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# THE BUDGET.

DEVOTED TO AGRICULTURE, MANUFACTURE AND COMMERCE.

VOL. I.

QUEBEC, SATURDAY, DECEMBER 10, 1870.

NO. 57

## Publisher's Announcement.

THE projector of the *Tuz Budget* aims at putting into the hands of the Trade and the Industrial Classes of this city and the Dominion generally a thorough and trustworthy journal, at the lowest price, consistent with good business management.

**SUBSCRIPTION PRICE.**—\$2.50 per annum in advance. Single numbers, five cents each.

**ADVERTISING RULES.**—It will be seen that the rates to advertisers are unusually low, when the character, scope, and circulation of the journal is taken into consideration. They are as follows: Inside page 10 cents per line; outside page 12 cents per line each insertion. Liberal discounts will be made upon time advertisements.

**CORRESPONDENCE, &c.**—Correspondence and articles strictly conforming in character to the tenor of the *Tuz Budget* will receive careful consideration. All correspondence must be accompanied with the name and address of the writer, otherwise no notice whatever can be taken of it.

A Prospectus, detailing at greater length the aims and hopes of the proprietor, will be found under the editorial head.

**TRANSMISSION OF MONEY.**—The best method of transmitting money is by means of Post Office Orders or Checks payable to the order of James Carrel.

**COMMUNICATIONS, &c.**—For publication to "Editor Budget," Box 12, P. O., Quebec, or Printing Office, Duane street; On business to proprietor.

JAMES CARREL,  
PROPRIETOR.

Office, entrance by Army Exchange,  
Duane Street, Quebec.

## FIRE, LIFE, & MARINE INSURANCE AGENCY.

The British America, of Toronto.  
*Established in 1830.*

FIRE AND INLAND MARINE.  
THE PROVINCIAL OF CANADA.

Established 1849,

Capital, \$1,400,000

Fire, Inland, and Ocean Marine,

The Citizens' Insurance  
Company of Canada.

Capital, \$2,000,000.

LIFE AND FIDELITY GUARANTEE.

OWEN MURPHY,  
TELEGRAPH BUILDING,  
St. Peter Street, Quebec,  
Quebec, 10th Nov. 1870. 2—1m

## CLARK'S PATENT.

EASY, Lounging and Folding Chair combined  
in one. Price, \$2.50.

Sole Agent and Manufacturer,  
WM. DRUM,  
Quebec.  
1—lf

Quebec, Nov. 12, 1870.



## PUBLIC NOTICE

Is hereby given, that the LIEUTENANT GOVERNOR in Council has been pleased to direct the Farm Lots now or to be laid out on the road from Quebec to Lake St. John be reserved for Free Grants to settlers disposed to establish themselves thereon, on the conditions prescribed by the Department of Crown Lands, and that L. Z. ROUSSEAU, Esquire, Agent of this Department, is authorized and ready to grant the Lots now laid out on this road in the Township Canehon.

Each settler of the age of eighteen years may receive a grant of one hundred acres of land on the following conditions:—

1st—He is to proceed to and occupy at once the Land assigned to him. Should he not do so within One Month of the date of his Ticket, or should he abandon the Land, after having been placed upon it, he will be considered as having lost all claim to receive the Land.

2nd—He is required to clear and place under Crop 12 Acres of the Land located within four years of the date of this Ticket, build a house, and to reside on the Land until this Settlement duty is performed. When completed, he will be entitled to his Patent.

3rd—If under the necessity of being temporarily absent from his location, he will apply to the resident Agent, stating the length of his intended absence, and the reason of it, which will be entered on the Agent's Book, if the reasons for absence seem sufficient. Should he absent himself without permission to do so, or should he remain away longer than authorized, he will be considered as having forfeited his location.

4th—All assignment or attempt to assign this Ticket or location, without the previous knowledge and approval of the Agent, will also be considered as a forfeiture, of all right in the located or the assignee.

5th.—In all cases of abandonment of location the located Land will be considered immediately open for new location or sale.

6th.—This road having been constructed at the expense of the Government, settlers thereon will be required to maintain it in a proper state of repair.

7th.—Each settler will have to pay the following fees:—

For Location Ticket.....\$2.00  
For Certificate of performance of  
Settlement Duties..... 3.00

E. E. TACHE.

Assistant Commissioner.

Department of Crown Lands,

Quebec, November, 1870.

4—3w

## POETRY.

### Poetic Trade Intelligence.

Having little else to do just now, I read the papers a great deal, and by way of relief, from the horrors of the war, I delight in the perusal of our peaceful trade intelligence. I find it far more entertaining than political debates; and, indeed, my poet's eye, while it rolls in a fine frenzy, is observant of the fact that the language used in commerce is not imaginative, merely, but remarkably poetic. Such phrases, for example, as "pig iron is buoyant," or "potatoes rather active," are surely to be traced to the imaginative faculty; and when I hear that "wool is drooping," or that "tallow is depressed," my heart is warmed by the poetic fire that sparkles in the words. How easy it would be to write a trade report in rhyme, and how decided an improvement would be caused by such a process, the following half dozen stanzas may perhaps suffice to show:—

American advices state

Petroleum is firm;

While breadstuffs, that were dull of late,  
More lively we may term,

In cotton Middling Uplands sought

At twenty-four 'tis true,

But Middling Bowled may still be bought

As low as twenty-two.

In Norway timber, deals and tar

Is done a brisker trade,

And Swedish pigs of iron are

More buoyant by a shade.

From Russia have the tidings come

That tallow is depressed,

But both in hides and hemp is some

Activity confessed.

Colonial markets have displayed

A slightly better tone;

Molasses an advance hath made,

And spice hath vigor shown.

Fine Colony Plantation too

(Of Coffee now we speak)

More strength exhibits, but 'tis true

The runs are rather weak.

In China black-leaf Congou still

Is found in fair demand,

Enriching those who plant with skill

In that Celestial land,

Shanghai reports affirm in sooth

Rice has to thirty ranged,

And, what seems an unpleasant truth,

Gray shirtings are unchanged.

Without reserving to myself the copyright of this poetical invention, which any trade reporters are at liberty to profit by, believe me,

Yours admiringly,

LONGFELLOW SCOTT SOUTHEY TENNYSON POPE  
JOSES.

### ADVERTISEMENTS.

Advertisements for the *Saturday Budget* can be delivered as late as Friday evening. PLAIN AND FANCY PRINTING, NEAT AND CHEAP, EXECUTED AT THE BUDGET OFFICE.

# The Budget.

QUEBEC, SATURDAY, DEC. 10, 1870.

