	10	10	10
Caribeas	10	10	10	10	10
Guatimala	10	10	10	10	10
Filtered, bris	10	10	10	10	10
Filtered, pun	10	10	10	10	10
Muscovado	10	10	10	10	10
Porto Rico	10	10	10	10	10
Sugar House, bris	10	10	10	10	10
Sugar House, pun	10	10	10	10	10
Trinidad	10	10	10	10	10
PASTRY.					
Almonds, hard shell	10	10	10	10	10
" soft	10	10	10	10	10
" Jordan shelled	10	10	10	10	10
" sweet	10	10	10	10	10
Brazil nuts	10	10	10	10	10
Currents, new	10	10	10	10	10
Dates, golden	10	10	10	10	10
" black	10	10	10	10	10
" sweet	10	10	10	10	10
Figs, Home layers	10	10	10	10	10
" Malaga mats	10	10	10	10	10
" boxes	10	10	10	10	10
Pithards	10	10	10	10	10
French Pithards, boxed	10	10	10	10	10
" kegs	10	10	10	10	10
Raisins, black crown	10	10	10	10	10
" London layers	10	10	10	10	10
" London Muscatel	10	10	10	10	10
" Old London Muscatels	10	10	10	10	10
" Layers	10	10	10	10	10
" seedlings mats	10	10	10	10	10
" old	10	10	10	10	10
" black basket	10	10	10	10	10
" bins	10	10	10	10	10
Sardines, quarters	10	10	10	10	10
" halves	10	10	10	10	10
Sauerkraut	10	10	10	10	10
Velvettes	10	10	10	10	10
Walnuts	10	10	10	10	10
Walnuts, Greenish, matine	10	10	10	10	10
SPICES.					
African Ginger	10	10	10	10	10
Allspice	10	10	10	10	10
Cardamom	10	10	10	10	10
Cloves	10	10	10	10	10
Jamaica Ginger, bleached	10	10	10	10	10
" unbleached	10	10	10	10	10
Mustard Seed, yellow	10	10	10	10	10
" ground, fibrous	10	10	10	10	10
" 1lb	10	10	10	10	10
Nutmegs	10	10	10	10	10
Pepper	10	10	10	10	10
" Do white	10	10	10	10	10
RICE.					
Rice	3.65	3	3.95	3	3.95
Rice	5.65	5	5.94	5	5.94
Tapioca	7	7	8	8	8
BREAD.					
Cakes, (10 to the ton)	5.51	5	5.51	5	5.51
Xurka, bags	2.90	2	2.90	2	2.90
" halves	1.90	1	1.90	1	1.90
" quarters	1.20	1	1.20	1	1.20
Factory Baked	3.90	3	3.90	3	3.90
FISH.					
Canned Fish—					
Lobster, 1lb cans	1.15	1	1.35	1	1.35
Mackerel, "	1.00	1	1.25	1	1.25
Salmon, "	2.00	2	2.15	2	2.15
Dry Cod (Grapse)	4.00	4	4.75	4	4.75
Green Cod in barrels—					
No. 1	5.00	5	5.25	5	5.25
No. 2	4.00	4	4.25	4	4.25
Large, draft, No. 1	4.00	4	4.25	4	4.25
Herring, Labrador	4.00	4	4.25	4	4.25
