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AND  
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NOVEMBER, 1857.

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# CONTENTS.

ARTICLES.	Page.
Bankruptcy and Insolvency Laws . . . . .	97
How to Make the Times Easy—The Way to Wealth . . . . .	104
Specie Prices and Returns—Paper v. Gold . . . . .	112
Railway Investments—Why Unproductive . . . . .	118
Sir Allan N. McNab, Bart. . . . .	121
California Correspondence—Letter from Marysville . . . . .	124
<b>JOURNAL OF MERCANTILE LAW.</b>	
Damages for giving incorrect information of a Merchant's standing—Fowler v. Benjamin . . . . .	126
Landing Freight Contrary to Instructions—Zealand v. Hooker . . . . .	126
Misdescription—Childs v. Chapman . . . . .	127
Liability of Common Carriers—Non-delivery of Merchandise . . . . .	127
Damage by Defective Drainage—Non-liability of Landlords . . . . .	128
The Principles of Banking—Liability of Shareholders . . . . .	129
<b>JOURNAL OF BANKING, CURRENCY, AND INSURANCE.</b>	
Silver Coinage for Canada . . . . .	134
Customer's Paper—A plea for Country Merchants . . . . .	134
Suspension of Specie Payments—A Memento of 1837 . . . . .	135
Bank Returns for September—(Printed October by mistake) . . . . .	140
Bank of British North America—Returns for August and September . . . . .	138
The Speculators in Stocks . . . . .	138
<b>JOURNAL OF INSURANCE.</b>	
Annual General Meeting of the Canada Life Insurance Company . . . . .	139
Insurance Companies doing business in Canada . . . . .	142
Characteristics of English Insurance Companies . . . . .	142
Fire Insurance.—A word to the Insured . . . . .	144
<b>TRADE AND NAVIGATION.</b>	
Exports at the Port of Toronto.—Quarter ending 30th September, 1857 . . . . .	146
Exports at the Port of Hamilton.—Imports at the different Canadian Ports in 1856.—Correction . . . . .	147
Comparative statement of Imports into Canada for the three Quarters ending 10th October, 1855-6, and 30th September, 1857 . . . . .	148
Imports at Montreal, Toronto, and Hamilton, to 30th September, 1857 . . . . .	148
Comparative view of the Imports at Montreal, 1856-7 . . . . .	149
Marine Losses for the Month of October.—Ditto for the Season . . . . .	150
Avenues of the Western Trade . . . . .	150
<b>JOURNAL OF MANUFACTURES.</b>	
Port Daniel Shell Manure.—Destruction of the Wheat-Fly . . . . .	159
Balley, Ware, and Co.'s Scale Manufactory . . . . .	161
The Manufacture of Axes . . . . .	161
What Science says of Bread-baking . . . . .	162
Rail Mills and Consumption of Railroad Iron in the United States . . . . .	163
Facts relating to the Consumption of Railroad Iron . . . . .	164
Manufacture of Gas from Coal and Wood . . . . .	165
New Brunswick Copper Mines . . . . .	165
Advice to Mechanics.—The Mineral Wealth of Great Britain . . . . .	165, 166
<b>STATISTICS OF POPULATION AND EMIGRATION.</b>	
Immigration into the United States . . . . .	166
<b>RAILWAY RETURNS.</b>	
Receipts of the Great Western Railway . . . . .	168
"    "    Grand Trunk . . . . .	68
"    "    Ontario, Simcoe and Huron . . . . .	168
Report on the Present Position and Prospects of the Brockville & Ottawa Railroad . . . . .	169
General Meeting of the Grand Trunk R. R. . . . .	172
American Railroads . . . . .	176
<b>BANK NOTE REPORTER.</b>	
Canadian Banks, Branches and Agencies, &c. . . . .	177
Private Bankers and Brokers . . . . .	182
Worthless Banks and Frauds . . . . .	182
<b>COMMERCIAL SUMMARY AND REVIEW.</b>	
Review of the Toronto Markets—State of Trade—Shipments of Wheat & Flour from Lake Ports . . . . .	185
Toronto Stock Market.—Montreal Stock Market . . . . .	180, 187
General Review of the Montreal Markets—State of Trade—Produce Market Receipts and Shipments of Produce, &c., &c. . . . .	185
<b>MISCELLANEOUS.</b>	
A Glance at the Times . . . . .	190
Song of the Street . . . . .	190

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In consequence of the expense of collecting, we have determined to collect only twice a year, and to call upon all subscribers at the same time. This will necessitate our visiting some parties who only subscribed a few months ago, and we trust they will see the necessity of this course, in order to secure regularity in our payments, without which no enterprise can succeed. So far, our friends have responded nobly to the call of our Agent, scarcely a single subscriber has allowed our small *draft* on him to be *dishonored*. This speaks well for the commercial community in the midst of a money pressure like the present. N.B. Parties whose term has expired and who wish to discontinue the magazine, will please return the copy sent them with their name on the cover, otherwise, they will still be considered as subscribers.

MR. A. B. DEMILL IS OUR TRAVELLING AGENT FOR CANADA.

CANADIAN  
MERCHANTS' MAGAZINE  
AND  
COMMERCIAL REVIEW.

VOL. II.

NOVEMBER, 1857.

No. 2.

BANKRUPTCY AND INSOLVENCY LAWS.

This is a question the magnitude and importance of which to any commercial country, can scarcely be overrated, and though it has been more than once alluded to in the pages of this Magazine, we may be excused for again recurring to the question at the present crisis, when amid chaos and almost universal wreck on the other side of the lines, Canada is straining every nerve to avoid even the semblance of inability to pay twenty shillings per pound on her liabilities, and that in the medium, which when things come to a pinch, is the only recognized representation of value under the specious name of "specie." It is somewhat of an anomaly when so much solicitude is manifested to preserve good faith with the general collective creditor abroad, that there is absolutely not only no proper law, but little apparent interest in the enactment of any proper law, for securing good faith amongst individual creditors at home, or protecting the interests of the absent creditor when individually interested in the Province in that capacity.

In this respect, we are in a state of little better than primitive savagery, what law there is, instead of being powerful for good, is powerful only for evil—"Jew and Gentile, honourable," aye, even "worshipful" men hesitate not to take that advantage of law which equity would deny them; our Courts teem with instances of attempted and but too often futile resistance to the rule which appears to have been only that of

"The good old way, the simple plan,  
That he should take who has the power,  
And he should keep who can;"

and a chief in the mercantile community will exhibit underhand bills of sale, chattel mortgages, and confessions of judgment, through which he has "rendered himself master of the situation," with as great a feeling of triumph as his aboriginal prototype in savage life would have exhibited so many scalps; but this state of things cannot long exist, the material scalping knife has been sheathed by the march of civilization, and the allegorical must follow by the growing mercantile intelligence of the age.

Nor is this all. The state of the law, or rather the absence of law, which (through instruments not unfrequently executed, and taken as part and parcel of the arrangement on first opening business,) enables a wholesale house to place itself individually, and, to the prejudice of subsequent creditors, beyond the ordinary risks which appertain to the giving of all mercantile credit, has led to a widely-extended and unhealthy system of trade, of which not only the Province, but shipping houses at home are now reaping the bitter fruits.

With a mere outward distinction in name, sufficient for the achievement of the important object of raising a fictitious capital through Bank accommodation, which, in many instances, is rendered doubly fictitious by the prepayment in defiance of all the rules of mercantile prudence of unmatured obligations, into hands from which these obligations have already passed for "value received."—enabled to assume the position of creditors where even-handed mercantile justice would make them partners, a mere *alter ego* ramification of goods depots, by would-be-monopolists, prevails throughout the cities, towns and villages of this Province, which, irrespective of the positive harm they inflict upon established trade, exclude by an unhealthy competition with parties as ostensible managers, but having no real interest at stake, the settlement of bona fide traders, who, to good character, may add such an amount of even limited means, as will, at least, afford an average guarantee to those who are called upon to give credit, that attempted success will be tempered by prudence and caution. This system it is, which is completely changing the character of Canada, as an eligible place of settlement for persons of limited means, for which it has hitherto been so highly lauded, and until the axe is laid to the root of this superstructure, until "legislators in their wisdom, devise some means to keep in the natural bounds marked out by the requirements of consumption," this undue expansion of illegitimate trade, until bankers in regarding the face of a note, really think it of some importance to scrutinize the circumstances and position of the promiser for "value received," with as much, or even more minuteness than those of the promisee who comes before them in the character of "value expected," it will inevitably occur that a sowing of the wind will periodically result in a reaping of the whirlwind. Many a man who has boastfully exclaimed, "I can get any amount of credit," has lived to find that credit a curse, instead of a blessing; and this may be equally the case with a country, both in its internal and external relations—too much external credit tends to damp the development of internal resources, and too much internal credit acts as a premium to unwise overtrading—of this character, is the system of gratuitous endorsements, so much in vogue, that one cannot take up a paper without the phrase "approved indorsed notes" staring him in the face. Now, if Robinson cannot sell a hundred dollars worth of goods or furniture (by auction it may be) to Brown, without Brown requiring to ask Jones' indorsation; much better that Brown let the purchase alone: "what is Brown to Jones, or Jones to Brown, that he should endorse for him?" he might have to pay dearer for the goods on his own individual name, even if he could get them at all; but what is this evil compared with that curse which "cheap credit," with its numerous train of evils and inextricable mixing up of parties otherwise distinct entails upon a country? Late events have demonstrated the magnitude of this evil; one act of indorsation begets another, on the principle of *quid pro quo*—and the building is piled to such a height that a fall is inevitable, "and what a fall is there," when it does come. Many a man rises

in the morning in complacency, with his apparent circumstances, and those of his family, to find that, before night, through some inadvertant act, of what it is the fashion to call friendship, his hopes, and those of his family, are blasted. For all this, it may be said the remedy lies in the individual, but it is the duty of a paternal government to institute such laws as may either restrain the tendency, or distribute the effects over an area wide enough in some degree to mitigate the evil.

From symptoms exhibited during last session of the Legislature, both in respect of governmental and amateur legislation on this subject, it is evident that in the approaching session "something will be done," it is for those interested to see that that *something* is led in the right direction this time—the former law which was allowed to die a natural death, only to be succeeded for a short period by a still more objectionable statute, repealed through the indignation of those whom its operation only awakened to its monstrous defects, has been blamed for being operative only for the benefit of "whitewashing" undeserving parties, but probably on examination it will be found that this "whitewashing," as the phrase is, was carried through, as much through the supineness and inattention of those who ought to have been present with the *black brush*, as from any defect in the law. The real fact is, that the inattention of mercantile men to bad debts, when ascertained to be such, is proverbial. Too much money even now is lost to individual creditors under the present system of assignments, by their failing, "to come in" within the specified time to an arrangement which presents the only chance of their getting anything—other interests than those of the probably honest but unfortunate assignor, come into play to keep them out if they have shut themselves out, and fuming and fretting at their disappointed position, they visit on the devoted head of the unfortunate, what is really owing to themselves,—with vengeful feelings they "hang the millstone round the man's neck," and, probably, for any further good he may be, either to himself or family, he may as well "be thrown into the Lake." But even this proverbial supineness of creditors in cases of bankruptcy, may be provided for by a proper Bankruptcy Law, and precedents to this effect, in already existing laws, are not wanting as far as it is possible to provide for them; but such provisions are not achieved by the mercantile community standing aloof with folded hands and calling even upon "Hercules" to do the needful; let them be up and doing for themselves; surely they can come to some agreement as to what they really do want; let them take the initiative instead of the defensive; it is a much more advantageous position to propose a good law than to oppose a bad one; and as a previous forcible writer on this subject has said, in reference to the prompt rescinding of the late objectionable insolvent law, that "whenever the commercial interests will let their voice be heard as unmistakably as in that instance, the legislature will be found equally pliable." On the authority of Adam Smith, "the Mercantile Law of England is an edifice erected by the merchant, with comparatively little assistance, either from the courts or the legislature. The former have, in many instances, only impressed with a judicial sanction, or deduced proper and reasonable consequences from those regulations which the experience of the trader, whether borrowing from foreigners or inventing himself, had already adopted as the most convenient. The latter, wisely reflecting that commercial men are notoriously the best judges of their own interests, have interfered as little

as possible with their avocations—have shackled trade with few of those formalities and restrictions which are mischievous, if only on account of the waste of time occasioned in complying with them.”

Let the mercantile community go boldly forward in concert, through special delegations of Boards of Trade and other similar associated bodies; devise what they really do want, and respectfully but firmly, tell the Legislature that they will have it. In this view it may not be unprofitable to present for consideration, from the experiences of the old country, some of the rocks to be avoided, as well as advantages to be achieved, by the institution of a proper Bankrupt Law.

In reference to the first, we see that the veteran reformer, Lord Brougham, has recently taken up the question of the overwhelming expense at which Bankruptcy Law in England has hitherto been administered, and we have cut from an old country paper, the following short but very suggestive paragraph:—

*Enormous Expenses in Bankruptcy.*—By a return just published, it appears that of £1,978,325 2s. 9d, collected in 2138 cases, the sum expended in the collection and administration of the assets was no less than £628,720 16s. 11d.

A slight arithmetical examination of the above, will bring out the result, that the average amount of assets to be recovered in each case, was somewhere about £925, and, to do this, cost £295 per case, or otherwise, that the realization of the cumulative amount of assets, cost 31½ per cent, or as much as would have represented a dividend of 6s. 3¼d. per pound! Not a bad composition on the average, as times go, could it have been *saved and divided among the creditors* unfortunately interested; and in the consideration of any new measures in this Province, the problem to be solved, undoubtedly is, how to attain all the other indispensable requisites of a proper Bankrupt Law, at the *least possible sacrifice* to those, who *prima facie* have an *undoubted right* in equity to the whole fund in medio. With recollections of the former expired Bankrupt Law, the decease of which was far from being regretted, this alone it is, which “gives us pause, and makes us rather choose the ills we have, than fly to others that we know not of,” or, rather, that we know too much of, for it is an undeniable fact, that hitherto in bankruptcy affairs, the mediation betwixt one party having nothing to lose, and the other parties something more than they had already lost, the Law has had more than the lion’s share, the reversion becoming “small by degrees and legally less,” reaching at length that homœopathic stage of dilution, where something ends and nothing begins. A previous writer has defined a bankrupt as “a corpse in the mercantile world,” and as in cases of natural decease, the extravagant expenses of undertakers and their satellites, with all the accessory paraphernalia of woe, inflicted upon surviving relations, (and often as unnecessary as they are ill able to be afforded,) have long been stock-matter for the satirist; so it would appear, as if a parallel were to be found when a man becomes commercially defunct. We almost seem to hear the gentlemen of the “long black robes and white chokers,” who do most congregate in the portals of the courts, speaking of the defunct and whispering to each other, “here comes his estate, followed by the official assignee, who, though he had no hand in his failure, shall yet experience the benefit of his failing, as which of us shall not?” A bankrupt estate has in

fact, been like the disputed oyster in the fable—with the creditors on the right and the debtor on the left; the law has opened and quietly proceeds to swallow the oyster, handing the shells to either side; that sent to the left, containing, indeed, the “pearl of great price,” in the shape of a *discharge*; that to the right, the mother of the pearl only, with the bill of the price, staring from its deceptive glitter. Even in the operation of the lately repealed Insolvent Act, it not unfrequently occurred to us, that the sixty, seventy, or an hundred pounds, thrown away upon *legal proceedings* and notices, *usque ad nauseam* by persons professing to have nothing, would have been much more fitly bestowed in paying even a trifling dividend, which would at least have shown the will, if the ability was slight.

Such then being the tolerably accurate history of the past, we question whether the mercantile classes of this great and growing Province, will quietly submit to future legislation in the same objectionable direction, nor is it to be wondered at, that, unable to devise a better, the tendency rather leans to a desire for an utter absence of all law on the subject.

No commercial country can long prosper, however, without well defined laws, regulating, what of necessity, follows the footsteps of commerce in all countries; and, therefore, we trust but short time will elapse before the production of some well matured measure. All that a bankrupt law ought to aim at, is, an equitable, speedy, and economical distribution of whatever a man is able to pay, less than the twenty shillings per pound which he is justly due, among those to whom he is so indebted, and securing the honest unfortunate from vindictive proceeding, or any prospective wringing of the balance of deficiency out of his future exertions, carelessly fencing the city of refuge against the entrance of the fraudulent or dishonest, or punishing them if they obtain admission.

Now, if one country, from which many in this Province hail, which has long enjoyed a prestige in reference to her laws, both in regard to bankruptcy and banking, has long ago made the path to this desirable terminus tolerably clear and open; and has even lately cut away some of the obstructions which entangled it, why should we, who are as of yesterday, hesitate to follow her lead? Thus, we believe, Scotland has done, and that by the introduction of a consolidated Bankrupt Law, which only came into operation on the 1st November last, what before enjoyed a fair reputation for equitable provisions, has been rendered as yet the *ne plus ultra* of bankruptcy legislation.

It would exceed the limits of this article minutely to analyze the provisions of this statute, but its principles are easily shown forth. Introducing the debtor and creditors by mutual consent, or if necessary, without the debtor's consent, merely within the precincts of the Court, it leaves the creditors to be the judges of their own interest in winding up and realizing the estate for their own benefit, evoking only as much or as little law as they may see needful. The first step the law takes, except under special circumstances, is to appoint a meeting of creditors, at which the bankrupt must produce a state of his affairs, and if it seem most proper to a certain majority of the creditors present, that the estate would be better wound up by private arrangement, the law sanctions such arrangement, and gives facilities and powers for carrying it out; if, on the other hand, this cannot be achieved, the creditors elect a trustee in whom the estate vests, for their



united interest, not an "official assignee," but one of their own number, whose remuneration for the trouble he undertakes, is also fixed by them.— They also give him three "commissioners, or advisers," and all these officers are amenable to the body of creditors and to each individual creditor, and removable at pleasure on cause shown. The trustee, on accepting the office, must govern himself on certain defined principles, as to the disposal and security of the assets as he realizes them—to the periodical furnishing of information from time to time to the creditors as to the estate, independent of any incidental interrogations addressed to him by his fellow creditors, with whom he is probably in daily mercantile intercourse, and beyond which powerful incentive to activity and exertions, the system of "official assigneeism," entirely places the principal officer. He must prepare a report of the conduct of the bankrupt, and whether his losses have arisen from innocent misfortune, or reckless trading and expenditure; and on this report depends the bankrupt's ultimate discharge. The trustee, before obtaining his own discharge, must submit his accounts to the accountant in bankruptcy, a new and important officer, appointed to take a supervision of bankruptcy affairs generally, and compile certain statistics, which will be as valuable an index of the prosperity or adversity of a country as imports, exports, or revenue. All unclaimed dividends must also be accounted for, and these, it is well understood, under former loose systems, amounted to no inconsiderable item, which quietly found their way into other pockets than the rightful ones. Then, while there are special provisions for securing the absence of fraud in the bankrupt, there are, what is quite as necessary in this Province, stringent clauses for securing honesty and fair dealing in the creditors *in ver se*. All preferences or securities operated upon the estate, while the debtor has been on the verge of bankruptcy, though underhand, are reducible for the common benefit, and no creditor is allowed to help himself at the expense of the rest, while, if he collude with the bankrupt either to accept a composition or grant a discharge under promise of a future secret payment, (which, of course, it would afterwards be to the interest of the bankrupt to expose;) not only does he forfeit his claim upon the estate, but he can on suit and proof by any individual creditor, be made to pay in double the amount of the attempted preference for the benefit of the estate. Provisions such as these, are well worthy the consideration of those interested in obtaining an equitable law for this Province, where unjust preferences, which every day brings to light, to the disgrace of upright commercial character, have been too long the rule; and, we trust, that in the compilation of any measure, due weight will be given to the excellent provisions of the Scotch Statute, which before it passed into law, underwent the ventilation of all the Chambers of Commerce, Boards of Trade, Trade Protection Societies, (another feature in the commerce of the old country, to which we shall at a future time advert) and other mercantile associations throughout Scotland, and may therefore be safely relied on as an embodiment of mercantile experience by which even Canada might profit without derogating from her position.

It will also be seen that this Scottish law of bankruptcy, by leaving under proper provisions the winding up of estates to the creditors themselves, which is managed economically, and with but little or no intervention of *open court* work and publication, pandering to the curiosity of "outsiders" who have no interest in the matter, obviates an evil which in English bank-

ruptcy, appears to be of so growing a magnitude as to call forth a recent article from the Times, with which we will conclude :—

## BANKRUPTS' EXAMINATIONS.

“The statement just made by Lord Brougham on the existing defects of the Bankruptcy Courts will, perhaps, stimulate the Government during the approaching recess to prepare a scheme of amendment. And although the improvements urged were far from extensive, the tone of the Lord Chancellor afforded the hope that they are likely to be vigorously taken up. The great evil of the present condition of the question is the damage it inflicts upon public morality. Everything that deters creditors from bringing the conduct of failed firms before an impartial tribunal operates as an encouragement to the fraudulent trader. Where affairs are wound up under private inspection, the representations of the debtor are always more or less taken for granted; and while the honest man abstains from turning this fact to his own advantage, it proves to the unscrupulous an irresistible temptation. Both, however, occupy afterwards the same position in society. Indeed, if there is any difference, it is against the honest man since he frankly admits all his mistakes, while the more practised operator resorts to every kind of concealment and sophistry, and usually does by extracting a general expression of “sympathy” from his deluded supporters. The records of the past few years indicate the field that is open to the bold adventurer. He may go on with a lavish external expenditure, and wind up with liabilities for £100,000—they must never be less than £50,000, if he desires to be respected—and in the end, although he may be unable to show assets for more than a quarter of that amount, or to give a single satisfactory reason in the shape of unforeseen calamity to account for the disappearance of the remainder, he can rely that few questions will be asked, and that the whole matter will be smoothly adjusted. Should any dissatisfied sufferer manifest a disposition to severity, it is only necessary that some friend of the insolvent, after enlarging upon the readiness shown by that gentleman to facilitate the liquidation—he having actually offered to continue his best services in the cause for three months, or even longer, on a proper allowance being made to him—should threaten every obstructive with the fact that, if any want of unanimity is shown, the case must be carried into bankruptcy, where, instead of 4s. or 5s. in the pound, which might now be realized, there will, at the best, be a prospect of half-a-crown. From that moment, all opposition is over. The creditors sign a deed of arrangement, write off their losses, wait patiently for the small pittance promised, and never make another inquiry. That such results should be witnessed when, as Lord Brougham observed, speaking from the experience of the past three years, out of 120 bankruptcies, with assets amounting in the aggregate to £90,000, the creditors got only £44,000, the whole of the balance having been swallowed up by expenses, can hardly create surprise. Even under the best system, the inducements on the part of creditors to shun a public court, are very strong, since those who have made large losses are never anxious to parade them, but with the certainty that the pecuniary results would be worse, even, although reserved assets might often be extracted, which, under a private liquidation, would never be heard of, there can be no doubt as to which will be preferred. Thus all the most questionable cases wholly

escape. Pecuniary loss and inconvenient publicity both stand before the creditor to deter him from his strict duty, and the reckless defaulter gets through without even a rebuke, since it is not the business of any individual to assume the functions of a judge. A system more calculated to strike at the root of all straightforward and unpretending modes of business could scarcely be conceived. The story of the prosperous American financier, who, upon his sixth failure, was told that his assets did not show more than 3s. 9d. in the pound, and who replied that, as he had never paid less than 5s, he would make up the difference from his own pocket, finds something very like its parallel every month in London. The continuance of the evil depends now upon the Legislature. The expense of a legal liquidation certainly need not exceed that incurred by a leading professional accountant. In fact, it should be considerably less. With a form in this respect, and with some arrangement for the non-publication of the amount of the claim of each individual creditor, the Court of Bankruptcy might become what such a tribunal should be in the first commercial country in the world—a terror to the dishonest and a refuge and justification for the unfortunate trader. In the absence of the latter provision, whatever reforms may be made in other respects, it will perhaps never be uniformly resorted to. Some of the recent and most important investigations connected with the Royal British Bank, were nearly being stopped through difficulties in that respect. They were got over, however, by an understanding that names or special figures should be suppressed wherever their publication might be injurious or inexpedient, and, subject to the discretion of the Court, there seems no reason why the example thus furnished should not be generally acted upon.

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### HOW TO MAKE THE TIMES EASY.

It is just one hundred years ago since the good and great Dr. Franklin summed up the sayings of poor Richard, which are, or ought to be, familiar as household words. From these sayings we learn that "hard times" were then, as now, the general complaint, but the remedy proposed by sensible men was very different from that proposed by many writers at the present day. 'Tis true, the words discount, renewal, paper currency, suspension, &c., were not then so familiar as they now are; but like causes produced like effects, and will continue to do so in spite of the brightest financial abilities or theories so profound as to be beyond the reach of common understandings. The individual living beyond his means, or spending more than he earns, must fall back upon his capital, or go in debt for the balance, and as a community is simply a collection of individuals, it is clearly impossible for the one to advance while the other recedes, or, in other words, if the great majority of a people live within their means, and so increase their wealth, it would be an utter impossibility to find such a country in commercial embarrassment. It is true there are other ways of getting into trouble than by extravagance; a merchant may buy too heavy, and find himself in difficulties with abundant means to pay all his liabilities, could he realize from his stock, and this, we are inclined to believe, is the case with many at the present time; but while

the prospect of ultimate payment is much better under such circumstances, the regular return of payments is equally interrupted, and the injury to the legitimate business of the country scarcely less.

We have repeatedly urged the importance of attending more closely to the extension of our internal trade, and the fuller development of our natural resources; but while the wheels of commerce could be kept in motion by the expenditure of foreign money or liberal banking accommodation, little heed was given to our counsels. In vain we urged that to import not only our dry goods, groceries, and hardware, but a large share of our agricultural implements, and even of our animal and vegetable food, would soon result in producing the most disastrous results. *The beginning is now manifesting itself, but the end is not yet.* At the present moment, with many labourers seeking employment, we are importing into this city of Toronto, large quantities of cattle, cheese, hops, apples, &c., &c., from the neighbouring States, and paying for the same in American gold; yes, and the thousand half-employed clerks in our city establishments, are now fed by the industry of another nation, and the discounts so eagerly demanded to bring our produce to market, is actually taken to pay for imported provisions for our daily use.

It is true that our farmers are so saucy, that when prices are not just to their liking, they carry their produce home again, but this only proves how imperfectly our agriculture is developed.

We have lately noticed an article in a Montreal paper, which usually advocates with much ability, sound views of political economy, (and which we believe was the first to sound the note of warning regarding the unsatisfactory relations of our foreign trade,) inculcating the doctrine that a liberal style of living was the best for the general prosperity of the country. It is true, that since we have got the goods in the country and must pay for them, either in full or by compromise, it may be well to adopt, to the extent of our ability, a style of living, that will help others out of their difficulties, but does our contemporary mean to argue, that it would be better for the interests of the country to spend our means in expensive living, rather than in developing the country's resources. In the one case, our imports are increased with no addition to our exports; in the other, our exports are increased and our imports diminished.

Scarcely four months ago, the same paper, if we mistake not, thus wrote on the condition of Upper Canada, at that time,—

"We are inclined to look to the speculations in unproductive real estate as being in other ways the cause of the trouble; imaginary fortunes were made in them, and real expenses incurred by the adoption of a style of living commensurate with the wealth supposed to be inevitable. What has been called progress is simply *inflation*. The increase in the price of land and other fixed property is appealed to as a sign of permanent prosperity; it is not so, unless the permanent annual productiveness has proportionately increased. An agreement by a community to multiply the price of its fixed property by ten, and to intercell and exchange it at this rate, does not increase its wealth one penny, while the adoption of the same multiplication of its expenditure for articles of foreign production, without a corresponding increase of actual revenue, leads to embarrassment and poverty. This has been the course pursued in Upper Canada; and here lies the secret of its condition.

"The expenditure of all classes has increased enormously; the profits of

land, trade, and industry, have borne no ratio to it; the productiveness of the country has been but little enlarged. for what has been gained by the increase of stock, has been lost by the neglect of cattle, by the dependence on foreigners for meat, for hay, for fruit, vegetables, and similar supplies. Add to this the enormous annual remittance on account of the various public institutions, Corporations, and the Government, to pay interest upon foreign loans and investments, and the specie drain is not to be marvelled at. Review the aggregate of imports and exports of the last ten years, and it will be seen that the Province has been over on the wrong side of the balance-sheet; the inimical balance of the trade thus continued year by year has been only temporarily restored by funding those of each year, as it were, by borrowing, by railway outlay, and by similar investments of capital. Our Banking and Railway stocks, or Municipal and Provincial Loans, represent, in the hands of foreign owners, the aggregate of the yearly trade balances against the Province. If the annual deficiency now was confined to the interest on this funded liability, the increased vitality given to production by this outlay, and the facility of internal trade by it, would make it of little consequence; but unfortunately we have regarded the means acquired by this mortgaging of our resources as newly created wealth, and have lived accordingly; and thus, in addition to the liability of previous short-comings, we have an increase of expenditure over production in large excess beyond former years; and a condition of things established beyond the hope of immediate remedy, in the greatest degree dangerous to our future prosperity; our artificial wants have greatly increased, while the means of supplying our natural ones have been constantly diminishing. The only principle of finance acknowledged by the people and their rulers is to go on borrowing until the utmost limit of our credit is reached, in the hope that the procrastination of bankruptcy may last their time; and that in the course of years the chapter of accidents may provide a relief.

“Already men begin to see and feel the approach of the end; and one disastrous season for the agriculturist will precipitate it upon us.

“If great Britain owed the same proportion of its public indebtedness to foreigners that we do, two years would bring her to hopeless bankruptcy. New countries have greater vitality than old ones, but the change of locality cannot change the inevitable laws of arithmetic.

“We must diminish our consumption of foreign products by foregoing their use or substituting home manufactures for them, or we must largely increase the production and export of our native staples. The difference between prosperity and poverty is the difference of the annual balance of trade, whether in our favour or against us.”

These are sound views, and fully endorsed by poor Richard, when he says, “The Indies did not make Spain rich because her outgoes were greater than her incomes.” That our readers may have their memories refreshed by the perusal of Dr. Franklin’s principles of social and political economy, we insert entire his *Way to Wealth*.

#### THE WAY TO WEALTH.

“I stopped my horse lately where a great number of people were collected at an auction of merchants’ goods. The hour of sale not being come, they were conversing on the badness of the times; and one of the company called

to a plain, clean old man, with white locks, 'Pray, Father Abraham, what think ye of the times? Won't these heavy taxes quite ruin the country? How shall we ever be able to pay them? What would you advise us to?' Father Abraham stood up, and replied, 'If you have my advice, I'll give it to you in short: 'for a word to the wise is enough: and many words won't fill a bushel,' as poor Richard says.' They joined in desiring him to speak his mind; and, gathering round him, he proceeded as follows:

"Friends (says he) and neighbors, the taxes are indeed very heavy; and if those laid on by the government were the only ones we had to pay, we might more easily discharge them: but we have many others, and much more grievous to some of us. We are taxed twice as much by our idleness, three times as much by our pride, and four times as much by our folly; and from these taxes the commissioners cannot ease or deliver us, by allowing an abatement. However, let us hearken to good advice, and something may be done for us: 'God helps them that help themselves,' as poor Richard says in his Almanack.

It would be thought a hard government that should tax its people one-tenth part of their time, to be employed in its service; but idleness taxes many of us much more, if we reckon all that is spent in absolute sloth, or doing of nothing, with that which is spent in idle employments, or amusements that amount to nothing. Sloth, by bringing on diseases, abso'utely shortens life. 'Sloth, like rust, consumes faster than labour wears; while the key often used is always bright,' as poor Richard says. 'But dost thou love life? then do not squander time, for that's the stuff life is made of,' as poor Richard says. How much more than is necessary do we spend in sleep! forgetting that 'the sleeping fox catches no poultry, and that there will be sleeping enough in the grave,' as poor Richard says. 'If time be of all things the most precious, wasting time must be (as poor Richard says) the greatest prodigality; since, as he elsewhere tells us, 'Lost time is never found again; and what we call time enough, always proves little enough.' Let us then up and be doing, and doing to the purpose: so by diligence shall we do more with less perplexity. 'Sloth makes all things difficult, but industry all easy,' as poor Richard says; and 'He that riseth late must trot all day, and shall scarce overtake his business at night; while laziness travels slowly, that poverty soon overtakes him,' as we read in poor Richard; who adds, 'Drive thy business, let not that drive thee;' and,

'Early to bed, and early to rise,  
Makes a man healthy, wealthy, and wise.'