## A FOREIGN MARKET.

We do not of course mean by a protective tariff, the total exclusiveness manifested by our neighbours in the high duties which they have imposed on all articles of foreign manufacture, but what we simply mean is, that in the duties imposed for revenue purposes an incidental protection be given to our manufactures. It is in vain to ascribe to any other cause than the want of manufactures in Canada the marked exodus of our people to the United States. We have no work for them at home, and abroad they must go to earn a livelihood. The emigrant will not settle in Canada for he has no inducements to fix his residence in our midst, and without population, what can we do? We may frame governments on paper, and build up ideal empires, talk of defence and such things, but without a population, what does the whole thing amount to?—absolutely nothing. What we want is a system which may offer inducements to the number of small mill-owners, now in uneasy circumstances in Europe, to come into our midst; and not only are there a number of such persons in Europe, but there are many in the United States who are so burthened by the war taxes that, did we offer them anything like a reasonable protection, would hasten to locate themselves in our country. Our water powers would become of some use to us then,—at present they are mere "sights" for the curious travellers to admire. With the more practical visitors to our shores, the admiration which our grand water powers excite, are often coupled with the regret that they are absolutely useless as agencies of wealth. When we say useless, we mean relatively to ourselves, for however useful they might be made,—until they are so made they are virtually worthless. There is no denying the fact that from the want of a judicious tariff we have been hitherto completely at the mercy of a foreign market. We talk of our wealth—why, it is simply humbug; we have—and notoriously in the "timber trade"—been entirely trading upon British capital. Why, just look at the total amount of money which actually circulates in British North America, and judge how tho roughly dependant on the foreigner we are. Montreal was just saved from the fate of Quebec by the tariff of 1857, and the protection which it afforded to her enterprising merchants. It is true that they are surrounded on all sides by a large agricultural district; but that would have been of very little direct benefit to the country, were it not that the moneys which accrued from the sale of agricultural products were

in part spent upon articles of our manufacture, and contributed towards the maintenance of the large manufacturing population which has centered in Montreal. The great desideratum of a young country is population; and it matters very little to us what may be in theory the differences between the Free Trader and the Protectionist—what we have to do is to adopt just such a policy as is expedient to our commercial interests and convenient to our people. The trade notions in England are diametrically opposed to Colonial interests; and when we see a free trader displaying his knowledge of the principles upon which he grounds his belief, we are always inclined to admire his erudition, but to add "what you say, is quite true, but you will mark that it is only true in relation to the sphere whence it originated." There are necessities in a new country which are peculiar to itself; now one of these necessities with us is population, in England the great necessity is to get rid of a surplus people; and why is it that but a very inconsiderable portion of that surplus population ever settled in our midst though passing through our country, it is because we give them no inducements, we had no work for them, but they found both in the United States, where at one time protection had not merged into that species of exclusiveness which characterizes Japan and China.

We want a home market, have as much free trade as you like in raw materials; but by your tariff have some protection given in relation to articles which can be manufactured in Canada cheaper than any where else, if just so much protection is given, as will start the factors with the best modern appliances. Protection is not a law which originated in the experiences of man, it is grounded on the laws of Providence and nature, it agrees, with sympathies, and for that reason you will always find populations the most dense, where their protection is greatest. Free Traders have no reason for their ideas beyond false experiences; for what they call Free trade in England is the highest protection, and the Free trade doctrines, as far as can be gathered from Free trade writers, are qualified by so many admissions in favor of protection in certain cases and to certain states of society, that we are the more readily convinced that Free trade notions are really only applicable to the Commercial interests which they are adopted to guard.

## HIGH SCHOOLS, QUEBEC.

We learn that the Protestant branch of the council of Public Instruction has in hand the case of the High Schools, formerly the Royal Grammar Schools, established about the year 1817, under instructions from the Home Government. The Secretary of that body, Dr. Miles, having recently returned from Ottawa and Montreal, where

the records relating to those institutions are kept, and which have been had recourse to, for the materials required in framing a suitable memorial to the Government.

## SALINES.

Mr. Sterry Hunt alludes to a process for the manufacture of sea-salt in Russia and on the borders of the White Sea, which might, he thinks be advantageously employed on our own shores, which "consists in applying the cold of winter to the concentration of the sea-water." Apart from the value of salt itself, a process exists of extracting soda from sea-salt which gives it a double value. It would appear that the necessities of France in 1792, when that country was at war with Europe, led to this important discovery. Being obliged to employ for the purposes of war all the potash which France could produce for the manufacture of salt-petre, it became necessary for the fabrication of soap and glass to replace this alkali by soda. A prize having been offered by the government for an advantageous extraction of soda from sea-salt, Mr. Leblanc proposed a process which conferred great services to his country and the world at large. And now that industrial science is becoming more understood, the uses to which the sea-salts are adapted, are daily making them of greater value, as a means of national wealth. Mr. Hunt is of opinion that the shores of the Lower St. Lawrence or of the Bay of Chaleurs would probably afford many favorable localities for the establishment of Salines; and their can be no doubt that the matter is of sufficient importance to warrant experiments. In the event of the Salines proving a success, furnices for the manufacture of potash, salts and other alkalies would no doubt be built, as England, apart from our own, offers a most favorable market for these. In concluding his report on this most important matter, among other things, Mr. Hunt says that his hope is, that some persons may be induced to inquire whether these processes might not be economically applied upon our own coast. This report, both in a theoretical and practical point of view is most important, and the time has, we think arrived, when we should undertake and perfect, where possible, all such branches of industry as tend to national greatness.

Our attention was called to these Salines by a correspondence from Quebec in the Montreal Gazette, which truly states that the establishment of Salines is a thing which the Federal Government should if not undertake, at the very least aid the first experiments, which if successful would induce capitalists to venture in the enterprise. We hope our Quebecers will take the initiative in this matter; there are scientific men amongst us who will be ready to convey information upon the point.

RAILWAY INTERESTS.

THE OLD AND THE NEW POLICY.

To any person who has read our articles on Railway Interests—Canadian—English and American, the question would naturally occur—why was the railway system of Canada of tardy growth? This is not a very difficult question to answer; and if the reader will follow us we shall show him why in our opinion, Canada has been comparatively backward in the construction of railways. In the first place, we would tell those, who habitually cry us down that it in no way arises from the apathy of our people, but simply from the fact that their energies were taxed in a different direction. The completion of a line of canals connecting the extreme west of Canada with the Atlantic sea-board, and thereby opening to the products of the West the markets of the world is mainly the reason why our railway interests made so little headway.

Until this grand canal system was accomplished our Government could not take up the great matter of railways, and it is well to remember here, that the building of canals has heretofore been regarded as exclusively a government work. This idea, not peculiar to us, gave them a paramount importance in the estimation of our rulers, who believed that the only means of perfecting our internal commerce was to complete them.

According to the prevailing notions of the time in relation to the productive employments of public moneys, in point of national works, the construction of our canal system, marks a grand recognition of the principles of progress. And if one will only consider our thinly populated country, and the great sacrifices which the construction of these canals entailed, they will understand that if we but show as much spirit in the matter of railways, which has now come up before us, as was shown in the building of canals, within a very few years this province—this country will be covered with a thriving network of railways. (Vide report of financial commission)

The canal system was the grand achievement of old Canada. Until these were built she could enter upon no other undertaking, nor could anything be taken up until this work was accomplished, for there was that stubbornness in public opinion, that everything that tended to direct attention to railways, was considered to militate against, not the interest of canals merely, but the best interests of the country. While these ideas prevailed others were lost sight of, or only dimly seen: but one thing is always a source of distressing reflection to us that in the beginning more public money was not embarked in aiding domestic agriculture, because this would have enhanced

at once the productive powers of the land and the labor of the country.

