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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, APRIL 23, 1869.

No. 17.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS
 AND
WHOLESALE STATIONERS,
 213 St. Paul Street. 1-ly

H. W. IRELAND,
 409 St. Paul Street.
GENERAL METAL BROKER.
 1-ly Agent for Iron and Nail Manufacturers.

CHAPMAN, FRASER & TYLER,
 Successors to Muirland, Tylee & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
 8-ly 10 Hospital St.

GEORGE CHILDS & CO.,
 (IMPORTERS),
WHOLESALE GROCERS,
 Nos. 20 & 22 St. Francois Xavier St.,
 46-ly MONTREAL.

TEAS AND GENERAL GROCERIES.
 Fresh Goods regularly received. Stock and assortment large and attractive.
J. A. (Late J. A. & H.) MATHEWSON,
 202 McGill St.; Stores in rear 41 to 47 Longueuil Lane.
 Montreal, Feb. 27, 1868. 1-ly

DAVID ROBERTSON,
IMPORTER of TEAS, 36 St. Peter
 Street, Montreal. 1-ly

GREENE & SONS—SILK HATS.
 See next Page. 1-ly

CRATHERN & CAVERHILL,
 61 St. Peter Street,
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c. WINDOW
GLASS, PAINTS and OILS.
 AGENTS—Victoria Rope Walk.
 Vieille Montagne Zinc Company. 1-ly

S. H. HAY & CO.,
IMPORTERS OF STAR & DIAMOND
STAR WINDOW GLASS, Paints, Oil, Varnish,
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,
 1-ly 274 St. Paul St., Montreal.

THOS. D. HOOD,
 FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.

Show Room:—79 Great St. James Street.
 Factory:—82 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos,
 Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing
 and Tuning promptly attended to. 42

CARGO OF SUGAR FOR SALE.
 THE Subscribers are now receiving, and
 offer for sale, the cargo of the
 Brig "SIX FRERES,"
 (Just arrived from Barbadoes)

CONSISTING OF:
 Hhds } Choice Bright Barbadoes Sugar.
 Tierces }
 Bbls }
 Puns Molasses.
 ALSO IN STOCK.
 8,000 packages of new fresh Green and Black Teas.
 With our usual and general assortment of Groceries
TIFFIN BROTHERS.
 Montreal, 11th May, 1868. 1-ly

A. GIBERTON,
 No. 7 Custom House Square,
 MONTREAL,
IMPORTER of GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose, Saddlers'
and Harness-makers' Tools, British and French
Plate Glass, &c., &c. 27

JOHN WATSON & CO.,
 Importers of
GLASS, CHINA AND EARTHENWARE
WHOLESALE,
 5 and 7 Lemoine Street,
 MONTREAL. 21-ly

ROBERT MITCHELL,
COMMISSION MERCHANT AND
BROKER, 24 St. Sacrament St., Montreal.
 Drafts authorized and advances made on shipments
 of Flour, Grain, Pork, Butter, and General Produce,
 on my address here.
 Advances made on shipments to Europe.
 The sale and purchase of Stocks and Exchange will
 receive prompt attention. 1-ly

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, in
cluding TABLE LINEN, SHEETING, &c.,
 have removed to the Corner of McGill and St. Joseph
 Streets, Montreal. 1-ly

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.
 Wm. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY.
 8-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
 Importers of
WINDOW GLASS, &c.,
 No. 13 Lemoine Street, facing St. Helen Street,
 MONTREAL. 1-ly

DAWES BROS. & CO.,
COMMISSION MERCHANTS
 MONTREAL.
 Consignments of Flour, Grain, Leather, Ashes
 Butter, &c., receive personal attention. 8