So what signifies wishing and hoping for better times? We make these times better if we bestir ourselves. 'Industry need not wish,' as poor Richard says; 'He that lives upon hope will die fasting.' 'There are no gains without pains; then help, hands, for I have no lands: or if I have, they are smartly taxed;' and (as poor Richard likewise observes) 'He that hath a trade hath an estate, and he that hath a calling hath an office of profit and honour;' but then the trade must be worked at, and the calling well followed, or neither the estate nor the office will enable us to pay our taxes. If we are industrious, we shall never starve; for as poor Richard says, 'At the working-man's house hunger looks in, but dares not enter.' Nor will the bailiff or the constable enter; for 'Industry pays debts, but despair increaseth them,' says poor Richard. What though you have found no treasure,

nor has any rich relation left you a legacy?' 'Diligence is the mother of good luck,' as poor Richard says: and 'God gives all things to industry: then plough deep while sluggards sleep, and you will have corn to sell and to keep,' says poor Dick. Work while it is called to-day; for you know not how much you may be hindred to-morrow; which makes poor Richard say, 'One to-day is worth two to-morrows;' and, further, "Have you somewhat to do to-morrow, do it to-day." 'If you were a servant, would you not be ashamed that a good master should catch you idle? Are you, then, your own master? be ashamed to catch yourself idle,' as poor Dick says. When there is so much to be done for yourself, your family, and your gracious king, be up by peep of day: 'Let not the sun look down, and say, Inglorious here he lies!' Handle your tools without mittens; remember that 'The cat in gloves catches no mice,' as poor Richard says. It is true, there is much to be done, and perhaps you are weak-handed; but stick to it steadily, and you will see great effects; for continual dropping wears away stones, and by diligence and patience the mouse ate into the cable; and 'light strokes fell great oaks,' as poor Richard says in his Almanack, the year I cannot just now remember.

Methinks I hear some of you say, 'Must a man afford himself no leisure?' I will tell thee, my friend, what poor Richard says. 'Employ thy time well, if thou meanest to gain leisure; and since thou art not sure of a minute, throw not away an hour.' Leisure is time for doing something useful; this leisure the diligent man will obtain, but the lazy man never; so that, as poor Richard says, 'A life of leisure and a life of laziness are two things.' Do you imagine that sloth will afford you more comfort than labour? No; for, as poor Richard says, 'Troubles spring from idleness, and grievous toils from needless ease: many without labour would live by their own wits only; but they break for want of stock.' Whereas industry gives comfort, and plenty and respect. 'Fly pleasures, and they'll follow you; the diligent spinner has a large shift; and now I have a sheep and a cow, everybody bids me good-morrow:' all which is well said by poor Richard

But with our industry, we must likewise be steady, and settled, and careful, and oversee our own affairs with our own eyes, and not trust too much to others; for, as poor Richard says,

'I never saw an oft-removed tree,  
Nor yet an oft-removed family,  
That thrive so well as one that settled be.'

And again, 'Three removes are as bad as a fire: and again, 'Keep thy shop, and thy shop will keep thee:' and again, 'If you would have your business done, go; if not, send.' And again,

'He that by the plough would thrive,  
Himself must either hold or drive.'

And again, 'The eye of the master will do more work than both his hands:' and again, 'Want of care does us more damage than want of knowledge:' and again, 'Not to oversee workmen is to leave them your purse open.' 'Trusting too much to others' care is the ruin of many; for, as the Almanack says, 'In the affairs of the world, men are saved not by faith, but by the want of it; but a man's own care is profitable; for, saith poor Dick, 'Learning is to the studious, and riches to the careful, as well as power to the bold, and heaven to the virtuous.' And, further, 'If you would have a faithful servant,

and one that you like, serve yourself.' And again, he adviseth to circumspection and care, even in the smallest matters, because sometimes 'A little neglect may breed great mischief;' adding, 'For want of a nail the shoe was lost; for want of a shoe the horse was lost; and for want of a horse the rider was lost;' being overtaken and slain by the enemy, all for want of care about a horse-shoe nail.

So much for industry, my friends, and attention to one's own business; but to these we must add frugality, if we would make our industry more certainly successful. A man may, if he knows not how to save as he gets, 'keep his nose all his life to the grindstone, and die not worth a groat at last.' 'A fat kitchen makes a lean will,' as poor Richard says; and,

' Many estates are spent in the getting;  
Since women for tea forsook spinning and knitting,  
And men for punch forsook hewing and spitting.'

'If you would be wealthy (says he in another Almanack,) think of saving, as well as of getting: the Indies have not made Spain rich, because her out-goes are greater than her incomes.'

Away, then, with your expensive follies, and you will not have much cause to complain of hard times, heavy taxes, and changeable families; for, as poor Dick says,

' Women and wine, game and deceit,  
Make the wealth small, and the want great.'

And further, 'What maintains one vice would bring up two children.' You may think, perhaps, that a little tea, or a little punch now and then, diet a little more costly, clothes a little finer, and a little entertainment now and then, can be no great matter; but remember what poor Richard says—'Many a little makes a mickle:' and farther, 'Beware of little expenses; a small leak will sink a great ship:' and again, 'Who dainties love shall beggars prove:' and moreover, 'Fools make feasts, and wise men eat them.'

Here you are all got together at this sale of fineries and nick-nacks. You call them *goods*, but if you do not take care, they will prove *evils* to some of you. You expect they will be sold cheap, and perhaps they may for less than they cost; but if you have no occasion for them, they must be dear to you. Remember what poor Richard says—'Buy what thou hast no need of, and ere long thou shalt sell thy necessaries.' And again, 'At a great pennyworth pause a while.' He means, that perhaps cheapness is apparently only, or not real, or the bargain, by straitening thee in thy business, may do thee more harm than good. For in another place he says, 'Many have been ruined by buying good pennyworths.' Again, as poor Richard says, 'It is foolish to lay out money in a purchase of repentance;' and yet this folly is practised every day at auctions, for want of minding the Almanack. 'Wise men (as poor Dick says) learn by others' harms, fools scarcely by their own; but *Felix quem faciunt aliena pericula cautum*. Many people, for the sake of finery on the back, have gone with a hungry belly, and half starved their families: 'Silk and satins, scarlet and velvets (as poor Ricard says), put out the kitchen-fire.' These are not the necessaries of life; they can scarcely be called the conveniences: and yet, only because they look pretty, how many want to have them! The artificial wants of mankind thus become more numerous than the natural; and as poor Dick says, 'For one poor person there are a hundred indigent.' By these and other extravagances, the genteel are reduced to poverty, and forced to borrow of those whom they



formerly despised, but who, through industry and frugality, have maintained their standing ; in which case it appears plainly, 'A ploughman on his legs is higher than a gentleman on his knees,' as poor Richard says. Perhaps they have had a small estate left them which they knew not the getting of ; they think 'It is day, and will never be night ; that a little to be spent out of so much is not worth minding.' 'A child and a fool (as poor Richard says) imagine twenty shillings and twenty years can never be spent ; but always taking out of the meal-tub, and never putting in, soon comes to the bottom ;' then, as poor Dick says, 'When the well is dry, they know the worth of water.' But this they might have known before, if they had taken his advice : 'if you would know the value of money, go and try to borrow some ; for he that goes a borrowing goes a-sorrowing, and, indeed, so does he that lends to such people when he goes to get it in again.' Poor Dick further advises, and says,

'Fond pride of dress is sure a very curse ;  
Ere fancy you consult, consult your purse.'

And again, 'Pride is as loud a beggar as Want, and a great deal more saucy.' When you have bought one fine thing, you must buy ten more, that your appearance may be all of a piece ; but poor Dick says, 'It is easier to suppress the first desire than to satisfy all that follow it.' And it is as truly folly for the poor to ape the rich, as the frog to swell in order to equal the ox.

'Vessels large may venture more,  
But little boats should keep near shore.'

'Tis, however, a folly soon punished ; for 'Pride that dines on vanity sups on contempt,' as poor Richard says. And in another place, 'Pride breakfasted with Plenty, dined with poverty, and supped with infamy.' And, after all, of what use is this pride of appearance, for which so much is risked, so much is suffered ? It cannot promote health, or ease pain ; it makes no increase of merit in the person ; it hastens misfortune.

'What is a butter-fly ? At best  
He's but a caterpillar dress ;  
The gaudy top's his picture just,'

as poor Richard says.

But what madness must it be to run in debt for these superfluities ! We are offered, by the terms this sale, six months' credit, and that perhaps has induced some of us to attend to it, because we cannot spare the ready money, and hope now to be fine without it. But, ah ! think what you do when you run in debt. You give to another power over your liberty. If you cannot pay at the time, you will be ashamed to see your creditor ; you will be in fear when you speak to him : you will make poor, pitiful, sneaking excuses, and by degrees come to lose your veracity, and sink into base downright lying ; for, as poor Richard says, 'The second vice is lying ; the first is running in debt.' And again, to the same purpose, 'Lying rides upon debt's back ;' whereas, a freeborn Englishman ought not to be ashamed nor afraid to speak to any man living. But poverty often deprives a man of all spirit and virtue. 'It is hard for an empty bag to stand upright,' as poor Richard truly says. What would you think of that Prince, or that government, who would issue an edict, forbidding you to dress like a gentleman or gentlewoman, on pain of imprisonment or servitude ? Would you not say that you were free, have a right to dress as you please, and that such an edict would be a breach of your privileges, and such a government tyrannical ? And yet you are about to put

yourself under that tyranny when you run in debt for such dress! Your Creditor has authority at his pleasure to deprive you of your liberty, by confining you in jail for life, or by selling you for a servant, if you should not be able to pay him. When you have got your bargain, you may perhaps think little of payment; but 'Creditors (poor Richard tells us) have better memories than debtors;' and in another place he says, 'Creditors are a superstitious sect, great observers of set days and times.' The day comes round before we are aware, and the demand is made before you are prepared to satisfy it; or if you bear your debt in mind, the term which at first seemed so long, will, as it lessens, appear extremely short. Time will seem to have added wings to his heels as well as at his shoulders. 'Those have a short Lent (saith poor Richard) who owes money to be paid at Easter.' Then since, as he says, 'The borrower is a slave to the lender, and the debtor to the creditor,' disdain the chain, preserve your freedom, and maintain your independence: be industrious and free; be frugal and free. At present, perhaps, you may think yourselves in thriving circumstances, and that you can bear a little extravagance without injury; but

'For age and want save while you may,  
No morning sun lasts a whole day.'

as poor Richard says. Gain may be temporary and uncertain; but ever, while you live, expense is constant and certain; and 'It is easier to build two chimneys, than to keep one in fuel,' as poor Richard says. So 'Rather go to bed supperless than rise in debt.'

'Get what you can, and what you get hold;  
'Tis the stone that will turn all your lead into gold.'

as poor Richard says. And when you have got the philosopher's stone, surely you will no longer complain of bad times, or the difficulty of paying taxes.

This doctrine, my friends, is reason and wisdom; but after all, do not depend too much on your own industry, and frugality, and prudence, though excellent things; for they may be blasted without the blessing of Heaven: and therefore ask that blessing humbly, and be not uncharitable to those that at present seem to want it, but comfort and help them. Remember Job suffered, and was afterwards prosperous.

And now, to conclude, 'Experience makes a dear school; but fools will learn in no other, and scarce in that; for it is true we may give advice, but we cannot give conduct,' as poor Richard says. However remember this, 'They that will not be counselled cannot be helped,' as poor Richard says; and further, that 'If you will not reason, she will surely rap their knuckles.'

Thus the old gentleman ended his harangue. The people heard it, and approved the doctrine, and immediately practised the contrary, just as if it had been a common sermon; for the auction opened, and they began to buy extravagantly, notwithstanding all his cautions and their own fear of taxes. I found the good man had thoroughly studied my almanacks, and digested all I had dropped on those topics during the course of twenty-five years. The frequent mention he made of me must have tired every one else; but my vanity was wonderfully delighted with it, though I was conscious that not a tenth part of the wisdom was my own, which he ascribed to me, but rather the gleanings that I had made of the sense of all ages and nations. However, I resolved to be the better for the echo of it; and though I had at first determined to buy stuff for a new coat, I went away, resolved to wear my old one a little longer.

## SPECIE PRICES AND RESULTS.—PAPER VERSUS GOLD.

The question of money is one which has engaged the attention of mankind in all ages; but that question has assumed a new aspect in modern times by the introduction of another element in the shape of a paper currency, the true effects of which do not seem to be thoroughly understood. Under ordinary circumstances the discussion of this subject is dry and uninteresting, like the disputes of the medical faculty to persons in good health, but when symptoms of a dangerous malady are manifested, the nature of the disease and its proper treatment at once become subjects of intense interest. So it is with the body politic, and in the present *feverish* state of the commercial world, the financial M. D.'s are feeling the patient's pulse and prescribing remedies with becoming gravity: treat the patient homeopathically, says one, allopathical y e ies another, while the only hope of safety for the poor sufferer appears to be that which has saved thousands before, namely a good strong constitution.

Modern Banking is attacked by two classes holding different views; one class maintaining that more paper money is required, and that in order to keep it in the country it ought to be made a local thing and become the general currency of the country. Another class urges that such currency is altogether wrong, that paper money should be prohibited, and gold and silver allowed to take its place.

The advocates of the last-named theory are ably supported by a number of writers in Hunt's well-known magazine, and the following article from that journal aptly states the views of these writers generally. The careful reader however, cannot fail to discover many illogical conclusions arrived at by these writers, and to these we may again direct attention:—

“Most persons,” says the writer referred to, “if asked what would be the effect upon prices, of a return of an exclusively metallic currency in this country, would say that they would fall enormously, perhaps 75 per cent., or more; at least, this is the opinion commonly expressed by casual thinkers on the subject.

They have in view only the ratio of the specie to the debt of the banks, as exhibited in their returns. It might be well for those who think so, to consider how long anything moveable would remain in this country at one fourth its present price, or how long the specie could be kept out that would be offered in exchange therefor. As we export about \$275,000,000 of merchandise annually, at present, it would not seem to require a great fall of prices to increase the export of merchandise to equal the gold exported—\$50,000,000 yearly, and keep the gold at home.

What are the banks in this connection? They create no real money, no gold or silver, nor anything that will procure them from abroad. They create no value, and add nothing to the demand for labour, or to the products or wealth of the community; but they create debt, inflate prices, furnish machinery for speculation, and expel gold from the country, to make room for their own debt, and gain interest thereon. They do not, and cannot, make any *permanent* addition to the currency.

It is marvellous what a perfect hallucination upon this subject, possesses the minds of men otherwise thoroughly intelligent.

The truth is, the fall of prices would be scarcely appreciable, at any time

when gold is not being extensively shipped out of the country. If gold is not exported, it is for the same reason that prevents the export of any other commodity; because its value here is as great as abroad. It has no more reference to debt, or the balance of trade, in this connection, than beef or pork.

What regulates or determines the value of gold? Certainly nothing but the money price of commodities. An average rise of prices is a fall in the value of money. And as gold is money, it varies accordingly, inversely as the prices of exchangeable things. A general rise of prices can only be brought about by a relative disproportion between money and all commodities; money must become relatively plenty, or commodities relatively and universally scarce. This latter condition is scarcely possible. The great changes in general prices are the result of changes in the supply of money, as it is thrown upon or withdrawn from the market, alternately

To bring this matter within the comprehension of every reader who will give it a moment's reflection, let us assume some one commodity as the representative of all others; its money price representing the value of gold. We will take wheat, for example, at the average price of \$1 50 per bushel, and suppose it will pay something to export at that, but nothing at any higher price. Then if it should become a little scarcer, and rise 2 per cent, gold would be cheaper than wheat, and instead of shipping a bushel of wheat at \$1 50, the exporter will send \$1 53 in gold, with which he will buy 2 per cent. more wheat elsewhere. This would be owing to a rise in the *value* as well as in the *price* of wheat. But suppose instead of wheat becoming scarcer, the same relative disproportion between wheat and gold should be caused by an increase of gold, precisely the same effect upon prices would be produced; wheat would rise from \$1 50 to \$1 53 per bushel. This would not be a rise in the *value* of wheat, but a fall in the *value* of gold.

I presume the reader will not need to be told that the dollars manufactured on bank books, and in paper notes, are just as available for purchases, and have the same effect upon prices, as those made of gold and silver. At any time, therefore, when \$1 50 per bushel is the exporter's limit for the shipment of wheat, if we supply 2 per cent more of the *fancy* dollars than the currency contained before, the shipment of wheat stops, and the dollars go in its place; but not the fancy ones—they are made for the home market, where they must remain.

It will be observed that this advance of 2 per cent is an average rise of all commodities, in the degradation of gold. Of course, the imported commodity is advanced with the rest, and we pay the 2 per cent. which is the precise addition of the paper to the currency, and get nothing for it; that is, we pay \$1 53 for an imported commodity, which was worth, in the previous condition of the currency, \$1 50; the paper addition to the price, equal to 3 cents per bushel on the wheat, being wholly lost. And this is the only way in which paper money can be introduced. It must cost the country its whole sum in standard gold.

Obviously, this state of things could not continue, for if it did, our gold would run out, and the imports would run in, till the gold would be exhausted. The gold does run out, till the excess of money is reduced, and wheat falls to \$1 50, when wheat can be exported again; but the gold is gone, and we have the fancy dollars permanently established in its place by a sheer usurpation.

The reader will not understand me to say that there is ever a period when the export trade is entirely suspended. Some or many commodities can always be exported to various markets. In taking wheat for an illustration, I wish merely to embody the change of price and value produced by an alteration of the proportions between money and commodities; the average alone must be considered in this illustration.

Nothing can be more certain than that any increase of currency here, in relation to commodities, beyond the same relation elsewhere, will make gold worth less here, in the same proportion, and send it abroad. A fall of one per cent. in the value of gold must be measured and determined by a rise of one per cent. in the average price of the commodities offered for sale. Commerce will discover this with infallible certainty, and take the gold. An average fall of one cent, therefore, in the price of commodities, by a reduction of that proportion of the currency, sinks that difference, and keeps our gold at home.

And here I would remark, that this fall of prices of one per cent., or ten, or fifty per cent., or whatever it may be, is precisely made good to us in the enhanced value of money. If fifty cents will buy as much of all property as one dollar, the value is the same. The effort to supply the additional sum, without increasing commodities, defeats itself, by degrading the value, in proportion to the increase, of money.

It is wealth—capital—that we want, not money. The less money we have in relation to commodities, the better; the more active will be the business, and the greater the prosperity of the country. We produce exportable articles abundantly, and can produce an abundance more. It is utterly impossible for us to prevent the supply of real money *if we use no other*. The only method of making money scarce in this country, is that which we adopt, of making debt plenty, by which money is made *relatively* scarce. Two-thirds of our currency is debt—a mad system of kiting between the banks and their customers—an enormous superstructure of debt is built thereon, keeping almost every trader in danger of bankruptcy. There is nothing else the matter with the business of this country. We are the most productive people in the world, by reason of our intelligent industry and the comparative absence of war, army, navy, idle privileged classes, paupers, and unproductive consumers generally.

Cultivating the arts of peace, with an education almost wholly devoted to utilitarian purposes, while other nations are wasting their resources in war and frivolity, we are growing strong; but we are contributing to them, of our earnings, many millions of good gold, yearly, for which we get no return. We thrive by vigorous labour in spite of the wasteful currency—not by it.

We create more property than any other people, according to numbers, and that remains in houses, ships, cultivated lands, and various merchandise, through all the financial revulsions. Thus we present the anomaly of a nation of great wealth, with very little money included therein, much debt among ourselves, which includes two-thirds of what we call our money—vigorously prosperous as a unit, with a people individually more generally bankrupt, care-worn, and distressed, than any other on the globe. This, of course, is more frequently the case with the manufacturer and traders than with farmers and mechanics. As to the traders, there are not five in a hundred, over 55 years of age, who have not been compelled to compound with their cre-

ditors once or more, or who can pay their debts at last. In distributing the wealth of the country, they come more immediately in contact with the banking system, and suffer the most accordingly.

It is slander to say that all this is the result of individual mismanagement of business; it is the result of an abnormal system of finance. Bankruptcy in trade occurs in proportion to the extent of the debt banking system all over the world; it almost never happens in countries using only a specie currency. It has visibly deminished in New Orleans—formerly the most notorious place in the country for bad debts—since the passage of the restrictive banking law of Louisiana, suppressing bank notes below the denomination of \$5, and requiring the banks to hold one-third the amount of their immediate liabilities in specie. New Orleans is now the safest of our Atlantic cities in regard to commercial obligations, and has greatly the advantage of the others in the exchanges of trade. Seldom does the name of a New Orleans merchant appear in the published bankrupt list; and in the present financial epidemic, originating in the inflation of the New York banks, which distresses almost every other city, New Orleans remains unscathed.

With such experience to guide public opinion, it is unaccountably strange that the transparent evils of our banking system do not fix the attention of every intelligent person in the land. They could be easily remedied, with great gain to the country, and the remedy would impart immediate activity to trade.

If we should retain the annual supply of California gold—\$50,000,000, and buy \$50,000,000 more from Europe, what would it be but selling an additional \$100,000,000 of merchandise for cash? Every trader is desirous to sell his goods for cash, but few are aware that the reason he cannot do this, is that the cash is not here, because it has less utility and value in our commerce than in any other. The bank debt, that we use in its place, and call *money*, is mortgaged by a conner debt as soon as it is created and remains mortgaged as long as it exists. It is debt issued, for debt received, and is in constant demand to discharge itself. There is none of it to spare for cash traffic in merchandise. Its only office is one of transfer; debt can never be reduced by that sort of money. As long as the community owe the bank, the bank must owe the community. Unfortunately, the contract on both sides is for planchets of gold that neither party ever possessed. It is precisely the cornering trick of the stock exchange, elaborated and extended over the whole country. When the shorts are called upon to deliver, the planchets are in Europe and Asia; they can only be obtained by a journey round the world, and in the struggle to obtain them, the means relied upon may probably collapse one-half. What then is to be done? We are skilled by extensive practice in this emergency. Settle the difference in bankruptcy!

Now, I ask the reader to consider well the vast importance of this subject. The banks of the United States owe, in circulation and inscriptions of credit, about \$400,000,000, over and above the coin they hold in reserve, and there remains \$200,000,000 of coin in the whole country, including the amount in the banks, the government treasury, and the pockets of the people. That portion of this whole sum—\$600,000,000—which is not hoarded, that is, which is being offered for the purchase of property, measures and determines the price of all the property of this country.

The debt portion—\$400,000,000—of this currency, usurps the place of the same sum of *money*—namely gold and silver—that in a series of years it has expelled in utter loss to the country. Not a picayune, in my opinion, have we ever had returned for it; for we could have paid for all the imports in our usual productions, which employ our home labour and navigation, for precisely that sum less than they have cost, and retained the \$400,000,000 in coin, if we had given it value by use, and never degraded it by the addition of fictitious dollars to the currency.

And what an incubus of debt is piled upon these four hundred millions of kiting! Any one who can estimate how debt piles upon debt, and how a comparatively small sum of money will circulate by payment from one to another and discharge it, may form some idea of the immense difference to this country, to our resources in war as well as in peace, to the morality, the peace of mind, the happiness of the people, between struggling under this huge mass of debt, and having the coin necessary for its discharge. Then there are many millions of dollars of counterfeit bills, in active circulation, as good as the best, till they are found out; they are the bob-tail of this ungainly kite, and have cost the country good gold, for their whole amount, like the kite itself.

When the export of specie is stopped, by the curtailment of loans, if no new increase of loans were made by the banks, and the labor of the country were left unobstructed in its normal course to increase commodities, inevitably the exports must increase. Labor is a necessity, everywhere, and production the consequence. Commerce is Argus-eyed and finds a market for everything. She is creative, also, and makes a market where none existed before.

Nothing but non-intercourse or war can stop the imports; only an unwise and feeble policy would attempt to do it. The more valuable the foreign commodities, and the greater the imports, the greater is the demand upon us for labor and navigation to supply returns. Labor alone creates wealth. Business is increased thereby, and enures to the advantage of the nation possessing the greatest amount of productive labor, and the least amount of unproductive consumption. We need not fear the whole world in this struggle, with our present peaceful industry, and the general intelligence which enables the laborer to handle his tools to advantage, and produce results not to be obtained elsewhere.

The exports of merchandise would increase, indefinitely, until, by the importation and production of specie, the whole four hundred millions of kiting should be displaced by coin, leaving a purely metallic currency, and gradually melting away probably twelve hundred millions of debt, that now rides the community like a nightmare, and obstructs, by a high rate of interest and continual defalcations and revulsions, the productive labor of the country. When that point is attained, when there is no paper alloy in the currency to degrade it, gold possesses its natural value, and will command that value in exchange for every other commodity. In such a condition of the currency we might as well sell gold as any thing else. Any excess thrown upon the market would not remain here. Prices would rise—attract the imports and check the exports, as of late, and the excess of money, which cheapens it in relation to its value elsewhere, would be exported. But as all the dollars would be real—the product of labor, creating value by their own creation, whether mined or imported—there would no longer be any loss to

the country in exporting gold. Being substantial wealth, the dollars would command substantial wealth, for their full value, in return.

There is now a certainty of a rise in the value of gold, that is, a fall in the price of commodities, that will temporarily stop in the export of gold, set in motion our exportable merchandise, and give a start to navigation. In every such revulsion as the present, the reaction reduces money below the amount that would occupy the currency in specie alone, if there were no paper money, and necessarily carries down the average price of commodities below the true specie measure.

From the considerations herein presented, it results that whenever the banks of this country have so reduced their loans as to put a stop to the export of specie, they have done all that can be done in the reduction of prices *permanently*; they have then reduced the currency till money is as valuable at home as abroad. From that point the path is easy to a full resumption of specie payments; and, infallibly, that path, if followed, would be one of continued activity in business, and of unexampled prosperity. To that point they are compelled to recede, at certain periods, for their own salvation: it is no new thing. Their promises then occupy no more space, and amount to no more, than the specie they have displaced.

To that condition the banks are now receding, violently, for the New York banks lead the country in this regard; and when they reach it, if they would then stand still and not again increase the fictitious money, specie would flow in, and our commodities flow out, in exchange, inevitably and rapidly. We should gain, in the increased value of money, more than we should lose in the price of merchandize. Our idle ships would soon spread their canvas to the breeze, and more ships would be required. Railroads would find full and profitable employment, their stocks would rise like magic, in the market, and we should secure the greatest sale of merchandize, and enjoy the greatest prosperity ever witnessed on the habitable globe.

But will the banks do this? Surely not. Their present system imperatively demands the utmost expansion of debt to earn, or rather to win, dividends, and the utmost expulsion of money to make room for their debt. Their loans will increase, the moment they shall be relieved of the demand for specie beyond their receipt; and the almost fabulous supply of gold will secure this to them speedily. We shall then go on selling gold for less than it costs, or less than it is worth, and increasing debt as usual. Debt, failing, and unnecessary suffering—aching and breaking hearts, among conscientious men; and defalcation, lying, and stealing among the unconscientious—must continue to be conspicuous in the walks of trade, so long as this system controls the commercial finances of the country.

All this might be easily remedied by a few influential men in New York and Boston, in the establishment of institutions for banking with specie, obtained as deposits are obtained by the savings banks, borrowing—or rather obtaining from the depositors, who would be the only proprietors—coin at a low rate of interest, and lending at a higher, and charging commissions for service, thus giving a true and practical direction to public opinion in the use of legitimate money—*coin alone*.

I have not time or space for the consideration of the remedy in this article.



## RAILWAY INVESTMENTS.—WHY UNPRODUCTIVE.

The introduction of railroads has probably contributed more to advance the agricultural, commercial, and manufacturing interests of the world than any other agency of modern times. Whether we look to the Old or the New World, we shall find them adding to the material wealth of the countries where they have been introduced ; increasing the comforts and enhancing the enjoyments of civilized life. By their means, time and space have been almost annihilated, distant friends have been brought together, and channels of trade opened up which even the rigor of a Canadian climate cannot congeal. Who that has travelled five hundred miles in the depth of a Canadian winter, obliged to stop every few miles to restore exhausted nature, and spending often a whole week between Montreal and Toronto, but has a lively sense of the advantages which a railroad confers. A careful estimate of the saving of time, and the reduction of the cost of transporting freight, would furnish results almost incredible, while the increased value given to real estate will in most new countries, exceed the entire cost of the road.

During the coming winter the value of this means of transport is likely to be illustrated in a striking manner. Circumstances apparently beyond our control will leave us at the close of navigation with the great bulk of our present year's crops on hand, which, but for this new channel, could not be carried to market unless at an immense sacrifice. It is no exaggeration to say, that on the quantity of wheat which will be sold during the coming winter, and which necessity would compel the farmers to sell under any circumstances, the enhanced price which they will receive on account of accessible markets, will be equal to the whole interest guaranteed by Government on the Grand Trunk Railway.

In a recent article in the Toronto Colonist, the increase in the value of real and personal property in Canada within the last seven years, is estimated at £50,000,000 currency, and it will not be denied that at least one half this large amount is due to the introduction of railroads during that time.

With such facts before us, it might naturally be concluded that enterprises so beneficial to the public, would prove remunerative investments, and that railway dividends would prove at least equal to those of most other stocks. But what are the facts ? Within a few years, many railroad companies, instead of yielding dividends, have passed into bankruptcy, with a total loss of capital, while the most promising companies have failed to realize the anticipations of their projectors. Instead of sharing in the advantages they introduce, they appear by common consent to be regarded as a necessary sacrifice to the welfare of the country. Instead of being able in an emergency to aid the commercial interests of the country, we find their embarrassed condition regarded as one of the principal causes of the present commercial crisis. Were these remarks true only of a few companies, we might ascribe their failure to the fault of location or want of traffic, but unfortunately those corporations doing the largest business, are no better off ; and within the last few days, the principal railway in the State of New York, has been declared insolvent. We cannot then ascribe these difficulties to want of business, but must regard them as arising from the inability of railway directors to grapple successfully with the immense interests committed to their charge.

The capital now invested in Canadian Railroads is equal to four times the

entire Bank Stock of the country; say, nearly twenty millions of pounds sterling, or one fourth part of the entire estimated wealth of the country. Yet, in many instances, the parties having entire control of them would not be entrusted with the management of an ordinary mercantile house, and certainly not with that of a Banking Institution, whose shareholders had any idea of half-yearly dividends. The magnitude of the Railway interest demands, in justice to the shareholders and the public, "the right men in the right place;" and if those more immediately concerned are so blind to their own interests as to put the reins into incompetent hands, they must expect to reap the natural reward of their conduct, and are scarcely deserving of public sympathy. Why enterprises so necessary to a country's prosperity should, of all others, be the most unproductive, is a question for stockholders to decide. They are entitled to a better fate, and we trust the day is not far distant, when this description of property will be as valuable as any other.

The public at large are deeply interested in this matter, for the prosperity of the country must greatly depend upon the success of railway enterprise; and any saving effected through unremunerative tariffs is too dearly purchased at the risk of sweeping away millions of pounds of hard earned money,—in many cases the sole dependence of widows and orphans,—and closing the door against all such investments in future, even for the most promising enterprise.

But increased rates would not of itself rectify the evil,—financial ability, rigid economy, and a thorough knowledge of the country must preside at the boards, before we can expect a better state of things; and if the necessities of the hour, the claims of friendship, or the hope of private gain is to be the measure of directorial capacity, the unfortunate possessors of railway stocks may long expect to see their property annihilated, and the railroads of the country left a sad monument of incapacity and folly.

We have no desire to see railway fares increased, but if such increase is necessary to secure fair returns, then, we say, on no principle of common honesty or prudence, can a different policy be pursued. The public have a right to see that railroads are properly managed, but they have no right, and we believe, no wish, to see them running their trains at a loss. The introduction of higher rates may for a time be necessary, but under proper management a larger income, by relieving the companies from embarrassment, would soon enable them to return to their old rates.

On this subject we find the following remarks in a late number of the *New York Journal of Commerce*, which we commend to the perusal of railway stockholders and managers.

"The cause of such financial troubles would, by merchants of ordinary sagacity, be promptly remedied. It lies in doing business *too cheaply*,—in affording too much, or too many, accommodations to the public, for the money paid therefor. The remedy, obviously, is to charge more for the services rendered; and thus, according to all sound rules of finance, furnish an appropriate remuneration to capitalists for their outlay.