The above facts we believe fairly account for the backwardness of Canada in railway matters. We had our great rivers and lakes continually before us and thought only of the means of connecting them, for commercial purposes. But the great utility of railways was not entirely lost sight of, for we find on referring to our Statutes, those witnesses of a people's doings, that by the 12 Vic., Cap. 29, a Railway Act of a general character in 1819 passed the Legislature of Canada. This is our first general Railway Act we believe. This Railway Act shows that the idea of a land grant did not enter into the heads of our statesmen: as one of its objects was to provide for affording *the guarantee of the Province to the bonds of Railway companies* on certain conditions. This shows our dependency in earnest—later, the land-grant system, revealed a National turn of mind. The second part of the title of this Act reads, "and for rendering assistance in the construction of the Halifax and Quebec Railway." Now it does appear by this Act that our notion of railway building went no farther than to authorize bonds and guarantee interest: and this recalls to our mind a citation made from *Herepath's* (London) *Railway Journal* "in relation to the Grand Trunk Railway," which is quoted in *Appleton's Guide* for August last, and which when we read struck us forcibly. The quotation is as follows: "We suppose it is too late now to ask of the Canadian Government a land-grant for the Grand Trunk Railway. The line is made, and therefore the land could not be offered as a consideration for its construction, but it is doubtless unfortunate for Canada herself that she never made the Grand Trunk a land-grant. No better means of populating a country, and cultivating the soil, could be devised, and we want no better proof of this than the actual operations of the Illinois Central." Now what were these actual operations, as we know the figures we shall give them. The Company was given by the United States Government 2,595,000 acres of land, 2,000,000 acres of which have already been disposed of to numerous settlers who are busily at work cultivating the soil. In our articles on Railways we have given other proofs of the soundness of this policy, which is a truly national one. A company may borrow foreign capital on the land and utilize it, and cause its brisk circulation, which benefits the nation, but the government that borrows money to give to a company, does some good perhaps, but certainly harms itself and restricts its financial operations. The company besides having to pay the interest is forced to settle its lands, and the lender of the money is always interested that this should be done, and gives more assistance in this wise than we could readily explain. But while cap. Vic. cap.

29, 1819, provides to guarantee the loans on railways not less than 75 miles in length, it shows how early was understood the value of Artificed or Trunk lines, for it says "Whereas at the present day, the means of rapid and easy communication by railway, between the chief centres of population and trade in any country and the more remote parts thereof, are becoming not merely a luxury, but essential to its advancement and prosperity: and whereas experience has shown, that whatever be the general condition, populous and wealthy countries, in those which are new and thinly populated, and in which capital is scarce, the assistance of government is necessary, and may be safely afforded to the construction of lines of railways of considerable extent." Then comes the assertion that the assistance is *best given* by loans guaranteed by government, an idea which we are happy to say has passed away. We hope these preceding inquiries have not fatigued our readers, but it was fair that they should know why we were so tardy in railway enterprises, and that our energies did not be dormant as many would make the world believe.

We think our local government in its Railway policy deserves great praise, certainly they are giving a direction to public opinion in all that concerns *Industrial Liberty*, which if backed by a scientific training of the youth of the country, in what concerns Agriculture, and the Arts and Trades, must indubitably, make the people of this Province, as practical and prosperous as any equal number of men on this continent. That the tendency of their legislation is in this direction is what men blinded by prejudice or spite may not be able to discern or willing to admit, but the fact is none the less true: and the results will prove that, our present systems of agriculture, colonization and railways are the stepping stones to increased happiness and increased trade.

THE JOBACCO DUTY.

Great discontent is manifested by tobacco merchants in this city, about the unreasonable Inland duty on the Canadian leaf, as compared with the duty on foreign growths. We state the grievance and believe if the matter be properly placed before the Finance Minister, concessions will be made to satisfy our dealers and the general trade of the country. The traders of this city suffer in many instances, because as a rule they do not adopt the means of bringing before the authorities the matters in which they sustain damage. If you would have the representatives of the city and the government alive to our interests, you must convince them that public opinion in our midst is alert, and intelligent. Our growing manufacturing industry is bidding this about and may hap a memorial from this quarter

will be addressed to the Federal Government at the next session of the Dominion Parliament, upon certain things that are not quite as they ought to be. Our trade interests must be protected, or the reason why shewn.

### THE NORTH SHORE AGREED UPON.

#### RUMORED PUBLIC DINNER TO HONORABLE CHAUVEAU AND COLLEAGUES.

The Directors of the North Shore and St. Maurice Land and Navigation Company have agreed with the Government as to the building of the North Shore Railway. The Company gets 2,000,000 acres, and besides North Shore must build the Piles Railway. There will be five Directors, four of whom shall be named by the Government.

The Canada Central and North Shore of Ottawa get 10,000 acres per mile to build a road from Montreal to Aylmer.

The success of the North Shore enterprise has made our people jubilant. Thanks are given to Government and Honbles. Cauchon, and McGreevy on all sides,—and it is rumored a public dinner will be given to Hon. Chauveau and colleague.

#### THE WATER POLICE FORCE.

The water police, under the existing law, can not be taken into service, unless the members leave it and join the land force, but it is possible that the land force may be increased. It ought to be.

#### THE GOSFORD ROAD.

We hope the Corporation of Quebec will not object to give a portion of the Palais Harbor, for a terminus for this road. They don't want the portion asked for, and by bringing the terminus into the heart of the city as it were, much good will follow.

#### GENERAL MEETING UNION BANK

A general meeting of the Shareholders of the Union Bank, to make amendments to their charter, was held at their banking house, in this city, on Monday last. Resolutions were passed empowering the Directors to make such amendments as would be deemed most advantageous to the interest of the shareholders. Among those present we noticed Hon. Thomas McGreevy Messrs. W. White, John Sharples, Rhodes, D. C. Thomson, J. Budden, Pope, (Major) S. J. Shaw, J. B. Renaud, Samson, &c., &c

#### NEW BRUNSWICK DELEGATES.

Private letters from New Brunswick contain thanks to our Local Government and the merchants of this city, for reception given to delegates.

### SHIPS LOADED AT QUEBEC DURING SEASON 1870.

The following table will show the number of vessels, loaded with timber at Quebec, during the season of 1870; also the names of merchants who loaded them. It will be seen that there were 932 vessels, of an aggregate tonnage amounting to 101,265 tons, loaded and sailed from this port with square timber for the European market during the season just closed. Of that number 729 were loaded by eight shippers, 179 by 17 shippers; and 24 by masters of vessels.

By this table one can discern that the shipping timber-trade of Quebec is conducted almost entirely by about 25 merchants, who annually load, during the seven months of the year about 1000 vessels. This speaks well for our timber men and our labour people. We have no hesitation in saying that double this trade could be done if there were an opportunity.