" Canoe, No. 1 split	4.00	4	4.25	4	4.25
Lake Superior White Fish,					
" half barrel	4.00	4	4.25	4	4.25
" Salmon Trout	4.25	4	4.50	4	4.50
" half barrel	4.00	4	4.25	4	4.25
Columbia River Salmon, bris	4.00	4	4.25	4	4.25
" No. 1	4.00	4	4.25	4	4.25
" " 2	4.00	4	4.25	4	4.25
Sealed Herring	4.00	4	4.25	4	4.25
Split Mackerel, No. 1	4.00	4	4.25	4	4.25
" " 2	4.00	4	4.25	4	4.25
" " 3	4.00	4	4.25	4	4.25
IMPROV.					
Brandy, Hennessy's, per gal.	4.50	4	4.70	4	4.70
" Martell, cases	10.25	10	10.50	10	10.50
" " cases	10.50	10	11.00	10	11.00
Otard, Dupuy & Co., "	10.50	10	11.00	10	11.00
" Jinet, " gal.	3.85	3	4.05	3	4.05
" Vins Gouraud's Co., "	3.50	3	3.75	3	3.75
" Duvalier & Co., " gal.	3.50	3	3.75	3	3.75
" Jules Robin's, " gal.	3.50	3	3.75	3	3.75
" Rivoire, Gardin & Co., " gal.	3.50	3	3.75	3	3.75
" Renault's, " gal.	3.50	3	3.75	3	3.75
" J. Daniel, J. Meuse, " gal.	3.50	3	3.75	3	3.75
" & Co., " gal.	3.50	3	3.75	3	3.75
" Arbez, Marott & Co., " gal.	3.50	3	3.75	3	3.75
" Dr Lange, Mise & Co., " gal.	3.65	3	3.85	3	3.85
Rum, Jamaica, 16 a.p., per gal.	2.75	2	3.05	2	3.05
Panama	2.25	2	2.45	2	2.45
Opas	2.15	2	2.35	2	2.35
Opas, De Keyser's, red cases	2.75	2	2.85	2	2.85
" green "	4.10	4	4.20	4	4.20
" in wood	2.05	2	2.25	2	2.25
" Blaendenheim & Moet, other brands	2.05	2	2.25	2	2.25
" green, other brands, per case	3.75	3	3.87	3	3.87
" red, other brands, per case	7.00	7	7.20	7	7.20
Canadian SLS.					
Lownson or					
" 20 lb."					
Bosch and S.					
100 lbs					
Doest Stafford					
Swedes and					
Charcoal, I.C.					
Charcoal, I.C.					
Charcoal, D.					
Coke, I.C.					
14x20, 26c					
Arrow and e.					
Clifton					
Matton					
Swansea and					
Charcoal, I.C.					
Charcoal, I.C.					
Charcoal, D.					
Coke, I.C.					
14x20, 26c					
Charcoal Coke					
Charcoal Coke					
Charcoal, I.C.					
Charcoal, D.					
Coke, I.C.					
14x20, 26c					
Morewood's					
Other brands					
Hoops, best					
Sheets, best					
Cast, per lb.					
Sleigh Shoes					
Spring, per lb.					
Hot, per lb.					
Wax					
Tire de					