It is well known to many railroad men, that the system of cheap fares was fully tested in Massachusetts, and with all the advantages resulting from sagacity, prudence, economical management, close insight into details, the system was found utterly defective. On examining with some care the elaborate and comprehensive reports of the Boston and Worcester Railroad Corporations for the years 1855 and 1856, we find that they have applied the

true remedy for defective revenues. The company have had the benefit of economical management, the interest on their bonded and floating debts not exceeding six per cent. annually, yet for some years they found their receipts did not pay well for their expenditures. Even at two cents per mile for each passenger, in 1856 the revenue was insufficient, and the rates have been advanced, viz :

	Year 1854.	1855.	1856.
Receipts per passenger per mile - - - -	2.	2.15	2.29

Even at the average rate now charged, 2.29 100, the road could not, except under favourable circumstances, pay their shareholders. If the Company were subjected to 1 or 1½ per cent. per month for interest, (or 2 or 2½ as is the case in New York,) a serious inroad would be made in their surplus income. The revenue and the running expenses of the Boston and Worcester road for the past ten years were as follows :

	Total Income.	Working Expenses.	Per centage of working expenses to Revenue.
1847.....	\$722,000	\$382,000	53
1848.....	716,000	382,000	53.3
1849.....	703,000	405,000	57.6
1850.....	757,000	377,000	49.8
1851.....	743,000	394,000	53
1852.....	758,000	410,000	54
1853.....	887,000	455,000	51.3
1854.....	952,000	594,000	64.5
1855.....	1,008,000	603,000	59
1856.....	1,108,000	671,000	60.6

It requires no spirit of prophecy to predict that the merchant who daily purchases merchandise at a dollar, and sells it at ninety-five cents, must inevitably become bankrupt! And yet this is precisely what the railroad directors of the United States are constantly doing; and then the innocents hold up their hands in holy horror at the difficulty by which they are surrounded! We are well aware that in this State there are restraining laws as regard the maximum prices to be charged for passengers per mile; but we do also know, as does every intelligent railroad director in the State or in the United States, that these laws can be changed on application; and therefore we say it is not honest to pretend that the law stands in the way of demanding remunerative prices for the work done.

The amount of capital invested in American railways exceeds seven hundred millions of dollars; and this enormous sum is rendered comparatively valueless to its owners, through the mismanagement of those to whom its control has been intrusted. This is strong language; but it is nevertheless the simple truth. The Railroad Directors of the United States, and they only, are responsible for the melancholy fact, that this enormous pecuniary interest does not yield a remunerative revenue; and we have no hesitation in saying, that if stockholders will not make use of the power they possess, and compel their Directors to raise the fare to a remunerating price or turn them out of office, they do not merit the sympathies of the public. We have no patience with men who thus misrepresent the interests of their constituents, nor with constituencies who tamely submit to be thus treated by their servants. They are entitled to no sympathy, except indeed, in the cases of the widows and orphans who thus have their means of subsistence taken from them by

the very men selected to watch over their interest. But in common with all who have the welfare of our country at heart, we deeply deplore the folly and infatuation of men, who to gratify some foolish spirit of rivalry, day after day, deliberately persevere in a policy absolutely ruinous to the great Railroad interest of the country, and indirectly seriously affecting our national prosperity, by rendering unavailing if not valueless, upwards of seven hundred millions of capital.

Our experience, and it is not a limited one, warrants our saying, that ninety-nine out of every hundred of the intelligent people of the United States, condemn the system now adopted by the Railroad Directors, and will cheerfully submit to have the price of railroad travelling increased to any rate which will be found remunerative. What that rate may be, we are not prepared to say; but this we know: if the stockholders of the Erie, Hudson River, and Central Railroads, were to demand of their Directors not to carry passengers for less than two and a half cents per mile, the seventy-five millions of dollars invested in these roads, would at once become productive, and all good men would rejoice in their prosperity and the influence of that prosperity upon the country at large.

Public opinion is sound upon this subject; and we but reflect public opinion when we say to Railroad Boards—"raise your fare or abide the consequences; and just so long as your Stockholders will tamely submit to your existing very foolish proceedings, neither they nor you, are deserving of public sympathy. You have the remedy in your own hands, and if you will not use it you must abide the consequences. If your Stockholders insist upon being ruined, why so be it; but if they would reap the legitimate fruits of their enterprise, they must either get rid of you at once, or *compel* you to be alike just to them and to the country."

The Stockholders of a Railroad who permit their Board of Directors to continue its fares at less than two cents and a half a mile, deserved to be without dividends and to have their roads brought to the hammer; and we at least, have no sympathies to waste upon them."

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#### SIR ALLAN N. MACNAB BART.

Few men in Canada have occupied a larger space in the public mind than Sir Allan Napier MacNab, and the following memoir of his eventful, and, upon the whole, successful career, which we find in a late number of the *Hamilton Spectator*, cannot fail to be read with interest:—

With feelings such as must have been experienced by all who are about to be separated from an old and valued friend, we, to-day, record the retirement from public life of one who for upwards of twenty years has been the acknowledged leader of the party for whose interests we have battled ever since the establishment of this journal. Sir Allan Napier MacNab, Bart., of Dundurn, was born at Niagara, in 1789, and is of Scottish extraction. His grandfather, Major Robert MacNab, of the 42nd regiment, or Black Watch, was Royal Forester in Scotland, and resided on a small property called Dundurn, at the head of Loch Hearn. His father entered the army in her Majesty's 71st Regiment, and was subsequently promoted to a Dragoon Regiment; he was attached to the staff of General Simcoe during the Revolu-

tionary war; after its close, he accompanied General Simcoe to this country. He married the youngest daughter of Captain William Napier, Commissioner of the Port of Quebec. When the Americans attacked Toronto, Sir Allan, then a boy at school, was one of a number of boys selected as able to carry a musket; and after the authorities surrendered the city, he retreated with the army to Kingston, when, through the instrumentality of Sir Roger Sheaf, a friend of his father's, he was rated as a midshipman on board Sir James Yeo's ship, and accompanied the expedition to Sackett's Harbour, Genesee, and other places on the American side of the Lake. Finding promotion rather slow, he left the Navy and joined the 100th Regiment under Col. Murray, and was with them when they re-occupied the Niagara frontier. He crossed with the advanced guard at the storming and taking of Fort Niagara. For his conduct in this affair he was honored with an Ensigncy in the 49th Regiment. He was with General Ryall at Fort Erie, and crossed the river with him when Black Rock and Buffalo were burned in retaliation for the destruction of Niagara, a few months previous. After the termination of this campaign, Sir Allan joined his regiment in Montreal, and shortly after marched with them to the attack of Plattsburg. On the morning of the attack, he had the honor of commanding the advance guard at the Saranac Bridge. At the reduction of the army in 1816 or 1817, he was placed on half pay. He then commenced the study of the law, and during this time was employed as copying clerk and clerk of the journals of the Legislative Assembly, and when the Parliament of Upper Canada was extinguished by the act of Union, Sir Allan was Speaker. He was subsequently elected Speaker by the united Legislature. He was called to the Bar in 1825, and commenced the practice of his profession in Hamilton, where he was for many years a most successful practitioner, having all the most important business in the District. He was then appointed Queen's Counsel, the first appointment of the kind in Upper Canada. He was first elected to Parliament in 1829, we believe, along with the Hon. John Wilson, for the County of Wentworth, and after serving in three Parliaments, was returned for the town of Hamilton, in opposition to Mr. Harrison, the Government nominee. He has been opposed successively since then, by Messrs. Tiffeny, Freeman and Buchanan.

Sir Allan's zeal and efficiency as a Militia officer during the troubles of 1837-8, are fresh in the memories of all. He did not wait for the insurrection to reach Hamilton, but went with the "Men of Gore" first to Toronto, afterwards to the West, and then to the Frontier, during which time he commanded the Militia. His time and means were liberally given in defence of his country; the speedy termination of the troubles in Upper Canada were due to his activity and zeal. His services were duly appreciated, not only in his native country, but by her Majesty's Government. He received the thanks of Her Majesty, of Lord Seaton, the two Parliaments of Canada (he being Speaker of the Lower House) and also received the thanks of the Legislatures of the Sister Provinces.

Sir Allen MacNab, though always consistent, proved himself to be more liberal than many of his opponents have been inclined to give him credit. It is known to all our readers how ably he battled for the retention of the Clergy Reserves: yet, finding that the country was averse to the continuance of the Reserves, he gracefully yielded to the wishes of the people, and finally effect-

ed a settlement of the vexed question, after the boasted champions of its abolition had failed to carry out their oft-renewed pledge. He has been in the House of Assembly for nine successive Parliaments, and was never absent from his place for a week, except during the last two sessions, when illness confined him to his house. But now, when he finds himself unable to discharge his duties as heretofore, contrary to the generally expressed wishes of his old friends, he has resigned the trust reposed in him by the electors of this city. Having been born and brought up in Canada, and entering public life while but a very young man, he has been identified with every public improvement for the last forty years. He became Prime Minister in 1854, and, during his administration, the Clergy Reserve question was set at rest; the Reciprocity Act was passed; the Seigneurial Tenure difficulties were adjusted; and the Militia Act was, we believe, Sir Allen's last measure, the admirable results of which are now generally admitted. Sir Allan was knighted in 1838, and was created a baronet on his retirement from the office of Premier in 1856. Had he exerted himself as zealously for his own interest as he has for those of the public, there is no doubt that Sir Allan would have been one of the wealthiest men in the Province. As we have already said, he carries with him into his retirement the hearty good will and esteem of his many friends; and while they cannot but regret to lose him as their representative in Parliament, they feel that he has taken the only course which a sense of duty to his constituents, as well as to himself, seemed to point out. Their only consolation is in the hope of finding a competent successor to Sir Allan, to fill the void his retirement has caused.

TO THE FREE AND INDEPENDENT ELECTORS OF THE CITY OF HAMILTON.

GENTLEMEN—I deeply regret that the state of my health is such, that I am unable longer to discharge my duties in Parliament with justice to you and satisfaction to myself. I, therefore, feel that the time has arrived for me to retire from a position that it has been the pride of my life to enjoy. I would have taken this step at the close of the last Session, had I not believed there would have been a general election, and I was unwilling to give you the trouble and annoyance of a second contest; however, the best information I can obtain, I am inclined to the belief that there will not be a dissolution of Parliament. I have, therefore, transmitted my resignation to the Speaker of the Legislative Assembly, that you may have ample time to select a member in my place.

Most sincerely do I thank you, gentlemen, for the kind and cordial support you have accorded me during nine successive Parliaments, in which I have had the honor of representing either the county or city.

The best portion of my life has been spent amongst you; and I can say, with truth, that during this long period, my best energies have been devoted to the interest of my constituents, and the honor of my country.

One word more before we part, and that is—if, in times of trial and great excitement, I have erred, I trust you will kindly ascribe it to an error of the head, and not the heart.

Believe me, gentlemen, I shall ever remain,

Your greatly obliged, and very faithful friend,

ALLAN NAPIER MACNAB.

DUNDURN, OCT. 24, 1857.

## CALIFORNIA CORRESPONDENCE.

To the Editor of the *Canadian Merchants' Magazine*:

MARYSVILLE, CALIFORNIA, 18th Sept., 1857.

SIR:—It is very gratifying to a Canadian, in this part of the world, to get posted up occasionally in Canadian matters, and your valuable Magazine (the August number of which has just come to hand) is always a welcome visitor. I must, however, take exception to your assumption that the progress of Canada has been equal to that of the United States. Why, San Francisco is larger than Montreal, and only eight years old! while many other cities in the Western States throw Canadian cities completely in the shade.

I have no desire, however, to underrate the progress of Canada, but cannot admit that its progress has been equal to that of the *Great Republic*. Be that as it may, I am glad to see that your journal is likely to succeed, and if you deem an occasional letter from a Canadian in California worthy of a place in your columns, I shall be happy to become a contributor to the *Canadian Merchants' Magazine*. The journey to California is not now such a serious matter as when the early gold-seekers endured untold hardships in an overland journey, or the lengthy voyage round Cape Horn. We left New York on the 20th March, and in nine days reached Aspinwall; spent one day in crossing the Isthmus, to Panama, where we again took steamer for San Francisco, which we reached on the 12th of April. Fresh from the snowy regions of Canada, imagine our surprise to find, at that season of the year, the markets well stocked with green peas, potatoes, strawberries, cucumbers, cabbages, &c. Strolling beyond the noise and bustle of the busy city, we found the fields clothed in all the beauty of summer, the waving grain from one to two feet high, and potatoes &c., equally advanced. You need not be told, after this, that the climate here is delightful; our hottest weather during the summer has been 113° in the shade, and that only for a few days; the average summer temperature is from 70° to 90° during the day, while the nights are cool and refreshing. Upon the whole, I think the weather here as cool during the summer as it is in Toronto. This is a great fruit country, and the various kinds of fruit are ripe much earlier here than in your neighbourhood. By the middle of July we have peaches, pears, figs, melons, raspberries, &c, in great abundance; indeed, the water melons are as large as pumpkins, and so plentiful that they are used for horses food.

The method of doing business here does not differ much from that of other American cities. We have no paper money, our only currency being gold and silver, principally gold. Marysville is the third city in California, and contains about ten thousand inhabitants. It has been twice burned down within a very few years, and, as a consequence, the principal buildings are fire-proof; many of them, indeed, resembling large iron safes. Rents are very high, say, for a first-class store, three hundred dollars per month; for second-class stores, from one to two hundred dollars per month. You might find a few small places at fifty dollars per month, but they would be very small. Our principal business is, of course, with the mining districts. We have no railroads as yet, and the number of stages, &c., is immense. These stages are principally owned by the California Stage Company, which has a

capital of nearly two millions of dollars. Their stages are large and commodious, and when full will carry thirty passengers each. Goods intended to go far into the interior are transported on mules: a good mule will carry from four to five hundred weight. I have seen one carrying an iron safe that weighed nearly five hundred weight. There are generally from fifty to two hundred mules in a train, and it is something of a *sight* to see them start on their journey. Much of the business, however, is done by six mule teams, which carry from nine to ten tons, and whose quiet movements are in striking contrast with the noise and confusion of Canadian carters. Goods are brought to this place from San Francisco in steamboats drawing eleven inches of water; another proof of the energy of the Americans. The introduction of railroads, however, will soon work a revolution in the means of transport. Already steps are being taken to build a railroad from Marysville to Sacramento, a distance of forty-four miles. The country is very favourable for its construction, being almost a dead level; and if some of the money invested in your Grand Trunk was invested here, it would yield a much larger dividend. Money is worth thirty-six per cent. per annum, which is certainly not a favourable state of matters for the most promising railroads, and will doubtless have its influence in retarding their introduction into this country.

The immense and rapidly increasing traffic, however, will doubtless cause them to be built, notwithstanding the high price of money. Among the most profitable enterprises in this country, is that of farming, particularly raising stock. A good farmer, with sufficient means to obtain a suitable farm, can almost double his money every year. The principal products of the farms are wheat and barley, the latter being extensively used instead of oats for horses food. Flour is worth six dollars per hundred pounds, and barley from two to three dollars. Hay is worth fifty dollars per ton, and the crops are heavy. One thing operates very much against the settlement of the country, and that is the Mexican Grants. Before the conquest of the country by the Americans, the Mexican Government had made extensive land grants, averaging from twenty to thirty square leagues, for pastoral purposes. These grants the American Government agreed to recognise, and the consequence is, that a person with a little money can bribe these retired Governors to sign a forged document, and obtain, by such means, claims to land now become valuable. Time will no doubt rectify these abuses, and good titles be as easily secured in California as in other parts of the United States. Before writing you again, I intend to visit the mines, and will not fail to send you a note of my visit.

It may interest the young men of Canada to know that board here is from thirty to forty dollars per month. Clerks' salaries vary from fifty to two hundred dollars per month. Washing costs three dollars per dozen, which is not surprising, when good servant girls earn from forty to fifty dollars per month. Clothing is as cheap here as in Toronto; some things cheaper. Of course, we are in Uncle Sam's dominions, and have no duties to pay on American goods. I shall tell you what I think of the country when I have had a little more experience in it myself. Till then, farewell.



## JOURNAL OF MERCANTILE LAW.

*From the Upper Canada Law Journal.*

In the Assize Court, Toronto.

October, 1857.

*Damages—for giving incorrect information of a Merchant's standing.*

**FOWLER v BENJAMIN.**—This was a case of rather a peculiar nature, and one well deserving the attention of merchants and commercial men generally. Mr. Fowler is a well known merchant in Toronto, as is Mr Benjamin in Montreal. The case, as stated by Mr Patrick Freeland, stood thus:—About 18 months ago, two persons named Lewine applied to Mr Fowler for a supply of goods upon credit; that gentleman had some doubts as to their solvency, arising from the knowledge that they had been but a short time before in business in Bytown, where they had failed. Accordingly Mr Fowler asked for a reference, and the name of Mr. Benjamin was given. To him plaintiff wrote, and in reply to his letter received an answer from Mr Benjamin, stating that he, in company with Messrs Moss, had become security for the payment of the dividends of Messrs. Lewine when they failed in Bytown, which dividends had been paid. Also that his firm had imported goods for Messrs Lewine to a considerable amount, that they owed him £1,000, and met their notes as they became due. Mr Benjamin also stated that he believed them to be worth £4,000 or £5,000, and that from his (Mr Benjamin's) transactions, Mr Fowler might judge of the confidence he placed in them. Upon the strength of this, Mr Fowler credited them with goods to the amount of £500, which amount they owed him in September, 1856. What was his surprise then, when, on the 20th of December, in the same year, an execution was placed in the Sheriff's hands, at the suit of Mr Benjamin, directing him to make upwards of £3,000 from the goods of these Messrs. Lewine; the writ being issued upon a confession of judgement for £5,500, bearing date December, 1854. Upon these grounds Mr Freeland asked for a verdict for the full amount of the goods supplied to Messrs. Lewine, as Mr Benjamin must have had that cognovit in his possession when he wrote the letter to Mr Fowler.—There was no defence.

Messrs Freeland and Eccles attended on behalf of the plaintiff.

Verdict—damages £500.

**ZEALAND vs. HOOKER et al.**—This action will have by this become familiar to our readers, as this is the third or fourth time that it has occupied the attention of the Court and our readers. The plaintiff is the owner and Captain of the schooner *Orion*. In the month of October, 1855, the plaintiff contracted with the defendants, (forwarders,) to take a load of railroad iron from Kingston, and deliver the same at Gzowski and Co.'s Wharf, at Toronto. On the arrival of the plaintiff's vessel at the Queen's Wharf, he found that there was not a sufficient depth of water at Gzowski's Wharf to float his vessel with the load she had on board. The plaintiff informed one of the defendants residing in Toronto of that fact, and wished to unload at the Queen's Wharf, which proposition the defendant (as alleged) refused to accede to. After a delay of two days, the plaintiff moved his vessel to Maitland's Wharf, and unloaded, and brought his action to recover his freight, and damage for demurrage. On each trial a verdict was rendered for the

plaintiff. A new trial was moved for on points raised at each trial, and a new trial granted. The principal witnesses being sea-faring men, it was difficult to procure their attendance; it was, in consequence, agreed to read the evidence given on a former trial to the jury on the present.—Counsel for the plaintiff, H. Eccles;—for the defendants, Dr. Connor, Q.C. Verdict for the plaintiff, £61. 6s. 3d.

## WANLESS V. MATHESON AND BLAIR.

*Malicious arrest—Evidence of reasonable and probable cause.*

Held, that under the evidence stated below, the plaintiff clearly failed to show want of reasonable and probable cause, and that a nonsuit should be entered.—[15 U. C. Q. B, 278.]

Action for malicious arrest, tried at London before Richards, J., Plea, by each defendant, “not guilty.” Verdict for plaintiff for £50.

McMichael obtained a rule nisi for a nonsuit on leave reserved, or for a new trial on the law and evidence, and for reception of improper evidence.

Fitzgerald shewed cause, and cited *Torrence v. Jarvis*, 12 U. C. Q. B. 120.

The facts of the case fully appear in the judgment.

ROBINSON, C. J. delivered the judgment of the court.  
We are of opinion that upon the leave reserved at the trial, a nonsuit should be entered. It was proved very clearly that the plaintiff was overwhelmed with debts, which he was unable to pay; that there were mortgages and judgments recorded against him; that he had assigned his personal property; and that the executions which were out against him were returned “no goods.” He had broken faith with the defendants in the arrangements which he had made with them; he had deceived them with promises which he had not performed, and by making statements in regard to his circumstances which were found to be incorrect.

There were rumours very generally prevalent that he had absconded, and others, that he was immediately about to abscond, which rumours, undeniably prevailing, the defendant was told by his legal adviser well warranted an arrest.

It would be, we think, a great reproach to the administration of justice, if when the law of the land expressly allows a debtor to be arrested, a creditor acting upon such grounds as these defendants did, should be treated as having acted without reasonable ground and maliciously.

If persons acting on such grounds are not safe from vindictive damages, there ought certainly to be no power given by law to arrest for debt, for what the law intends to be an advantage to the creditor would be nothing but a snare.

It would amount to this: that the creditor must wait till his debtor has not only completed his arrangements for a flight, but till he has actually fled from his house, and is making his way with all speed to a foreign country, and must take his chance of overtaking him on his way.

The plaintiff in this case owed the defendants £800 or £1000 for a steam engine which he had purchased from them. He had stripped himself of all means of paying the debt; had trifled with and deceived them; and the general report and impression was, that he had actually absconded, though the defendants, having informed themselves more correctly as to his movements, found that if they lost no time they might yet possibly be able to stop him and obtain satisfaction or security.

We are of opinion that the rule should be made absolute. Rule absolute.

From the Montreal Gazette.

In the Superior Court, Montreal.

May 30th, 1857.

CHILDS *et al* vs. CHAPMAN, AND WASHBURNE vs. CHILD, *et al* CHAPMAN, *En gar*.—In these cases the defendants had been described in the writ

and declaration as Esquires, and as manufacturers and co-partners in the Car Manufacturing Company. The defendants took exception to this misdescription, and pleaded that they were not Esquires, and never were traders and co-partners in said Company, and pray that the action be dismissed. The cases had proceeded *ex parte*, and the allegations of the plea were fully proved. The difficulty with the Court was this, that the point raised involved the whole merits of the case. After much discussion the Court were unanimously of opinion that if a plaintiff gave a misdescription of the parties sued, they had a right to escape, as no parties need be sued under an erroneous description. The actions must, therefore, be dismissed, although it seemed to the Court a very unsatisfactory manner of settling the question at issue.

**GARIEPY vs. CHAMPLAIN & ST LAWRENCE R. R. Co.**—This was an action to recover the value of a box of merchandise alleged to have been delivered to the Company, and which they had failed to produce. The evidence of delivery, rested on a bill of lading, signed by the receiving clerk of the Company, whereby they acknowledged to have received eight boxes of merchandise marked with the initials of the plaintiff; and in addition there was evidence to show that the plaintiff had in his possession certain boxes of merchandise, and among them one measuring 7 feet square by 3 feet, filled with dry goods. The defendants deny ever having received a box of the dimensions specified by the plaintiff, and say that it was the duty of the plaintiff to have proved that they had received the particular box in question, but that he had wholly failed to do so. The Court were with the defendant. It was not sufficient for the plaintiff to prove that the defendant had received 8 boxes of merchandise and then allege that the one lost was included among that number, but he ought to have adduced evidence of the receipt of that particular box, for any small box would have answered to the description in the bill of lading just as well as a large one. Now, all the witnesses brought up by defendant swear that no box of the size mentioned was ever received by the Company, and it was impossible to suppose that the fact of a delivery of a box of the size in question could not be proved particularly, as it had been first brought from the Grand Trunk Railway before being delivered to defendant, and, consequently, must have passed through a number of hands. Here, however, the only evidence was that the Company had received a box, and if such a description was held sufficient, Railroad Companies, on any loss occurring, might be charged with the value of a box of any size that the owner might think fit to designate it, and filled with any description of merchandise. Action dismissed.

**DAVIES vs. MITCHELL.**—This was an action to recover £90, being one quarter's rent for a store in Commissioners Street. The defendant set up a counter demand to the amount of some £500 or £600 for damages caused by a defect in the drain of the cellar, whereby the water overflowed the cellar and destroyed a large quantity of sugar. This being a vice in the construction which defendant could not know on leasing the premises, and which plaintiff was bound to know. To this the plaintiff replied that the drain was properly constructed, and that the overflowing of the water was caused by the neglect of the Corporation in having allowed the public drain to become filled up with dirt. This, of course, was a mere question of evidence, and the Court were of opinion that the plaintiff had fully proved his case. There was another point raised by the defendant which involved a system of law and

fact, namely, that the plaintiff had no right to connect the drain in question with the public drain, and that consequently the damage having been occasioned through the illegal act of the plaintiff, he was bound to make good all loss sustained thereby. Granting the facts there could be no doubt as to the principle of law invoked. In support of this the defendant alleged first that a private individual had no right of servitude on the public drains, but this could never be maintained, for, in fact, the public drains were constructed principally with a view of enabling proprietors on either side to drain their properties; and there was a bye-law of the Corporation specifying how, and under what conditions, they might take advantage of the same. The defendant, however, further alleged that admitting the right of the plaintiff to connect his drain with the public drain in complying with the bye-law in that behalf, that nevertheless it was illegal inasmuch as he had not complied with all the requirements of the bye-law, and, therefore, he must be held liable for all damages occasioned by such illegal connexion. As to this point it appeared that the plaintiff's *auteur*, M. Fry, who built the drain in question, had obtained permission of the Corporation to do so, that after having dug the drain, and before closing it up he had notified the City Surveyors to inspect it as required by the bye-law, but after waiting two or three days and finding that the Surveyor did not make his appearance, he caused the drain to be finally closed up without further inspection. It was on this ground that the defendant held that the drain was illegal. The Court, however were of opinion that this was a matter which concerned the Corporation; the plaintiff, and the defendant could not now raise the objection if the Corporation had never seen fit to do so. Moreover on looking at the bye-law it would appear that the failure to comply with all the requirements thereof, did not render the drain illegal, but merely subjected the party contravening it to a fine of £5. The defendant had also, by his plea, asked for a diminution of rent on the ground of his having been deprived of the use of his cellar for a certain time. The Court, however, were of opinion that the time of four or five days during which the cellar was overflowed was too inconsiderable to fall within the rule of law which would otherwise hold. Judgment for plaintiff.

### The Principles of Banking--Liability of Shareholders.

The Banking interest is one of the most formidable and most important in this Province. It is one concerning which the ideas of the public are equally vague and unsatisfactory. In times of monetary depression, the pinch of "hard times" brightens inquiry, and causes men to pry into the secrets of the "money changers," in a manner bordering on impertinence. Whether pleasant or unpleasant to the gentlemen who sit enclosed within green baize doors, the inquisitive under such circumstances must be satisfied.

In Canada, we believe that without exception the banks are conducted on the joint-stock principle. In a country where wealth is scattered—seldom consolidated—seldom at the command of individuals, the principal of joint-stock co-operation, as applied to banking, is not only allowable but indispensable. But when the joint-stock principle has tacked to it the further principle of limited liability, it behoves the State to see that the people are well protected.

The standard of currency is gold or silver bullion. The legislature may, however, confer upon individuals or companies the right to issue paper in substitution of metallic currency. But the public is not obliged to accept paper for bullion, or, having accepted it, is not bound to retain it one moment longer than it is considered safe to do so. True, we occasionally hear it mooted that the Legislature can authorize the suspension of specie payments. As a proposition of what *might* be done, this is unquestionably true; but as a proposition of what *ought* to be done, is subject to the gravest suspicions. In 1837 it was done under circumstances of the greatest necessity. To warrant it at any time, the necessity must not only be great, but the good to be gained certain and effectual. The system of *ex post facto* legislation is in few cases sound; but as applied to the rights of the public in relation to banking institutions, it savors strongly of dishonesty. To return to the ordinary issue of paper currency. The power to do so can only be beneficially exercised so long as the parties issuing it possess the confidence of the public. Now, as public opinion is extremely ticklish, it is absolutely requisite that the parties issuing paper currency should be at all times prepared against the worst contingency. Loss of public confidence is the worst contingency that can happen to any banker. So long as he enjoys this confidence, he may rest securely and continue delighted at the roaming tendencies of his "promises to pay." The moment confidence is shaken, the picture changes. Not one by one—but in whole cohorts the promises return and specie is demanded.

It is the duty of the Legislature to anticipate these catastrophes, and, anticipating them, to see that when specie is demanded specie is forthcoming. If, however, a condition were imposed that no banker should issue bills or notes for an amount greater than the actual bullion in his vault, few would be found willing or able to assume the responsibility. This being the case, it is usual for our Legislature, when constituting joint-stock banking companies to provide that they shall issue notes for "the aggregate amount of the paid-up capital stock and the gold and silver bullion, and debentures or other securities, reckoned at par, issued or guaranteed by the Government under the authority of the Legislature of this Province, on hand." This stipulation, in these very words, is to be found in every Canadian bank charter to which we have made reference. It is also stipulated in every such charter, that "the total amount of the debts which the said bank shall at any time owe, whether by bond, bill, note, or otherwise, shall not exceed three times the aggregate amount of its capital stock paid in, and the deposits made in the bank in specie and Government securities for money." A violation of either of these stipulations is invariably made to work a forfeiture of the charter in which the stipulation is contained. In the management of a concern which may have liabilities outstanding at least three times greater than available assets, extraordinary caution is required. The profits of banking, though generally remunerative, are not made without considerable risk. A "panic" is the spectre which haunts the banker. When it becomes a reality, the chances are greatly in favor of his downfall and utter prostration.

Again: if bankers were merely bound to have specie to a certain amount in their vaults, and no means were provided for testing compliance with the requirement, the grossest and most unpardonable frauds might be the consequence. This test is applied by the enactment that every chartered banking company shall, once each month, exhibit and publish a statement of its

assets and liabilities. Under the head "assets" must be given coin and bullion, landed or other property, Government securities, promissory notes or bills of other banks, notes and bills discounted, other debts due not included under the foregoing heads. Under the head "liabilities" there must be given the capital authorized, the capital paid up, notes in circulation, bills of exchange in circulation, balance due other banks, cash deposits. The secret of success lies in working all these different heads of liabilities and assets so that the former shall not exceed the latter. Subsidiary to this, a still further object is, to keep on hand an amount of bullion equal to any possible immediate demand. Auxiliary to this is the necessity there exists of exercising caution in not investing much money in doubtful or unavailable securities. In every charter which has come under our notice, is to be found a provision that "a suspension by the said corporation, either at the chief place or seat of business or at any of their branches or offices of discount and deposit at other places in this Province, of payment on demand in specie of the notes or bills of the said corporation payable on demand, shall, if the time of suspension extend to sixty days consecutively, or at intervals within any twelve consecutive months, operate as and be a forfeiture of this act of incorporation, and all and every the privileges hereby granted."

Watching the operation on each side of the scale as the equipoise alters, there are two classes of individuals,—the stockholders and the public. Our present intention is to deal with the stockholders only. If all things fail—if bullion be exhausted—if securities be unavailable or worthless—if debts be irrecoverable—if real estate be valueless—the stockholders are liable to be pounced upon by an excited and suspecting populace. In every joint-stock banking company's act there is a provision commencing in these words:—"In the event of the property and assets of the said bank becoming insufficient to liquidate the liabilities and engagements or debts thereof, the shareholders of its stock, in their private or natural capacities, shall be liable or responsible for the deficiency, but to no greater amount than," &c. (here the responsibility is made to vary.) Few persons who subscribe for stock in banking institutions ever stop to inquire the extent of their liability. Fewer still, we are glad to say, are ever called upon to make good their liability. The soundness of the banking business of Canada is a cause of much self-congratulation. But the brightest day may be overcast, and the soundest banking institution may come to the wall. The material, animal, and moral world are perpetually changing. In view of the mutability of all mundane affairs, a word of good advice ought not to be slighted.