FOR PORTS IN GREAT BRITAIN, &c.	Vessels.	Tons.
Messrs. R. R. Dobell & Co.	138	104349
J. Sharples, Son & Co.	125	91818
John Burdall & Co.	120	92640
A. F. A. Knight.	78	51277
Henson & Co.	77	49881
Allan, Gilmore & Co.	67	50499
Allans, Rao & Co (steamships, &c.)	73	93343
Ross & Co.	51	41658
Henry Fry.	20	22741
James Connolly.	23	14296
C. W. Wilson.	20	11311
Hamilton Brothers.	17	10199
Penherton & Co.	14	5900
D. R. McLeod.	15	6730
J. Gormly.	10	6121
Price Brothers.	11	5315
Reche & Staveley.	9	5955
J. J. Bew.	8	5540
Hans Hagan.	4	2350
Belting & Lamotte.	6	3189
J. McLaren.	7	4081
Thompson & Co.	3	1605
De Wolfe & Powell.	3	2416
James Dean.	4	2736
Masters, &c., &c.	24	15377
Total.	932	701265

FOR THE LOWER PORTS, &c.	Vessels.	Tons.
Messrs. W & B. Brodie.	44	2722
Hunt, Brock & Co.	28	2993
W. H. Jeffery & Co.	27	2032
Gulf Ports Steamship Co's.	27	7704
T. Fraser & Co.	6	225
Lord & Magor.	2	211
J. Laird.	2	934
W. Convey.	4	210
Masters, &c., &c.	109	6830
Total.	248	23531

**ST. PETER'S CHAPEL.**—The re-opening of this chapel took place on Sunday last. Any one who knew the chapel formerly will scarcely now recognize the interior. The old pews have given place to handsome free seats; the style of painting is altogether new, and the chapel heated by furnaces. The religious services were conducted by the Rev. M. M. Fothergill, assisted by the Rev. H. Burgess. The sermon in the morning, by the Lord Bishop, upon the subject of "Dedicating temples to the worship of the Most High God, was a most eloquent one, and listened to by the large and interesting congregation with marked attention.

#### THE ATLANTIC CABLES.

No cable dispatches have been received over the French line to-day. The Atlantic line has been out of order for some time and it is feared will not be in working order for a week or so. A private despatch to one of our timber houses from New York says that the accident to the line is not very serious and both cables got disabled, by the grappling and accidental breaking of the new cable while in search of the old one.

### OUR MANUFACTURING INTERESTS

#### CITY SUGAR REFINERY.

The Quebec Sugar Refinery, which has been closed for want of support, for some time past, is to be immediately opened. From thirty to forty barrels of sugar will be turned out daily. The Messrs. Gibb, Laird & Co. have taken it in hand. Their enterprise, and command of capital, is alone sufficient to warrant its success.

#### NEW FACTORIES.

Several new factories,—one in glue, and one in brooms,—have begun manufacturing in St. Rochs.

Several of our timber merchants, and others, going to Europe for the winter, will induce Europeans to have small wooden wares, manufactured in Quebec, for their market. Cheap lumber, labor, and water-power are some of the inducements held out to them. One house alone is now in negotiation for the manufacture of wooden spool boobins, and another merchant with a Belfast house, for the manufacture of broom handles. The waste of wood from ship-building, will, we hope, be turned into value, and not left to rot as is now the case.

By all means let our moneyed citizens, invest a portion of their means in some one of the many manufacturing enterprises that might be prosecuted with profit in our city, especially along the coves, the St. Charles, and by our immense water powers, every where linked to the city,—and they will in their declining days have the great satisfaction of knowing that they have lived to some purpose in benefitting their fellow man—not having been wrapped up in that one unchristian coldness—self!

#### ACCIDENTS INSURANCE COMPANY

Any person who wishes to insure against accidents would do well to call and effect a policy at Mr. Thomas Craig's, Peter street. This company among others has paid several losses to Quebecers, who were unfortunate enough to have met with accidents.

#### THE FALL WEATHER.

The fine open fall weather has enabled our sea-faring craft to clear for sea in safety.

#### THE ATLANTIC CABLE OUT OF ORDER.

Despatches through the French line are very imperfect and difficult to copy.

#### NATIONAL LIFE INSURANCE COMPANY.

It is unnecessary at the age of the world to give a long desideration on the advantages of Life Insurance Companies, but as there is always a "lowest depth" so is there a best assurance company. We would refer our readers to the advertisement of Mr. John Fisher, as agent for the National Life Assurance Company, as offering advantages worthy the attention of all intending assurers.

**OUR MIDNIGHT DESPATCHES.**

Budget Office, Dec. 10.  
Saturday morning, 5 a. m.

VIA MONTREAL LINE.

(Special to Quebec "Budget.")

**THE CABLE DAMAGE.**

THE LINES SERIOUSLY IMPERFECT.

**WAR FEELING IN RUSSIA.**

We prefer publishing a brief summary of our European and American midnight despatches than give the contents of five long letter sheets of a great deal of useless stuff:

**SUMMARY.**

Gold 110½.

All efforts to repair either of the *Atlantic cables*, has thus far been unsuccessful. The tariff in consequence will be advanced to \$15 for 10 words.

The German loan of £4,000,000 is to be allotted to subscription in London.

The King of Prussia is urged by the provinces to assume the title of Emperor of Germany.

The "London Times" thinks as little of the President's message as of his predecessors, and says that the document marks another stage of presidents downward career.

Queen Isabella has protested against election of the Duke of Aosta as King of Spain.

Bismarck is to treat South German treaties as cabinet questions.

The latest Parisian news, by balloon, dated 6th inst., reports no military operations of importance have occurred since 3rd instant.

The army of the Loire is divided into three corps.

A letter from St. Petersburg, says:—Warlike feeling prevailing over whole empire. Gortschakoff's circular created universal feelings of joy at Sebastopol. The Emperor of Prussia has ordered his army to be in readiness for any emergency. This measure has not been resorted to since Crimean war. Russia is committed to hold the line of conduct and is resolved to carry it out in spite of all opposition. 40,000,000 Rubbles is to be devoted to extraordinary war expenses.

Montreal, Dec. 9.

Ryan and O'Rourke who broke from the Court house cell were yesterday recaptured in a city tavern.

Weather mild; snow of the morning has entirely disappeared.

Toronto, Dec 9.

The extradition of Harry Hans for highway robbery in Buffalo is now under final decision.

**The Future Commercial Policy of British North America.**

BY THOMAS H. GRANT, Esq.,

SECRETARY OF THE QUEBEC BOARD OF TRADE.

**"PROTECT INDUSTRY, AND IT WILL PROSPER."**

(Continued from our last issue.)