at 1<sup>st</sup>, sellers at 10<sup>th</sup>. Markets quiet and unchanged at 1<sup>st</sup>; and Commerce opening at 1<sup>st</sup>, advanced to 1<sup>st</sup>, and then reacted to 1<sup>st</sup>; 14<sup>th</sup> asked at the close. Ontario advanced between 6<sup>th</sup> and 6<sup>th</sup>, closing buyers at the former figure, holders 1<sup>st</sup>. Toronto steady at 10<sup>th</sup> and 16<sup>th</sup> onward. Jacques Cartier was asked at 6<sup>th</sup>, and Federal placed at 100. Central Telegraph advanced 1 percent 1<sup>st</sup> at the first Board, and fell back 1<sup>st</sup> and 12<sup>th</sup>; in the afternoon Richelieu Navigation Co was firm, selling up 1<sup>st</sup> to 12<sup>th</sup>, and closing at 12<sup>th</sup> bid, 11<sup>th</sup> and City Gas Co steady at 11<sup>th</sup> and 14<sup>th</sup> wanted. The cotton stocks strong Canada Co advancing 2 per cent to 14<sup>th</sup> and 15<sup>th</sup>, and Dundas Cotton 2 percent to 12<sup>th</sup> and 12<sup>th</sup>.

**Clothes.**—The local grain market remains in the same dull condition as for some time past, the only business reported being in coarse grains, having changed hands at 10c. per bushel of 32 lbs. afloat, and a few bags in store. Barley and rye are more or less nominal. In what we have opportunity to report former quotations, oats and white winter at \$1.40@1.50, red winter at \$1.40, two cars having been sold to-day at that figure. Ocean freight on grain are steady at 3s. 2d. to Liverpool, latest engagement being received at that figure. The flour market is a little more active to-day, both on London and Quebec account. Yesterday afternoon 200 bbls of superior were sold at 6.10, and to-day the following sales were reported on Change:—125 bbls superior, \$6.07<sup>1/2</sup>; 50 do., \$6.10; 150 do., \$6.75; 125 extra, \$5.95; 125 do., \$5.95; 50 do. at \$6.97<sup>1/2</sup>, 150 choice superior at \$6.75, 100 strong bakers' at \$6.70, 300 extra bags at \$3.95, bags included. In afternoon several round lots of flour and extra charged hands on London account at about 3,000 bbls. In

We quote flour—superior extra, \$5.25@6.10, extra superfine, \$5.25@6.10; superfine, \$5.00@6.10; Canada strong bakers, \$6.30; American strong bakers', \$7.75; fine, \$8.00@8.10; middlings, \$4.10@4.35; common, \$3.70@3.90; Ontario bags, \$3.60@3.85; city bags (delivered) \$3.60@3.85.

**Pork.**—Pork in Chicago closed 1<sup>st</sup> else per lb. higher to-day at 14c@15c. December, \$17.47<sup>1/2</sup> January 1<sup>st</sup> also moved up 2<sup>1/2</sup> per 100 lbs. closing at \$11.40 December, \$11.52 January. The last question in New York was reviewed as follows on Monday:—“Another day of excitement in the pork market, in sympathy with the western markets for hogs and hog products, which are all higher. The receipts at the 1<sup>st</sup> day at six chief packing points were 55,234, against 78,604 last year. The exports to foreign countries for the week ending on the 12th last show a marked improvement in the article of bacon, as compared with the outward movement last year. From the four chief exporting ports, which at this season represent nearly the total exports of the United States, the shipments are 4,800,000 lbs. this year, against 9,300,000 lbs. last year. On the shipments are 10,000,000 lbs. last year, against 15,000,000 lbs. last year. We hear of no sales of reduced lard to-day. Exporters are quite in the dark as to what course France will adopt under the new Ministry, with regard to the admeasurement of imports of American bacon. It is believed that a duty will be imposed both on bacon and lard.” In this market old mess pork has been sold at 10.25@10.75, as to also of lots of 1 new do. at \$21.40\$21.60, to which figures we alter our quotations. Pork is quiet but steady at 14c@15c in tierces and tubs and 15c@16c in pails. The egg market is quiet but steady at 21c@22c for packed eggs at 24c@25c for fresh. Ashes are dear with sales of pots at \$5.20 per 100 lbs. Tallow is scarce and prices are higher, the sale of a large lot being reported at 75c. Rough tallow is worth about 8c. We quote mess pork, old western per lb. \$20.25@20.75; mess pork, new western, per lb. \$21.40@21.80; ham, city cured, per lb. 13c@14c, lamb fat, 14c@15c; bacon, per lb. 12c@13c; tallow, rendered per lb. 7c@8c; lard, raw, rough, per lb. 6c; eggs, per dozen \$2.25c; ashes, pots, per lb. \$5.20.