Stockholders are all subject to responsibility, either more or less. Were there no limitation of liability, each stockholder would be liable for the debts of the whole concern of which he is a stockholder. Were this the case, we can easily fancy there would be no stockholders. The public is interested in having the liability of stockholders as great as possible; the stockholders are interested in having it as little as possible. Between the two parties whose interests thus conflict the Legislature intervenes, and makes a solemn contract, which, when made, approved, and sanctioned, becomes the law of the land. No bank stockholder is made liable, when acting within the powers of the charter or act of incorporation, for the whole debts of the institution contracted. Each stockholder is made liable either to double the amount of his *subscribed* stock, or to double the amount of his *paid up* stock. Under one or other of these engagements does every person enter who becomes a stock-

holder in a joint-stock bank. Why there should be such a distinction, we are at a loss to divine. That such a distinction *does* exist, the following table manifestly shows:

NAME.	ACT OF INCORPORATION.	CAPITAL.	AMOUNT PER SHARE.	LIABILITY OF SHAREHOLDERS.
<b>CLASS I.</b>				
St. Francis Bank.....	18 Vic. c. 201	£ 100,000	£25 0 0	Double the amount of their capital stock.—Sec. 33
Molson's Bank.....	18 Vic. c. 202	250,000	12 10 0	Double the amount of their capital stock.—Sec. 28.
Zimmerman Bank.....	18 Vic. c. 203	250,000	12 10 0	Double the amount of their capital stock.—Sec. 27.
Niagara District Bank.....	18 Vic. c. 204	250,000	25 0 0	Double the amount of their capital stock.—Sec. 34.
<b>CLASS II.</b>				
Commercial Bank of Canada.....	19 & 20 Vic. c. 120	1,000,000	25 0 0	Double the am't of their respective shares.—Sec. 38.
Bank of Upper Canada.....	19 & 20 Vic. c. 121	1,000,000	12 10 0	Double the am't of their respective shares.—Sec. 36.
Union Bank of Canada.....	19 & 20 Vic. c. 122	1,000,000	20 0 0	Double the am't of their respective shares.—Sec. 25.
Ontario Bank.....	20 Vic. c. 159	250,000	10 0 0	Double the am't of their respective shares.—Sec. 36.
The Bank of Toronto.....	20 Vic. c. 160	500,000	25 0 0	Double the am't of their respective shares.—Sec. 37.
International Bank of Canada.....	20 Vic. c. 162	250,000	25 0 0	Double the am't of their respective shares.—Sec. 30.
Bank of Brantford.....	20 Vic. c. 164	250,000	25 0 0	Double the am't of their respective shares.—Sec. 30.
<b>CLASS III.</b>				
Gore Bank.....	{ 5 Wm. IV. c. 46 amended by 12 Vic. c. 169 }	80,000	10 0 0	Twice the am't of their subscribed shares.—Sec. 37.
<b>CLASS IV.</b>				
Eastern Townships Bank.....	18 Vic. c. 206	250,000	12 10 0	Double the amount of paid up capital.—Sec. 28.
The Bank of Montreal.....	19 & 20 Vic. c. 76 { 4 & 5 Vic. c. 97 amended by 18 Vic. c. 41 }	1,500,000	50 0 0	Double the amount of paid up capital.—Sec. 27.
City Bank, Montreal.....		300,000	20 0 0	Double the amount of paid up capital.—Sec. 17.

It strikes us as surpassing strange that while Canadian charters are in almost every other point uniform, they differ in that point which of all others is the one upon which they ought to agree—responsibility of shareholders. For the sake of convenience, we have in the above table divided the banks into four classes. The liability of shareholders of the banks mentioned in the first, second, and third classes, we conceive to be identical. Whether shareholders are made liable for “double the amount of their capital stock,” “double the amount of their respective shares,” or “twice the amount of their subscribed shares,” it matters not: under a slight variation of language, one and the same meaning is conveyed. But when we come to the shareholders of banks mentioned in the fourth class, there is not only a variation of language but a variation of meaning. There is a wide distinction between making shareholders responsible for “double the amount of their capital stock,” (as in class No. 1,) and “double the amount of paid up capital,” (as in class No. 4.) Of course, as to banks in which all the capital is paid up, the effect is substantially the same in either case. But how few banks are there in which the whole capital stock, both old and new, is paid up! As to the three banks mentioned in class No. 4, if the capital be not fully paid up, the shareholders are allowed to speculate upon the whole of their capital shares, and receive dividends upon the whole of their stock, when paid up capital only is made the basis of liability! This, abstractedly considered, is manifestly improper; but when these banks are compared with the others less favored, there is a positive and glaring wrong made to appear. We ask the attention of the Legislature to the circumstance. A distinction such as that which we have thus laid bare, can have only one effect, and that is, the effect of giving to the shareholders of two or three particular banks an unfair advantage over all other banks. The respective charters of the *Banque du Peuple*, (7 Vic. cap. 66), and the Quebec Bank (2 Vic. cap. 24), are thoroughly unique. We cannot class them under either of the foregoing heads, and therefore content ourselves with a simple reference to them.

Bank charters are becoming as numerous as the sands of the sea. They are granted with too much laxity; they are passed with too little consideration. Surely they are not matters of so little moment that attention bestowed upon them would be time wasted! There must be more surveillance, or else the time will come when designing men will be authorized by act of Parliament, to swindle her Majesty's subjects, whom her Majesty's Government is sworn to govern and protect. Our opinion is, that all bills, before passing a third reading, ought to be subjected to the ordeal of close criticism by men competent in point of ability and of information. With respect to bank bills, the desirableness of such an examination is beyond all cavil. To convince those in doubt, we have only to draw attention to the facts mentioned in this article. We trust they will carry home conviction to the hesitating, and spur to action those of more decided views.—*Upper Canada Law Journal.*



## JOURNAL OF BANKING, CURRENCY & FINANCE.

### Silver Coinage for Canada.

It has been remarked in the press that we must have a coinage to meet the demands caused by the change of our money of account. The government had not, we believe, been inattentive to the matter. We learn that Mr. Wynn, the celebrated designer to the Royal Mint, is engaged in making designs for a silver coinage for Canada. The obverse is to be the Queen's portrait, and the reverse a wreath of maple, with the value of the coin in the centre. In his hands the work is sure to be creditably performed.—*Montreal Gazette*.

### A Plea for Country Merchants—Customers' Paper.

A correspondent of the *Montreal Gazette*, thus criticises the conduct of those who are continually complaining of want of promptness on the part of their country customers:—

“I am told gravely in the streets that the country merchants are not paying their notes, and that our city merchants have more trouble with their bills receivable than with their bills payable; and having heard the same for thirty years, it might appear high time to suspend all business with such pertinacious delinquents, were it not that country merchants have always paid and do now pay quite as well as any one experienced in the trade of Canada could reasonably calculate. The greatest trouble is to get their notes.

Before these so libelled traders leave home, they receive circulars earnestly soliciting their commands. When they arrive in town, they are dogged and coaxed to buy on their own terms, and own time. Notes are taken conditionally to be cared for, and renewed in any proportion required. Where large amounts are taken on very long credits—the “use of paper” is sometimes stipulated—that is, notes to be turned over, or renewed and re-renewed by the seller of the goods, until the real time of the sale is expired.

Now, when people have received notes on such conditions, and got them discounted, it would appear rather ungenerous and somewhat unwise to complain that they were not paid as they fell due. A man's credit and judgment are not much improved by announcing through the streets that he has sold his goods to people who cannot pay; and if he has nothing to offer at the Banks but customers' paper of this sort, his bills receivable may easily trouble him as much as his bills payable. Supposing that not getting enough by application before the Board, he calls on the Cashier, and says he wants more, naming as a reason that his customers do not pay their notes. “What have you to offer?” enquires that functionary. “Here is good customers' paper.” “What, customers' paper? Have you not just told me that they do not pay?” It may be pleasant to attribute one's troubles wrongfully to other people, but when it only doubles them, the policy is questionable.

Instead of running down the good name of one's country customers, there is every reason for maintaining it, especially when they belong to a class now so numerous, whose paper is really the safest that a Bank can take in times

of commercial uncertainty, who generally pay better than they promise, and to whom there is pleasure as well as profit in granting renewals, when asked.

There is no paper in Canada so sound as the "strait" notes of scattered country merchants, given to the city merchant who has furnished their supplies of merchandize, though the names are often ignored at the Banks, as "not known." Were the Banks to take all the paper of this description, when coming through the hands of men of ordinary prudence, without endorsement, for a course of twenty-five years, their loss would not exceed 2½ per cent; and times must be queer when the city endorsement added is not safe for the difference—ten dollars for every hundred pounds.

B.

October 30, 1857.

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### A Memento of 1837—Suspension of Specie Payments.

We have in vain endeavoured to procure from some of our old Bankers, sufficient data to supply materials for a correct history of Banking in Canada, which would be equally interesting and instructive, and which we yet hope to be able to lay before our readers; meanwhile the following order issued by the Quebec Banks in 1837 will help to remind us that Canada has not been without her own share of financial troubles:—

"The suspension of Specie payments by the Banking Institutions of New York, has induced the Directors of the undermentioned Banks in this City to take into consideration the effect which that measure will produce on the currency of the country.

"After the most mature deliberation, they can come to no other conclusion than that it will operate as a drain of specie from the Canadas to the United States; and as the only means in their power to prevent such a ruinous effect, and avert the disastrous consequences to the commercial and agricultural interests of the country, which must inevitably ensue, and involve alike the merchant, the mechanic, and the labourer. They find themselves compelled to adopt a similar course, in which they are borne out by the unanimous opinion of the mercantile body, expressed in Resolutions adopted at a public meeting held this day.

"The Directors do therefore now give notice that payment in Specie will be discontinued from this time.

"The Notes of the undermentioned Banks will be received as usual in payment of debts due to the said Banks, and in deposit; and as the present course is imperatively forced upon the Directors, not with a view to acquire gain for their respective institutions, but from an anxious desire to avert a public calamity, they entertain a confident hope that the Notes of these Banks will pass current as usual, until such a change shall take place as may render the resumption of payments in Specie practicable.

"By order of their respective Boards.

"A. SIMPSON.

"Cashier of the Quebec Branch of the Bank of Montreal.

"C. GETHINGS.

"Acting Cashier, Quebec Bank

"Quebec, 16th May, 1837."

## STATEMENT OF BANKS ACTING UNDER CHARTER

NAME OF BANK.	CAPITAL.		LIABILITIES.			
	Capital authorized by Act.	Capital paid up.	Promissory Notes in circulation not bearing interest.	Balance due to other Banks.	Cash Deposits not bearing interest.	Cash Deposits bearing interest.
Quebec Bank . . . . .	\$ 4,000,000	\$ 989,171	\$ 687,526	\$ 24,666 22	\$ 320,943 73	\$ 131,946 97
City Bank of Montreal . . . . .	1,200,000	1,171,272	690,505	104,368 0	373,136 83	226,929 93
Bank of Montreal . . . . .	6,000,000	5,664,160	3,291,395	74,862 97	1,777,175 57	962,659 47
Commercial Bank . . . . .	4,000,000	3,611,820	1,623,691	630,351 78	708,050 12	468,166 15
Bank of Upper Canada . . . . .	4,000,000	3,103,280	2,863,086	402,232 30	2,288,523 70	276,881 77
Banque du Peuple . . . . .	1,200,000	920,420	475,250	91,596 37	258,828 63	314,284 60
Molson's Bank . . . . .	1,000,000	705,218	501,761	28,847 82	203,123 50	52,219 38
Zimmerman Bank . . . . .	1,000,000	453,500	34,901	27,496 57	20,337 78	99,518 00
Niagara District Bank . . . . .	1,000,000	225,751	292,057	18,914 27	40,805 68	13,430 30
Bank of Toronto . . . . .	2,000,000	402,810	483,510	14,055 25	55,945 70	187,289 22
Ontario Bank . . . . .	1,000,000	1,000,000	30,754	.....	20,492 44	.....
Total . . . . .	22,400,000	17,250,202	10,974,377	1,416,411 58	6,067,363 68	2,733,325 79

October, 1857.

## Statement of Assets and Liabilities of Banks issuing Notes under the Free

NAME OF BANK.	ASSETS.				
	Debentures deposited with the Receiver General.	Real Estate.	Furniture and other Assets.	Debts due by other Banks, and Notes of other Banks.	Bills. Discounted.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
(a) Bank of British N. America . . . . .	482,833 33	.....	.....	.....	.....
(b) Zimmerman Bank . . . . .	40,000 00	.....	.....	.....	.....
(c) Niagara District Bank . . . . .	51,666 00	.....	.....	.....	.....
Molson's Bank . . . . .	see Note.	.....	.....	.....	.....
Provincial Bank . . . . .	120,000 00	1,000 00	3,756 62	.....	32,615 00
Bank of the County of Elgin . . . . .	100,000 00	.....	1,328 00	5,710 18	90,731 63
Total . . . . .	794,499 33	1,000 00	5,084 62	5,710 18	123,346 63

(a) Issues \$1 and \$2 Notes only under the above Act.

(b) Acting also under Charter.

(c) Now under Charter entirely.

CHAS. CAMBLE, Registrar.

October, 1857.

FOR THE MONTH OF OCTOBER, 1857.

Total Liabilities.	ASSETS.							Total Assets.
	Coin and Bullion.	Landed or other Property of the Bank.	Government securities.	Promissory Notes or Bills of other Banks.	Balance due from other Banks.	Notes & Bills discounted & other debts due to the Bank not included under the foregoing heads.		
\$1,165,002 92	\$ 63,614 65	\$ 14,000 00	\$ . . . . .	\$42,610 88	\$24,977 98	\$ 2,104,934 80	\$2,250,130 82	
1,393,959 8	178,662 5	34,000 00	176,438 35	109,161 20	91,581 75	2,202,218 95	2,792,662 75	
6,106,093 60	787,767 90	276,452 33	566,800 00	248,343 48	641,568 70	10,437,066 53	129,57,938 95	
3,430,258 05	341,006 23	163,108 13	365,000 00	172,442 07	489,005 70	6,213,560 36	7,747,522 43	
5,830,723 77	371,120 98	156,596 33	314,267 10	233,740 00	660,153 93	7,705,746 27	9,441,354 62	
1,139,959 6	106,681 58	55,952 17	93,542 05	41,225 45	58,613 53	1,800,191 63	2,235,836 42	
765,891 70	47,118 57	19,765 67	200,000 00	3,430 27	46,867 32	1,189,404 67	1,539,586 50	
182,253 35	6,355 32	1,463 00	40,400 00	1,200 00	4,251 35	593,513 37	617,703 03	
365,207 25	29,251 80	1,826 33	90,633 33	7,473 00	6,098 77	507,507 45	642,790 68	
740,800 67	59,372 13	778 42	102,400 00	21,967 43	35,457 35	963,700 13	1,182,097 05	
51,247 04	10,205 84		17,600 00	25,335 83	67,747 42	67,497 82	189,165 33	
21,191,477 65	2,004,557 50	723,942 38	1966680 83	939,259 61	2,127,353	33,865,291 92	41,626,976 08	

JOHN LANGTON, AUDITOR.

Banking Act, to 31st Oct., 1857, (13th & 14th Vic., Cap. 21, &c., &c., &c.)

Debts due by Individuals.	Specie in Vaults.	Total Assets.	LIABILITIES.					Total Liabilities.
			Notes in Circulation.	Deposits.	Debts due to other Banks.	Other Liabilities.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	.....	482,833 33	243,066 00	.....	.....	.....	243,066 00	
.....	.....	40,000 00	40,000 00	.....	.....	.....	40,000 00	
.....	.....	51,666 00	51,666 00	.....	.....	.....	51,666 00	
79,309 84	7,151 54	243,824 00	118,224 00	5,600 00	.....	.....	123,824 00	
3,147 75	12,372 72	213,290 62	79,872 00	30,990 62	67 70	.....	110,920 32	
82,448 59	19,524 26	1,031,613 61	532,028 00	36,290 62	57 70	.....	569,476 32	

JOHN LANGTON, AUDITOR.

## BANK OF BRITISH NORTH AMERICA.

The following statement of the affairs of this Bank, for the months of August and September, 1857, appears in the Montreal Gazette, having been handed to that Journal by the Manager, Mr. Cassels.

	LIABILITIES.	30th Sept. 1857.	31st Aug. 1857.
Circulation .....		\$1,912,820	\$1,859,548
Balance due to other Banks.....		50,548	40,828
Cash Deposits .....		2,138,396	2,212,588
		<hr/>	<hr/>
Total Liabilities.....		\$4,101,764	\$4,142,964
	ASSETS.		
Coin and Bullion.....		\$ 805,812	\$ 733,652
Landed and other Property of the Bank.....		216,564	216,564
Government Securities.....		724,832	724,832
Promissory Notes or Bills of other Banks.....		253,916	228,148
Balances due by other Banks.....		108,004	228,148
Notes and Bills Discounted and other Debts due to the Bank not included under foregoing head....		7,775,316	7,860,177
		<hr/>	<hr/>
Total Assets.....		\$9,884,444	\$9,840,749

## THE SPECULATORS IN STOCKS.

The speculation in money centres in Wall street, New York, and there may be seen a furor of speculation, a mania for gambling, which can be seen nowhere else in the United States. The street is filled at noon of day with thousands of people running here and there, from bank to bank, from broker to broker.

The great merchants are there paying at the Custom House, or dealing in the banks. These are the flower of the place. Most of them are intelligent, fair dealing, honorable men, who meddle very little with the gamblers about them. Then there are the great bankers, who also are respectable men. Then come the country bankers and borrowers, and these may generally be placed on the list of green horns; who, if not taken out, will soon be taken in. Then comes a large class of bill brokers, note shavers, the hyenas and the jackalls of money speculators. Then comes the great army of stock gamblers, bulls and bears, with their retainers. Over all these sits the Board of Brokers, a sort of court of arbitration, to secure honorable dealing among sharpers. Stock gambling is carried on in this way:—A sells B 1,000 shares of New York and Erie, deliverable in 60 days, at 50. Now, at the end of sixty days, Erie stock is worth 55, B has made 5 per cent., and A pays him not the stock, but the difference, 5 per cent. If Erie is then worth 45, A, the seller, has made 5 per cent., and B. pays him that. Neither of these parties takes stock, nor cares anything about it. They deal only in differences. In one word, A and B bet the difference, whatever it may be, on the value of Erie stock, sixty days time. It varies in nothing from any other betting. We might illustrate financial gambling by many other examples. But these are enough to understand the principle. The country is full of it, in one form or another. In the northwest we have seen thousands of people betting on the future value of lands and lots—paying 40

per cent. interest on the money to make the bet. The results we begin to see. The papers of Iowa, Minnesota, Missouri and Kansas, are crowded with advertisements of land brokers, anxious to sell for their clients. Every farmer, merchant and lawyer, every doctor, and half the journeymen have been dealing in land warrants. And now, most of the lands are distributed and their owners are looking around to sell. In time they will be needed, and rise; but the great body of land speculators must wait for time.

The centre of all this mania for speculation and gambling, is the city of New York, and hence it is no way surprising that the first shock of reaction begins there. We apprehend no disasters from it to the Central West. The storms which rage along the Atlantic, or burst beyond the Mississippi, are little felt here, for in fact the most solid wealth, industry and resources of the nation may be found in the valley of the Ohio. Our golden harvests, our rich mines, our intelligent men, our hardy labourers are beyond the influence of the stock exchange, and without the atmosphere of wild speculation.

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## JOURNAL OF INSURANCE.

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### Annual Meeting of the Canada Life Assurance Company.

The adjourned annual meeting of this institution was held in the new and elegant offices in Hamilton, on Tuesday the 27th Oct.

Hugh C. Baker, Esq., F. J. A., occupied the chair, and after the due organization of the meeting, the Secretary, J. M. Simmons, Esq., read the

#### ANNUAL REPORT,

of which the following is a synopsis:—The report includes the transactions of the year ending the 3rd April last, to which date, new assurances had been consummated under 281 policies, amounting to £130,110 12s. 10d., and yielding a revenue of £3,647 8s. 11d.; while the total amount of assurances in force was £762,031 17s. 9d, under 1,613 policies over 1,410 lives and the total yearly income from premiums £19,984 17s. 9d. Policies had only been taken into account, upon which renewal premiums due prior to the 1st May last, had been paid. In the number of new policies taken up, the last year had exceeded any of its predecessors. The interest on the Company's investment amounted to £9,703 10s. 6d. £74,712 0s. 8d. had been received in deposit and £3,060 on new Stock. The expenses including vote for Board and expenses of management of Savings Bank in connection with the institution amounted to £5,903 4s. 0d. The number of claims paid was 19 on 17 lives, and the amount £9,459 14s. 9d, of these 6 deaths were attributable to accidental causes. This large number of deaths had not been unlooked for, the small number in the preceeding year (6 amounting to £3,100) having led the Directors to expect an increase. The Special Reserve Fund to meet any future excess of mortality over the tabular expectation, amounted to £11,140 7s. 5d. Since the commencement of the Company 67 claims had been experienced, amounting to £33,834 11s. 9d. At the credit of participating assurers there was £46,534 16s. 8d. Their share of the reserves for increased value of policies and risks incurred, but not claimed was £33,892 7s. 10d., thus leaving as the accumulated profit of the Branch a balance of £12,642 8s. 10d. As an equitable system upon which

to make a partial return of the increased proportion of the special reserve for profit, the Directors had determined to allot to the assured of the first year an increase of per centage of one fourth, and to the assured of the second to the ninth year, the usual dividend for the year, equivalent to 15 per cent. on the gross premium paid by them. An increased return is assured to each member as he enters upon his tenth year. The dividend declared to shareholders having shares upon which less than £12 10s. per share has been paid, is to be added thereto as a payment on Stock. The general abstract of the estimated liabilities and assets, exhibits under the latter the investments of the Company at their par value, the value, of its real estate, &c., &c., making a total of £137,236 3s. 8d., exclusive of value of income from premiums. The balance in favour of the Company is £101,754 5s 4d., from which is excluded £77,989 11s. 10d., as the estimated present value of that portion of the premiums which in future years will provide for expense, profit and other contingencies, £23,764 13s. 6d., being all that is included in the valuation estimate. In his remarks, the President illustrated the salutary effect of this system by contrast with the effect sure to result from no such, or a smaller, deduction in valuating for profit. When the Hamilton and Gore District Savings' Bank was closed by its Directors, the opportunity was taken by the Canada to make use of the power contained in its Charter to receive monies for investment, and a Savings' Bank was accordingly opened, possessing, in addition to the ordinary security due to careful investment of monies deposited, the guarantee of the subscribed capital and large invested means of the Canada. £33,987 16s. 6d., was at the credit of 695 depositors in this Branch on 30th April last.

The Report laid considerable stress upon the importance of depositing with this or similar institutions money not required for immediate necessities, as it would then become available to increase the active working capital of the community, and instrumental in securing to the labouring classes profitable occupation upon which of the wealth of the community depends.

The Report closes with remarks about the necessity of Legislative action being taken in order to protect the community from unsound Assurance Associations. British and American Legislative interference in the matter is cited, and the hope is expressed that another session of the Canadian Parliament will not be allowed to close, without adopting a measure which shall provide for the periodical production of each Company, native or foreign, of specific returns, revealing the nature and extent of its business and resources, and so terminating the system of secrecy and perversion, from which all classes have often and largely suffered.

The CHAIRMAN then submitted financial statements, showing the assets and liabilities of the Company to the 30th of April last, statement of expenditure in detail, and Directors' attendances. From these documents it appeared that there was a balance in favour of the Company of £101,754 5s. 4d., from which there had been excluded nearly £80,000, as representing the fund from which the future expenses, profit, and other contingencies will be met. After some remarks on the necessity that existed for legislative action, to protect the public against insurance companies which furnished no guarantees, that they would be able to meet their engagements to the insured, he observed, that this institution had steadily continued to increase its business, as appeared by the statement from which he read. In the first year, the

invested balance was £1,772 15s. 4d., and this had increased, till in the tenth it had reached £124,661 10s. 8d., as appears by the following statement:—

1847.	1857.
Invested Balance, £ 1,772 15 4.....	£124,651 10 3
Risks on Books, .. 144 0 0.....	1,410 0 0
Amount Insured, .. 59,650 0 0.....	62,031 17 9
Premium Income, .. 1,548 12 8.....	19,984 17 9
Income Interest, .. 50 11 7.....	9,703 10 6
Surplus of abstract Statement, 17,101 9 4.....	101,754 5 4

These facts, he had no doubt, would be more interesting to the shareholders than any reference to other companies. In the first year there had been no dividend, but now the increase of profits was such as must exceed the expectations of the most sanguine. This was indeed a gratifying result, and particularly so when it was recollected that all provincial institutions of this nature were looked down upon by the old established offices in England. Take, for example, one of the early policies, issued by this institution, and it would be seen that on an insurance of £1,000 of ten years standing, on which £300 16s 8d had been paid, a bonus of £201 0s 9d had been added, payable at death. He mentioned this, because he wished shareholders to note the solid advantages offered by the Canada Life Assurance Company both to the insured and to depositors. Of forfeited policies it might have been expected, in times of commercial pressure like the present, that the number would be large, but he was happy to observe that up to the first of May, the period to which the statements were made up, the number of forfeited policies were not so large as in previous years. £920 of income had been lost on this head, while £940 of new income had been added. Before he sat down, there was one thing more which he wished to refer to: it seemed that they never would be able to satisfy those who withdraw from the Company, who appeared to think that they were entitled to all they had paid in. They forgot that the Company ran a risk from the moment policies were issued, and that there were necessary expenses of management to be met, but because they were still alive, they conceived that the Company should pay them back all they had paid in. In this respect they were as liberal as they could possibly be, but to run risk and make no charge on that account was too much to expect though it was hard to convince those who wished to withdraw that the proportion allowed them was enough.

Sheriff THOMAS—We are not materially different from other Institutions in this respect.

Mr BAKER—No other companies had indeed offered better terms, but the calculations on which they had based them were admitted to be mathematically incorrect. In this Company the allowance was from a third to a fifth of the amount which had been received as premiums. He would again repeat that he was anxious to afford every information respecting the working of the Institution. The business for the current year was not quite as good as during previous years.

Dr. RAE, seconded by Dr. O'REILLY, moved the adoption of the report, and that it should be printed under the direction of the Board, which resolution was unanimously adopted.



Mr. SADLER, seconded by Mr. DAVIS, moved a vote of thanks to the Directors for the zeal and efficiency with which they had conducted the Company's business, with the usual allowance. This resolution was also adopted unanimously.

Sheriff Thomas acknowledged the compliment on the part of the Directors, after which.

On motion of Mr. McLaren, seconded by Mr. Jas Osborne, Messrs. Edmund Bradburne and Duncan McNab were named as scrutineers, and they, after a ballot, declared the retiring Directors re-elected.

The meeting then adjourned.

### INSURANCE COMPANIES DOING BUSINESS IN CANADA.

CANADIAN OFFICES.	HEAD OFFICE.
Canada Life Assurance Company.....	Hamilton.
British America Fire and Marine Insurance Company.....	Toronto.
Provincial Fire and Marine Insurance Co.....	do.
Western Fire and Marine Assurance Co.....	do.
Provident Life Assurance and Investment Co.....	do.
Erie and Ontario Fire and Marine Ins. Co.....	Niagara.
Montreal Fire and Marine Ins. Co.....	Montreal.
Montreal Mutual Fire Ins. Co.....	do.
Cobourg Mutual Fire Ins Co.....	Cobourg.
Home District Mutual Ins Co.....	Toronto.
British America Friendly Society.....	Montreal.
Niagara-District Mutual Fire Ins Co.....	St. Catharines
Farmers' Fire Insurance Company.....	Hamilton.
Gore District Mutual—Fire.....	Brantford, C. W.
Imperial Fire, Marine and Life.....	Quebec.
Johnstown District Mutual Fire.....	Brockville.
Mutual Fire Insurance Company of.....	Prescott, C. W.
Midland District—Fire.....	Kingston.
Mutual Fire.....	Beauharnois.
Niagara District Mutual—Fire.....	St. Catharines.
Quebec Fire Insurance Company.....	Quebec.
Stanstead Mutual—Fire.....	Stanstead.

### ENGLISH OFFICES.

Royal Fire and Life Insurance Company, (Liverpool).—Directors, twenty-two, Liverpool; and nine, London. Of great influence, mercantile and monetary. Careful selection of sound lives. The future not made to pay for past provisional, or other early expenses. Rapidly rising. Founded 1845.

Phoenix Fire Insurance Company, (London).—Directors, twenty. London merchants, bankers, and others, of high position. The largest fire office next to the Sun. Enjoys a reputation for prompt settlement of claims. Rates as usual in first class offices. Extensive home and foreign agencies. Founded 1782.

- Liverpool and London Fire and Life Insurance Company, (Liverpool).—** Directors, Liverpool, twenty-one; London, eleven; powerful representation of the trade of the two ports. Rapidly progressing. Board at Sidney. Extensive foreign agencies. Founded 1836.
- Equitable Fire Insurance Company, (London).—**Directors eleven, high standing. Rates exceedingly moderate. Return of £50 per cent on all policies of three years standing. Founded 1844.
- Britannia Life Insurance Company of (London).—**Directors, . . . . .  
Founded 1837. Has a proprietary branch as well as a mutual. Profits divided annually. Reduction on premiums in 1854, of 30 per cent.
- Colonial Life Assurance Company, (Edinburgh).—**Directors, twelve.— Eminent professional men and merchants. European rates extended to the principal Colonies, (see Prospectus.) Claims settled in Colonies and at home. Great facilities for Colonial assurers. Founded 1846.
- Eagle Life Insurance Company of (London,) England.—**Directors, twelve, professional and merchantile men in high position. Divides all profit less £20 per cent. Registers assignments of policies. Highly successful and prosperous. Founded 1807.
- International Life Assurance Company, (London).—**Directors, ten. Surrenders (of policies on the withdrawal system,) secure to Policy holder one-half of the sum total of the premium paid. Well established. Founded 1838.
- Professional Life Assurance Company, (London).—**Directors, ten. Rates of premium extremely moderate. Founded 1847.
- Unity Fire and Life Assurance Company, (London).—**Directors, nine; miscellaneous; with boards in the provinces. Upwards of 2,000 shareholders; shares being small in amount, and widely distributed. Rapid progress in business. Petitions for repeal of fire duty. Founded 1852.—Life Branch separated with eleven Directors. Founded 1854.
- Beacon Fire and Life Insurance Company, (London).—**Directors, eleven, of position and character. Founded 1852. Undertakes nothing novel; adopts the mutual principle, with the security of a guaranteed capital.
- Anchor Fire Insurance Company, (London)—**Directed by ten members, professional and commercial. Founded 1842. Are about to invest £20,000 in Canadian Securities for further security of Insurers here.

UNITED STATES OFFICES.

	HEAD OFFICE.
Great Western Fire and Marine Ins. Co. . . . .	Philadelphia.
Ætna, Fire, Life and Marine Ins. Co. . . . .	Hartford.
Home Ins. Co. . . . .	New York.

Connecticut Mut. Life Ins. Co. ....	Hartford.
Farmers and Mechanics' Ins. Co. ....	Philadelphia.
Continental Ins. Co. ....	do.
Exchange Mut. Ins. Co. ....	do.
Mutual Life Ass. Co. ....	New York.
Mutual Benefit Life Ins. Co. ....	Newark.
North-Western Fire and Marine Ins. Co. ....	Oswego.
Pacific Mutual Ins. Co. ....	New York.
Buffalo Fire and Marine Ins. Co. ....	Buffalo.
Star Fire Insurance Co. ....	Ogdensburgh.
Hartford Fire Insurance Company. ....	Hartford.

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## FIRE ASSURANCE.

### A WORD OF ADVICE TO THE INSURED.

In the October number of that excellent journal, *The United States Insurance Gazette*, we find the following sensible remarks on the subject of Insurance, and heartily recommend them to the attention of our readers.