It will be conceded, without argument, that we are deficient in capital; and this is one of the chief obstacles we have to contend with. England, on the contrary, has more money than she can profitably employ at home, and is obliged to seek investment abroad. In England, too, money can be obtained at less than one half what it can be procured for in Canada. In France, a mechanic of small means and good character can obtain a loan from the Bank of France, the Savings Department of that institution having been especially established by the Emperor to facilitate the enterprise, and encourage the industry of the respectable artisan. To-day there is not sufficient capital in British America for its legitimate wants and in a number of instances many a promising undertaking has failed through want of means to support it. From this cause, competition amongst ourselves—a most desirable thing to cultivate—has been suspended, and in several branches of trade there is to be found an almost entire monopoly.

As regards labour, and skilled labour, especially the manufacturing nations of Europe have a decided advantage over us. The amount of poverty prevailing everywhere, the number of poor-houses and benevolent societies existing in all the chief cities, are convincing proofs that the supply of labourers far exceeds the demand; and, in Germany and England particularly, the wages which the workman receives are so small as barely to enable him to keep body and soul together. As regards the cost of production labour is the chief item, and this is obtained at so low a rate from amongst the teeming populations of the old world, and England especially, that competition is reduced to a minimum. In British America there is no absolute scarcity of labour; but, owing to the superior condition of the people, the effect of constant high wages in the United States, and the numerous and varied resources open to the working man on this continent, he can always command a much higher rate of wages. Thus, in addition to the scarcity of capital, or the excessive rate of interest, which the manufacturer is compelled to pay for its use, he has to contend against the additional disadvantage of a much higher rate of wages. This, however, is not a matter of regret; for if the manufacturing interests on this continent are to be fostered by sacrificing the comfort and happiness of the artisan, as they are in the old world, it were better we had no manufactories at all.

Such, nevertheless, are the difficulties they have to encounter at present, that if the existing protection were removed, a reduction of wages would be the immediate result; and with heavy annual expenses and a large public debt, which Confederation will rather increase than diminish, there is no possible chance of relief by a reduction of the duties upon imports. There is also, in connection with this subject, a question of skilled labour. During the last twenty years a marked revolution has taken place in the quality of the labour employed in the factories of the world. Industry is not now supported by mere manual

labour, but by a combination of it with the principles involved in manufactures, taught in schools, which are to be found in every town in Europe; while such metropolises can boast of an industrial university, teaching the application of science as applied to manufactures. In England, foreign talent has been employed to a great extent, and skilled artisans from France, Belgium and Germany may be found in all the chief factories at Manchester, Birmingham, Sheffield, &c. In the present state of our manufacturing in these Colonies, we cannot afford to import disinterested parties, and pay them liberal salaries, and offer them facilities, as a general rule, about possession of scientific knowledge, that will qualify them to originate improvements in manufacture, skill and execution. For a time, therefore, we must be content to follow and imitate, and our capital abroad as a guarantee to that industrial progress which we should enjoy at home. Here, then, in another barrier to the successful development of our industrial interests, and in the absolute free-trade policy—and it is a barrier so formidable that it becomes the duty of the Government to remove, if they would promote the future prosperity of the country. An able writer of the present day says, on this question:—  
"If the main object of life were to be *utilité à la rote*, I would not dispute the wisdom of making classics the groundwork of our education. They are not utterly dead, but, like the dry bones of the valley, they may come together, and have breathed into them the breath of life. Classical literature and exact sciences, however, wholly antithetic. If classical literature be sufficient to construct your spinning-machines and bleach your cottons, your system of taxation is right; but if you are to be happy, and your sinews strengthened, for a hard struggle of industry, is it wise that you should devour poetry, while your competitors eat that which forms the muscle, and even vitamin to the sinews? With such different trainings, who in the end will win the race?" How can we, as a nation, expect to carry on those manufactures by our sons of industry, when we do not teach them the nature of the principles involved in their successful prosecution? The progress of science and industry, in countries which have reached a certain stage of civilization, ought naturally to be synonymous expressions, and hence it follows that it is essentially the policy of a nation to promote the one which forms the springs for the action of the other.

(To be continued.)

**YOUNG MEN'S CHRISTIAN ASSOCIATION**

The Lecture delivered on Thursday evening before the Young Men's Christian Association, by the Rev. Mr. Cartwright, at the National School Hall, was well attended; the room was filled to the doors, which we were pleased to see, for seldom has a lecture been delivered before a Quebec audience with such eloquence and fervor. The Rev. gentleman who is distinguished for his ability as a lecturer handled the subject in a manner that pleased and delighted his hearers.

Several of our citizens were much disappointed at not being able to inspect the celebrated Pullman car, expected to have arrived at Point Levis on Thursday. Owing to the accident at the St. Francois Bridge, the car did not pass down.

We are compelled to hold over for want of space a quantity of editorial and local matter.

### Studies on the Industries of Quebec.

BY HUBERT LARUE, M.A., M.D.

#### THE MATCH FACTORIES.

The number of Match Factories of this city, according to the statistics published by the Society for the promotion of local industry, is six. A new establishment has since been erected by Mr. G. E. Puro of St. Roch, so that the total number of these factories in Quebec and in the surrounding parish is seven. The number of persons—men and women—employed in all these factories, is about 72. The establishment of Mr. Hall at Montmorency Falls, employs 72 persons. In this number is not comprised the important establishment of Mr. Piché, of New Liverpool.

The small factories also—the number of four or five,—complete the working of the matches. That is to say: the dipping of the splints in sulphur and fixing to them the explosive compounds, and the other establishments manufacture the splints only, and export them to the United States.

The following varieties of splints are to be found at our grocers and on our markets:

1. *Matches imported from Belgium (HALL) and London* (Scheideley, &c.). They are enclosed in small boxes made of gray paper, and can be distinguished only by the label. The splints of these matches are square. The price of these two kinds of matches is the same; these splittings progress in boxes. These matches are excellent.

2. *Matches having the form of combs.* This variety is not to be found generally at our grocers; but is offered for sale by the hawkers on our markets to the people of our parishes who find them very cheap. These matches offer all kinds of defects. In the first place, the splints are not cut, but sawn. Then the chemical operation having been done in a very imperfect manner, it happens frequently that all the splints of one comb, as well as the splints of different combs are sticking together, so that when you desire to remove a splint from one comb, or a comb from another comb, the friction produced by that separation often sets fire to a whole bundle.

3. *Common Family Combs.*—These matches have been manufactured in Vienna, and are enclosed in small round boxes of a red colour. The colouring matter mixed with the paste is brown, blue, red, &c. Sulphur, in these matches, is replaced by a fatty body. Price: \$1 per gross in cases.

5. *Waxed Matches:* not much in use.

6. *Vermin and Flaming matches,* are well appreciated by smokers. Once ignited, they may be exposed to the strongest current of air, without being extinguished; a result which, I think, is due to their impregnation with nitrate or chlorate of potassa. They detonate strongly, and the sparks which they produce, very frequently damage dresses, fur coats, buffalo skins, &c. Of all these varieties of matches, those which are best appreciated and command a most ready sale are those of Hull and Sherbrooke. They are of an excellent quality and are very cheap.