**Butter.**—A cable received here yesterday from Liverpool reports the butter market in a pretty bad way, at a decline of 8s. per cwt. This is rather discouraging news for shippers who have been putting a turn for the better for some time past. On the other hand the New York market has shown an improvement, as for the better grades of butter, creamery and dairy at slightly improved prices. Private dealers received from New York to-day report a healthy market for fine, as well as for fancy grades of creamery and dairy. In view of the moribund condition of the English market, a New York dealer has suggested the idea in a letter to a shipper in the city, to forward what butter he has to Kinsale to New York, but it seems that he was not entertained by the party. At one time ago we mentioned that butter was being shipped from the city to the latter, and account sales of a lot of Jumbo butter has just been received from New York at prices ranging from 21c@22c. Advice from the same city is to buy him reporting the sale of a sample lot of creamery, not fresh, made 1<sup>st</sup>. The above prices would put 21c@22c. here. In this city the market was as dull as it is possible to conceive it, with business at a minimum. It is true the American market is willing sufficiently to relieve Canadian shippers stocks of woolen butter, which

At present lying upon them like a dead weight of no incalculable magnitude. The only business we have got to-day is the sale of a creamery in store here, 223c. A lot of 1,000 lbs of Kauai sugar was offered to-day on this market at 12c. In order to move round lots of Tewhipa pieces considerably below initial quotations would have to be given. The following are quotations: Cane sugar, late mat., per lb 24c; creatures, milder, per lb, 21 1/2c; Township, good choice, per lb, 18c-21c; Montezuma district, per lb, 17 1/2c; Western date, per lb, 16c-18c; Kauai sugar, 17c-18c.

Cheese.—In cheese we have nothing to note, the market being quiet at about our former range of values. The only sale mentioned to-day was that of a French factory September and October makes at 11 1/2c. The public cable wire altered at 58c. New York advertisement of a slightly better tone, the *Journal of Commerce* quoting values as follows: "State fancy factory at 12c to 12 1/2c; do prime at 13c; do fair at 10c to 11c; do, poor, 8c to 9c; creamery, partly skimmed, best, 10c; do, poor, 4c to 7c." The quotations here are September choice, per lb, 11 1/2c to 12c fair to fine qualities, 10c to 11c or 12c to 6c.

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### MERIDIAN TIME.

For the information of those engaged on the subject, we publish the following summary of Mr. Goodfellow Fleming's meridian time proposals, submitted at the recent International Congress at Venice, with resolutions passed on the subject:—

**OUTLINE OF A PROPOSITION FOR DETERMINING AND REGULATING CIVIL TIME**

which is favoured in many quarters, Canada and the United States of America:—

1. It is proposed to establish one standard time which may be common to all people throughout the world for communication by land and sea, for ordinary purposes, for synchronous observations, and for all scientific purposes. This standard time to be known as Cosmopolitan time.
2. Cosmopolitan time to be based on the diurnal revolutions of the earth as determined by the (mean) sun's passage over one particular meridian to be selected as a time zero.
3. The time zero to coincide with the prime meridian to be common to all nations for computing longitude.
4. The time zero and prime meridian for the world to be established with the concurrence of civilized nations generally.
5. Twenty-four secondary or standard hour meridians to be established, fifteen degrees or one hour distant from each other, the first being fifteen degrees from the prime meridian.
6. The standard hour meridians to regulate time at all places on the earth's surface.
7. The twenty-four standard meridians to be denoted by symbols, and, preferably, by the letters of the English alphabet, which, omitting J and V, are twenty-four in number. The letters to be taken in their order from east to west. The zero-meridian to be lettered Z.
8. The hour of the day at any place on the earth's surface to be regulated by some one of the standard meridians, generally by the standard nearest and place in longitude.
9. It is proposed to distinguish the interval of time between two consecutive passages of the (mean) sun over the prime meridian by the term, Cosmopolitan day.
10. The cosmopolitan day is designed to promote exactness in chronology, and is intended to be employed in connection with synchronous observations in all parts of the world, and for scientific purposes generally.
11. Local days to commence twelve hours before and end twelve hours after the (mean) sun's passage over each standard meridian. The local day to be distinguished by the letters of the twenty-four meridians which determine them.
12. Local days will be reduced twenty-four in number within the period of each diurnal revolution of the earth. They are to be regarded the same light in all ordinary affairs as local days under the present system.
13. The hours of the Cosmopolitan day to be known by the letters of the alphabet in their order from A to Z (omitting J and V), corresponding with the twenty-four hour meridians. When the (mean) sun passes meridian G, it will be U time or N time of the Cosmopolitan day.
14. It is proposed to abandon the divisions of the local day into two sets of hours, each numbered from one to twelve, and to employ a single series numbered from one to twenty-four without interruption; or as an alternative plan to number the twelve hours from midnight to noon, as at present, and to letter the hours from nine to midnight. The afternoon letters being an agreement with the proper Cosmopolitan time letters.
15. The time determined directly from the prime meridian, as in the Cosmopolitan day, to be known by the general term Cosmopolitan Time.
16. Local time to be known by the particular standard meridians to which it is referred. If it be determined by meridian B it will be designated Standard B Time.