GREENE & SONS—FELT HATS.
 See next Page. 1-ly

HALL, KAY & CO.,
METAL MERCHANTS,
 MONTREAL.
 Sole Agents in the Dominion of Canada for the
 following Manufacturers:
 Wm. Allaway & Sons, Tin and Canada Plates, Works
 at Lydney, Parkend & L. B.
 Morewood & Co., Lyon Galvanizing Works, Bir-
 mingham.
 A. & J. Stewart, Boiler Tubes, Clyde Tube Works,
 Glasgow.
 W. N. Baines, Engineers' Brass Work, Lancefield
 Brass Foundry, Glasgow.
 S. H. Dobbie & Co., Tinned Holloware, Park
 Foundry, Glasgow.
 Geo. Fairbairn & Co., the F Horse Nails, Camelon
 Park, Falkirk.
 ALWAYS ON HAND
 A large and well-assorted stock of Stamped and
 Japanned Tinware and General Furnishings, for
 Insinuitis, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING,
 and all kinds of Roofing Materials, Office: 733 Craig
 Street, (West) Montreal. 35-ly

JOHN H. B. MOLSON & BROS,
BREWERS and SUGAR REFINERS,
 OFFER FOR SALE:
 REFINED SUGARS
 SYRUPS—Standard, Golden and Amber
 INDIA PALE ALE } in Wood & Bottle
 MILD ALE }
 PORTER }
 OFFICE:
 117 St. Francois Xavier Street, (Opposite the Post
 Office), MONTREAL.

B. HUTCHINS & CO.,
IMPORTERS OF TEAS & GENERAL
GROCERIES, No 188 McGill Street, Montreal.
 B HUTCHINS. 6-ly FWD LUSHER.

GREENE & SONS—STRAW GOODS
 See next Page. 1-ly

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
 9 and 11 LEMOINE STREET,
 MONTREAL.

C. H. BALDWIN & CO.,
IMPORTERS AND WHOLESALE DEALERS
IN
WINES, GROCERIES, AND LIQUORS,
 8 St. Helen Street. 31-ly

JAMES ROBERTSON,
 128, 129, 130 and 132 Queen Street, Montreal,
METAL MERCHANT,
 Manufacturer of Shot, Lead-pipe, Paints, and Putty
 1-ly

W. & F. P. CURRIE & CO.,
 100 GRAY NUN STREET, MONTREAL,
 Importers of
PIG AND BAR IRON,
 BOILER TUBES, | DRAIN PIPES,
 Boiler Plates, | Roman Cement,
 Gas Tubes, | Quebec Cement,
 Horse Nails, | Portland Cement,
 Paints & Putty, | Paving Tiles,
 Flue Covers, | Garden Vases,
 Fire Clay, | Chimney Tops,
 Fire Bricks. | &c., &c., &c.

Manufacturers of Crown Sofa, Chair, and Bed
 SPRINGS. 12-ly

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,909,350
 Annual Income - - - - - 3,376,953

This Company continues to do Business under the Insurance Act lately passed by the Dominion Parliament.

W. M. RAMSAY, Manager.
RICHARD BULL, Inspector of Agencies.
 ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great Street, Montreal; or at any of the Agencies throughout Canada. 12-ly

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.
 Chief Office: Company's Building, Leadenhall Street, LONDON.
 Directors, Canada Branch, Montreal.
 WM WORKMAN, Esq. | ALEX. M. DELISLE, Esq.
 President City Bank. | Collector of Customs.
 JOHN McPHERSON, Esq. | LOUIS BEAUDRY, Esq.
 Vice-President Bank of Montreal. | Manager New City Gas Company.

Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.

Office: 104 St. Francois Xavier Street.
 1-ly THOMAS SIMPSON, General Agent.

MARINE & FIRE INSURANCE.
WESTERN ASSURANCE COMPANY
 OF CANADA.
 MONTREAL BRANCH: }
 102 St. Francois Xavier Street,
 (Up-stairs.)

Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.
 1-ly A. R. BETHUNE, Agent.

PHOENIX
MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

ACCUMULATED FUND - - - OVER \$2,000,000.
 ANNUAL INCOME - - - - - \$1,200,000.

ISSUES ORDINARY LIFE,
 TEN YEAR NON-FORFEITING LIFE,
 AND,
 ENDOWMENT POLICIES.

At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 60 per cent. or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application.
 Usual restrictions as to residence and occupation abolished.