The past year, so disastrous to many of our Marine Insurance Companies, once, and perhaps rightly, believed to possess abundant resources, but now compelled to go into liquidation, or replenish their exhausted capital by new subscriptions of stock, has awakened public attention to the equally important business of Fire Insurance, and has directed to it a careful examination of the actual condition of all that class of companies, but more particularly to those doing a wild and reckless business upon little or no substantial capital. The evil has long been regarded as an increasing one in every section of our land, and has enlisted the earnest consideration of many of our Legislatures. Laws have been enacted in different States, stringent enough, it would seem, to counteract the evil, but, though they have had a beneficial tendency, ways and means have been found by unprincipled men to evade even their most stringent provisions, and they have failed to produce the desired effect, and they will continue in a great degree inadequate to the correction of the evil, so long as there is so much carelessness and indifference on the part of those desiring insurance. Fancy insurance, like lotteries, fancy banking, and a score of kindred swindles, will thrive and continue to be the order of the day just so long as men can be found who prefer, or suffer themselves to be swindled, rather than exercise a little common sense and prudence, in ascertaining, from reliable sources of information, the true condition of the companies which seek their patronage. Speculative companies, based upon no real capital, and wholly uncalled for by the wants of the country, have sprung into existence with alarming rapidity during the past few years, and urged their claims upon public patronage with such unblushing audacity, as to deceive for a time the more wary and circumspect of our business men. Serious apprehension has been excited on the part of the better informed as to their nefarious operations, lest the whole business of insurance, so beneficial in its character when properly managed, should be brought into such discredit, as to deter a large portion of the community from availing themselves of the immense advantages to be derived from the general practice. The facility with which these schemes of plunder have been carried on, and

mere imaginary policies of indemnity palmed off upon the public, will cease to excite surprise, when the utter indifference of no small portion of property owners is taken into consideration. Too frequently no thought is bestowed upon the soundness of the company, or the character of its officers. In the hurry of business, men often imagine that they have no time to inquire after the real condition of even a small proportion of the companies insuring in their own immediate neighbourhood, and either rely upon representations of parties, themselves, it may be, largely interested in the companies perpetrating these frauds, or trust to persons in their employ to obtain the desired insurance, as chance or fancy may dictate. While they will scrutinize the securities offered for a loan of a tenth part of the amount they virtually trust to a single Insurance Company every year without anxious thought, and will examine with the greatest care and minuteness the applicant for credit, availing themselves of every reliable source of information at hand to ascertain his character and pecuniary ability, before extending the desired credit; they will take their insurance entirely upon trust, without giving themselves the trouble to inquire seriously whether the companies issuing their policies are responsible or not, and are often made sensible of their entire worthlessness only when too late to correct the fatal mistake. Instances of the grossest fraud will continue to be as an everyday occurrence, and mere speculative companies will spring into being, live out their brief day, and disappear, so long as men, careful and prudent in other matters, are willing, by their indifference and carelessness, to permit themselves to be cheated and made the easy victims of as graceless a set of adventurers as ever fed themselves upon the credulity of the public. This indifference on the part of the assured is no doubt one of the prominent causes of this evil, and furnishes a powerful stimulant to a very dangerous class of men to try their hand, under one name after another, in perpetrating these outrageous frauds upon the community. The remedy is plainly in the hands of those desiring real and substantial indemnity against fire. Legislation has done all that it can do to correct the evil, and if it is to be corrected at all, it must be by those furnishing the aliment on which the excrescence feeds itself. The supply of subjects to be defrauded is with the assured, and so long as they bestow their patronage on irresponsible companies, without careful inquiry into their resources, if indeed, they have any worthy the name, the evil will flourish and increase despite the most stringent laws and the best endeavours of our public officers to drive them from existence. It is true that the action of our efficient Comptroller has exposed many a well-conceived scheme of fraud, and drive a number of these hungry adventurers from our immediate vicinity; but, like birds of ill-omen, they have only flown to a neighbouring city, to commence afresh, under new names, their nefarious operations with a more audacious hand, and in some instances upon the identical fancy securities well known to have formed a prominent part of their stock in trade while here. They change their name, and adapt their securities to the requirement of different States with wonderful facility, and reappear with almost inconceivable rapidity, furnished with sundry improvements derived from past experience. Security against their operations can be found only in a greater degree of caution, and a more earnest scrutiny of the assets of every company seeking public patronage. Business men and property holders should attend to their insurance personally, and examine the detailed statements of the assets of

every company they propose to trust, with the same particularity they do individual applicants for their confidence, and they will find no difficulty in deciding what companies are well conducted and reliable. A company really worthy of confidence can easily show a list of resources bearing intrinsic and unmistakable evidence of truth. No good company will refuse a proper scrutiny of its affairs, but will invite it. The nature of its resources, and the character of its officers, is a proper subject of inquiry; and those who take their insurance without the exercise of common prudence, should not complain if they are themselves cheated in the end. Withhold patronage from this class of irresponsible companies, and they will perish for want of victims. Let property holders be willing to pay companies, known to be perfectly reliable, a fair and adequate premium for the risk incurred, and deal only with such as act from fixed and well-established rules of business, and these fancy companies will not only be starved out of existence, but substantial aid and encouragement will be given to those doing a legitimate business on an honest capital, and truly desiring to afford, what they profess, real and undoubted indemnity against loss by fire.

D. A. H.

## TRADE AND NAVIGATION.

### Export of the City of Toronto.

For the Quarter ending 30th September 1857.

Pig and Scrap Iron, 26 tons.....	£97 10 0
Fish—Fresh.....	23 5 0
Ashes—Pot, brls.....	70 0 0
Timber—Plank and Boards, M. feet, 2,773,342.....	9539 15 10
Shingles, mille 532.....	220 0 0
Other Woods.....	2 10 0
Animals—Horses, No. 2.....	487 10 0
Produce of Animals—Hides, 753 cwt.....	1883 15 0
Flour, 2628 brls.....	4650 2 6
Seeds, 66 bushels.....	111 5 0
Maple Sugar, 166 lbs.....	4 0 0
Wheat, 18802 bushels.....	8165 12 6
Cotton.....	8 15 0
Leather.....	29 15 0
Machinery.....	10 0 0
Rags.....	45 0 0
Sizing.....	20 0 0
Ink.....	2 0 0

### RECAPITULATION.

Produce of the Mine.....	97 10 0
“ “ Sea.....	23 5 0
“ “ Forest.....	9723 5 10
Animal and their Products.....	2371 5 0
Agricultural Product.....	13131 0 0
Manufacturers.....	93 10 0
Other Articles.....	22 10 0

Total..... £25,561 15 10

## Exports of the Produce of Canada from the Port of Hamilton,

For the Quarter ending September 30th, 1857.

Pig and Scrap Iron, 24 tons .....	£120	0	0
Standard Staves, 1 mille .....	60	0	0
Other Staves, 55 mille.....	762	10	0
Planks and Boards (m. feet, 6592½).....	25355	7	6
Hides and Skins .....	1129	13	4
Wool (lbs. 50203).....	3500	18	6
Barley and Rye (bush. 2707).....	712	10	0
Flour (bbls. 23978).....	50040	15	0
Wheat (bush. 94201).....	27184	5	6
Hardware.....	4	15	0

## RECAPITULATION.—1857.

Produce of the Mine .....	£120	0	0
Produce of the Forest .....	26177	11	6
Animals and their Products.....	4630	11	10
Agricultural Products.....	77937	10	6
Manufactures.....	4	15	0
Total value of Exports .....	£108870	14	10

## Imports at the different Canadian Ports in 1856.—Correction.

The April number of the *Canadian Merchants' Magazine* contains a statement of imports at the different Canadian Ports in 1856, in which quite a number of errors occur. This statement was copied from the first returns emanating from the Custom's Department, and published in the various newspapers at the time. The Trade and Navigation Returns not having been then published, we had no means of chequing the figures. It will be observed that, with three exceptions, the errors are of little importance; these exceptions are Collingwood, Oshawa, and Queenston. We have to thank the *Oshawa Vindicator* for calling our attention to the subject.

	Our Returns.			Correct Returns. 12 months		
	£.	s.	d.	£.	s.	d.
Bruce.....11 months	5,763	2	3	5,774	8	3
Burwell.....	16,247	7	6	16,239	3	5
Cornwall.....	5,520	4	5	5,220	4	5
Collingwood.....	65,886	3	2	8,835	3	3
Dundas.....	47,063	10	11	47,673	10	11
Lacolle.....	3,060	14	2	3,640	14	2
Oshawa.....	3,482	3	0	13,580	2	1
Owen Sound.....	4,256	19	10	4,247	19	10
Quebec.....	871,525	5	0	871,598	6	2
Queenston.....	52,411	11	6	25,441	8	6
Sault-Ste-Marie.....11 months.	4,733	17	10	4,775	0	5
Stanstead.....11 months.	11,865	11	10	13,492	6	9
Stratford.....	540	17	9	549	18	9
Wallaceburgh.....	5,480	2	9	5,292	12	9

COMPARATIVI STATEMENT OF THE PRINCIPAL ARTICLES IMPORTED  
OCTOBER 1855 AND 1856, AND 30TH SEPTEMBER 1857, SHOWING  
OF DUTY COLLECTED THEREON.

No.	ARTICEES.	1855.					
		QUANTITY.		VALUE.		DUTY.	
				£	s. d.	£	s. d.
1	Brooms, . . . . . dozen						
2	Coffee, green, . . . . . lbs.	1,343,960		36,980	9 0	3,334	0 7
3	do. other, . . . . . "	24,495		674	0 1	207	14 1
4	Cigars, . . . . . "	42,609		13,259	3 2	4,276	6 10
5	Molasses, . . . . . gallons	1,120,038		61,953	5 8	10,542	14 6
6	Mustard, . . . . . "						
7	Sunfl., . . . . . lbs.	25,833		1,283	16 1	442	8 0
8	Starch, . . . . . "						
9	Spirits—Brandy, . . . . . gallons	102,118		41,387	12 8	15,761	17 3
10	“ Cordials, . . . . . "	571		387	1 5	178	4 6
11	“ Gin, . . . . . "	101,687		12,623	8 7	12,774	19 4
12	“ Rum, . . . . . "	51,732		4,501	18 1	2,663	1 4
13	“ Whiskey, . . . . . "	609,830		65,415	0 10	13,175	15 6
14	Wine in wood, £10 the Pipe or under						
15	“ “ over do & not ex'ng £15	100,640		9,480	0 8	5,032	4 8
16	“ “ over \$15, . . . . . "	145,066		33,403	14 9	10,844	0 3
17	“ in bottles, quarts, . . . . . dozen	6,921½		12,780	2 9	2,595	11 3
18	“ “ pints, . . . . . "	697		865	9 9	130	13 9
19	Sugar, refined, . . . . . cwt.	19,589	2 10	36,817	16 11	12,114	19 3
20	“ White and Brown bastards, . . . . . "	4,684	0 24	7,871	8 1	1,990	16 1
21	“ other kinds, . . . . . "	247,480	2 22	294,250	6 8	85,439	15 0
22	Dried Fruits, . . . . . lbs.	1,416,877		27,143	1 4	5,899	9 9
23	Alspice and Pepper, . . . . . "	237,182		5,612	12 11	988	5 2
24	Caisa Cloves and Ginger, . . . . . "	64,197		2,708	19 7	862	9 3
25	Mace and Nutmegs, . . . . . "	15,729		2,342	1 9	491	10 6
26	Macaronia and Vermicella, . . . . . "	17,795		328	12 0	74	2 11
27	Other Spices, . . . . . "	664		8	11 11	8	6 0
28	Vinegar, . . . . . gallons	84,631		4,210	15 4	1,057	17 9
29	Tea, . . . . . lbs.	4,230,869		315,613	0 10	38,064	6 3
30	Tobacco, Manufactured, . . . . . "	2,193,795		79,944	15 4	18,053	9 7
31	“ Unmanufactured, . . . . . "	19,005		912	14 6	153	4 7
32	Total articles paying specific duty, . . . . .			1,072,756	0 8	247,397	18 5
33	Goods at 30 per cent, . . . . .			4,559	15 0	1,367	18 6
34	“ 20 per cent, . . . . .			171	7 6	34	5 6
35	“ 15 per cent, . . . . .			3,497,021	14 8	437,127	14 4
36	“ 5 per cent, . . . . .						
37	“ 2½ per cent, . . . . .			603,168	15 8	12,579	4 6
38	Free Goods, . . . . .			5,077,677	10 6	698,506	19 3
				1,835,726	13 11		
				6,913,404	9 5	698,506	19 3

Imports at Montreal, Toronto, and Hamilton.

For the Quarter ending 30th September, 1857.

	Montreal.	Toronto.	Hamilton.
Goods paying Specific Duty,	£236,516	£45,655 8 6	£34,737 9 4
“ 20 per cent,	11,543	9,595 5 8	9,524 5 8
“ 15 “	737,972	180,319 19 3	169,404 6 0
“ 5 “	11,391	3,312 14 7	2,080 17 4
“ 2½ “	60,207	23,040 19 0	69,851 19 0
Free Goods	278,312	73,126 16 0	43,258 3 7
	£1,335,941	£335,051 3 0	£328,857 0 11

INTO CANADA DURING THE THREE QUARTERS ENDING ON 10TH  
THE QUANTITY AND VALUE OF EACH ARTICLE AND THE AMOUNT

No.	1856.			1857.		
	QUANTITY.	VALUE.	DUTY.	QUANTITY.	VALUE.	DUTY.
1	1,036	£. s. d.	£. s. d.	1,523	£. s. d.	£. s. d.
2	1333,323	508 15 2	129 10 0	810 12 11	227 17 6	
3	19,912	40,139 15 11	3,180 9 5	1057,676	32,029 5 2	3,305 4 9
4	44,975	593 14 5	105 18 8	19,247	650 13 4	160 7 10
5	1215,370	15,903 6 1	4,788 18 0	22,534	11,654 18 4	3,390 2 0
6	31,020	100,719 9 5	10,690 0 2	583,389	58,314 6 8	6,076 19 5
7	26,500	1,042 11 5	387 15 0	74,415	2,731 5 2	905 3 9
8	22,307	1,310 7 4	487 7 6	15,095	760 1 7	377 7 6
9	295,805	514 13 9	183 12 10	230,059	4,277 13 5	1,917 3 2
10	2,395	119,907 24 0	44,674 9 6	20,744	10,661 6 3	4,148 16 0
11	204,030	979 16 4	502 10 0	2,409	1,051 7 3	602 5 0
12	62,309	26,348 18 8	25,810 11 0	69,785	9,955 10 7	12,212 7 6
13	614,082	8,817 5 4	5,505 13 11	15,172½	2,546 17 7	1,706 17 7
14		60,800 5 2	13,565 16 3	216,926	24,788 17 5	6,778 18 9
15	115,191			43,601	3,3-2 13 0	2,200 1 0
16	283,588	9,564 2 9	6,470 14 0	40,089	47-0 12 7	3,006 13 6
17	12,301	78,010 3 3	21,781 4 0	84,928½	23,921 18 1	8,492 17 0
18	1,719	24,255 8 10	4,720 15 0	4,030½	7,242 16 10	2,066 3 6
19	14,435	1,792 5 8	337 2 6	675	707 14 0	175 2 2
20	6,384	32,663 10 8	9,176 0 11	13,224 21	35,629 9 11	9,256 8 2
21	231,323	8,417 18 0	2,716 12 8	1,546 1 1	3,785 5 11	773 2 7
22	1515,732	377,256 2 4	77,156 16 9	159,074 3 17	344,452 1 6	59,653 1 9
23	642,050	34,595 19 1	6,605 16 10	1027,484	27,018 2 8	5,351 7 6
24	170,856	15,182 15 8	2,762 10 1	37,495	1,017 9 3	312 9 2
25	26,468	4,748 1 1	1,533 10 6	72,297	2,563 3 0	763 6 6
26	27,747	3,787 5 10	874 0 11	13,713	1,850 10 4	514 4 9
27	352	536 17 5	116 4 0	12,139	226 10 4	63 4 6
28	117,902	16 14 4	4 11 5	292	8 18 7	4 17 4
29	5415,487	5,685 13 4	1,513 3 9	107,750	5,841 11 2	1,571 7 2
30	2472,210	417,941 4 5	46,975 6 4	2949,383	258,106 4 1	30,722 14 10
31	28,689	97,346 6 8	21,362 5 6	2207,872	113,979 18 0	22,998 13 4
32		1,834 2 4	234 13 2	81,794	2,571 12 0	264 19 0
33						
34		1,490,271 4 3	314,398 0 7		1,002,308 6 11	190,072 4 10
35						
36		34,531 9 6	6,906 5 11		119,224 19 8	23,844 19 11
37		4,611,381 19 2	618,820 8 1		3,897,352 13 2	584,497 14 6
		24,251 14 10	1,212 11 9		58,928 0 3	2,946 8 0
		604,087 1 0	15,102 13 0		524,246 15 10	13,106 3 5
		6,764,523 8 9	956,439 19 4		5,602,060 15 10	314,567 10 8
		2,216,275 3 4			2,430,413 18 2	
		£8,980,793 12 1	£956,439 19 4		£8,032,474 14 0	£814,567 10 8

Comparative View of the Imports at the Port of Montreal for the Quarters  
ending 30th September, 1856 and 1857.

The Montreal Herald gives the following summary of imports for the  
third quarter of 1856 and 1857.

	1856.	1857.	Increase.	Decrease
Value of Dutiable Goods imported during the Quarter...	£1,181,564	£1,079,869		£101,695
Value of Free Goods imported during the Quarter.....	355,127	302,366		52,661
Total Value of Goods imported during the Quarter.....	1,539,591	1,382,235		157,356
Amount of Duty collected during the Quarter.....	115,109	147,774	2,669	
Value of Goods remaining in Warehouse at close of Qr.	147,033	475,811	328,778	
Value of Goods entered for consumption.....	1,386,755	1,282,530		04,2251



## Marine Disasters of the past month.

We are indebted to Mr. J. H. Upton for an extended list of the disasters at sea and on the lakes reported during the month of October.

The total losses foot up thus:

	Vessels.	Estimated loss
Steamers.....	17	\$417,000
Ships.....	12	599,000
Barques.....	14	361,000
Brigs.....	12	115,500
Other crafts.....	--	144,600
	<u>45</u>	<u>\$1,637,100</u>

The following is a summary of the losses this year :

	Vessels.	Value.
January.....	125	\$3,552,700
February.....	68	1,663,600
March.....	63	1,293,500
April.....	35	1,646,700
May.....	63	1,251,500
June.....	26	819,500
July.....	18	710,700
August.....	20	643,000
September.....	39	3,172,100
October.....	45	1,637,100
Ten months.....	<u>502</u>	<u>\$16,395,400</u>

There are several foreign ships included in the list, among them the Russian Frigate "Lefort," value at \$200,000; the majority, however are American. In addition to the total losses, there were a very large number of minor disasters numbering fully 150, of all classes, the cost of which swell the marine losses of the month, to nearly \$2,500,000.

(Continued from page 62, vol. II.)

## Avenues of the Western Trade.

It will be both interesting and instructive to compare the cost of conveying a ton of freight—say, ten barrels of flour—from Chicago to New York and to Quebec by the existing routes, with the probable cost of conveyance by the new ones we have been speaking of.

We shall consider the costs rather than the charges, as the one is less fluctuating than the other; the elements on which it depends being affected alike on different routes.

The cost of conveying a barrel of flour from Chicago to Buffalo in the class of propellers now generally used, is from 25 to 30 cents; 27½ cents per barrel would be equal to 2½ mills per ton per mile, and this, we think, is a fair basis of comparison. We have previously seen that the estimated saving would be nearly one mill per ton per mile, if vessels of a larger size were used. In order to be on the safe side, we shall call it but half a mill and assume the cost of conveyance on long down voyages, on propellers of

800 tons burden and over, at two mills per ton per mile. This is the same as Mr. McAlpine's estimate.

The cost of transport on the old Erie Canal, was  $7\frac{1}{2}$  mills per ton per mile, and Mr. McAlpine estimates that the enlargement will reduce it to 4. On Ship Canals, the sizes being equal, the cost of transport depends on the amount of lockage. On Canals of low lockage, like the present St. Lawrence and proposed Caughnawaga and Champlain Canals, the cost in propellers of large size would not exceed 3 mills per ton per mile.

In Canals of great lockage, like the Welland, the present cost of transport is nearly 6 mills per ton per mile. The enlargement, by reducing the pressure of business, would certainly reduce it to 5; and this is considered a fair estimate for the cost of transport on the proposed Toronto and Ottawa Canals.

The question of tolls is a more difficult one, inasmuch as they are often varied arbitrarily, being placed very low to attract trade, and raised very high when it is thought that the trade is secured. As we are comparing different routes, we must, in our assumptions, take care that they are *comparatively* correct as regards one another.

The toll on flour on the Erie Canal has been  $6\frac{1}{2}$  mills per ton per mile. The rate established by the Canal Board, to take effect the present season, is but 3 mills per ton per mile.

The toll on a ton of wheat or flour passing the Welland Canal, is 45 cents, or 16 mills per mile; on the St. Lawrence Canals, 30 cents, or 7 mills per mile; but wheat and flour, and some few other articles, going through both Canals, only pay toll in the first. This is about 6 mills per ton per mile for the whole length of Canals. After the proposed improvements are finished, a toll of 5 mills per ton per mile, would probably be found sufficient to pay a good return on the whole investment.

The Ottawa and Toronto Canals, costing double as much, should not have a less toll than ten mills per ton per mile.

The cost of transport, including tolls, on the different Canals now constructed and proposed, will stand thus:

	Mills per ton per mile.		Mills per ton per mile.
Old Erie Canal.....	14	Caughnawaga.....	8
Enlarged Erie Canal.....	7	Enlarged Champlain.....	8
Present Welland alone.....	22	Ottawa Canals.....	15
Welland and St. Lawrence.....	10	Toronto Canals.....	15
St. Lawrence.....	8		

Taking these data, we will now calculate the cost of conveying ten barrels of flour from Chicago to New York by the present Erie Canal, via Buffalo.

	Miles.	Mills.	
Chicago to Buffalo.....	1,100	$2\frac{1}{2}$	\$2.75
Transshipment at Buffalo.....			20
Buffalo to Troy.....	364	14	5. 9
Troy to New York.....	151	4	60
	<hr/>	<hr/>	<hr/>
	1,615		\$8.64.

After the enlargement of the Erie Canal is completed, and the cost of conveyance is reduced to 7 mills, including tolls, the total would be \$6.10. If the state of the St. Clair flats allow the use of the largest class of propellers

between Chicago and Buffalo, reducing the Lake voyage to 2 miles, the Total will be reduced to \$5.56.

By the way of the present Welland Canal and the Oswego and Erie enlarged Canals :

	Miles.	Mills.	
Chicago to Oswego .....	1,250	2½	\$3.15
Welland Canal .....	28	22	62
Transshipment at Oswego .....			20
Oswego to Troy .....	209	7	1.46
Troy to New York .....	151	4	60
	<u>1,638</u>	<u>—</u>	<u>\$6.03</u>

The effect of enlarging the Welland Canal would be to reduce the cost of the lake voyage half a mill, and as the enlargement of the Welland is in close connection with the Caughnawaga Canal, whose prosperity depends, in a measure, on the Champlain Canal, which is under the control of the State of New York, we shall be obliged to suppose that the Canadian Government will have to give up their present discriminating toll on the Welland in favour of the St. Lawrence Canals, and charge the same toll to Vessels going to Oswego as they would if they went down the St. Lawrence, for, if they should refuse to do this, the State of New York might retaliate by placing a heavy toll on the Champlain Canal.

The cost by the Oswego route, supposing the Welland to be enlarged, would stand :

	Miles.	Mills.	
Chicago to Oswego .....	1,250	2	\$2.50
Welland Canal .....	28	10	28
Transshipment at Oswego .....			20
Oswego to Troy .....	209	7	1.46
Troy to New York .....	151	4	60
	<u>1,638</u>	<u>—</u>	<u>\$5.04</u>

Were the proposed Canal built from Georgian Bay to Toronto, the cost by that route and by the Oswego enlarged Canals as before would be :

	Miles.	Mills.	
Chicago to Oswego .....	750	2	\$1.50
Canal .....	94	15	1.41
Transshipment at Oswego .....			20
Oswego to New York .....	360	—	2.06
	<u>1,204</u>	<u>—</u>	<u>\$5.17</u>

Were the proposed Caughnawaga Canal built, and the Welland Canal locks enlarged, the cost by this route would be :

	Miles.	Mills.	
Chicago to east end of Lake Ontario .....	1,263	2	\$2.53
Welland Canal .....	28	10	28
East end of Ontario to Caughnawaga .....	143	2	29
Caughnawaga and St. Lawrence Canals .....	65½	8	52
St. John's to Whitehall .....	120	2	24
	<u>1,619½</u>	<u>—</u>	<u>\$3.86</u>
Chicago to Whitehall .....			20
Transshipment at do .....			91
Champlain Canal .....	65	14	91
Waterford to New York .....	155	4	62
	<u>1,839½</u>	<u>—</u>	<u>\$5.59</u>

But if the Champlain Canal was enlarged to the same scale, and certain improvements made in the end of the Hudson River, so that vessels drawing ten or eleven feet water could come up to Waterford, the cost would be :

	Miles.	Mills	
Chicago to Whitehall.....	1,619½		\$3.86
Champlain Canal.....	65	8	52
Toll on River Improvements, say.....			10
Waterford to New York.....	155	2	31
	<u>1,839½</u>		<u>\$4.79</u>

By the proposed Ottawa route to the St. Lawrence, and thence by the Caughnawaga and enlarged Champlain Canals, it is probably that the navigation of a rapid river like the Ottawa could not be effected so cheaply as lake navigation, or that on a river of the character of the Hudson. It has been deemed a fairer comparison to assume the cost of transport on the navigable parts of the Ottawa, at 3 mills per ton per mile. We shall then have :

	Miles.	Mills.	
Chicago to mouth of French River and Lake Huron.....	575	2	\$1.15
Ottawa Canals.....	50	15	75
Ottawa navigable to Caughnawaga.....	361	3	1.08
Caughnawaga Canal.....	32½	8	26
St. John's to New York as before.....	340		1.17
	<u>1,358½</u>		<u>\$4.41</u>

From the above comparison of routes, it appears that the Ottawa route is the cheapest, the cost being \$4.41.

Next comes the enlarged Welland and Caughnawaga, the cost being \$4.79. But if the Champlain Canal remains unenlarged, the cost would be \$5.59, and it would be rivalled by the Oswego route, which would be \$5.04 by the Welland, and \$5.17 by the Toronto route.

It will be seen that although the Toronto route saves 434 miles over that by the Welland Canal, we have made it 13 cents per ton dearer. This is owing to the Toll, which we have estimated at 5 mills on the Welland, and 10 mills on the Toronto Canal. This seems proper, when we consider that the total cost of the Welland, after its enlargement, is estimated at \$10,500,000, and the Toronto Canal at \$25,000,000.

The prosperity of Oswego, it will be seen, depends in a great measure upon large vessels being able to reach Lake Ontario; for if the present size only can get there, she is rivalled by Buffalo, the cost standing at \$5.56 that way, against \$6.03 by way of Oswego and the present Welland Canal. Hence the interest taken by the Oswego people in the enlargement of the Welland, or the building of the proposed Toronto Canal.

Let us now briefly examine into the sums thought necessary to carry out these proposed improvements.

We have seen that the State of New York, by the expenditure of some fourteen millions of dollars on the Erie Canal, opened a route by which a ton of freight could be conveyed to New York city from Chicago for \$8.64, and by a further expenditure of twenty-two millions in enlarging her Canal, she will reduce it to \$5.56.

An expenditure of six millions more in enlarging the Welland Canal would

reduce it to \$5.04. Three millions on the Caughnawaga, and eight on the Champlain and Hudson River improvements, or seventeen millions in all, would reduce it to \$4.79; while an expenditure of twenty-five millions on the Toronto route would only reach £5.17.

By the Ottawa route we have seen the cost is \$4.41. The carrying out of this improvement will depend entirely on the cost, or, in other words, how much it is desirable to spend on a new route to reduce the price per ton between Chicago and New York, 38 cents below the Welland route price.

The excessive cost of the Toronto Canal must be a barrier to its execution while cheaper routes can be found.

It is evident that the way in which the greatest saving of the cost of cost of transportation can be effected with the least outlay of capital, is in enlarging the Welland Canal, constructing the Caughnawaga, and enlarging the Champlain Canals.

It only remains to speak of the competition between New York and Montreal or Quebec, as ports of export. We will first examine the cost of conveying a ton of freight to Quebec by the several routes heretofore mentioned:

First, by the present Welland Canal route.

	Miles.	Mills.	
Chicago to east end of Lake Erie .....	1,100	2½	\$2.75
Welland Canal and St. Lawrence .....	71	10	71
Port Dalhousie to Montreal, free Navigation. . . . .	306	2½	76
Montreal to Quebec .....	180	2½	55
	<hr/>	<hr/>	<hr/>
	1,657		\$4.77

Second, by the enlarged Welland.

Chicago to east end of Lake Erie .....	1,100	2	\$2.20
Welland Canal .....	28	10	28
Port Dalhousie to Montreal .....	366	2	61
St. Lawrence Canals .....	43	8	34
Montreal to Quebec .....	180	2	36
	<hr/>	<hr/>	<hr/>
	1,657		\$3.78

Third, by the Ottawa.

Chicago to French River .....	575	2	\$1.15
Ottawa and Lachine Canals .....	60	15	90
Ottawa, navigable .....	361	3	1.08
Montreal to Quebec .....	180	2	36
	<hr/>	<hr/>	<hr/>
	1,176		\$3.49

It will be seen that it is 79 cents cheaper from Chicago to Quebec than to New York by the present route, and if all the proposed improvements were carried out, it would still be 92 cents cheaper per ton. The question arises, why does so much of the Western trade go to New York?

In the first place, lake vessels going to Buffalo or Oswego are sure of return freights; while, if they went to Quebec, a majority of them would come back light. While the imports of the West are done through New York, her exports must take the same route.

In the next place, the largest part of the surplus products of the West are not exported from this country. The Eastern States are the great consumers, and becoming more so every year, as agriculture yields to manufactures—more mouths to feed and less hands to raise food. It is computed that out

of equal to three million barrels of breadstuffs arriving at New York annually, only one million is exported. The rest is consumed on this side of the Atlantic. No one needs to be told that New York is nearer the home market than Quebec.

But, besides that, larger part of Western product which is used for home consumption seeking New York, the other part which is destined for foreign markets will seek it also. In the note will be found a table extracted from an able little pamphlet recently published at Montreal, entitled "Letters on Canadian Trade and Navigation," by Hon. John Young, M. P. This shows the cost of conveying a barrel of flour from Montreal to Liverpool, and from New York to Liverpool, from 1846 to 1855, from which it appears that the freights from New York to Liverpool have ruled at \$5 per ton, and from Quebec at \$9 per ton.

Let us now examine the cost of conveying a ton of wheat or flour from Chicago to Liverpool, by New York and by the St. Lawrence, the port charges and insurance being assumed as equal although they are both in favour of New York.

First by the Erie Canal.

Chicago to New York	-	-	-	Miles—1,615	\$5.56
New York to Liverpool	-	-	-	3,150	5.00
				<hr/>	<hr/>
				4,765	\$10.56

Second, by the present Welland Canal and St. Lawrence.

Chicago to Quebec	-	-	-	Miles—1,657	\$4.77
Quebec to Liverpool	-	-	-	2,910	9.00
				<hr/>	<hr/>
				4,557	\$13.77

A difference in favour of the New York route of \$3.21. Even taking the most favourable case that could occur for the Quebec route, the construction of the Ottawa Canals alone, we have the cost to Liverpool, by that route, \$12.49, or \$1.93 dearer than the New York route. Although the St. Lawrence rout is so much the shorter, it is evident that while ocean freights rule so much higher that way, it cannot compete with New York.

The cause of this is, that so much more is imported by New York than by Quebec, Ships and steamers having full loads out are prepared to return freight from New York very low; while on the other hand, the majority of vessels coming to the St. Lawrence arrive in ballast, and depend upon the home voyage for their profits. This is what makes freights between Quebec and Liverpool rule so high.

That this state of things will last for ever, no one should be bold enough to assert. A time may arrive when a direct trade will spring up between Chicago and Liverpool or London. Quebec, by receiving a steady supply of inward freights, may see the outward freights lowered to something near those from New York. But it is clear that Chicago cannot import through New York and export through the St. Lawrence. When she has accumulated capital enough to import direct, then she may export direct.

That this is improbable, no one who has witnessed what the West has done in the last ten years will venture to assert; and, on the other hand, it is

equally clear that New York need fear neither this nor any other rivalry. Her position as the emporium of the Western Continent is fixed beyond a shadow of doubt.

T. C. CLARKE, C. E.,  
Port Hope.

Table showing the freight of a barrel of flour from May 1st, to December 1st from Montreal and New York to Liverpool, in the years quoted, in Sterling Currency:

NEW YORK TO LIVERPOOL.			MONTREAL TO LIVERPOOL.		
	s.	d.		s.	d.
Average in 1846.....	2	8	Average in 1846.....	5	2
1847.....	3	9	1847.....	5	4
1848.....	1	8	1848.....	4	2
1849.....	1	7½	1849.....	3	6
1850.....	1	3½	1850.....	3	0½
1851.....	1	1½	1851.....	2	11½
1852.....	1	4½	1852.....	2	11½
1853.....	2	6	1853.....	4	3½
1854.....	2	6	1854.....	3	2

### The Navies of France and England.

We (*Morning Star*) have before us an official document entitled "Tableau General des Batiment à Voiles et a Vapeur composant les Flottes de la Marine Imperial Francaise," which presents in detail the present effective force of the naval service of France.

#### SAILING VESSELS.

	GUNS.
31 Ships of all sizes, mounting an aggregate of .....	2866
61 Frigates, do do .....	3028
49 Corvettes, do do .....	1024
57 Brigs, do do .....	1006
14 Corvettes de charge do do .....	448
28 Sloops, do do .....	444
38 Schooners do do .....	228
33 Cutters do do .....	132
<hr/> 317 Sailing Vessels, carrying an aggregate of	<hr/> 9176

#### STEAM VESSELS.

	GUNS
27 Ships of all sizes, mounting an aggregate of .....	2680
21 Frigates do do .....	336
4 Frigates (new construction), do .....	200
34 Corvettes of all sizes do .....	969
76 Advice-boats do .....	456
4 Floating batteries, do .....	64
19 Gunboats, do .....	76
25 Mixed transports, do .....	150
<hr/> 220 Steam vessels, mounting an aggregate of	<hr/> 4901

The ordinary classification of naval officers in France stands thus:—2 admirals in time of peace, and 3 in time of war; 13 vice-admirals; 22 rear-admirals; 113 captains of ships of the 1st and 2nd classes; 235 captains of frigates; 679 lieutenants of ships of the 1st and 2nd classes; 550 ensigns of ships; 169 midshipmen of the 1st class; 165 midshipmen of the 2nd class. With respect to the classes of midshipmen, the Admiral Minister of Marine regulates yearly the number of young gentlemen who may be received in the service.