17. It is proposed to have standard time determined and disseminated under Governmental authority.

18. Each city and town of importance to have a public time signal station electrically connected with a central observatory for the purpose of receiving and disseminating standard time with precision.

19. Each time signal station to be provided with automatic apparatus for dropping time balls, or otherwise indicating the standard time, hourly, or at other circumstances may require.

20. All railway and local public clocks to be controlled electrically from the public time signal stations.

21. RESOLVED, THAT A GENERAL COMMITTEE OF THE ASSOCIATION

It must be evident that the system of cosmopolitan time would be a ready means of meeting the difficulties to which I have referred. It would render it practicable to secure uniformity, great simplicity, perfect accuracy, and complete harmony. The times of places widely differing in longitude would differ only by entire hours, in all other respects standard time in every longitude and latitude would be in perfect agreement in theory every clock in the world would indicate some one of the twenty-four hours at the same instant, and there would be perfect synchronism with the minutes and seconds everywhere around the globe. By the system proposed, instead of

AN INFINITE AND CONFUSING NUMBER OF LOCAL DAYS.

following the sun during each diurnal revolution of the earth, we should have twenty-four well-defined local days only; each local day would have a fixed relation to the others, and all would be governed by the position of the sun in respect to the prime meridian. These twenty-four local days would succeed each other at intervals of one hour during each successive diurnal revolution of the globe. The day of each locality would be known by the letter or other designation of its standard meridian, and the general confusion and ambiguity which I have set forth as the consequences of the present system would cease to exist. Some such system as that proposed is imperatively demanded in America. It cannot be doubted that the general adoption of the scheme proposed would be conducive to the convenience of all mankind. The first step towards its introduction is the selection of an initial meridian for the world. Accordingly I feel justified in asking you to favourably consider the resolutions which I have now the honour to submit.

#### RESOLUTIONS.

Resolved—1. That the unification of initial meridians of reference for computing longitude is of great importance in the interests of geography and navigation.

Resolved—2. That the selection of a zero-meridian for the world would greatly promote the cause of general uniformity and exactness in time-reckoning.

Resolved—3. That in the interests of all mankind it is eminently desirable that civilised nations should come to an agreement with respect to the determination of a common prime meridian, and a system of universal time-reckoning.

Resolved—4. That the Governments of different countries be appealed to immediately after the close of Congress, with the view of ascertaining if they would be disposed to assist in the matter by nominating persons to confer with each other and endeavour to reach a conclusion which they would recommend their respective Governments to adopt.

Resolved—5. That in view of the representations which have come to this Congress from America, it is suggested that a conference of delegates who may be appointed by the different Governments be held in the city of Washington, and that the conference open on the first Monday in May, 1852.

Resolved—6. That the gentlemen whose names follow be an executive committee to make arrangements for the proposed meeting of delegates, and to take such steps as may seem expedient in furtherance of the objects of these resolutions. And that all communications in respect thereto be transmitted to Gen. W. D. Hazen, Meteorological Bureau, War Department, Washington.

Dr. F. A. Barnard, President of American Meteorological Society, New York.

Capt. George M. Wheeler, Corps of Engineers, U.S.A., Washington.