ANGUS R. BETHUNE,
 General Agent
 104 St. Francois Xavier Street,
 Active and Influential Agents and Canvassers
 ted throughout the Dominion. 40

GREENE & SONS
STRAW GOODS & FELT HAT
 MANUFACTURERS.
 We are now prepared with our New Styles, in all descriptions of
MEN'S, BOYS' and CHILDREN'S FELT and STRAW GOODS,
SILK HATS,
CLOTH CAPS &c., &c

Close buyers will find strong inducements to purchase of us.

TERMS LIBERAL.
 517, 519, 521 and 523 St. Paul Street,
 1-ly Montreal.

THE YEAR BOOK
 AND
ALMANAC OF CANADA
 For 1869

IS NOW PUBLISHED.

Contains 161 pages of reading matter, of the greatest interest.

Contains facts necessary for the whole Dominion to know of the separate Provinces.

PRICE 12½ CENTS.

Edition on Superior Paper with Cover 25 cts.

Will be sent by post to any address.

Liberal discount to Booksellers. 50

FOULDS & McCUBBIN,
 IMPORTERS AND WHOLESALE
CLOTHIERS,
 370 St. Paul Street, Corner St. Sulpice Street,
 Montreal. 56-ly

B. GREENSHIELDS, SON & CO.,
 DRY GOODS, WHOLESALE.
 CUVILLIERS' BUILDINGS, St. SACRAMENT St.,
 Montreal. 59-ly

STIRLING, McCALL & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN
 DRY GOODS, WHOLESALE,
 Corner of St. Paul and St. Sulpice streets,
 7-ly MONTREAL.

ROBERTSON, STEPHEN & CO.,
 MONTREAL,
 Are now receiving their
FALL IMPORTATIONS,
 which will be fully completed by the
 20th INSTANT,
 When they will be prepared to exhibit a large and varied selection of
STAPLE AND FANCY
DRY GOODS.
 6-ly

PLIMSOLL, WARNOCK & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 13 St. HELEN STREET,
 MONTREAL. 9-ly

STAPLE AND FANCY DRY GOODS.
SPRING IMPORTATIONS 1869
LEWIS, KAY & CO.,
 Have now received the bulk of their Spring Goods, and from the 10th to the 15th will be prepared to show one of the
BEST STOCKS IN THE DOMINION.
 March 8, 1869. 1-ly

OGILVY & CO.,
 Importers of
STAPLE & FANCY DRY GOODS,
 495 St. Paul, Corner St. Peter Street,
 MONTREAL.
 Sayer's Brandies; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky. 6-ly

SUTHERLAND, FORCE & CO.,
 Importers of
BRITISH & FOREIGN DRY GOODS
 480 St. Paul Street,
 Montreal. 13-ly

J. G. MACKENZIE & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 551 & 553 St. Paul Street,
 MONTREAL. 8-ly

JAMES MITCHELL,
 IS NOW RECEIVING AND OFFERS FOR SALE:
 Hhds Extra Bright Porto Rloo and Barbadoes SUGAR.
 Fave. Choice Demerara MOLA'SSES (New Crop)
 Brls. } Choice Labrador & Canoe HERRINGS
 HfBrls. } Splits and Round.
 Brls. Choice Newfoundland Green CODFISH.
 Hgs. } Primo Jamaica COFFEE
 Brls. }
 Boxes LOBSTERS, and ARROWROOT, in tins.
 Hhds United Vineyard BRANDY, Vintage 1863.
 Very fine.
 No. 7 St Helen Street.
 Montreal, Feb 25 1869. 1-ly

PHENIX FIRE ASSURANCE COMPANY
 OF LOFD N.
 (Established in 1782.)
 Insurances effected at current rates.
 JAMES DAVISON, Manager.
 GILLESPIE, MOFFATT & CO., General Agents
 for the Dominion. 6-ly.