The matches having the form of combs are manufactured here. They are sold at a cheaper rate than those of Hull and Sherbrooke; but, in reality, on account of their numerous defects, their use is found, after some experience, to be double.

Accident.—A boy employed by Mr. McCord was most seriously injured on Tuesday last while working at a winch to haul up the steaming Kiosk. The chain snapped and three or four links flew off and struck the unfortunate boy, who was about forty feet off, on the head. It is not expected he will recover.

On the same day a butcher boy had his fingers chopped off in the Butcher Market.

Joseph Pelletier, carpenter of St. Sauveur an employee of the Gostford Railway, was accidentally killed by falling between the cars.

#### DIED.

At Little River, St. Charles, Quebec, the 8th instant, Marie Louise Rosale, only child of Louis B. Caron, Advocate.

#### NEW ADVERTISEMENTS.

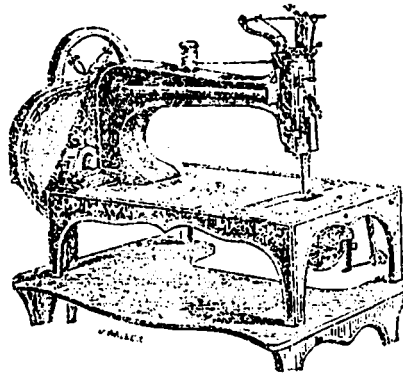
Province of Quebec, }  
District of Quebec, } *Circuit Court.*

MICHAEL McAVOY, Plaintiff,  
vs.  
ELLEN CLARKE, Defendant.

In virtue of a writ of *Fenditioni Exponas* issued in this cause, the goods and chattels of the above named defendant, consisting of chest of drawers, table and chairs, &c., &c., seized in this cause, will be sold, on TUESDAY, the TWENTY-THIRD day of DECEMBER instant, at TEN o'clock in the forenoon, at the Jacques Carder Market place, St. Roch of Quebec.

ANT. H. FOURNIER, B. C. S.

Quebec, Dec. 6, 1879. 5—1w



#### NOTICE.

LAWLOR'S Little Lock Stitch Sewing Machines for simplicity and durability cannot be excelled. Every family should have one, H. Lawlor giving great facilities for payment.

Save 20 per cent by buying your Sewing Machines from the Manufacturer.

All Sewing Machines sold are guaranteed and kept in repair one year free of charge.

T. D. LAWLER,  
Sewing Machine Manufacturer,  
22, John Street, Quebec.

Dec. 10, 1879. 5—3m

#### GLENVIEW ACADEMY.

Vacancy for two more Pupils as Boarders. Particulars, terms and reference on application at Mr. Morgax's Music Store.  
December 10, 1879. 5—1m

### NATIONAL LIFE INSURANCE COMPANY.

OF THE UNITED STATES OF AMERICA, WASHINGTON, D. C.

CHARTERED BY SPECIAL ACT OF CONGRESS, APPROVED JULY 25, 1868.  
CASH CAPITAL, \$1,000,000,  
PAID IN FULL.

Age.	Annual premium for life per \$1000	If a man he will have paid	If he will live his heirs will receive	If he dies, with Com-est of 6 per cent, will amount to
20	\$18.70	20 Yrs.	\$361.00	\$1561.00
21	18.20	20 "	358.00	1558.00
22	17.75	20 "	352.75	1552.75
23	17.30	20 "	348.70	1548.70
24	16.85	20 "	344.80	1544.80
25	16.40	20 "	341.00	1541.00
26	16.00	20 "	337.20	1537.20
27	15.60	20 "	333.50	1533.50
28	15.20	20 "	329.80	1529.80
29	14.80	20 "	326.20	1526.20
30	14.40	20 "	322.70	1522.70
31	14.00	20 "	319.20	1519.20
32	13.60	20 "	315.80	1515.80
33	13.20	20 "	312.50	1512.50
34	12.80	20 "	309.20	1509.20
35	12.40	20 "	306.00	1506.00
36	12.00	20 "	302.80	1502.80
37	11.60	20 "	299.70	1499.70
38	11.20	20 "	296.60	1496.60
39	10.80	20 "	293.60	1493.60
40	10.40	20 "	290.60	1490.60
41	10.00	20 "	287.70	1487.70
42	9.60	20 "	284.80	1484.80
43	9.20	20 "	281.90	1481.90
44	8.80	20 "	279.00	1479.00
45	8.40	20 "	276.20	1476.20
46	8.00	20 "	273.40	1473.40
47	7.60	20 "	270.60	1470.60
48	7.20	20 "	267.90	1467.90
49	6.80	20 "	265.20	1465.20
50	6.40	20 "	262.60	1462.60
51	6.00	20 "	260.00	1460.00
52	5.60	20 "	257.50	1457.50
53	5.20	20 "	255.00	1455.00
54	4.80	20 "	252.60	1452.60
55	4.40	20 "	250.20	1450.20

The preceding Table shows for how many years this popular plan of Life Insurance is superior to annual deposits in a Savings Bank compounded at six per cent, per annum, and clearly demonstrates that a policy taken out on this plan is a first class investment.

Should death occur at any time prior to the number of years shown in the third column of the table, the heirs of the deceased will receive more than the insurer has paid, with compound interest at six per cent. Should the insured live for many years longer than shown in that column, it will still pay compound interest as an investment, but at a somewhat lower rate of interest. This chance of living beyond the number of years assumed in the table, is more than counterbalanced by the probability of death occurring before, in which latter case, particularly in the early years of the policy, it would prove an investment at a very high rate of interest.

Upon this plan of insurance, it is impossible for a policy holder to pay, in principal, as much as his heirs would receive at his decease.

It will be noticed that, as the age increases, the number of years for which the plan will pay compound interest at six per cent, decreases, simply because the life insurance costs more at the advanced ages, or what is the same thing, the expectation of life decreases as the age increases.

To prove that the company can afford to fulfil its contract, and still have a margin for expenses, it is only necessary to compound the premiums at six per cent, for the full expectation of life.

#### A RETURN PREMIUM LIFE POLICY

Compared with a Compound-Interest Investment at Six per Cent, year by year.

Policy, \$1000. Age, 35. Premiums, \$31.75.

Year.	Total premiums paid, with Compound Interest at 6 per cent.	Policy, with Premiums added.	Difference in favor of Life Insurance.	Year.	Total Premiums paid, with Compound Interest, at 6 per cent.	Policy, with Premiums added.	Difference in favor of Life Insurance.
1	\$31.75	\$1031.75	\$308.00	13	\$635.58	\$1413.75	\$777.27
2	63.50	1063.50	394.17	14	707.26	1444.50	737.24
3	95.25	1095.25	488.11	15	781.37	1474.25	692.88
4	127.00	1127.00	579.77	16	860.01	1508.00	643.99
5	158.75	1158.75	669.03	17	944.52	1539.75	590.23
6	190.50	1190.50	755.75	18	1034.13	1571.50	531.37
7	222.25	1222.25	839.75	19	1128.21	1603.25	467.04
8	254.00	1254.00	921.01	20	1227.03	1635.00	396.97
9	285.75	1285.75	899.01	21	1331.03	1666.75	320.80
10	317.50	1317.50	870.89	22	1440.37	1698.50	238.13
11	349.25	1349.25	845.30	23	1555.16	1730.25	144.09
12	381.00	1381.00	813.25	24	1710.21	1762.00	51.79

In the above circumstances, the insured has been given the advantages of Compound Interest, which in ordinary business transactions is very seldom realized.