According to the navy list for 1856 (July) the effective force of the navy of Great Britain was at that period:—

		GUNS.
Sailing vessels, 269—	carrying an aggregate of .....	9362
Steam do 258—	do do .....	4518
<b>Total .....</b>	<b>527— do do .....</b>	<b>13880</b>

The classification of officers was as follows:—

	In service.	On hf.py.	Retired.	Total
Admirals .....	21	15	.....	36
Vice Admirals .....	27	19	.....	46
Rear-Admirals .....	51	55	129	225
Captains of Ships .....	396	60	318	774
Commanders .....	551	64	286	901
Lieutenants .....	1139	668	.....	1807

## COMMERCIAL REGULATIONS.

From the Upper Canada Law Journal.

### THE FLOUR TRADE.

In Upper Canada there is a very large class of persons engaged in the buying and selling of flour. For the benefit of such persons, and of such of the profession as may be called upon to advise them, we propose in this article to notice some recent and important decisions of commercial interest.

The quality of a barrel of flour, like the quality of any other commodity greatly influences its price—the better the quality the greater the price, and *vice versa*. But when flour in quantities of hundreds or thousands of barrels exchange hands, it is utterly impossible for the purchaser to examine each particular barrel. For this reason it has become the custom of millers to stamp each barrel as being of certain quality having reference to the standards established by law. The standards or grades rank thus:—

- Very superior.....“Extra Superfine.”
- Second quality.....“Fancy Superfine.”
- Third quality.....“Superfine.”
- Fourth quality.....“Superfine, No. 2.”
- Fifth quality.....“Fine.”
- Sixth quality.....“Fine Middlings.”
- Seventh quality.....“Ship Stuff,” or “Pollards.”
- Farine Entiere..... E. T. N. (19 & 20 Vic. cap. 87.

Until recently, there was no expressed opinion of the Courts as to the effect of flour brands. Every body knows that no brand can make bad flour good.



or *vice versa*, and that Inspectors appointed by law in Quebec, Montreal, Toronto, and other large cities, daily alter millers' brands. The question, then, naturally arises—Does not a miller who brands flour "Extra Superfine," and sells it as such, warrant to his vendee that such is the quality of the flour? At a trial in the City of Toronto, a member of a firm most extensively engaged in flour-dealing, swore that "he should not value the millers' brand as anything, for that they brand according to their fancy!" His opinion seems to have been that of many others of a similiar occupation; but at length turns out to be wholly erroneous. Our Court of Queen's Bench, after the most careful consideration, has decided that "a person manufacturing flour, who marks it of a particular quality, warrants its being of that quality": *Chisholm v. Proudfoot*, 15 U. C. R. 203.) We do not think it necessary to detail the facts of this case; for the principle was fairly and prominently recognised. The reason of the decision is beyond all dispute. A man who manufactures flour must be assumed to be acquainted with the different qualities of the article, and, when he brands a barrel of a certain quality must be taken to have exercised his judgment and arrived at the conclusion that the barrel so branded deserves to be described as branded. Upon the faith of this brand the purchaser deals and pays his price. If the brand be untrue, the purchaser is deceived. If not intended to be true, wherefore is it used—unless to deceive? This, the law cannot and will not countenance. The fact that Inspectors are appointed whose duty it is, upon request and payment, to examine flour, does not at all effect the legal question. It is assuredly important, and in fact necessary for men sending flour abroad, to send with it some evidence of its having been officially inspected. This the course of trade demands. But flour intended for home consumption rarely if ever undergoes examination by authorized Inspectors. The parties relying upon the representations of each other deal without the intervention of any public officer.

The rule that the brand is a warranty does not apply except as between the manufacturer and *his* vendee. In this case the quality of the article and the use of the brand are entirely under the control of the seller, who is himself the manufacturer. When parcels of flour are passed from one to another among merchants, the use of a brand as descriptive of the articles sold does not make the vender liable as upon a warranty.—(*Bunnell v. Whitlaw*, 14 U. C. R. 241.) In this case the vendor is understood to sell the lot according to the designation by which he received it; and *without an express undertaking* is not liable if the description be untrue—unless, perhaps, knowing it to be untrue, he purposely conceal the fact.

Whenever a barrel of flour is marked of a particular grade, such as "Extra Superfine," &c., it must be taken to be not only of that quality but *sweet*. Our common sense teaches us this. We should not think it necessary to make special mention of it, only that lately there being some doubt upon the point, it was made the subject of legal adjudication: (*Bain v. Gooderham et al*, 15 U. C. R. 33.) Defendants, flour dealers, contracted to sell "300 barrels (more or less) Elgin Mills, guaranteed to inspect No. 1, Superfine in Montreal at 32s. 6d. per barrel." The flour was immediately afterwards sent to Montreal by the purchaser, and was inspected by the public officer. The result of the inspection was as follows:

" 248 barrels—Sour Fancy Superfine  
54 barrels—Rejected do."

Hence an action. The defendants maintained that the guarantee did not bind them to deliver sweet flour, or flour that would inspect as sweet at Montreal, but that it only related to the *grade*, viz., "No. 1 Superfine," and not to its *condition*. The Court, however, held that a contract guaranteeing flour to pass inspection as "No. 1 Superfine," has attached to it a necessary implication that it be sweet. As flour is in Canada an article of universal consumption, the security of the public, no less than the maintenance of good faith between man and man, alike required the decision so righteously pronounced in this case.

## JOURNAL OF MANUFACTURES.

### Port Daniel Shale manure—Destruction of the Wheat Fly.

William Hutton, Esq., of the Bureau of Agriculture, has lately published the following letter from Duncan Bruce, Esq., of Paspebiac, L.C., on a "new and improved mode of, and apparatus for making animal manure, the importance of which, if it realize the expectations of the patentee, will be of immense advantage to agriculturalists, and will introduce a new and important branch of internal trade.

Mr. Hutton thinks Mr. Bruce's letter well worthy of public attention, and observes that the quantity of material, both of fish, offal, and shale, is so large, and the process of manufacture so simple, that it is not improbable but that Lower Canada may furnish for export an unlimited supply of animal manure, quite equal if not superior to the best Guano.

The Toronto Colonist writing on this subject says—"The whole tract from Whitby on Lake Ontario, to the new townships west of Owen Sound, contains a stratum of bituminous shale, more or less deep, which, if it resembles the Port Daniel shale in its capability of furnishing an insect-destroying manure, will be immensely valuable to all Western Canada."

The following is the letter referred to:—

"TORONTO, 24th October, 1857.

Sir,—Permit me to tender you my thanks for the courtesy I experienced from yourself and the officers of your department, while obtaining a Patent for a new Fertilizer, which from the property it possesses of effectually protecting growing crops from the ravages of insects, seems to be most opportunely introduced at a time when the subject is attracting so much attention.

The very great interest you individually take, in endeavoring to discover some remedy to save the farmers of the Province from serious losses they suffer from destructive insects, and the diseases to which their crops are subject, encourages me to call your attention to my Fertilizer, made with Port Daniel shale, as a means of saving the wheat and the crops from some of the most destructive insects known in the country.

My attention was first called to this peculiar property, by ascertaining that using the proposed shale as a top dressing on wheat—which was so completely devoured by the Hessian fly maggot, that it was intended to plough under, not only destroyed the insect, but produced a beautiful crop; and that its use freed turnips from all kinds of insects.

—Being interested in a large deposit of this shale, situated very conveniently near the fishing coast, it occurred to me that it might be made into a Fertil-

izer of sufficient value to bear the cost of transporting to a distance, by charging it with nitrogenous matter, with fish offal, (immense quantities of which is thrown into the sea on our coasts) and still preserve its great property of destroying insects. Acting on this idea, I took a practical chemist and a party of men to the spot; prepared the shale and made the compound with the fish offal. I was surprised and delighted to find when tried upon plants of various kinds, by a number of respectable and well known practical men, that it never failed to free the plants from insects of every description, in addition to being a better fertilizer than the far-famed Peruvian Guano.

I have since had the shale analyzed, by different chemists in New Brunswick and the United States, with the view of discovering, if possible, what ingredients it contains that is so obnoxious to insects, but have not as yet succeeded; and I have no good reason for supposing that it differs from ordinary bituminous shale, except that there is not a single fish in the ocean on which the deposit is situated above the head of the tide, while all the other rivers in the immediate vicinity are filled with fish, and I never heard of shales driving fish from rivers that run through them.

When I found that the shale and fish made so valuable a fertilizer, I tried other animal offal with an equally satisfactory result. I tried clay and other earths, with saw dust and other carbonaceous substances, and after calcining them together, produced, by the addition of animal matter, a fertilizer equal in all respects to Guano, and only inferior to that made with Port Daniel shale in its insect-destroying qualities.

Whether the bituminous shales found in many places in Canada, possess the valuable property of destroying insects which that from Port Daniel does, or not, every pound of animal offal and other offensive matter that is now thrown away and allowed to rot, and poison the air we breathe, and the water we drink in towns and cities, may be converted into a valuable fertilizer by using my artificial absorbant, or if preferred, the Port Daniel shale may be brought for that purpose, as there is enough in that deposit to supply the world for ages to come, and it can be furnished, more or less enriched by fish offal, or in its natural state, at a price to bring it within reach of every good farmer in Canada.

There need, therefore, in my opinion, be no further fear or anxiety felt about insects that feed upon growing crops, if people choose to use the remedy. For if wheat is sown early, and a slight top dressing of shale manure applied in the autumn and another in the spring, it will ensure the entire destruction of the Hessian Fly maggot, and so hasten the growth, that it will be out of danger from the midge.

As to grubs, bugs, maggots, and flies, that feed upon vines of squashes, cucumbers and other vegetables, they cannot live where the Port Daniel shale is used, for in not a single instance have they ever been found two days after its appearance. Through the introduction of this fertilizer into general use, I hope soon to see parishes once known as the granary of Canada, and in which the cultivation of the wheat was abandoned in consequence of the ravages of the insects, again covered with a golden colored harvest.

Begging you to pardon me for thus trespassing so much on your time,

I have the honor to be, Sir,

Respectfully, your obedient humble servant,

(Signed)

DUNCAN BRUCE.

Hon. P. M. VANKOUGHNET, Minister of Agriculture.

## Dalley, Ware, &amp; Co's Scale Manufactory

We Hamilton people should be not a little proud that the Scales manufactured in our city should have borne away the prize at the Provincial Exhibition from the other competing articles, some of which came even from Montreal. Messrs. Dalley, Ware, & Co's manufactory is in the West end of the city, and yesterday, desirous of seeing the works, we visited it. At present operations are conducted in several different buildings. Besides the show room, which is on the first flat of Mr Dalley's store, there is a "sealing shop" where the scales are painted, and the weights adjusted, a smithery, where the iron work is done, and a large shop where the rest of the business is carried on. The iron castings are made at other establishments. When the times improve, it is intended to consolidate the works, to bring the various departments under one roof, and by fixing up machinery already purchased, to manufacture Scales at yet lower prices and in greater numbers than heretofore.

Messrs. Dalley, Ware, & Co, state in their price lists and advertisements, that they warrant their scales to be as good as Fairbanks & Co's. We are not about to outvie the manufacturers' assertions, and say that the Hamilton scales are *better* than the American ones; we do, however, mean to say that, after testing as carefully as possible nearly a score of scales of every description, we found them correct. We are told, also, that none of them have ever been returned to the makers, or any complaint made against them.

The "bearings" of the scales seem to be the most important part of the mechanism. These are made of the best cast steel, so hard that a hammer might break but not blunt the edges on which also a file has no effect. As yet, from fifteen to twenty men only are employed in the shops, but the Messrs. Fairbanks & Co., commenced business with a smaller establishment than this, and as their works have extended, so it is hoped, and we hope, will those in this city.

It certainly is for our interest, as a people, to support our home productions, when they equal those of our friends across the border. Messrs. Dalley, Ware, & Co. have already received great encouragement. They have made, during the current year, between 1000 and 1,500 scales, while their trade extends eastward to Quebec and Montreal, and westward to all the towns in our pennisula.—*Hamilton Spectator*.

## ON THE MANUFACTURE OF ASHES.

Having received a number of letters asking various questions respecting Ashes, we have procured the following information from the Inspectors, who are desirous of doing all in their power to promote the interest of the manufacturers and the country:—

The usual causes of inferiority in Ashes are, in the first place, dirty leys,—the leeching process not being sufficiently perfect, and the raw material, in many cases, being field ashes mixed with a large proportion of dirt. The next cause is adulterating the ashes with lime, salt, sand, &c. Salt should in no case be used, and lime only in the leeches. On no account should stones, wood, raw ashes, lime, straw, or dirt be put in to fill up a barrel. The next cause is using weak leys. The last run of the leeches, when not able to float an egg or a potato, should never be boiled, but kept to wet the next

leeches. Another cause is bad barrels. Whiskey barrels, green or unseasoned casks, the wood of which contains moisture of any kind, will cause the ashes to deteriorate rapidly. White Oak and White Ash casks are much preferable, and Red Oak should never be used where it can be avoided,—all well seasoned. Ashes should be emptied by coolers into the barrel, two coolers being just sufficient to fill one barrel; and there should be as little breaking of Pot Ashes as possible, as the more they are broken the more rapidly do they deteriorate by the action of the air. Ashes should never, on any occasion, be packed hot into the barrels. If the ashes have begun to melt before packing, the cakes may be rubbed with dry slackened lime to prevent farther melting; but lime or raw ashes should never be thrown loosely over them, as this injures the appearance, and must be separated in inspection. Barrels should weigh at least 75 lbs. when thoroughly seasoned, and they should be accurately weighed, and that weight legibly marked on the barrel before packing. They should be packed quite full, and should be covered with solid round hoops to the extent of two-thirds of the barrel. The dimensions of the barrels used should be 20 to 22 inches diameter of head, and 30 to 32 length of stave, over or under being condemned by law. The mark should be quite legible, and only one plain mark and number should be on each; as when there are two or three marks, there is more liability to confusion. After packing, the barrels should be well coopered, with three shingle nails in the end hoops of each, to prevent the heads from falling out, and put in a dry place where they will not be exposed to moisture. The grades by law established are first, second, and third sorts, and then unbrandable Nos. 1, 2, 3, 4, and 5; each grade being an additional eighth off the selling price of Firsts. Thus, unbrandable No. 4 has seven-eighths of the price of Firsts deducted; and No. 5 would sell for just nothing. Firsts ashes should contain 75 per cent. of pure alkali, at least.—*Montreal Witness.*

#### What Science says of Breadmaking.

It is a praiseworthy characteristic of the American people, that they are all curious to know the philosophy of all things. Casualty, as the phrenologist would say, is large among us. We analyze the smallest as well as the greatest objects. The reason why the stars keep in their orbits is hardly more interesting to our practical minds than the mysteries involved in bread-making.

For the making of good bread, to thousands and ten thousand of housewives even, is a mystery. Cooks pride themselves on their success in the art, and naturally, for it is a distinction to be able to insure light bread. Yet of a hundred thousand breadmakers, how few understand why it is that the bread is sometimes good and sometimes bad. The proficient has a knack in kneading and baking her bread; and that is all she knows about it. The rival, whose bread is a failure can only say that the baking went wrong; and is as much in the dark as the other.

To make the bread, the flour has first to be kneaded. But why knead it? Because a certain quantity of water, in addition to that existing in the flour, is necessary to produce those chemical changes, without which good bread can never be made. The water dissolves the sugar and albumen; combines with and hydrates the starch; and moistens the minute particles of gluten, so as

to induce them to cement together, and thus bind the whole into a coherent mass. The good housewife knows, by practice, when this state of things has been brought about; in other words, when her dough is properly kneaded. For, as only a certain limited quantity of water can be used to produce this effect, as too much or too little would wholly frustrate the end, it is plain that the water must be carefully and thoroughly worked into the flour, so as to bring every separate particle of the one into contact with the required amount of the other. Kneading with the hand is the sole way to do this. The competent housewife tells by the feeling when her dough is fit to put away to rise. No machinery can do it perfectly.

The next process is the fermentation. This is produced generally by yeast, and always more safely and perfectly by it. Yeast, as the microscope has proved, is a vegetable—a true plant belonging to the fungus tribe. It makes bread rise, by producing a change of the gluten or albumen, which acts upon the sugar, breaking it up into alcohol and carbonic acid gas. If the dough has been skilfully kneaded, and the fermentation is regular and equal, the gas is evolved evenly throughout the mass, so that the bread, when cut, will be honeycombed with numberless minute pores. Bad yeast, or a bad fermentation makes the bread sour, which the experienced housewife corrects with a little alkali. Chemical substances are sometimes used to make bread rise. But Youman's, the chemist, to whom we are indebted for most of these facts, says that as such substances are not nutritive, but medicinal, they exert a disturbing action on the healthy organism, and consequently, ought not to be employed habitually. Our writers, also, have attributed the increase of dyspepsia to the wide spread introduction of these agents as a substitute for yeast.

The baking of the loaf, as every housewife knows, is not the least part of the "art and mystery" of breadmaking. The heat of the oven should be equal everywhere throughout, and should continue constant for a considerable time. If the heat is sufficient the bread will be soft, wet and pasty; if too great, the crust will be burnt, the inside dough raw. The baking temperature of an oven should range from 350 deg. Fahrenheit to 500 deg. An ordinary way of testing when an oven is proper for baking, is to strew fresh flour on the bottom, and if the flour turns brown, the heat is right; but if the flour chars, the heat is excessive. The loaf diminishes in weight and enlarges in size by baking, in consequence of the evaporation of the water, the expansion of its carbonic acid gas, and the vaporizing of its alcohol. The crust is caused by chemical changes in the outer surface of the loaf, producing an organic matter which chemists call *assamar*. Such is the scientific history of bread-making.—*Pub. Ledger*.

### Rail Mills and Consumption of Railroad Iron in the United States.

The Railway Interest of Canada is now assuming such large proportions, that the demand for iron, for purposes of renewal track, brings up the question whether we are to avail ourselves of our own iron mines, or continue to import our supplies from other countries. In connection with this subject we find the following statistics of rail manufactures in the United States, in a late number of the *United States Mining Journal*, and furnished by the Secretary of the American Iron-Masters' Association.

## LIST OF RAIL MILLS IN THE UNITED STATES AND PRODUCT.

Name.	Product in 1854.		Product in 1855.	
	Tons.		Tons.	
Bay State.....	15,000		15,000	
Rensselaer.....	4,000		10,000	
Trenton.....	10,000		10,875	
Phoenix.....	13,688		14,500	
Safe Harbour.....	10,175		10,607	
Pottsville.....	1,676		1,700	
Montour.....	16,856		19,000	
Lackawanna.....	10,982		13,000	
Rough and Ready.....	4,500		5,000	
Cambria.....	1,806		11,000	
Brady's Bend.....	8,700		000	
Palo Alto.....	000		500	
Casalo.....	3,800		000	
Mt. Savage.....	7,000		7,500	
Crescent.....	7,000		9,000	
Washington.....	4,500		5,000	
Portsmouth.....	1,500		2,500	
Cooper's.....	Unknown.		Unknown.	
Eighteen Mills in 8 States.....	121,183		135,182	
Capital invested, \$12,000,000.				

## FACTS RELATING TO THE CONSUMPTION OF RAILROAD IRON IN THE UNITED STATES.

	Miles.
Total number of miles in use Dec. 31, 1855.....	21,440
Total increase for eight years.....	15,655
Total increase for last five years.....	11,963
Average annual increase last five years.....	2,393
Average number of miles in use for five years ending December 31, 1854...	13,600
Iron required in laying 13,600 miles, at 90 tons per mile, 1,224,000 tons, at 8 per cent. for average annual wear, gives iron required for renewal of track.....	97,920
Iron required for last five years for renewal track.....	489,650
Iron required for last five years for new track, 11,963 miles, at 97 tons per mile.....	1,154,029
Total consumption of railroad iron for 5 years.....	1,643,629
Iron rails imported for 5 years ending June 30, 1855.....	1,143,629
Estimated production of rails made in United States last five years.....	500,000
Average quantity of rails imported per annum for five years.....	228,726
Average domestic production for five years.....	100,000
Total average annual consumption for five years.....	328,726

About 30 per cent. of the consumption of rails is required for renewals, and 70 per cent. for new track.

Thus far the iron imported has represented the number of miles of new track made, at the rate of one mile for every 97 tons of rails; and the American mills have supplied iron for the renewal of track. From this time forward, however, the American mills will furnish, not only rails for the repair account, but also for a considerable portion of new track.

	Tons.	Cwt.
Importation of rails for year ending June 30, 1855.....	127,516	14
Production of American mills for year ending December 31, 1855.....	135,300	
Decrease of importations in 1855, from average of five years.....	101,210	
Increase of domestic production in 1855, on average of five years.....	35,300	

Manufacture of Gas from Coal and Wood.

L. R. BREISACH gives the following as the relative yield of a ton of gas coal and a cord of wood. A ton of the best English cannal coal, of 2,240 pounds, yields—

1 chaldron of coke.....	pounds	1,494
12 gallons of tar.....		135
10 gallons of ammoniacal liquor.....		100
9,500 cubic feet of gas.....		291
Loss .....		220
<b>Total.....</b>		<b>2,240</b>

WEIGHT OF A CORD OF THE DIFFERENT WOODS USED IN GAS-MAKING.

Walnut.....lbs.	4,400	Beach.....lbs.	3,000
Hickory.....	3,700	Birch .....	3,100
Oak, 2,500 to.....	3,900	Pine, 1,700 to.....	2,800
Maple, 2,400 to.....	2,900		

A cord of pine wood of 2,700 pounds yields—

60 to 65 bushels charoal.....lbs.	640	15,000 cubic feet of gas.....lbs.	450
Vegetable tar.....	85	Loss, by humidity of the wood...	675
Pyroligneous acid.....	850		

The New Brunswick Copper Mines.

The New Brunswick Mining Company are proceeding with their operations at the Copper Mines, under the management of Wm. Stephens, Esq., with vigor, and the result thus far has, we understand, been highly satisfactory. One of the English proprietors, who recently visited the mines, has, we learn, expressed himself decidedly to this effect. We spent a few hours very pleasantly, a short time since, on the Company's grounds, under the attentive direction of Mr. John Stephens, the obliging clerk, examining, raising, and preparing the ore. The mines are about five miles below Wookstock, a short distance from the highway on Bull's Creek, a stream which offers excellent facilities for preparing the machinery, &c. As yet, the works completed are preparatory to the achievement of the main object; as, satisfied of the value and extent of the ore, the Company have made all the necessary preparations in the way of erections, machinery, &c., in the most thorough and permanent manner, and have now entered upon their work of mining in good earnest. The shaft in which the excavation was being made at the time alluded to, had reached the depth of 90 feet beneath the surface. The entrance to this shaft was by a drift or tunnel, 140 feet in length. In this instance, a drift, following the *lode*, or metalliferous rock, has been made into the side-hill, a distance of 140 feet, where it entered an unproductive formation: here the shaft was sunk, and from this shaft other drifts will be excavated, in order to reach the lode, supposed to be very near the south side of the shaft.

A Good Advice.

Lord Brougham, in his address the other day before the Mechanics' Institute at Manchester, used the following language:—"The first duty of man is to provide for his own independence by his own work, and not either to amuse himself or indulge in any gratification—not even in that more than innocent, most sacred gratification, of assuaging his thirst for knowledge—until he has done his day's work, and done that which it is his bounden duty, as



well as the highest interest to do, work with his own hands for the provision of himself and his family. And when I talk of working men, I am myself, and have been all my life, a working man—and as long as I am blessed with health enough to continue, even at my advanced time of life, I shall continue to labour; and I shall never henceforth, any more than I have hitherto done, partake of any relaxation, not even in gratifying my thirst for knowledge, until I have earned the right to do it by having done my day's work. There are other rules as to which I would allow no compromise, no middle course whatever, and they are the maxims which ought to preside over a man's whole employment of his time. The one is, to do one thing at a time only; the next is, never to put off till to-morrow what you can do to-day; and the third, always to finish one thing before you begin another. A very great and most celebrated man in Holland—De Witt—was once asked how it happened that he got through so much business and of such varied kind, for he was not only a great statesman and a minister, but also a most eminent mathematician and a literary man; and his answer was that it was by two rules which he always observed—to do one thing only at a time, and never to put off till to-morrow what he could do to-day. These were his golden rules. I knew a great statesman, now no more, of another country, who used to say, on the other hand, his principle was "Never to do to-day what you could put off till to-morrow." And when I cried out against this as a most heterodox political doctrine, he gave me half-a-dozen instances in which much advantage had occurred from his continued procrastination of measures that were pressed upon him. These were certainly the exceptions to the rule. I admit that he urged his perverse maxim rather by way of pleasantry than any thing else, and I think it was no recommendation of it that he could produce so few instances in its favour."

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### The Mineral Wealth of Great Britain.

From the *Mineral Statistics* of 1855, published by the British Government, we gather the following statements of the principal ores raised in the British Isles during that year. The figures are formidable. Of tin there was raised 9,267 tons, the total value being about £608,396. Of copper the quantity mined was 380,714 tons, valued at £2,093,949. The amount of lead was 32,230 tons, with a value of £1,832,531. Iron ores footed up the enormous sum of 9,553,471 tons, with a value of £13,515,266. The total value of the raw ores of tin, copper, lead, and iron, raised in one year, being ninety million one hundred and fifty thousand seven hundred dollars—a snug sum to be extracted annually from the limited space in the British Islands where these metals are found. Besides these, the coal raised during the same year amounted to 64,453,070 tons. An immense amount of other mineral products are given in the report.

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## STATISTICS OF POPULATION.

### IMMIGRATION TO THE UNITED STATES.

We are indebted to the report made to Congress, by EDMUND FLAGG, Esq., the efficient Superintendent of the Statistical Bureau of the State Department, for the following statements relative to immigration into the United States:—

STATEMENT OF THE NUMBER OF PASSENGERS ARRIVED IN THE UNITED STATES BY SEA FROM FOREIGN COUNTRIES, FROM SEPTEMBER 30, 1843, TO DECEMBER 31, 1856.

YEARS.		Males.	Females.	Sex not stated.	Total.
Sept. 30, 1843, to	Sept. 30, 1844.....	48,897	35,867	.....	84,864
"	1844, " 1845.....	69,179	49,311	1,406	119,896
"	1845, " 1846.....	90,974	66,778	897	158,649
"	1846, " 1847.....	139,167	99,325	990	239,422
"	1847, " 1848.....	136,128	92,883	472	229,481
"	1848, " 1849.....	179,256	119,915	512	299,683
"	1849, " 1850.....	200,914	113,392	1,038	315,334
"	1850, to Dec'r 31, 1850.....	38,282	27,107	181	65,579
Dec'r 31, 1850,	" 1851.....	245,017	163,745	66	408,828
"	1851, " 1852.....	235,781	160,174	1,438	397,313
"	1852, " 1853.....	236,733	104,178	72	400,981
"	1853, " 1854.....	224,887	175,587	.....	460,474
"	1854, " 1855.....	140,181	90,283	12	230,476
"	1855, " 1856.....	135,308	89,188	.....	224,496
Total.....		2,180,643	1,447,733	7,084	3,635,460

Of the 224,496 persons who arrived in 1856, there landed in—

Maine.....	1,381	Virginia.....	15
New Hampshire.....	27	South Carolina.....	733
Massachusetts.....	19,225	Florida.....	203
Rhode Island.....	99	Alabama.....	130
New York.....	162,108	Louisiana.....	18,758
Pennsylvania.....	8,450	Texas.....	1,576
Maryland.....	6,123	California.....	5,668

Of the whole number, there were born in the—

United States.....	24,060	China.....	4,733
England.....	25,904	British America.....	6,493
Ireland.....	54,349	Switzerland.....	1,780
Scotland.....	3,297	Holland.....	1,395
Wales.....	1,126	Norway and Sweden.....	1,157
Germany.....	63,807	West Indies.....	1,337
France.....	7,246	Belgium.....	1,982
Prussia.....	7,221		

And the remainder in various other countries. Of the above, 14,331 reported themselves as British subjects, but did not specify in which of the three kingdoms they were born; 200,002 declared their intention to reside in the United States, and 100 died on the voyage. The age and sex are stated as follows:—

Age.	Males.	Females.	Total.
Under 5 years of age.....	8,333	8,006	16,399
Between 5 and 10 years.....	7,825	6,882	14,405
" 10 and 15 ".....	6,830	5,598	11,928
" 15 and 20 ".....	8,214	16,554	34,818
" 20 and 25 ".....	24,626	16,201	40,827
" 25 and 30 ".....	22,380	10,289	32,669
" 30 and 35 ".....	13,816	5,315	19,131
" 35 and 40 ".....	9,994	4,547	12,541
Forty years and upward.....	12,200	7,705	19,905
Age not stated*.....	11,732	8,091	19,873
Total.....	135,358	89,188	224,496

\* Of this number, 4,160 males and 3,653 females were under 21 years of age, and 6,888 males and 1,057 females were above 21 years of age.

## RAILWAY RETURNS.

Receipts of the Great-Western Railway, for four weeks ending 30th Oct., 1857.

Amount for Passengers .....	\$157,026 83
“ Freight .....	42,317 36
“ Mails and Sundries.....	7,895 03½
	\$207,239 22½
Corresponding period last year.....	\$302,513 69½

### Grand Trunk Railway of Canada.

Statement of Traffic for four weeks ending 24th October, 1857:—

			Amount
Local Passengers .....	No.	66,239 ..	\$83,612 56
Foreign do. ....	“	114,31½ ..	22,150 47½
Emigrants .....	“	531 ..	2,167 17½
Local Freight, &c .....	Tons	19,953½	62,792 09
Mails, Express, & Sundries			8,624 20
Timber & Lumber .....	Ft.	2,378.676	6,603 27
Cords Firewood.....		4,942	7,561 62
Foreign Freight, &c.....	Tons	3,603½	4,948 76
			\$198,460 15
Total Traffic from July 1, 1857, to date.....			\$790,053 89
“ “ for some period last year.....			423,875 54
Increase in 1857, \$366,178 35			

J. HARDMAN, Auditor.

Receipts of the Ontario, Simcoe & Huron Railroad, for the months of September and October, 1857.

September—Amount for Passengers.....				\$11,644 84
“ Freight .....				10,965 65
“ Other Sources .....				851 56
				\$23,462 05
No. Passengers...	10,539	Tons of Freight.....	5,097½	
October—Amount for Passengers.....				\$12,608 99
“ Freight.....				16,226.96
Other Sources.....				875 53
				\$29,711 48
No. Passengers ...	10,862.	Tons of Freight .....	7,353 ¼	

Report on the Present Position and Prospects of the Brockville and Ottawa Rail road.

By MR. CHARLES ELLERMAN.

*Population.*—The population tributary to the business of the line may be estimated at upwards of 100,000 souls.

*Employment.*—About 70,000 of the above named are engaged in agricultural pursuits. 30,000 are employed in the manufacture of square timber on the Ottawa River and its tributaries.

*Chief Points of Traffic.*—1. The ordinary way or local traffic along the line. 2. The business connected with the manufacture of square timber. 3. The traffic which will be created by the transport of sawn lumber from the Ottawa to the St. Lawrence, for the markets of the United States. 4. The anticipated traffic in copper, iron, lead, and other ores which are to be found along the line of Railway in the Valley of the Ottawa. With reference to the three first points, I must refer you to page 5 of the prospectus. I am, however, in possession of valuable information respecting the

*Sawn Lumber Trade, viz.*—1st. A standard log, 20 inches in diameter, 12½ long, will cost at Pembroke, present value, 2s. 6d., prospective value, 4s. 2nd. It will take 5 of these logs to make 1000 square feet of boards one inch thick. 3rd. 100 feet of inch boards, unseasoned, weigh 30 cwts., or 1 ton 10 cwts. When seasoned and ready for use they will only weigh 1 ton 2½ cwts. 4th. The sawing of a thousand feet cost 4s: 5 logs at 4s. will cost £1; sawing of ditto, 4s.; freight from Pembroke to Brockville, 1½d per ton per mile, 18s. 9d. Freight from Morrisville to Troy, 216 miles, 1d per ton per mile, £1 2s. 6d.: (if via Oswego by river and canal navigation all the way it will cost 16s. 3d. per 1000 feet;) conveyance across the St. Lawrence, 3s.—£3 8s. 3d. Market price, £6. Profit, £2 11s. 9d.