J. D. ANDERSON,
MERCHANT TAILOR
 AND
 GENTLEMEN'S HABERDASHER,
 ALBION CLOTH HALL,
 No. 124 Great St. James Street,
 MONTREAL. 12-ly

FRANCIS FRASER,
 HARDWARE COMMISSION MERCHANT,
 25 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of
 Window Glass, Glass Ware, Fancy Goods, &c., Bir-
 mingham Hardware, Sheffield Electro-Plate Goods,
 Tools, Cutlery, Files, Steel, &c. 33-ly

WHEELER & WILSON,
 Awarded, over eighty-two competitors, at the Paris
 Exhibition, 1867, the HIGHEST PREMIUM, the
GOLD MEDAL,
 For perfection of

SEWING MACHINES.
 S. B. SCOTT & CO., Agents,
 215 Notre Dame Street, MONTREAL.

ALSO,
 AGENTS for the celebrated LAMBE KNITTING
 MACHINE. 5-ly

REFRIGERATORS & ICE CHESTS
HEILLEUR & CO., Manufacturers,
 126 CRAIG STREET,
 Also IMPROVED COOKING RANGES,
 Family and Hotel Sizes. 15-5

W. CLENDINENG,
 (Lato Wm. Rodden & Co.)
 FOUNDER, & MANUFACTURER OF STOVES, &c.
 Works, 165 to 179 William Street,
 Show Room, 118 and 120 Great St.
 and 532 Craig Street,
 MONTREAL, P.Q. 9

THE CITIZENS' INSURANCE COMPANY
 (OF CANADA)
 AUTHORIZED CAPITAL \$2,000,000
 SUBSCRIBED CAPITAL \$1,000,000
DIRECTORS:
 HUGO ALLAN, President
 GEORGE STEPHEN, C. J. BRYDGES,
 ADOLPHE ROY, HENRY LYMAN,
 EDWIN ATWATER, N. B. CORSE.
Life and Guaranty Department:
 Office - - - 71 Great St. James Street.
 This Company—formed by the association of nearly
 100 of the wealthiest citizens of Montreal—is now pre-
 pared to grant Policies of LIFE ASSURANCE and
 Bonds of FIDELITY GUARANTEE
 Applications can be made to the Office in Montreal
 or through any of the Company's Agents.
 EDWARD RAWLINGS, Manager.

NELSON, WOOD & CO.,
IMPORTERS and WHOLESALE DEALERS in
 European and American FANCY GOODS,
 Paper Hangings, Clocks, Looking Glasses, and
 Plates, Stationery, Combs, Brushes, Mats, Toys,
 &c., &c., &c.
MANUFACTURERS OF
 Brooms, Matches, Painted Pails, Tubs, Wash-
 Boards, and Dealers in
WOODEN-WARE of every description.
 29 St Peter Street, Montreal.
 AND
 74 York Street, Toronto. 36-3m

THE TRADE REVIEW
 AND
 Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, APRIL 23, 1869.
 Purchasing Department of the TRADE
 REVIEW. See Advertisement.

PRINTERS' STRIKE.
 OWING to a strike amongst the Printers of Mont-
 real, we are unable to publish our usual editorials
 and trade reports, or to make corrections in the prices
 current. Trade, however, has been very dull, and the
 changes are few and unimportant.

**SPEECH OF THE GOVERNOR-GENERAL AT
 THE OPENING OF PARLIAMENT.**

ON Thursday, at three o'clock P.M. His Excellency
 the Governor-General proceeded in state to the
 chamber of the Senate, in the Parliament buildings,
 and took his seat upon the throne. The members of
 the Senate being assembled, His Excellency was
 pleased to command the attendance of the House of
 Commons, and that House being present, His Excel-
 lency was pleased to open the second session of the
 first Parliament of the Dominion of Canada with the
 following speech from the throne:—