Application for Insurance to  
**JOHN FISHER,**  
Agent National Insurance Com.,  
Peter street.  
Quebec, December 10 1879. 6—1m

**JUST RECEIVED**

40 CASES OF BANKRUPT STOCK OF DRY GOODS,

Which will be sold without reserve for SIX WEEKS ONLY,

—AT—

**GUAY & CO'S**  
19, Fabrique Street,

Containing as follows :

Blankets, Witneys, Flannels, Pilot Cloth, Moscow, Beaver, Tweeds, French Merino, Dress Goods, Fancy Cloaking, and one lot of Fancy Woollen Goods.

Ladies are respectfully invited to call before going to buy elsewhere.

Such a chance has never been offered to the Public.

GUAY & Co.,  
16, Fabrique Street.

Quebec, 4th Dec., 1870. 4—1m

**HENRY BLACK,**

MANUFACTURER OF EVERY DESCRIPTION SHIP AND MILL CASTINGS,

57, CHAMPLAIN ST., QUEBEC.

Castings in brass, of every description, for mills and steamboats.

ALSO

Stoves of all kinds on hand and made to order.

All kinds of old brass, metal, &c., taken in part payment of goods.

Orders punctually attended to.

HENRY BLACK.

Quebec, Nov. 26, 1870. 3—1y

**THE ROYAL**  
FIRE & LIFE INSURANCE  
COMPANY,  
CAPITAL, £2,000,000.

**LIFE DEPARTMENT,**

Amongst other advantages,—

Policy holders have undoubted security and large Bonuses every 3 years to participating Assurers. Three-fourth of the profits are now divided,

**FIRE DEPARTMENT,**

Fire Insurances continue to be taken at very moderate rates.

Policies for this Agency are issued by the undersigned, who is also authorised to adjust and pay all losses.

C. P. CHAMPION,  
Agent.

Office, Corner of St. Peter & St. Antoine Streets.  
Quebec, 3rd Dec., 1870. 4—3m

**FOR SALE.**

A Horizontal Steam Engine, from 8 to 10 horse power, with governor and flew. Boiler measures 14 by 3½ feet and in perfect order. Price \$400 Cash.

Apply to

G. T. PHILLIPS,  
Plumber.

John Street.

Quebec, Nov. 12, 1870. 1—0

**BOIVIN & Co.**  
QUEBEC

Axe and Tool Factory,  
NEW LIVERPOOL, P. Q.

**TRY IT.**

Try the \$20.00 Shuttle Machine. It will sew equally well from the finest Swiss Muslin or silk to the heaviest Beaver Cloth, Carpeting, Bagging, Leather, &c. Will use all numbers of Cotton, Silk or Linen Thread.

Please send your orders to

L. N. ALLAIRE,  
7 Peter street,

Next door to British Bank.

Quebec, Nov. 21, 1870. 1

**GAUTHIER & ROY,**

ADVOCATES,

OFFICE: UNION BUILDING,

No. 41, St. Ann Street.

Quebec.

Ed. C. E. GAUTHIER. OMBLON ROY.

4—1y

**ROUSSEAU & WILLIAMS,**

MANUFACTURERS OF

Copying Presses, English Patent Axes, Muley Saws, Mill Works, Ploughs, &c.,

CHABOT'S WHARF,

LEVIS.

Particular attention paid to the repairing of Copying Presses and Patent Scales.

Orders solicited and promptly attended to.



**GRAND TRUNK FERRY.**

On and after this day, the steamer ST. GEORGE will run, until further notice, as follows:—

LEAVES QUEBEC.

LEAVES POINT LEVI.

8.00 A.M.—Mail Train for River du Loup.  
7.00 P.M.—Mail Train for Montreal and the West.

8.20 A.M.—Mail Train from Montreal.  
4.00 P.M.—Mail Train from River du Loup.  
5.00 P.M.—Mixed Train from Richmond.

Intermediate trips for freight.

A. GABOURY,

Secretary,

St. Lawrence Tow-boat Company.

Nov. 28, 1870. 4—1f

**UNION BANK**

OF

**LOWER CANADA.**

**NOTICE.**

It is hereby given, that a DIVIDEND on the CAPITAL STOCK of the BANK, at the rate of EIGHT PER CENT. PER ANNUM, has been declared, and will be paid at the BANKING HOUSE here, and at the BRANCH in Montreal, on and after MONDAY, the 2nd day of January next.

The Share Transfer Books will be CLOSED from the SIXTEENTH to the THIRTY-FIRST December next, both days inclusive.

By order,

W. DUNN,  
Cashier.

December 3, 1870.

**ODDS AND ENDS.**

Why is Peter street like the River St. Lawrence? Because there are banks on both sides.

Why is a window like a man suffering from rheumatism?—Because its full of pains.

Why are Victoria's pastry cooks like the Canadas? Because they are the Queen's Dough-minions.

—When Hortense died she gave the engagement ring of her mother, the Empress Josephine, to her son, the present Emperor of France, making it a condition that he should never put it on another hand than that of the future Empress of the French. The request was obeyed, and Eugenic owns the ring.

—TO BEAUTIFY THE TEETH.—Dissolve two ounces of borax in three pints of boiling water, and before it is cold add one teaspoonful of spirits of camphor, and bottle for use. A teaspoonful of this mixture, with an equal quantity of tepid water, applied daily with a soft brush, preserves the teeth, extricates all tartarous adhesion, arrests decay, induces a healthy action of the gums, and makes the teeth pearly white.

**CANADA**  
LIFE INSURANCE  
COMPANY.

(ESTABLISHED 1847.)

THE following are examples of the Profits added to the Policies:—

Bonus additions made to the following policies existing 30th April, 1870:

No Policy.	Issued dur.		Original sum	Present Bonus added.	Present sum assured.
	Year ending 30th April.	Assured.			
83	1848	2000 00	938 10	2938 10	
481	1850	4000 00	1692 88	5692 80	
007	1852	400 00	114 65	514 65	
1413	1854	1000 00	248 29	1248 29	
1938	1856	1400 00	665 34	1965 34	
2515	1858	1500 00	318 84	1818 84	
2924	1860	4500 00	790 15	4790 15	
3795	1862	5000 00	819 32	5819 32	
4670	1864	1000 00	139 50	1139 50	
5200	1866	6000 00	750 00	6750 00	
5811	1867	1000 00	100 00	1000 00	
6063	1868	2000 00	150 00	2150 00	
6842	1869	4000 00	200 00	4200 00	
8102	1870	5000 00	125 00	5125 00	

A comparison of these and of the Company's Rates for Assurances, with those of other Offices, is invited.