Chief Justice Daly, President of the American Geographical Society, New York.

Justice Field, Supreme Court, Washington.

General G. W. Cullum, Vice-President, American Geographical Society, New York.

General W. D. Hazen, Director of Meteorological Bureau, Washington.

Judge P. A. Abbe, Signal Officer, Washington.

David Dudley Field, American Geographical Society, New York.

James R. Francis, President, American Society of Civil Engineers, Boston.

Dr. Daniel Willard, President of Toronto University, Toronto.

John Langton, President of the Canadian Institute, Toronto.

Lord Elgin, Chancellor of Queen's University at Guelph, Ottawa.

Resolved—7. That the Italian Government be respectfully requested to communicate these resolutions to the Governments of all other countries.

After full discussion the committee voted to report favorably and we insist the following rule:

#### (RESOLVED.)

The committee suggests that, within a year an International Committee may be appointed by the Governments to consider the question of an initial meridian, having in view not only the question of longitude, but specially that of hours and date. The committee should be composed of scientific men, such as geologists, geographers and men who represent the interests of commerce, etc. Three members might be named by each nation. The President of the Italian Geographical Society is requested to take the initiative in bringing the subject before his Government and to call geographical societies, and to take the necessary steps for the realization of the wish expressed in the resolutions. Without deciding, the committee desires to draw attention to the proposition of the American delegates that the proposed International Commission should meet at Washington — Ottawa — Cullen.

#### ENGLISH KINGS AND QUEENS

Since Christmas Day, 1066, when William the Conqueror was crowned in Westminster Abbey, England has been governed by 31 kings, 4 queens, and 2 Protectors of the Commonwealh. One king, William III, reigned in conjunction with his wife, and one queen, Mary Tudor, associated her husband, Philip of Spain, with her in the Government. Four sovereigns were of the Norman dynasty, and reigned 88 years, eight were Angevins, or Plantagenets, and reigned 245 years, three were of the House of Lancaster, and reigned 63 years; three of that of York, and reigned 24 years, six were Tudors, and reigned 117 years, six were Stuarts, and reigned 99 years, and there have been six sovereigns of the House of Brunswick, which has existed now for 167 years. Kings have governed for 698 years, Queens for 100, and Protectors for 11 years. The average reigns of the kings has been 221 years, of the queens 261 years, the average reign of all the sovereigns being between 23 and 24 years. The average reign of the kings of the House of Lancaster, 31 years, is greater than that of any other reigning family; the average reign of the Yorkist kings, the least of all. The youngest monarch at his accession was Henry VI., who was nine months old. The eldest, William IV., who succeeded his brother in the 65th year. The king who attained to the spot at age was George III., who was in his 22nd year when he died; the king who died youngest was Edward V., who was murdered in his 13th year. No king prior to George II., obtained the age of 7 years. The average age of the Normans was 56 years, of the Plantagenets, 33 years, of the Lancastrians, 44 years; the Yorkist, 30 years, the Tudor, 48 years; the Stuarts, 55 years, and those of the present dynasty, 71 years. The longest reign was that of George III., from 25th October, 1760, to 29th January, 1830; the shortest that of Edward V., from 9th April to 25th June, 1483, excluding the so-called reign of 14 days of Lady Jane Grey. George III., when he had reigned as long as her present Majesty, was in his 67th year. The Queen is now only 1 her 33rd year and, therefore, having regard to the exceptional longevity of the House of Brunswick, it is not improbable that Her Majesty's reign may be the longest, as it is the most notable, if any. The only kings who died unmarried were William II., Edward V., and Edward VI., the only queen who died unmarried was Elizabeth, of those sovereigns who were married Richard I., Richard II., and Richard III., Mary, Charles II., William III., Anne, George IV., died without leaving issue surviving. Independently of temporary regencies created during the absence of the King from England, there have been regencies during the minorities of Richard II., Henry VI., Edward V., and Edward VI., and during the last ten years of the reign of George III. Numerous cases have died of William I. and William III.; William II., an infant, was killed by arrows, Richard II. was slain in battle, Charles I. was beheaded. Edward II., Richard II., and Edward V. were murdered, a series of rampages over Henry II. alike; poison or arsenic of his kind John Tolson is supposed to have been administered to Edward VI., and the death of Henry VI. is by some blunders laid to the charge of Richard, Duke of Gloucester. Three Kings, Edward II., Richard II., and Henry VI. died in prison; and one, James II., having strangled the throat in 1685, died in exile in 1701. The regnal years of the sovereigns, prior to Edward I., date from their coronation. Since the time of the King, who was in Palermo at the death of his father, it has been a constitutional maxim that the "King never dies." At the accession of His Majesty the Duke of Cumberland, ex-King of Hanover, was heir presumptive to the Crown. There are now the Queen's 8 children, 24 grandchildren and great-grandchildren between the Duke of Cumberland and the throne.