*Honorable Gentlemen of the Senate:
 Gentlemen of the House of Commons.*
 I have great satisfaction in having recourse to your
 advice, and I rejoice to think that on this, the first
 occasion on which I have had the honour of addressing
 you, we may congratulate ourselves on the aspect of
 public affairs at home and abroad, on the prevalence
 of peaceful counsels amongst nations, and on the in-
 dications of agreement and tranquillity favorable
 alike to the development of foreign commerce, and
 the prosecution of domestic industry. The great
 scheme of Confederation was successfully inaugurated
 under the auspices of my predecessor. It is to me a
 source of pride to find my name in honorable associa-
 tion with the rising fortunes of the Dominion of Ca-
 nada, and I shall count it a happiness, as well as a duty,
 to co-operate to the utmost of my ability, in further-
 ing your efforts to strengthen the ties that bind the
 different Provinces together, and to insure the attach-
 ment of the people to the soil by the enactment of
 wise and equal laws.
 Your efforts in these directions seem now more than
 ever likely to be called into action, inasmuch as the

terms upon which great accessions are offered to the
 Dominion will be submitted for your immediate con-
 sideration. In consequence of the Duke of Bucking-
 ham and Chandos' despatch of the 8th August, of last
 year, stating that his Grace proposed to enter into ne-
 gotiations with the Hudson's Bay Company as to the
 terms on which they would be willing to surrender
 their rights and claims in the North-West Territory,
 Lord Monck sent home to England two members of
 the Privy Council as a deputation to watch the course
 of the proceeding, and attend to the interests of Cana-
 da. The Conference in London, and the correspond-
 ence on the subject, have been brought to a definitive
 issue by the proposal which, after a full review of the
 circumstances Earl Granville made on the part
 of Her Majesty's Government for the consideration of
 the people of Canada and of the Hudson's Bay Com-
 pany. I have received the intelligence that the Hud-
 son's Bay Company has, after some deliberation, de-
 cided upon accepting the terms laid down by the Sec-
 retary of State for the colonies.

I have directed that the report of the mission and
 all the papers connected therewith shall be duly laid
 before Parliament, and I recommend them to your
 serious consideration in view of the great importance
 of the subject no less than in the hope that this long-
 vexed question may be closed without further delay.
 I was much gratified by communications from
 the Governor of Newfoundland expressing the desire
 for admission into the Union which prevails amongst
 the inhabitants of the colony; and especially by his
 despatch of the 20th March last covering copies of re-
 solutions which have been passed by the Council and
 Assembly, and which set forth the conditions they
 consider it desirable to advance. These documents
 shall be furnished at once for the information of Par-
 liament, and I hope that before the close of the ses-
 sion I may be in a position to submit the details of a
 provisional arrangement for your consideration.
 It will be a sensible pleasure to me, as well as a sub-
 ject of general congratulation, if, at some early day,
 the fine colony of Newfoundland—unrivalled as the
 nursery of hardy seamen and inexhaustible in its
 wealth of fisheries—becomes a part of the Dominion.
 In accordance with the suggestion of Her Majesty's
 Government, an earnest attempt has been made to al-
 lay the discontent unhappily existing in Nova Scotia.
 The papers connected with this subject will be submit-
 ted for your favorable consideration.
 In continuance of the course commenced last session,
 bills will be presented to you for the assimilation of
 the criminal laws existing in the several Provinces.
 No greater boon can be conferred on a country than a
 well defined code of criminal law, of general applica-
 tion and easy ascertainment.
 Among other measures, bills will be presented to
 you for the establishment of uniform and amended
 laws respecting Parliamentary elections, bankruptcy
 and insolvency, and patents of invention and discov-
 ery.

Gentlemen of the House of Commons:
 The estimates for the expenditure of the coming
 year will be submitted to you. They have been framed
 with every economy compatible with the efficiency of
 the public service. I have also desired that the finan-
 cial accounts of the past year shall be laid before you.
*Honorable Gentlemen of the Senate, and Gentlemen of
 the House of Commons:*
 The charters of several banks are drawing to a close,
 and the important subjects of banking and currency
 will be brought under your notice. In considering
 these questions which so deeply affect not only the im-
 portant interests of commerce, but the daily transac-
 tions of life, I feel assured that you will endeavour to
 adopt such principles as in that application may insure
 the greatest measure of safety to the public, without
 curtailing the facilities requisite for the encourage-
 ment and extension of trade.
 I have enumerated a variety of topics but they are of
 moment, and press for a decision within the limits of
 the session. I commit them in all confidence to your
 deliberate judgment, earnestly hoping that a blessing
 may attend your counsels and enable you to discharge
 with dignity and effect the great trust to which the
 order of Province has called you.