N. B.—Prices range from \$15 a \$35 in Albany, according to quality. Best clear Pine m. in measure, \$34 a \$35—say £8 10s. a £8 15s. Second quality \$24 a \$26—£6 a £6 5s. The quality received in Albany up to 3rd week in Sept., 1854, was 230,000,000 feet. The quantity received in Albany up to the 3rd week in Sept. 1855, was 290,060,000 feet.

*Future Supply*—must come from Canada, and the supply is unlimited. There is no fear of prices falling, on the contrary they must continue to rise. The above calculations show that the profits on the lumber trade are sufficient to stimulate production, and the freight allowed to the Railway is sufficiently remunerative. No limit, therefore, can be assigned to the extent of this kind of business, which may be done upon this railroad for years and years to come. When it has continued long enough to exhaust the forests within reach of its influence, an agricultural population will have taken its place. It is therefore, self-evident, that the lumber trade will be sufficient to pay the bond and stockholders of the Brockville and Ottawa Railway, whatever the opponents of this line may say to prejudice the undertaking. I will now instance a line somewhat similarly circumstanced as the Brockville and Ottawa Railroad, but whose prospects cannot be compared to it, namely, the

*Cobourg and Peterborough*, thirty miles long, on Lake Peterborough. Peterborough is a small town on the Otonabee river, situated in the middle

of a white pine district, but of limited extent. This line has been leased by Mr. Darcy Boulton, Mayor of Peterborough. He informed me, that the traffic in sawn lumber *alone* pays the working expenses of the road, leaving a profit; and to give you some idea of the extent of the traffic in this article, he tells us the traffic has augmented in three years from six millions to twenty millions of feet—about 300 per cent.; and Mr. Boulton expects soon to see it reach 30 millions of feet.

Now, this road is only 30 miles long, whereas the B. and O. Railway, amounts to 130, running during nearly two thirds of its course to the best Pine-producing region in the world, with unrivalled water power, in close proximity to the Railroad, whereby sawn lumber can be manufactured at the lowest possible rate.

*Traffic on the Brockville and Ottawa Railroad.*—Comparing the resources of the Coburg and Peterborough line with the B. and O. Railroad, it certainly would not be too much to expect a traffic of three times the amount in this article alone, say 90,000,000 feet per annum. To prove that this quantity of lumber will meet with a ready demand, it is only necessary to refer to the imports of lumber to one port alone, namely Chicago, which has increased in 5 years from 100 millions to 600 millions of feet!

*Official Report.*—I must now refer you to the one made in 1852, by the Ottawa City Council, which supplies a vast deal of information on this subject.

Mr. Alexander Morris, of Montreal, in his prize Essay, page 86, gives the following information respecting the B. and O. Railroad:—

“From Arnprior, the Railway will run almost parallel with the Ottawa River to Pembroke, penetrating the west of the great Ottawa valley; a country of which few are in a possession to form a competent estimate, and for which this noble line of railway will be the highway to Montreal and the Ocean, while, when extended from Pembroke, a distance of 180 miles to Lake Huron, as at no distant date it will undoubtedly be, it must prove one of the great channels of communication to Minnesota and the Great West, and from then, downwards to the Atlantic by the St. Lawrence in summer, and in winter via the Victoria Bridge to Portland.”

*Emigration and Grant Lands.*—The lands open for settlement in Western Canada are now confined, almost exclusively, to the valley of the Ottawa, and the region lying between the Ottawa and Lake Huron. The rest of the public lands being already mostly taken up, Government are making preparations to throw this portion of the Province open to settlers by giving free grants of land to the settlers. In a very few years, (if the London committee turn their immediate attention to send out emigrants), this portion of the Province will be peopled with an industrious population, and the Rockville and Ottawa Railway Company will, thereby, greatly aid in carrying out the views of the Canadian Government and participate largely in the benefits to be derived therefrom.

The B. and O. Railroad is entitled to receive 570,000 acres of land upon completing that portion of the line from Arnprior to Pembroke, and its proportion of railroad from the Ottawa to Lake Huron: and in the event of our making the rest of the line from Pembroke to Sault Ste. Marie, (where it would be joined to the United States lines, running to the Pacific, Van Couver's Island, &c., &c.), the Railway Company would be entitled to

a large portion of the surplus, 4 millions of acres. The effect of such a combination would tend greatly to enhance the value of the Bonds and Stock of the Company, and capitalists would be eager to invest, as the lands, presuming them now worth half a dollar, would double and treble in value year by year. He would, after selling his timber, hold his Land Bonds and Stock for nothing, as the proceeds of the timber will remunerate him sufficiently to cover the first investment in Company's Bonds and Stock. A similar arrangement was adopted by the Illinois Railroad, the lands already sold having paid the entire cost of the Railway, leaving a great portion of the most valuable lands still in hand.

*Progress of the Road.*—Eighty miles are graded, ready for ballasting and distribution of rails, thus establishing a connection between the Ottawa, Perth, Smith's Falls, and the St Lawrence, this section can be opened by August, 1858. Of the Tunnel of Brockville, 600 yards in length, 200 are finished, the whole will be pierced by 1st July, 1858.

*Finance.*—If a sufficient amount were raised in London to meet estimates for the next few months, say £30,000,\* we should be able to keep the works going until March, thereby giving the Company the advantage of any change for the better in the money market during the winter and spring.

*Sir Charles Fox.*—The report of this gentleman, which I doubt not will be favorable after he has gone over the line with Mr. B. Dales, will greatly tend to improve the value of the Bonds and Stock of the Company; the directors and engineers anxiously waiting to hear that the eminent engineer is now on his way to Canada.

(Signed,) CHARLES T. ELLERMAN.

Brockville, 29th August, 1857.

REPORT BY SIR CHAS. FOX.

Montreal, Oct. 12th, 1857.

(Copy.)

GENTLEMEN.—In accordance with your desire, I have made a very careful investigation of the circumstances connected with the present position and future prospects of the Brockville and Ottawa Railway, the results of which are highly satisfactory, and I confirm in every respect the facts set forth in the prospectus which accompanies this communication, accompanied by the Engineers of the line. I have travelled over the country through which your Railway passes, and have been struck with the admirable manner in which the line has been located, keeping in view the conveniences of the districts to be accommodated, and the necessity for executing the works at a small cost.

The Railway runs through a country unusually favorable for the construction of works, as timber of excellent quality everywhere abounds, and rock is found through the whole line within a few feet of the surface, supplying good material and the best foundations for the masonry and bridges; and as the gradients, which are good, follow very nearly the natural surface of the country, no excavations or embankments of any magnitude are required. It is therefore obvious that the cost of the future maintenance of the Railway will be remarkably small.

The works which, for their solidity and good execution are not anywhere

surpassed, have so far progressed, that the eighty miles between Brockville and Arnprior, including the branch to Perth, are ready to receive the rails, which are every week arriving from England. Twelve miles between Arnprior and the Bouchere river at Castleford, are in full work, and the remaining portion, which is now under survey, with a view to its exact location, will be commenced early in the spring.

I am sure that any one who will carefully look into the statistics of this Railway, will arrive at the conclusion, that its construction is rendered a necessity by the enormous amount of traffic, which is ready to flow over it, and which, at present, has no outlet.

I am therefore of opinion, that the Brockville and Ottawa Railway will prove a highly remunerative enterprise.

I am, gentlemen,

Your obedient faithful servant,

(Signed,)

CHARLES FOX.

TO MESSRS. DALES BROS. & Co.,  
20, Great George Street,  
Westminster, London.

Since the above was written our readers have been informed, that £20,000 has been voted by the Municipalities of Lanark and Renfrew, and £10,000 likely to be granted by the Town Council of Brockville.—See the *Leader* 18th October.

(Continued from page 80, Vol. II., No. 1.)

#### The Annual General Meeting of the Directors of the Grand Trunk Railway.

It has already been said that the company's lines are still disjointed—that the line from the Great West, to the Atlantic is still incomplete, not only at Sarnia and London, but also at Toronto and Montreal; and that as a consequence, the through traffic, naturally, still seeks the old channels in preference to the new route with its, at present, numerous transshipments: facts sufficiently explanatory by themselves, of the meagre receipts from through traffic. And when coupled with these, it is borne in mind that the general depression, in the commerce of the whole of the northern portion of the continent, has been such, that the ordinary travel of the main railways of the neighboring republic, as well as of the Great Western of Canada, has decreased from 12 to 20 per cent., as compared with the corresponding period of the past year—it may fairly be said, that for the present, no estimate can be formed of what the traffic will be, when the lines are connected, and the ordinary commerce of the country is unchecked by any of such depressions, as that through which the whole community has just passed.

Nor must it be forgotten, that one of the anticipated principal sources of revenue in the eastern section of the road, viz., lumber, has been almost entirely withdrawn, since 1854 and 55, when the depression in that staple of the country was so great, that the subsequent period of two years, has barely sufficed to restore it to its former importance in the products of the province.

The prospects are now, however, of a much more cheering character.

The links which have been referred to, as wanting in the main chain of communication from west to east, are the Esplanade in front of the city of Toronto, over which will be made the connection between the Montreal and

Toronto, and Toronto and Stratford, London and Sarina sections—the lengths between Stratford and London—Stratford and Sarnia—the extension east of St. Thomas and the Victoria Bridge, all of which are now being pushed forward with the utmost vigor.

The total length of railway now open is 849 miles, and in view of the very large increase of traffic, which may be expected this winter, it has been found necessary to increase, not only the rolling stock, by 47 additional engines, and 400 box cars, but also the station accommodation, particularly as regards the freight arrangements, which have had to be considerably extended, especially in the west. Additional “stables” for the new engines ordered, are now in the course of construction at Toronto, Belleville, Brockville, Longueuil and Island Pond; and even with this extra expenditure, which the requirement of the traffic have necessitated, more still remains to be done, if the main features of this great enterprise be carried out as originally intended, viz. : the making of this Trunk line, the high road for the conveyance of the breadstuffs, of the illimitable corn fields of the west, to the ocean; and I have therefore to advise the Directors, of the necessity for immediately erecting commodious granaries, at such points as Kingston, Prescott and Montreal, without which accommodation it would be in vain to attempt to compete successfully with the rival routes on the opposite shores of the water communication; and I earnestly recommend, that no time should be lost in the speedy completion of these works.

In drawing attention to the revenue accounts for the past half year, it will be seen, that the total receipts have been £289,468 19s. 7d. currency, while the expenditure has reached the sum of £284,688 10s. 7d., leaving a balance of only £4,780 9s. 0d., to the credit of the revenue account.

The excess in the estimated amount of expenses for the miles run, is almost solely attributable to the very large expenditure, which has been necessitated in “extraordinary repairs,” in the leased lines from Montreal to Portland, in the rerolling and relaying of lengthy sections of rails, and in the entire renewal of bridges; and I have still to inform the Directors, that these works of renewal in this section are yet going on, and will require an amount of nearly £50,000, before it is put in the same safe and sufficient state, which characterises the other sections of the Grand Trunk line, built by the English and Canadian contractors since the amalgamation.

The amount thus spent in the erection of stations, and in the renewal of bridges and rails, during the past few months, has been upward of £30,000, and but for which extraordinary expenditure the working expenses, would not have much exceeded the estimata given by the Locomotive Superintendent, and myself, viz. : £10 per mile per week, an amount we still believe which will, in the completion of these extraordinary repairs, be sufficient to earn a receipt of £20 per mile per week.

The locomotive expenses have been, since the arrival of Mr. Trevisthick, reduced by one cent and a half per mile run, a saving which that gentleman still hopes to be able to improve.

Whilst referring to the large outlay for “extraordinary repairs,” which have been charged against the revenue, it is proper to state, that in my opinion this expenditure was legitimately chargeable to capital; but as money had been expended, through the monthly accounts and as a charge against revenue, it has been allowed to remain so; but is for the Directors, now to deter-



mine whether this amount £31,000 shall be carried into the capital accounts of the Company, and the half yearly revenue, be thereby relieved of a burden, it should never have been saddled with.

The Directors are aware, that a company called the South Quebec Wharfrage and Dockage Company, has obtained an Act of corporation, for the purpose of building wharves and docks, at the Pointe Levi terminus: and, that as such accommodation is absolutely necessary, and will be of the greatest advantage in developing the traffic of the St. Lawrence route. I would earnestly recommend the cordial co-operation of the Directors, in the speedy accomplishment of these works—arrangements, I am happy to say, being now in the course of adjustment for their immediate prosecution.

The emigration arriving at Quebec, has received, during the past year, my special attention, and I have to state that the through-booking arrangements, as completed by Sir Cusack Roney, in England, have been productive of the most beneficial results, as regards the comfort and expedition, with which the Emigrants have been conveyed to their places of destination, after their arrival in the St. Lawrence.

The number who have availed themselves of the through tickets, has been up to the present time, nearly one third of the total number of emigrants who have arrived; and I may also mention, that over 100,000 books, maps, and general information circulars, with reference to Canada, as a home for the emigrant, have been gratuitously circulated from the London Office of the Company, throughout the British Isles, Germany, Norway and Sweden.

And, in addition to the above, I beg to refer the following facts, not only as indicative of the rapid development of the Company, but also as affording abundant proof of the speedy advent of that foreign traffic, upon which the success of the whole undertaking so much depends:—FIRST, a weekly line of fast screw steamers, from Liverpool to Quebec in summer, and to Portland in the winter, (with which an agreement has been entered into, which will make this steamship line, in connection with the railway, not only the cheapest, but by far the quickest route, between Liverpool and all parts of the Canadas, and northern, and north western States of the Union). SECONDLY, an additional line of auxiliary screw ships from London to Montreal. THIRDLY, a monthly line of screw ships from London to Portland. FOURTHLY, a proposed line of screw steamers, between Glasgow and Quebec, and lastly, the *Great Eastern* steamship, which, as it is now generally known, will make her first trips to Portland, in connection with the through-booking arrangements of the Grand Trunk Railway Company.

In conclusion, I have only to again reiterate my conviction, that all past anticipations will still be realized upon the completion of the original scheme in its integrity, and the vast through business attracted to this new and direct channel, between the Old and New Worlds.

I have the honor to be,

Gentlemen,

Your most obedt. servant,

S. P. BIDDER.

*To the President of the Grand Trunk Railway Company.*

MONTREAL, Sept. 22, 1857.

Sir—In my Report of 20th August, last year, I stated that by the end of

the season the two abutments and nine piers would be completed, and by the 12th of November following, this had been accomplished.

The progress intended for the present year, was limited to seven additional piers, the dams for which were commenced as early in the season as the state of the river, by its freedom from ice, would permit; and to the present time, two piers have been completed, and the masonry of two more are now in a forward state. The remaining three dams commenced this year are completed, and the masonry will be forthwith commenced, and I have every hope that by the middle of November all these piers will be finished, the time hitherto occupied in completing a pier after the masonry is commenced seldom exceeding six weeks, sometimes only five.

The iron work for one tube, is now in course of erection, and will be finished by the 1st of November. Material for the second tube is in course of transit from England, and I am advised of the preparation for eight more tubes to be despatched early in the ensuing season, so as to reach here in time for erection next year.

The embanked approach on the North side is made up to its full height, and nearly to its full width: that on the South side is in progress, and will be brought up above winter's water level before the close of the season.

As regards the future, the requisite measures will be taken during the winter, to secure the placement of six dams for the completion of as many piers (including the two centre ones), next year, which will leave only two piers to construct in the following year, 1859.

The erection of the tubes in the meantime will progress rapidly, so as to leave only four to finish after the completion of the two piers in the last mentioned year.

I am, Sir,

Yours respectfully,

ALEX. M. ROSS.

*To the President and Directors of the Grand Trunk Railway Company of Canada.*

GENTLEMEN,—In compliance with your request, that I should lay before you a report of the working of the Locomotive and Carriage Departments for the past twelve months—the period during which these departments have been under my superintendence—I beg to submit the following statements :

At the time of my appointment the only district opened for traffic on the north side of the St. Lawrence, was that between Montreal and Brockville, a distance of 125 miles. On the subsequent opening of the remaining portions of the line, making a total length of 419 miles west of Montreal, the number of Locomotive Engines in the possession of the Company amounted to 160. It soon became apparent, however, that this number was quite insufficient to meet the traffic requirements, and arrangements were immediately made to increase it. Seven new ones, manufactured in this country, were speedily obtained, and 39 more were ordered, four of which are at work, and a large portion of the remainder are far advanced towards completion.

In consequence of a sudden demand for additional freight cars during our last winter's working, I was instructed to proceed immediately with the construction of 200 box cars in the workshops of the Company, at Point St. Charles, and a further supply of 200 from other builders.

It is proper that I should remark here, that but for the ample and well appointed workshops of the Company, that measure of relief in the supply of new cars which was so urgently demanded and so promptly afforded, could not have been accomplished. Indeed the Company's shops at Montreal have no equal, either in extent or in completeness of arrangements, on this side of the Atlantic.

The condition of the whole of the Locomotive and Car stock, has been very fully maintained, and much of the former has undergone considerable improvements in detail.

Much inconvenience was experienced in various ways inseparable from the hurried opening of so great a length of railway as that above referred to. At so late a period of the year, and during the severities of the winter, a very great amount of labour and exposure consequently devolved on a portion of my staff, but which was, nevertheless, most cheerfully and well performed.

I am happy to say, that the whole system of working and of appointments, are now so far completed, that I anticipate meeting successfully all the difficulties of the winter months; and at the same time effecting a still further saving than I have yet accomplished in the working expenses of my department.

I have the honor to be,

Gentlemen,

Your obedient humble servant,

F. H. TREVISTHICK,

*Locomotive Superintendent.*

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#### AMERICAN RAILROADS.

The editor of the Montreal Witness, thus speaks of the different Railroads on which he travelled in a recent tour of over 3000 miles in Canada and the United States:

"The Baltimore and Ohio passed through the most beautiful and interesting scenery. The Northwestern Virginia had the greatest number of tunnels. The Marietta and Cincinnati was the most dangerous, on account of constantly recurring high and slim bridges. The Ohio and Mississippi road just opened, was the longest, and had the largest and most magnificent rolling stock. It also attained the greatest speed for parts of the route. The Chicago, Alton and St. Louis air line was the roughest and most primitive; the Michigan Central was the smoothest; the Great Western of Canada was the most crowded with passengers; and, the Grand Trunk made, we think, the best time, taking its whole distance into account.

We have only to add, that this whole tour, which comprised nearly 3,000 miles of railway travelling, and all the most important cities of the Union, as far south as Washington and St. Louis inclusive, was exceedingly agreeable and instructive, and left a most favorable impression upon the mind; we, therefore, cannot do less than return publicly our best thanks to the Committee of Arrangements for the Celebration, and the Railroad Companies to whom we were indebted, for such a pleasant excursion. We would, also, recommend all who wish to see America, and have their ideas expanded a little by Western enterprise and progress, to take the same or a similar trip, which would cost about \$70 for fares, and, probably, about as much more for Hotel bills, or say about \$150 in all, for one person."

# BANK NOTE REPORTER.

BANK OF BRITISH NORTH AMERICA

HEAD OFFICE—London, England. Charles McTab, *Secretary*.  
 Head Office in the Colonies—Montreal. T. Patton, *Gen. Manager*.

		DISCOUNT IN	
		Montreal.	Toronto.
BRANCH at	Montreal.	Robert Cassels, Manager .....	par par
"	"	Brantford. James C. Geddes, Mang'r .....	$\frac{1}{2}$ par
"	"	Halifax, N. S. S. N. Binney, Mang'r .....	5 5
"	"	Hamilton. Geo. Taylor, Mang'r .....	$\frac{1}{2}$ par
"	"	Kingston. Samuel Taylor, Mang'r .....	$\frac{1}{2}$ par
"	"	London, C.W. Thomas Christian .....	$\frac{1}{2}$ par
"	"	Quebec. F. W. Wood, Mang'r .....	par par
"	"	St. John, N. B. C. F. Smithers, Mang'r .....	5 5
"	"	Toronto. W. G. Cassels, Mang'r .....	$\frac{1}{2}$ par
Agency at	Dundas.	W. Lash, Agent .....	par
"	Ottawa.	A. W. Kelly, Ag't .....	$\frac{1}{2}$ par
Agents in	New York.	R. Bell, F. H. Grain & C. F. Smith.	
"	Scotland.	National Bank of Scotland, and Branches.	
"	Ireland.	Provincial Bank of Ireland, and Branches.	
"	West Indies.	Colonial Bank.	
"	Australia.	Union Bank, and Branches.	

COUNTERFEITS.

2's altered from 1's, are in circulation.

## BANK OF THE COUNTY OF ELGIN.

(Notes secured by deposit of Government Securities.)

Head Office—St. Thomas, C.W. Edward Ermatinger, *Mang'r*.....  $\frac{1}{2}$   
 All Foreign business transacted through the Commercial Bank of Canada.

## BANK OF MONTREAL.

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—	Montreal.	Hon. P. McGill, <i>President</i> .	
		D. Davidson, <i>Cashier</i> .....	par par
Branch at	Quebec.	J. Stevenson, Manager .....	par par
"	"	Toronto. R. Milroy, Mang'r .....	$\frac{1}{2}$ par
"	"	Hamilton. A. Milroy, Mang'r .....	$\frac{1}{2}$ par
"	"	London, C.W. Wm. Dunn, .....	$\frac{1}{2}$ par
"	"	Brockville. F. M. Holmes, Mang'r .....	$\frac{1}{2}$ par
"	"	Kingston. A. Drummond, Mang'r .....	$\frac{1}{2}$ par
"	"	Cobourg. C. H. Morgan, Mang'r .....	$\frac{1}{2}$ par
"	"	Belleville. Q. Macnider, Mang'r .....	$\frac{1}{2}$ par
"	"	Bowmanville. G. Dyett, Mang'r .....	$\frac{1}{2}$ par
"	"	Brantford. A. Grier, Mang'r .....	$\frac{1}{2}$ par
"	"	St. Thomas. E. M. Yarwood, Mang'r .....	$\frac{1}{2}$ par
Agency at	Ottawa (late	Bytown). P. P. Harris, Mang'r .....	$\frac{1}{2}$ par
"	Woodstock.	W. P. Street, Agent .....	$\frac{1}{2}$ par
"	Cornwall.	W. Mattice, Agent .....	$\frac{1}{2}$ par
"	Whitby.	Thos. Dow, Ag't .....	$\frac{1}{2}$ par
"	Peterboro.	R. Nichols, Ag't .....	$\frac{1}{2}$ par
"	Goderich.	H. McCutcheon, .....	$\frac{1}{2}$ par
"	Simcoe.	S. Read, Ag't .....	$\frac{1}{2}$ par
"	Port Hope.	R. Richardson, Ag't .....	$\frac{1}{2}$ par
"	Picton.	J. Gray, Ag't .....	$\frac{1}{2}$ par

BANK OF MONTREAL (CONTINUED.)

		DISCOUNT IN	
		Montreal.	Toronto.
Agency at	Guelph.	R. M. Moore,	..... ½ par
" "	Perth.	John McIntyre,	..... ½ par
" "	Three Rivers.	M. Stevenson,	..... par
Agents in	London—The Union Bank of London.		
" "	Liverpool—The Bank of Liverpool.		
" "	Edinburgh—The British Linen Company, and	Branches.	
" "	Glasgow—Do.	do.	do.
" "	New York—The Bank of Commerce.		
" "	Boston—The Merchants' Bank.		

COUNTERFEITS.

5's, a steamer on upper right corner—cattle on the left end—5 in the centre and on the lower right corner—an eagle between the signatures.

5's, Toronto Branch, let. A—pay Baker—in the genuine the word "value" to the left of Toronto, is directly over the word Toronto; in the counterfeit the nose of the small dog comes very near the "T" in Toronto; in the genuine it is an eighth of an inch from the T.

5's, altered from 1's—has a V in a circle at the bottom.

5's, altered from 1's—vig. a female reclining on a figure 5, clumsily altered from the figure 1.

10's, "Parliament" on the left side of the bill is spelled without the *a*.

10's, altered from 1's—vig. Britannia with a spear and shield, and the head is placed after the signature of the cashier; the genuine 10's have a ship, and "Bank of Montreal" is in one line.

10's, Perfect imitation of genuine English plate—has no water-mark, and has a somewhat blurred appearance.

BANK DU PEUPLE.

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—	Montreal.	J. DeWitt, <i>President</i> .	
		B. H. Lemone, <i>Cashier</i> .....	par
Agents at	Toronto,	E. F. Whitemore & Co.	par
" "	Quebec,	Quebec Bank.	
" "	Bowmanville,	John Simpson.	
" "	London, Eng.,	Glyn, Mills & Co.	
" "	New York,	Bank of the Republic.	
This Bank issues no Notes at its Agencies.			

BANK OF UPPER CANADA.

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—	Toronto, C. W.	Wm. Proudfoot, <i>President</i> .	
		T. G. Ridout, <i>Cashier</i> .....	½ par
Branch at	Brockville ...	R. F. Church, <i>Cas'r</i> .....	½ par
" "	Hamilton ...	Alfred Stow, ".....	½ par
" "	Chatham ...	George Thomas, ".....	½ par
" "	Kingston ...	W. G. Hinds, ".....	½ par
" "	London ...	Jas. Hamilton, ".....	½ par
" "	St. Catharines,	T. L. Helliwell, ".....	½ par
" "	Montreal ...	E. T. Taylor, <i>Manager</i> .....	par
" "	Quebec ...	J. F. Bradshaw, ".....	par
Agency at	Barrie ...	E. Lally, <i>Agent</i> .....	
" "	Belleville ...	E. Holden, ".....	½ par
" "	Berlin ...	Geo. Davidson, ".....	
" "	Brantford ...	T. S. Shortt, ".....	
" "	Chippawa ...	James Macklam, ".....	
" "	Cosnwall ...	J. F. Pringle, ".....	

BANK OF UPPER CANADA (CONTINUED.)

		DISCOUNT IN	
		Montreal. Toronto	
Agency at	Goderich ...	John McDonald,	"
"	" Lindsay ...	J. McKibbon,	"
"	" Niagara ...	T. McCormick,	"
"	" Ottawa ...	R. S. Cassels,	"
"	" Port Hope ...	J. Smart.	"
"	" Sarnia ...	Alex. Vidal,	"
"	" Southampton...	Alex. McNabb,	"
"	" Stratford ...	J. C. W. Daly,	"
"	" Three Rivers, C.E.	P. D. Dumoulin,	"
"	" Windsor, C.W..	Thos. E. Trew,	"
Agents at	Albany, N. Y...	Bank of the Interior.	
"	" Boston ...	Blake Howe & Co.	
"	" Edinburgh ...	British Linen Company.	
"	" London, Eng...	Glyn, Mills & Co.	
"	" " "	Coutts & Co.	
"	" " "	Barclay, Bevan, Tritton & Co.	
"	" " "	Bank of London.	
"	" New York ...	Bank of Commerce.	

COUNTERFEITS.

10's altered from 1's : vig. railroad train.  
 10's altered from 1's; vig. a beehive; the true 10's have for vig. a landscape view.  
 10's, let. C; close imitation; Nov. 1st, 1839; general appearance darker than the genuine, particularly in the foreground of the vig. and the figure X at the bottom.

BANK OF TORONTO.

		DISCOUNT IN	
		Montreal. Toronto.	
Head Office—	Toronto ...	J. G. Chewett, <i>President</i> .	
		Angus Cameron, <i>Cashier</i> .....	½ par
Agency at	Barrie ...	Angus Russell, <i>Agent</i> .....	
"	" Cobourg ...	J. S. Wallace, " .....	
"	" Newcastle ...	Samuel Wilmot, " .....	
"	" Peterboro ...	James Hall, " .....	
"	" Oakville ...	John T. M. Burnside " .....	
Agents at	London, Eng...	City Bank.	
"	" New York, U.S.	Bank of Commerce.	

CITY BANK, MONTREAL.

		DISCOUNT IN	
		Montreal. Toronto.	
Head Office—	Montreal.	Wm. Workman, <i>President</i> .	
		F. Macculloch, <i>Cashier</i> .....	par par
Branch at	Toronto ...	Thomas Woodside, <i>Manager</i> .....	½ par
"	" Bradford ...	A. McMaster, " .....	no issues
"	" Quebec ...	Daniel McGee, " .....	par par
"	" Sherbrooke ...	W. Ritchie, " .....	no issues
Agent at	Dublin ...	National Bank of Ireland.	
"	" London, Eng...	Glyn, Mills & Co.	
"	" New York ...	Bank of the Republic.	

COUNTERFEITS.

10's, vig. British coat of arms; male bust on left end; "parliament" is spelt "Parliament"; has a bluish look.

## COLONIAL BANK OF CANADA.

Authorized Capital, \$2,000,000.

Head Office—Toronto. A. M. Clark, *President.* ———, *Cashier.*  
 This Bank is not yet in operation.

## COMMERCIAL BANK OF CANADA.

(Formerly Commercial Bank of the Midland District.)

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—Kingston.	Hon. John Hamilton, <i>President.</i>	C. S.	
	Ross, <i>Cashier</i>	.....	par
Branch at Belleville ...	Andrew Thompson, <i>Manager</i>	.....	par
" " Brockville ...	James Bancroft	.....	par
" " Galt ...	William Cooke,	.....	par
" " Hamilton ...	W. H. Park,	.....	par
" " London ...	J. G. Harper,	.....	par
Branch at Montreal, Thomas Kirby,.....		par	par
" " Port Hope, W. F. Harper.....		par	par
" " Toronto, C. J. Campbell.....		par	par
Agency " Chatham, Thomas McCrae.....			
" " Ingersoll, W. Sage.....			
" " Perth, Anthony Lesslie.....			
" " Peterboro, Wm. Cluxton .....			
" " Port Stanley, E. C. Warren.....			
" " Prescott, John Patton.....			
" " Quebec, Joseph Wenham.....		par	par
" " Stratford, U. C. Lee .....			
" " St. Marys, Thomas D. Tims.....			
Agents " Albany, New York State Bank.....			
" " Boston, Merchants Bank.....			
" " Dublin—Ireland; Boyle, Low, Pim & Co.....			
" " Edinburgh—Scotland; Commercial Bank of Scotland.			
" " Glasgow " Western Bank of Scotland and Clydesdale Bank-			[ing Company.
" " London—England; London Joint Stock Bank.			
" " New York, Merchants Bank.			
" " Oswego, N. Y., Luther Wright's Bank.			

## COUNTERFEITS.

5s., horse and rider on lower right and left corners.

5s., spurious—vig. a female leaning on a wheel.

10s., vig. flying Mercury in clouds, with 10 and scrolls each side; marine view on lower right corner; X., roses and thistles on the left; imitation of genuine, but of a little darker color. This is a dangerous counterfeit.

20s. altered from 4s., vignette railway cars.

## GORE BANK.

		DISCOUNT IN	
		Montreal.	Toronto.
Head office, Hamilton, A. Stevens, <i>President.</i>	N. G. Crawford, <i>Cashier.</i>		
Agency at Chatham, C. Wharteriss,	Agent	.....	par
" " Galt,	John Davidson	.....	
" " Guelph,	T. Sandilands	.....	
" " London,	"	.....	
" " Paris	James Nimmo	.....	
" " Simcoe,	D. Campbell	.....	
" " Woodstock,	James Ingersoll	.....	
Agents " Albany, N. Y.; New York State Bank.....			
" " Edinburgh, Scotland,—Union Bank and Branches.			
" " London, England,—Glyn, Mills & Co.....			
" " New York, Ward & Co., and Merchants Bank.....			

COUNTERFEITS.—20s. &amp; 50s.—This Bank has no 20s. or 50s.

MOLSON'S BANK.

	DISCOUNT IN	
	Montreal.	Toronto.
Head Office—Montreal, Wm. Molson, <i>President</i> ; W. Sache, <i>Cashier</i> .	par	par
Agency at Toronto, John Glass, <i>Agent</i> .....	$\frac{1}{2}$	par
Agents at Boston, U. S.; J. E. Thayer & Brother.		
“ “ New York, Mechanics Bank.		
“ “ London, England; Glyn, Mills & Co.		

NIAGARA DISTRICT BANK.

Head Office—St. Catharines. Hon. W. H. Merritt, *President*. C. M. Arnold  
*Assistant Cashier*.  
 Agency at Ingersoll, C. E. Chadwick, *Agent*.  
 Agents.—London, England,.....Bosanquet, Franks & Co.,  
 New York.....Bank of the Manhattan Co.

This Bank was established under the Free Banking Law of Canada, in 1854,  
 but was incorporated by Act of Parliament in 1855, and is now one of the chartered  
 Institutions of the country.

COUNTERFEITS.

5s, altered from 1s—vig. lion and unicorn—milkmaid on left. 10s, altered from  
 genuine 1s—bank has no 10s.