#### RESOLUTIONS.

Resolved—1. That the unification of initial meridians of reference for computing longitude is of great importance in the interests of geography and navigation.

Resolved—2. That the selection of a zero-meridian for the world would greatly promote the cause of general uniformity and exactness in time-reckoning.

Resolved—3. That in the interests of all mankind it is eminently desirable that civilised nations should come to an agreement with respect to the determination of a common prime meridian, and a system of universal time-reckoning.

Resolved—4. That the Governments of different countries be appealed to immediately after the close of Congress, with the view of ascertaining if they would be disposed to assist in the matter by nominating persons to confer with each other and endeavour to reach a conclusion which they would recommend their respective Governments to adopt.

Resolved—5. That in view of the representations which have come to this Congress from America, it is suggested that a conference of delegates who may be appointed by the different Governments be held in the city of Washington, and that the conference open on the first Monday in May, 1852.

Resolved—6. That the gentlemen whose names follow be an executive committee to make arrangements for the proposed meeting of delegates, and to take such steps as may seem expedient in furtherance of the objects of these resolutions. And that all communications in respect thereto be transmitted to Gen. W. D. Hazen, Meteorological Bureau, War Department, Washington.

Dr. F. A. Barnard, President of American Meteorological Society, New York.

Capt. George M. Wheeler, Corps of Engineers, U.S.A., Washington.

Chief Justice Daly, President of the American Geographical Society, New York.

Justice Field, Supreme Court, Washington.

General G. W. Cullum, Vice-President, American Geographical Society, New York.

General W. D. Hazen, Director of Meteorological Bureau, Washington.

Judge P. A. Abbe, Signal Officer, Washington.

David Dudley Field, American Geographical Society, New York.

James R. Francis, President, American Society of Civil Engineers, Boston.

Dr. Daniel Willard, President of Toronto University, Toronto.

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#### POST OFFICE, MONTREAL.

MONTREAL, Sept. 1, 1851.