The Halifax Colonist wants to annex the State of
 Maine to the Dominion. It points out very clearly
 that the people of that State would be far better off if
 they could be rid of their present heavy burden of
 debt, and once again be able to engage in ship-build-
 ing as in the old times before the war. The Colonist
 shows that Portland the most important city in the
 State, was built up by the Grand Trunk Railway, and
 that if it became a British port it would soon rival
 Boston in wealth and importance. If the people of
 Maine desire to share with us the enjoyment of
 British institutions they will indeed be warmly wel-
 comed; at the same time we would not wish to say
 anything to them which might wound their national
 pride or self-respect.

We erred the other day in speaking of the McIntyre,
 or Thunder Bay Company's Mines at the head of
 Lake Superior, being operated by the Montreal Min-
 ing Company, as it is entirely owned and worked by
 the Thunder Bay Mining Company. The silver dis-
 coveries made by Mr Thomas Macfarlane, for the
 Montreal Company last summer, are upon what is
 called Wood's location, and East of Thunder Capo;
 and upon Jarvis' location South-west from Thunder
 Bay. We perceive by the last annual report of the
 Company that they originally held eighteen locations
 on Lake Superior and Lake Huron the latter being
 the Bruce Mines, which they actually worked.—
 Hamilton Spectator.

ONTARIO AND IMMIGRATION.

THE Toronto *Leader* observes that there has been no time in recent years when emigration to Canada attracted so much attention both in this country and in England as during the past few months. Perhaps there is no subject so much theorized about, or, it would be more correct to say, there is no subject regarding which so much is written in a general way without much reference to practical details.

We are much pleased to find that the conferences which have taken place at Ottawa, and the general agitation of the subject, are leading to the infusion of more energy into the immigration movement on this side of the water. The removal of Mr. Dixon's headquarters from Wolverhampton to London, the appointment of Mr. Simms in Germany and adjoining States, and the selection of a gentleman whose special duty it will be to encourage settlement in the Quebec and New Brunswick counties through which the Intercolonial Railway will pass, are evidences of the increased interest which is being taken in the subject at Ottawa.

In Ontario, too, we find that the Government has been exerting itself in a special manner of late, to act as fully as possible up to the needs of the country in this matter. The inauguration of the free grant system, whose parentage belongs to the present local government, was one of the most important steps which had been taken for years to extend settlement in the province and bring immigrants hither. The additional advantages offered to the settler last session in the free grant territory were also in the right direction. What further the local government could do became a question for consideration so soon as the conference was held at Ottawa. The understanding came to at that conference was that the general government should appoint agents at central points in the provinces, in Great Britain, and such places on the European continent as might be deemed advisable, leaving it to the local government to supplement this action in whatever way it might consider best. Ought it to appoint agents on its own account? The Ottawa government might do all that a government having general oversight over four provinces could do. The special interests of Ontario could be best served by special agents. Accepting this view to be correct, and desirous of leaving nothing undone whereby desirable accessions to the population might be secured, the government has obtained the services of Mr. Thomas White, of Hamilton, to go to Great Britain for a few months, specially charged with the subject of immigration. It will be Mr. White's business to look into the subject thoroughly, to use his own pen as far as possible on the local press, to address public meetings, to come in contact with those who in London and other places are interesting themselves so much in sending emigrants to Canada, and in every other way doing all in his power to further the interests of Ontario in connexion with this matter. The appointment is an eminently good one. Mr. White is thoroughly practical, a good speaker and writer, and will do as much as any Commissioner whom the Government could appoint at this time to subserve the interests with which he will be charged. He will leave within the next two weeks.

In addition to Mr. White's appointment, the Government are having prepared large bills, containing as much information as can be put into it, and a neat lithograph map of the Province. It has, besides, in course of preparation, a pamphlet containing much valuable information, bearing upon the municipal institutions of the Province, the routes of travel, price of lands in various districts, the terms and conditions upon which lands can be had in the free grant territory—everything indeed which could be useful in encouraging emigration thitherward. These pamphlets will be published in English and German; a large number of copies will be placed in the hands of the Dominion Government, to be used by its agents abroad and in such other ways as may be useful. The Government is also about to address, immediately, a series of questions to the different Reeves of the Province, as to the number of persons who would be likely to find employment during the ensuing season, at specified rates of wages.