ONTARIO BANK.

	DISCOUNT IN	
	Montreal.	Toronto.
Head Office—Bowmanville ... Hon. John Simpson, <i>President</i> .		
Agent at New York ... D. Fisher, <i>Cashier</i> .....	$\frac{1}{4}$	par
“ “ London, Eng. ... Bank of the Republic.		
“ “ London, Eng. ... Glyn Mill & Co.		

PROVINCIAL BANK—STANSTEAD.

(Notes secured by deposit of Provincial Securities.)

	DISCOUNT IN	
	Montreal.	Toronto.
Head Office—Stanstead, C. E.—W. Stevens, <i>President</i> ,.....	$\frac{1}{2}$	5
J. W. Peterson <i>Cashier</i> .....		
Agents in Montreal.....J. D. Nutter & Co.		
“ New York.....		
“ Boston.....		

The notes of the Provincial Bank are not taken in deposit by any of the other  
 Banks or Branches—the Brokers in Montreal redeem them at one-half per cent.  
 discount. In Toronto and other western cities they are bought in large sums at  
 two and one-half, and, in smaller amounts, at five per cent discount.

QUEBEC BANK.

	DISCOUNT IN	
	Montreal.	Toronto.
Head Office—Quebec, James Gibb, <i>President</i> —C. Gethings, <i>Cashier</i>	par	par
Branch at Toronto, W. W. Ransom, <i>Manager</i> .....	$\frac{1}{2}$	par
Agency at Montreal, Banque du Peuple, Agents .....		
“ Ottawa, H. V. Noel, “ .....		
“ Three Rivers, John McDougall, “ .....		
Agents at Fredericton, N.B.; Central Bank, “ .....		
“ London, England; Glyn, Mills, & Co., “ .....		
“ New York, U. S.; Maitland, Phelps, & Co. ....		
“ St. John, N. B.; Commercial Bank, New Brunswick ...		



## COUNTERFEITS

2s. altered from 1s. Well done.

10s. vig. man and woman—female on each end.

10s. altered from 1s. The altered bill has the letter X substituted for the figure 1 on the upper corners. The genuine tens have the figures 10 on the corners.

20s. altered from 1s. The words twenty dollars, partly encroaches on the first of the word currency.

## ZIMMERMAN BANK.

DISCOUNT IN  
Montreal. Toronto

Head Office—Clifton, C. W.———President.

J. W. Dunklee, *Cashier*.

$\frac{1}{2}$  par

Agents in New York, Atlantic Bank.

## COUNTERFEITS.

5s, 10s, & 20s, altered from 1s—vig. Suspension Bridge—female, anvil, and hammer on right—Clifton house on left. In the genuine 20s the name of the bank is on the top of the bill; in the altered bills the name of the bank is below the Suspension Bridge.

## PRIVATE BANKERS AND EXCHANGE BROKERS.

MONTREAL.—C. Dorwin & Co., St. Francois Xavier Street.

“ J. D. Nutter & Co., Place D'Armes, Publishers of C. M.'s Bank Note Reporter.

“ Geo. W. Warner, St. Francois Xavier street.

“ D. Fisher, & Co., “

“ J. E. Malhiot, “

TORONTO.—E. F. Whittemore & Co., Toronto Street. Agents for La Banque du Peuple.

“ W. H. Bull & Co., King Street.

“ W. B. Phipps, Toronto Street.

“ John Cameron, Wellington Street.

“ Wm. Weir, & Co., Front Street.

HAMILTON.—Hamilton, Davis, & Co.

“ Nelson Mills, & Co.

LONDON, C. W.—B. F. Beddome.

QUEBEC.—R. Finn.

## BROKEN AND WORTHLESS BANKS.

Farmers' Joint Stock Bank, Toronto..... *Failed.*

Agricultural Bank, Toronto..... *Fraud.*

Suspension Bridge Bank..... *Failed.*

Bank of Fort Erie..... *Fraud.*

Commercial Bank, Fort Erie..... *Fraud.*

Mechanic's Bank, St. Johns..... *Worthless.*

## Monthly Averages of Canadian Banks.

Date.	Bank of B. N. America and Gore Bank not included.	Capital.	Discounts.	Specie.	Circulation.	Deposits.
1857.						
March 31,	\$16,119,187	\$34,927,218	\$2,025,715	\$11,338,376	\$8,306,435	
April 30,	16,295,597	32,232,219	2,145,249	10,859,571	8,507,151	
May 31,	16,844,834	32,470,986	2,114,084	10,226,624	8,795,065	
June 30,	17,246,140	32,307,199	2,210,933	10,511,876	9,650,326	
July 31,	17,924,667	32,243,981	2,262,167	10,760,167	8,625,924	
August 31,	18,092,888	32,931,843	2,272,310	10,777,358	8,621,015	
Sept. 30.	18,044,701	33,968,627	2,024,081	11,507,205	8,837,275	

## COMMERCIAL SUMMARY AND REVIEW.

TORONTO, 7th, Nov., 1857.

Since the date of our last, there has been little improvement in business, buyers confining their purchases to the actual wants of their customers, and remittances from the country still complained of. Indeed, in the present state of the country, with the great bulk of this year's crop on hand, any improvement in this respect need not be expected. From present appearances, however, the aspect of affairs brightens, and both in New York and Montreal a more hopeful feeling pervades the mercantile community. In the former city, exchange on England is advancing and confidence extending, while in the latter, the liberal policy pursued by the Banks, has doubtless done much to carry the merchants safely through the crisis.

In this city a severe money pressure is still felt, which is much increased by the very limited amount of accommodation afforded by the Banks, and a very general feeling is expressed, that in times of pressure injustice is done to our business men, by the withdrawal of their usual amount of accommodation, while increased facilities are afforded at the parent institutions. So far as the Banks are concerned this may be the safest policy, but, it is always attended with embarrassment to the merchant and manufacturer here, and points to the necessity in a city like Toronto, of having more local institutions able to render them liberal assistance in times like the present.

So long, however, as our usury laws are in force restricting the rate of interest to six per cent., while that of the Bank of England is now eight, we see little hope of foreign capitalists investing their money in Canadian Bank Stock, however good the security offered.

The course of trade will of course be governed very much by the state of affairs in England, and the news from that quarter will be looked for with much interest.

From present appearances, the price of wheat has touched bottom, and is likely to be in demand at present, if not higher prices during the winter. The prospects of any large shipments of produce before the close of navigation are very small, but the facilities now afforded by the various railroads will render that circumstance of much less importance than formerly, and we may expect a winter's business of more than ordinary activity.

We cannot, however, expect any great or sudden improvement of trade, as the absence of all foreign expenditure will force us to reduce our imports to the level of our exports, and till these are more evenly balanced we need look for no permanent improvement. Already, the trade returns for the three quarters ending the 30th November, which we publish in our present issue, indicates a decrease of imports when compared with the previous year, and this we regard as matter for congratulation, instead of regret, as indicating decreased liabilities; and if due exertion is used to swell the exports by bringing to market the produce of the soil, we may look for a speedy return of more prosperous times.

The supplies of produce, says the *Toronto Globe* have increased, and during the week the deliveries from farmers have been larger than for any week previous, since the new crop began to come in. In other parts of the country, however, complaints are still prevalent, that there is no market for wheat, and that millers and dealers still lack the means to buy. So far, but a small fraction of the wheat crop has been sold, and unless more accommodation is afforded from some source, there is no prospect of getting it to market soon.

We notice, that during the past week shipments have taken place from Montreal to Liverpool and Glasgow, to the extent of 18,000 barrels of flour, 39,373 bushels of wheat, 20,000 bushels of peas,—the value of which cannot fall short of \$125,000. Include in the shipments, there were over 5000 barrels American flour. We un-

derstand, that several of our wholesale merchants have instructed their country correspondents, in the absence of money, to receive wheat in payment of store bills, if it can be had at safe rates.

Produce from the west, is being brought forward with all possible speed, and one day last week over 200,000 bushels of grain were afloat for Oswego alone.

**WHEAT**—The deliveries from farmers have been larger this week, averaging 4000 bushels per day, falling far short, however, of the receipts for corresponding days last year, the average of which were 8000 bushels. The quality of the sample continues to be of a medium description, about two thirds of the supplies being good shipping wheat, the remainder being fit only for the distillery. For good wheat the demand has been active, and up to Saturday last there was a keen competition between buyers. Since the beginning of this week the market has not been so animated, and the demand is less active. The rates for the week have ranged from 5s. to 6s. (\$1 a 1 20) the latter figure being paid freely previous to Saturday, but recently only in one or two instances for the best descriptions of old. The prices of Tuesday varied from 5s. a 5s 6d., (\$1 a \$1 10) the greater part of the day's receipts moving off at 5s. 3d. (\$1 5) per bushel. Yesterday prices had a wide range, extending from 4s. 6d. to 5s. 9d. for shipping wheat. The greater part of five thousand bushels moved off at between 5s. to 5s. 6d., while a few loads were bought at 5s. 9d., and even as high as 6s. 2d. per bushel. The average price for the day was 5s. 5d. per bushel.

**FLOUR**—The offerings of flour have been limited, owing to the difficulty experienced by many millers in obtaining money. The relative high price of wheat, too, deters many who can afford it from grinding, and the supply of good flour has been small. There has been a better enquiry during the week, especially for fancy, of which there is but very little offering. The current rates are \$4 to \$4 25 for superfine—\$4 30 to \$4 75 for fancy—and \$5 for extra. The supply of flour from farmers is large, and lessens the demand for local purposes from millers. Farmers' flour sells on the market at all rates between \$4 and \$5½ per barrel.

The following will show the quantity of wheat and flour in store:—

Wheat, bush. ....	13,908
Flour, bbls.....	3,770

The following will show the shipments of flour and wheat from this port, for the past week, ending Tuesday, Nov. 3d., and for the season up to that date:—

DESTINATION.	FOR THE WEEK		FOR THE YEAR	
	FLOUR	WHEAT	FLOUR	WHEAT
	bbls.	bush.	bbls.	bush.
Oswego .....	312	2340	25678	157145
Ogdensburg .....	.....	.....	28645	83120
Cape Vincent .....	960	16004	12205	71931
Rochester .....	.....	.....	8236	39844
Montreal .....	430	.....	35125	20992
Quebec .....	137	.....	9916	6825
Portland .....	.....	.....	9281	2057
Other Ports.....	526	309	12801	36858
Totals.....	2445	18749	141807	418572

The following will show the shipments of flour and wheat from the north shore

ports named for the past week, ending Saturday, Oct. 31, and for the season up to that date, with the amount left in store :--

PORTS.	FOR THE WEEK.		FOR THE SEASON		IN STORE.	
	FLOUR	WHEAT	FLOUR	WHEAT	FLOUR	WHEAT.
	brls.	bush.	brls.	bush.	brls.	bush.
Hamilton .....	3747	3080	36121	19055	3897	1718
Flamboro' .....	423	.....	16418	13264	49	.....
Wellington Square .....	.....	.....	8876	74026	.....	1600
Oakville .....	238	8944	35081	18860	.....	2056
Port Credit .....	1521	.....	22211	71961	4068	721
Darlington .....	1031	.....	35906	6349	533	.....
Oshawa .....	890	.....	23554	14429	609	.....
Port Hope .....	.....	.....	18345	97478	.....	.....
Cobourg .....	.....	.....	15045	26621	1039	.....
Colborne .....	.....	.....	90	2252	13	1321
Whitby .....	.....	.....	5168	155868	79	1132
St. Catharines .....	.....	.....	18208	159381	500	3602

SPRING WHEAT is offered only to a limited extent, and is sought after at 2s. 9d @ 4s. per bushel. A good sample might command higher rates.

BARLEY and RYE are quiet and in poor supply. The price of the former ranges from 2s. 6d. to 3s; the latter from 2s. 9d. to 3s. per bushel.

OATS—The supply of oats is only moderate from farmers, and prices retain their firmness. Sales on Tuesday were effected at 1s. 8d. to 1s. 10½d. per bushel.

PEAS are not in demand, and are still nominal at 2s. 6d. @ 3s. per bushel.

HAY is in good supply at \$11 @ \$18 per ton. Straw \$8 @ \$9.

POTATOES are not plentiful, and bring readily 3s. @ 4s. per bushel, according to variety. Farmers' loads of sound dry potatoes sold freely on Tuesday at 3s. 9d.

TURNIPS move slowly at 1s. 3d. @ 1s. 6d. per bushel.

APPLES—Common descriptions of apples are plentiful at \$1¼ @ \$1½ per barrel and 2s. 6d. per bushel. Winter apples of choice variety command from \$2 to \$2½ per barrel.

BUTTER—Fresh butter has been moderately well supplied, and the latest prices have varied from 1s. 1d. to 1s. 4d.—the greater part selling at 1s. 8d. per lb. Tub continues firm at 10d @ 1s. per lb. by the firkin.

EGGS—Fresh eggs are scarce, and retail command 1s. by the dozen. A lot of 200 dozen of questionable character sold at 9d. per dozen.

POULTRY is beginning to come in freely, and sells well at 1s. 6d. @ 2s. 6d. for chickens per pair, 2s. 6d. @ 2s. 9d. for ducks, 2s. 6d. each for geese, and 3s. @ 3s. 3d. for Turkeys, the general price being the first named figure.

PORK—The supply of pork does not increase as much as expected, and prices continue firm at \$6 to \$6½ as a general run, with occasional purchases at \$7 per 100lbs. The demand is active.

BEEF—Beef on foot and slaughtered has been in large supply, and prices continue low. For cattle the rates range from \$4½ to \$6 per 100lbs, sinking one third. Slaughtered from farmers' waggons has sold at \$4 @ \$5 per 100lbs, according to part.

SHEEP are also plentiful at \$3 to \$4 each. Lambs \$2 @ \$3. Calves \$5 @ \$7 each.

WOOL is still low, the highest price paid being 10d. per lb. Sheepskins, 1s. 6d. each for fresh slaughtered. Beef hides heavy at \$4 per 100lbs. Calf-skins 6d. per lb.

Wood by the load sells on the market at \$4½ @ \$5 per cord.

## TORONTO STOCK MARKET.

(CORRECTED BY F. P. STOW.)

Toronto, Nov. 10th, 1857.

DESCRIPTION.	SHA RES.	PAID UP.	DIVIDEND LAST SIX MONTHS.	RATE.
Bank of Upper Canada . . . . .	£ 12 10 0		4 per cent.	12½ discount, sellers 10 per cent. discount
Bank of Montreal . . . . .	50 0 0		3 per cent.	Par.
Commercial Bank . . . . .	25 0 0		4 per cent.	Do.
Bank of British North America . . . . .	50 0 0	All.	3 per cent. & bonus	None here.
Gore Bank . . . . .	10 0 0		3 per cent.	Do.
City Bank, Montreal . . . . .	25 0 0		5 per cent.	Par C.
Toronto Gas Company . . . . .	12 10 0		5 per cent.	Do.
Hamilton Gas Company . . . . .	10 0 0		None.	} Entirely nominal.
Western Assurance Company . . . . .	12 10 0	5 per cent.	None.	
British America . . . . .	20 0 0	15 per cent.	None.	} 25 per cent. discount.
Provincial . . . . .	25 0 0	45 per cent.	None.	
Great Western R. R. . . . .	20 10 0	20 per cent.	44 per cent.	} 93 per cent. interest.
Government Debentures . . . . .	20 10 0	All.	{ 6 per cent. intort	
Municipal Loan do . . . . .	.. . . .	.. . . .	do.	} 17½ discount.
County & Town do . . . . .	.. . . .	.. . . .	do.	

**MONTREAL STOCK MARKET—PREPARED BY THE BOARD OF BROKERS.**  
 BOARD ROOM, EXCHANGE, MONTREAL, Nov. 6th, 1857.

DESCRIPTION.	Shares.			Paid Up.	Dividend Last Six Months.	Buyers.	Sellers.
	£	s.	d.				
Bank of Montreal	50	0	0	whole.	3 per cent.	104½ per ct.	None.
Bank of Montreal, New Stock.	50	0	0	50 per cent.	3 per cent.	do.	104½ per ct.
Bank of British North America	50	0	0 stg.	whole.	3 per cent. and bonus.	do.	None.
Commercial Bank of Canada	25	0	0	whole.	4 per cent.	do.	102½ per ct.
City Bank	20	0	0	whole.	3 per cent.	do.	None.
City Bank, New Stock.	20	0	0	40 per cent.	.....	do.	do.
Bank of Upper Canada.	12	10	0	whole.	4 per cent.	do.	90 do.
People's Bank	12	10	0	do	4 per cent.	105	None.
Molson's Bank	12	10	0	do	4 per cent.	8s. 6d.	None.
Montreal Mining Company's Consols.	5	0	0	per cent.	None.	None.	10s. 0d.
Quebec and Lake Superior Mining Company	2	0	0	3 14 3	.....	None.	None.
Lake Huron Silver and Copper Mining Company	1	5	0	1 0 6	.....	None.	None.
Canada Mining Company	1	5	0	0 3 9	.....	None.	None.
Huron Copper Bay Mining Company	1	0	0	0 4 6	.....	None.	None.
Chaplain and St. Lawrence Railroad Company	1	0	0	0 1 3	.....	tid	1s 6d.
Grand Trunk Railroad Company	50	0	0	whole.	None.	10 per cent.	20 per ct.
Great Western of Canada.	25	0	0	whole.	6 per cent. per annum.	do.	10 do.
Montreal Telegraph Company	25	0	0	whole.	4 per cent., 6 mos.	do.	par
Montreal City Gas Company	10	0	0	whole.	5 per cent., 6 mos.	do.	10s per ct.
Government Debentures, 20 years	10	0	0	whole.	3 per cent., 6 mos.	85 per ct.	None.
Con. M. L. F. Debentures	100	0	0	.....	6 per cent. per annum.	do.	85
Chaplain and St. Lawrence Railroad Bonds	100	0	0	.....	7 per cent. per annum.	do.	None.
Montreal Exchange	.....	.....	.....	.....	Do.	85 per ct.	90 per ct.
Montreal Harbour Bonds	.....	.....	.....	.....	8 per cent per annum.	None.	Par.

**STOCKS.**

**BANK OF MONTREAL**—Has been sold to some extent during the week at 4½ to 5 per cent. premium, notwithstanding the announcement of a 3 per cent. dividend it is now unsaleable at over 3 per cent., at which rate a sale is reported. Not much offering.  
**COMMERCIAL BANK OF CANADA**—Has been placed at 2 per cent. premium, at which rate there is some enquiry.  
**CITY BANK**—The sales of the week were principally at two per cent. premium. It is unsaleable to day above par.  
**BANK OF UPPER CANADA**—Is offered at 10 per cent. discount.  
**PEOPLE'S BANK**—Is in fair demand at 6 per cent. discount, at which the latest sales were made.  
**MOLSON'S BANK**—None offering.  
**MONTREAL MINING COMPANY CONSOLS.**—Nothing doing.

**RAILWAY STOCKS.**—No sales reported, quotations are strictly nominal.  
**MONTREAL TELEGRAPH COMPANY STOCK.**—Has been sold at 5 per cent. premium, at which it is now obtainable.  
**EXCHANGES.**—The Bank rate on London is 10 per cent. premium. Private bills irregular.  
**Bank on New York, par—private, nominal.**

**Review of the Montreal Markets.**

MONTREAL, November 7, 1857.

Business continues dull for the season of the year, but the feeling among business men has much improved, and greater confidence is now felt, that the Province at large will be able to meet its engagements with more promptness than was anticipated during the gloomiest period of the panic in the United States. This increased confidence, says the Montreal Gazette, is based on the facts, that, while the commerce of Lower Canada, particularly, is known to be sound, that of Upper Canada, though crippled to some extent by ruinous land speculations, is now in a much better position than it was some six or eight months since. Add to these gratifying reflections this additional fact, that in both sections of the Province we have been blessed with a most abundant harvest, and the reason for the improved feeling in commercial circles will at once be made clear. The prosperity of the Province of Canada is not fictitious, but rests on a solid foundation.

It is true that the Banks have much in their power—either for good or evil. They are holders, to a large extent, of the circulating medium. On the wisdom of their conduct, no doubt, the current prosperity of the country at present depends. They have a notable example before them in the fate of the New York Banks. We feel well persuaded that they will keep clear of the shoals on which their contemporaries made shipwreck—unmourned and unregretted. So far as the Banks in the city are concerned, we learn with satisfaction, that they are straining every nerve to afford the trade all the accommodation in their power, and, that the business community appreciate the exertions they are making to mitigate the stringency of the times.

The Montreal Witness, whose common sense views of commercial affairs, has made it an authority on such matters, has the following sensible remarks in a late issue.

Canada has hitherto been wonderfully spared from the general panic and suspension ; for which we may, under Divine Providence, thank partly our previous depression, partly our strong and somewhat isolated position, and partly the judicious conduct of the banks generally, and especially of the largest of them, which, by a wise, and at the same time prudent liberality, have probably saved the mercantile community, and the country generally, from serious damage. Merchants also, deserve no inconsiderable portion of the credit, for they have neglected no resource or effort to meet their liabilities ; and we trust this point of honor will be felt as keenly by those who are not traders. Were every individual, so far as he can, to pay at once what he owes, a very great relief would be generally felt ; for the same sum going round may liquidate debts to fifty or a hundred times its amount.

In these hard times, the leading papers are full of advices and admonitions to business men, farmers, and all classes of the community. The New York Tribune, a very poor authority on matters pertaining to political economy and commerce, comes out very strongly against the credit system, and maintains, that New York should sell no longer to the West on credit, a policy which would soon dethrone that city from her commercial supremacy, and leave the grass to grow in her streets. That the credit system has been carried far too far is true, but without it the new States and Territories could not have been opened up and settled as they have been. In ninety-nine cases out of the hundred, the new settler is poor, and after the expense of transportation and absolute necessaries, has little or nothing left to maintain his family till he obtain his first crop. He has to give a year's credit to the soil, and the store-keeper must give him a year's credit, looking in turn to the wholesale merchant for a similar accommodation. The wholesale merchant gets as long credit as he can in Europe, and yet long as are these credits, they would not suffice, but for the constant aid of the banks, which keep the machinery of commerce moving. Thus, by a system of mutual aid and forbear-

ance, the Great West has been settled and rendered fruitful with marvellous rapidity, and with general and extensive benefit to all parties concerned, and to the human family in general. The new settler of to-day would, as a general rule, in less than ten years be able to buy for cash; but encouraged by his success, he buys an additional farm, and in this way not only absorbs his previous earnings, but plunges himself anew into debt, all, however, tending to extend population and cultivation. The credit system may be, and is carried too far, but the evil lies more in crediting persons of unworthy character, than in the length of credit that is giving to honest and capable men.

**ASHES**—Both kinds have been steady throughout the week, Pots closing to day in fair request, at 40s. per cwt. Pearls are saleable at 37s. 6d.

**FLOUR**—The decline noticed in last report continued till towards the middle of the week, since which there has been a brisk demand for all kinds for shipment, and a fair amount of business done at quotations. Superfine has been placed to some extent at from 24s. to 24s. 6d.; Fancy at 25s. 6d. to 25s. 9d.; and extra at 26s. 6d. to 27s. 6d. Very little of the latter offering.

**INDIAN MEAL**—has been sold at 20s. per barrel.

**OATMEAL**—Small lots are taken at 26s. per barrel. It is somewhat scarce.

**WHEAT**—Early in the week two cargoes of No. 1 Chicago Spring were sold at 98 cents f o. b. Two cargoes of U. C. Mixed were taken at 5s. 9d., and a small lot White at 6s. To-day a cargo of Chicago Spring was taken at 98 cents.

**OATS**—No large lots offering; last sale was at 2s. per minot.

**PEAS**—have been taken to some extent for shipment at 4s. to 4s. 1½d. per minot. Holders ask to-day 4s. 3d.

**BARLEY**—No sales worth reporting; 3s. 7d. is obtainable for shipping lots.

**INDIAN CORN**—None offering.

**BEEF**—The latest sales reported were at \$27 for Prime Mess in tierces, and \$15 for barrels. The demand is limited.

**PORK**—A further decline must be noted. Mess is held at \$22, and Prime at \$21. No Prime Mess in the market.

**BUTTER**—The stock of ordinary qualities has accumulated. The sales are at 8¼ to 8½ for fair lots uninspected.

PRODUCE.		S.	D.	S.	D.
ASHES—Pots.....	7 cwt.	40	0	@	6 5
Pearls .....	do.	40	0	@	37 6
FLOUR—Canada fine.....	7 brl.	0	0	@	20 0
Superfine No. 2 .....	do.	22	0	@	2 6
Superfine No. 1 .....	do.	24	3	@	54 6
Extra Superfine .....	do.	26	9	@	57 6
Sour .....					None.
American Superfine .....		9	0	@	0 0
INDIAN MEAL.....	7 196 lbs.	20	0	@	20 6
OATMEAL.....	7 brl., 200 lbs.	25	0	@	26 0
GRAIN—Wheat (U. C. mixed) .....	7 60 lbs.	5	9	@	6 0
U. C. red .....		0	0	@	0 0
U. C. red .....	7 minot.	0	0	@	0 0
OATS .....	7 minot.	1	10½	@	2 0
PEASE—White.....	7 minot.	0	0	@	4 1½
BARLEY.....	7 minot.	0	0	@	3 6
INDIAN CORN.....	7 56 lbs.	0	0	@	3 9
PROVISIONS—Beef, Prime Mess.....	7 brl.	75	0	@	77 6
Prime .....	do.				None.
Cargo.....	do.				None.



PORK—Mess.....	72 bbl.	110 0	@ 0 0
Prime Mess.....	do.		None.
Prime.....		0 0	@ 105 0
BUTTER—Good Uninspected.....		0 3	@ 0 9
Inspected No. 2.....			None.
Uninspected.....		1	

## RECEIPTS OF PRODUCE.

	Up to Oct. 7, 1857.	Up to Oct. 8, 1856.	Up to Oct. 10, 1855.	Up to Oct. 11, 1854.
Ashes..... bbl.	24935	20578	19064	18889
Flour..... bbl.	536984	530833	338992	419690
Wheat..... bus.	1607305	1264403	543827	433727
Indian Corn..... bus.	314159	437154	559160	640486
Pork..... bbl.	11670	28108	29590	34886
Barley..... bus.	17142	22010	16820	18784
Peas..... bus.	12236	50810	26699	9844
Butter..... kegs.	10448	10978	13163	13248
Lard..... kegs.	1500	8107	4237	2677
Beef..... bbl.	69	413	700	573
Oatmeal..... bbl.	628	6288	795	248
Oats..... bushels.	10652	41648	45954	11197
Copper Ore..... tons.	245	235½	1141	445

## EXPORTS OF PRODUCE BY SEA.

	Up to Oct. 7, 1857.	Up to Oct. 8, 1856.	Up to Oct. 10, 1855.	Up to Oct. 11, 1854.
Ashes..... bbl.	23799	15998	13750	14160
Flour..... bbl.	215403	189867	54266	92136
Wheat..... bus.	822205	746844	45707	122636
Indian Corn..... bus.	28631	151904	28629	146748
Pork..... bbl.	373	1722	823	1230
Barley..... bus.	4	75	1799	-----
Pease..... bus.	154526	200895	80042	61909
Butter..... kegs.	3981	5436	1960	2588
Lard..... kegs.	78	1694	70	6
Beef..... bbl.	208	632	1080	1209
Oatmeal..... bbl.	277	4768	431	381
Oats..... bus.	30	8643	1412	-----
Copper Ore..... tons.	250	236½	1089	445

## MISCELLANEOUS.

(From the United States Insurance Gazette.)

## A GLANCE AT THE TIMES.

What a terrible winter we're likely to have !  
 From the brokers that three per cent. monthly will shave  
 To the poor retail shopkeepers, soon will be seen  
 Such crashing and smashing as never has been.  
 Misfortune will stalk through the breath of the land,  
 And scarcely a firm is expected to stand.  
 'Twas commenced by a Company named Life and Trust,  
 Which since the exposure lies low in the dust;  
 And then like a beautiful bubble that burst,

The crash of a bank too soon followed the first ;  
 While those who were cautious discounted no more,  
 Which crippled the Brokers, who failed by the score ;  
 And finding their payments they never could meet,  
 " Domestic men " forthwith went " into the street."  
 Now day after day do the newspapers tell  
 How the list of suspensions and bankruptcies swell ;  
 'Tis so common a thing that we merely exclaim,  
 " O, poor A—— has burst up," as we read some friend's name.  
 But as friendship is naught in this city of gold,  
 They pass from our minds as a tale that is told ;  
 And to pity A—— truly of time were a waste,  
 For look at his wife who is dressed with such taste !  
 Why the price of her robe was a hundred or more,  
 And a mantle as costly ne'er seen here before.  
 While B——, who smashed up, is just going to buy  
 That Fifth Avenue mansion, so stately and high ;  
 And look out, or his *two-forty nag* with his feet  
 May knock down some creditor crossing the street.  
 But how, you may ask, did he gain all this wealth ?  
 Did he manage to keep back a portion by stealth ?  
 My friend, it was never supposed you should know  
 What wires he pulls, to maintain all this show ;  
 But, doubtless you've heard say, in killing a cat  
 There are many more ways than of choking by fat.  
 And you really must dwell with a *Gothamite* crew,  
 Would you live as they live, or see things with their view.  
 And who will the sufferers be in this crash,  
 When Rail Roads and Banks are all going to smash ?  
 If rascals and rogues seem to make by the fall,  
 Pray who may *they* be who will go to the wall ?  
 The honest and just who ask only their own,  
 The widow and orphan, the poor and unknown.  
 And little will those, who may gain by it, care,  
 What class, or how many, fall into the snare.  
 Should you go to " Pat Hearn's," men will shrink from your side.  
 For gamblers and blacklegs we cannot abide ;  
 But " dabble in stocks," you may win or may lose,  
 And none your Society then will refuse.  
 Perhaps it may seem like gambling to me,  
 But only a " bold operation " 'twill be.  
 Lean back at your ease in your well-cushioned pew,  
 Nor fear that the parson is preadning *at* you ;  
 And what if he reads of the Temple which men,  
 Money-changers, and thieves, transformed into a den ?  
 It cannot mean you, though the public may learn  
 You sold them some shares in a *bogus concern*,  
 For the laws will acquit you of taking them in,  
 So hug the sweet thought that it was not your sin ;  
 And with conscience thus easily lulled into rest,  
 Think only of money, and how to invest.  
 But a truce to complaints, though the bubble has burst,  
 We will say with Tom Moore, " let fate do her worst."  
 Let cheating and trickery thrive while they may,  
 The honest and upright will yet hold their sway,  
 And a happier mode to gain wealth will be shown,  
 Then in spending the money that is not your own.

From the New York Evening Post.

**SONG OF THE STREET.**

Rushing 'round the corners,  
 Chasing every friend,  
 Plunging into banks—  
 Nothing their to lend—  
 Piteously begging  
 Of every man you meet.  
 Bless me! this is pleasant,  
 "Shinning on the street."

Merchants very short,  
 Running neck and neck,  
 Want to keep agoing—  
 Praying for a check;  
 Duffers in stocks,  
 Blue as blue can be,  
 Evidently wishing  
 They were "fancy free."

All our splendid railroads  
 Got such dreadful knocks,  
 Twenty thousand Bulls  
 Couldn't raise their stocks;  
 Many of the Bears,  
 In the trouble sharing;  
 Now begin to feel  
 They've been over-bearing.

Risky speculators  
 Tumbling with the shock,  
 Never mind stopping  
 More than any clock;  
 Still they give big dinners,  
 Smoke and drink and sup,  
 Going all the better  
 For a winding up.

Banking institutions,  
 Companies of "trust,"  
 With other people's money  
 Go off on a bust!  
 Houses of long standing

Crumbling in a night—  
 With so many "smashes,"  
 No wonder money's tight.

Gentlemen of means—  
 Having lots to spend—  
 Save a little sympathy,  
 Nothing have to lend:  
 Gentlemen in want—  
 Willing to pay double—  
 Find they can borrow  
 Nothing now but trouble.

Half our men of business  
 Wanting an extension,  
 While nearly all the others  
 Contemplate suspension;  
 Many of them, though,  
 Don't appear to dread it;  
 Every cent they owe  
 Is so much to their credit.

Brokers all are breaking,  
 Credit all is cracked,  
 Woman all expanding  
 As the Banks contract,  
 Panic still increasing—  
 Where will the trouble end,  
 While all hands want to borrow.  
 And nobody can lend?

Running round the corners,  
 Trying every source;  
 Asking at the Banks—  
 Nothing there of course,  
 Money getting tighter,  
 Misery complete,—  
 Bless me, this is pleasant,  
 "Shinning" on the street.

WALL STREET.