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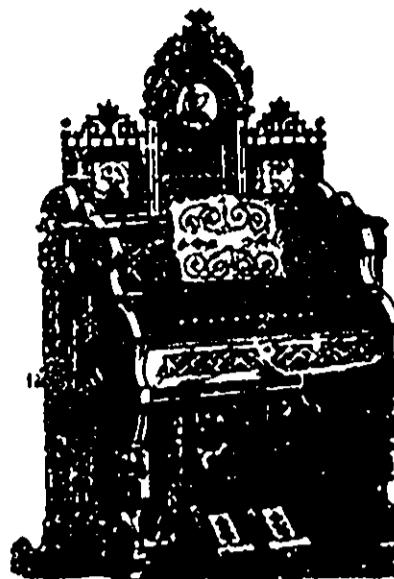
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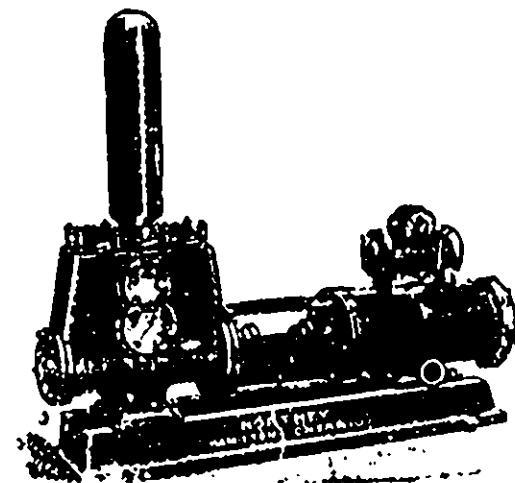
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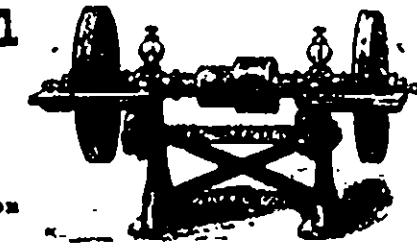
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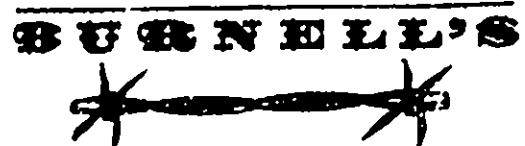
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There are now before the public a number of Four-Pointed Bars which, to the casual observer, are similar in appearance to the Burnell Barb which we are making, but a close examination of them will show the difference and their inferiority.

The Grand Trunk Railway Company of Canada, give it a preference over all others, and have contracted with us for over one hundred tons of fencing for immediate delivery.

This Barb was patented in the United States in 1877, and is no infringement on any other patent, and we will defend manufacturers and consumers against the threats of pretended monopolists. We claim superiority for our Barb Wire over all others for the following reasons:

1st.—We use only the best quality of Galvanized Annealed Steel Wire.

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3rd.—The Barbs on our Wire are four-pointed, thus always presenting a Barb laterally or at a right angle, which is a great advantage over the Two-Barb Wires, as cattle are unable to get against the fence to break it or push it down.

4th.—The Barbs are fastened to the Wire at intervals of 7 inches, in a manner entirely different from any other, being securely headed around and between both wires, so that they cannot slip or move toward each other, and they also prevent the interlocking of the cables behind either wire get broken.

5th.—The machinery by which the Barbs are put on is so perfect that the Cable Wires are not injured or weakened by the process, as is the case with other Four-Pointed Barb Wires.

Manufactured by the CANADA WIRE COMPANY,

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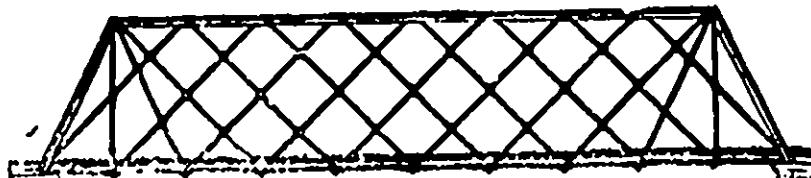
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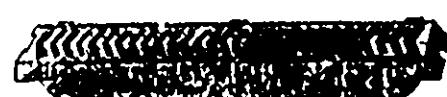
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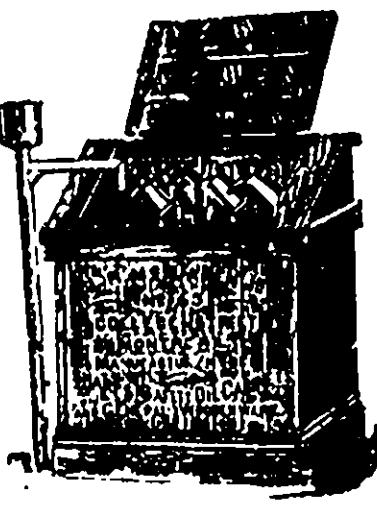
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