Whilst the Government, as a whole, has taken much interest in this subject, the details to which we have just referred, it has necessarily fallen upon Mr. Carling, the Commissioner of Agriculture, in a large measure, to carry them out. It gives us much satisfaction to be able to state the progress which has been made. For, if ever there was a time peculiarly favorable for action it is the present. We are sure much real and practical good will come of the course adopted by the Government of Ontario.

PETROLEUM AS FUEL.

THE experiment of running a locomotive with steam generated by the use of petroleum, has lately been tried with much success on the Chicago and Galena Railroad. On the 27th ult., the locomotive to which the oil-burning apparatus was applied, drew a freight train of twenty-five cars, fifteen of which were heavily loaded, from Chicago to Woodstock, fifty-one miles, making regular time and having abundant steam, particularly on the heavy grades. On one of the longest and most difficult ascents, it is said that sixteen pounds were gained. The oil used in these experiments was distilled from bituminous shale. It is hydro-carbon oil, and before the natural oils were discovered was distilled for the purpose of extracting the illuminating oil; but, as it contains only twenty-five per cent of illuminating oil, it cannot compete with the natural oil. In its application to mechanical purposes, a combination of superheated steam and atmospheric air is forced into a perforated combustion pipe with the oil. The steam vaporizes the oil, and the air gives vitality to the flames, and furnishes oxygen to aid

combustion. Practically this seems to be the only way to bring about a complete combustion of hydro-carbon oil. It will not burn free from smoke with air and oil, nor with steam and oil, but when the air, oil and steam are combined in proper proportions the combustion is perfect.

The apparatus used on the locomotive during the recent experiments consisted of a tank on the engine, holding about four barrels from which a pipe leads down through the footboard in front of the boiler into the fire box, connecting with the combustion pipe. In the fire box is a cross cut on pipe, perforated with holes, extending across the bottom of the fire box and connecting through the front of the boiler by a T joint with an air pipe. The air pipe is connected with a blower which forces air into the combustion pipe. There is also a steam coil in front of the flues in the fire box, which is supplied with steam from the boiler. The coil is inserted into the combustion pipe at right angles to the oil pipe. The effect of the steam superheated in the coil, when it strikes the oil, is to instantly vaporize it, the oxygen of the steam combines with the carbon of the oil, and the hydrogen of the steam is set free and burns. The air forced into the combustion pipe furnishes additional oxygen, and the result is a blue flame of intense heat and entire combustion.

That petroleum can be applied to the generation of steam has been so often and so successfully demonstrated that we have no doubt it will soon come into general use when a liquid fuel could be more conveniently obtained or transported than wood or coal. For locomotives crossing the Plains, over the Union and Central Pacific Railroad, we believe it will be found indispensable, both because it can be used more cheaply than any other kind of fuel in districts where wood is scarce and no coal exists. The chief value of petroleum fuel, however, will be in sea-going steamers. All that would be required for the longest voyages could be stored in a very small part of the space now needed for coal; and, as the weight would be proportionally less, a much heavier tonnage of freight could be carried than is now possible. Besides these important advantages, the superior cleanliness of this kind of fuel, and the considerable saving of expense in handling it, both on shore and at sea, commends it to the favor of ship-owners. We trust, therefore, that the matter will receive all the consideration it deserves from those interested in the subject.—*New York Bulletin.*

THE DRAIN OF GOLD.

IN most of the theories advanced touching upon the payment of the national debt and the resumption of specie payments, one or two leading facts are entirely lost sight of—the acts of nations being but the acts of individuals, a person cannot pay his debts until his income be larger than his expenses; nor can he, while in this condition, pay his debts in a more valuable commodity than that for which they were contracted.