**AGENCIES**

THROUGHOUT THE DOMINION,

Where all further information may be obtained, and from

**T. H. GRANT,**  
AGENT, QUEBEC.

Nov. 1, 1870. 1—1f

**QUEBEC CHEMICAL WORKS,**  
ST. JOSEPH, LEVIS.

OFFICE: ST. ANDREW'S WHARF,  
QUEBEC.

Manufacturers of Sulphuric Acid, &c., &c.

H. J. CHALONER,

Manager.

Quebec, Nov. 26, 1870.

3—1y



**THE FIRESIDE.****A Freak of Fortune.**

Samuel Duhobret was a disciple of the famous engraver, Albert Durer, admitted into the art school out of charity. He was employed in painting signs and the coarse tapestry then used in Germany. As he was about forty years of age, small, ugly and humpbacked, he was the butt of ill jokes among his fellow pupils, and selected as a special object of dislike by Madam Durer, who tormented the scholars and domestics, as well as the master, by her Xantippical temper. Poor Duhobret had not a spice of malice in his heart, and not only bore all his trials with patience, eating without complaint the scanty crusts given him for dinner, while his companions fared better, but always showed himself ready to assist and serve those who scoffed at him. His industry was indefatigable. He came to his studies every morning at daybreak, and worked till sunset. During three years he plodded thus, and said nothing of the paintings he had produced in his lonely chamber by the light of his lamp. His bodily energies wasted under incessant toil. No one cared enough for him to notice the feverish color in his wrinkled cheek, or the increasing meagreness of his misshapen frame. No one observed that the poor pittance set aside for his mid-day meal remained untouched for several days. The poor artist made his appearance as usual, and as meekly bore the gibes of the students or the taunts of the lady; worked with the same untiring assiduity, though his hand trembled and his eyes were often suffused with tears.

One morning he was missing from the scene of his labors, and, though jokes were passed about his disappearance, no one thought of going to his lodgings to see if he were ill or dead. He was indeed prostrated by the low fever that had been lurking in his veins and slowly sapping his strength. He was half-delirious and muttered wild and incoherent words, fancying his bed surrounded by mocking demons, taunting him with his inability to call a priest to administer the words of comfort that might smooth his passage to another world.

From exhausted slumbers he awoke faint and with parched lips; it was the fifth day he had lain in his cell neglected. Feebly he stretched his hand out towards the earthen pitcher, and found that it contained not a drop of water. Slowly and with difficulty he arose; for he knew that he must procure sustenance or die of want. He had not a greutzler. He went to the other end of the room, took up the picture he had painted last, and resolved to carry it to a dealer who might give him enough for it to furnish necessaries for a week longer.

On his way he passed a house before which there was a great crowd. There was a sale, he learned, of many specimens of art collected during thirty years by an amateur. The wearied Duhobret thought he might find a market for his picture. He worked his way through the crowd, dragged himself up the steps and found the auctioneer, a busy little man, holding a handful of papers, and inclined to be rough with the lean, sallow hunchback who so eagerly implored his attention.

"What do you call your picture?" he asked.

"It is a view of the Abby of Newburg, with the village and landscape," replied the artist.

The auctioneer looked at him, hummed contemptuously, and asked his price.

"Whatever you please; whatever it will bring," was the anxious reply.

"Hem!"—with an unfavorable criticism—"I can promise you no more than three thalers."

Poor Duhobret had spent the nights of many months on that piece. But he was starving, and the pittance offered would buy him bread. He nodded to the auctioneer, and retired to a corner.

After many paintings and engravings had been sold, Duhobret's was exhibited.

"Who bids? Three thalers! Who bids?" was the cry. The poor artist held his breath; no response was heard. Suppose it should not find a purchaser! He dared not look up; he thought everybody was laughing at the folly of offering so worthless a piece at public sale. "It is certainly my best work!" he murmured piteously to himself. He ventured to glance at the picture as the auctioneer held it in a favorable light. There was certainly a beautiful freshness in the rich foliage, a transparency in the water, a freedom and life in the animals! The steeple, the trees, the whole landscape, showed the genius of an artist. Alas! he felt the last throb of an artist's vanity. The dead silence continued, and, turning away, he buried his face in his hands.

"Twenty-one thalers!" a faint voice called out. The stupefied painter gave a start of joy, and looked to see who had uttered those blessed words. It was the picture dealer to whom he first meant to go.

"Fifty thalers!" cried the sonorous voice of a tall man in black.

There a moment's silence. "One hundred thalers!" at length cried the picture dealer, evidently piqued and anxious.

"Two hundred"

"Three hundred!"

"Four hundred!"

"One thousand thalers!"

Another profound silence; and the crowd pressed around the two opponents, who stood opposite to each other with flushed and angry faces.

The tall stranger bid fifteen hundred thalers.

"Two thousand thalers!" thundered the picture dealer, glancing around him triumphantly.

"Ten thousand!" verocified the tall man, his face crimson with rage, and his hands clinched convulsively.

The dealer grew pale, his frame shook with agitation. His voice was suffocated; but after two or three efforts he cried out

"Twenty thousand"

His tall opponent bid forty thousand.

The dealer hesitated. His adversary laughed a low laugh of insolent triumph, and the crowd gave a murmur of admiration.

The picture-dealer felt his peace at stake, and called out in sheer desperation;

"Fifty thousand"

The tall man hesitated; the crowd was breathless. At length, tossing his arms in defiance, he shouted:

"One hundred thousand!" adding an impatient execration against his adversary. The crestfallen picture-dealer withdrew.

The tall victor bore away the prize. He passed through the wondering people, went out and was going along the street, when a descrepit, lame humpbacked wretch, tottering along by the aid of a stick, presented himself before him. The stranger threw him a piece of money, and waved his hand as if dispensing with thanks.

"May it please your honor," persisted the supposed beggar, "I am the painter of that picture." He rubbed his eyes; for he had hardly yet been able to persuade himself that he had not been dreaming.

That tall man was Count Dunkelsbach, one of the richest noblemen in Germany. He stopped and questioned the artist. Being convinced of the truth of his statement, he took out his pocket-book, tore out a leaf and wrote on it a few lines.

"Take it friend," he said, "it is the check for your money. Good morning."

Duhobret invested his money and resolved to live luxuriously for the rest of his life, cultivating painting as a pastime. But though he had borne privation and toil, prosperity was too much for him. Indigestion carried him off.—His picture had long an honored place in the cabinet of Count Dunkelsbach, and the curious incident of its purchase was often related. It afterward passed into the possession of the King of Bavaria.

**Hams and Bacon.**

*For Sale by the Subscriber :*

Pickled Hams; Dry Salted Do.; Sugar Cured Do.; Fitch Bacon; Middles or Breakfast Do.; Mild Cured.

—ALSO—

200 Tubs Rimouski Butter

J. R. PEVERLEY.

QUEBEC, 25th Nov. 1870. 3—tt