These being accepted facts, the only next point should be how to increase the income and reduce the expenses. This last may be safely confided to the man of President Grant's selection, which leaves only the first open for discussion.

America is the gold and silver producer for the whole world, and could she but retain what she produces, would soon be the wealthiest of nations. Unfortunately this is not the case, and it is doubtful whether, excepting the trifling amount she manufactures into articles of use and ornament, she retains even the smallest tithe of the precious metals she so industriously uncovers. While France, for twenty years, has been drained of the silver she so closely hoarded, by the East, she has, in turn, absorbed our gold, largely for manufacture, and still more largely for circulation. England also engulfs a large share, but through those channels, as well as directly from ourselves, China and the East fall into the largest portion. The stream that sets into these countries never, by any possibility ebbs. The Celestial demand money for all the things which we deem necessities, and has shown that he can well get along without anything from us but cash. In other gold-absorbing nations the story is the same, the balance of trade is against us, and the expenses consequently larger than the income.

Of course there is but one remedy for this, which is to find out how the income can be increased, and to do it either by individual combinations, or by legislation. For England and France we must, looking out as traders, think of corn and cotton, and, for China and the East, manufactures. In the latter countries a great revolution is now in progress, and their citizens are at last becoming cosmopolites by travel. It follows that tastes will be acquired that will need the manufacturer's art to satisfy. This must, necessarily, open up an immense commerce, and, of course, England and France will struggle for it. So far we have the whip-hand of them, firstly, through the prejudices of those people, and secondly, through the better means of communication, which will be wondrously enhanced by the opening of the Pacific Railroad. If we cannot, by quickness, seize and hold that commerce, it will be our own fault.

Next come corn and cotton. The first is doing well, if not well enough, and should be encouraged by all personal and legislative means. In all the history of the world there has never been a glut of corn to disturb the consumer, and cannot be. Of cotton, the world has never yet seen the crop that it could not consume, or encourage the growth of at more than remunerative prices. The sudden swelling of the East India crop and the quickly-acquired wealth of its planters, within the last few years, testifies to this, and instructs us how vitally necessary it is to increase our own by every means. The growth of cotton for the year 1868, was 2,380,000 bales, valued at nearly \$250,000,000. When it is taken into consideration that

this crop is raised on about one and a quarter per cent of the lands within the cotton districts of the U. S., it will be seen at a glance how small is the yield to what it should be.

If, therefore, individuals and legislatures would turn their attention to this great fact, and do something toward encouraging emigration to the South, throwing in capital to those districts now impoverished, and aiding settlers to take up new lands and enter upon this profitable culture—a culture that has been shown to produce more money per acre than any staple in the world—they would be solving the real problem of keeping our gold at home, resuming specie payments, and, by making our credit surer that we may borrow money at the lowest rates of any nation in the world, and pay our national debt.—*Philadelphia Press.*

THE PRESENT PHASES OF THE LABOR QUESTION.

A RETURN of spring brings a renewal of the differences between labor and capital which seem to be usual at this season of the year. It is, however, to the credit of both interests, that their respective troubles are less bitter and conflicting than at any former period. This may be accounted for, partly from the fact that both parties have learned moderation by experience; and, also, perhaps from a general conviction that wages and prices are nearly as closely equalized as is possible under the present uncertain and shifting standard of monetary values.

The important fact, however, should not be overlooked, that working-men's organizations are rapidly extending both in membership and ability. There is a steady improvement in the tone and spirit of the various trade societies, and some of the more intelligent class begin to realize that there are other objects besides the regulation of wages that properly devolve upon them. More attention, for example, is paid to temperance; reading-rooms and libraries are being gradually attached to some of the societies, and the co-operative principle is progressing.

But while conceding and cheerfully recognizing the good points of some of the labor Societies, it must be admitted that, in some important respects, the outlook is not encouraging. If we were to take the temper and spirit of some of the addresses delivered at the recent meeting of working-men in the Cooper Institute as a sample of the whole, we should look forward with fear and apprehension to an irreconcilable conflict between capital and labor that would be likely to imperil the whole structure and frame-work of society. But it would be manifestly unjust to take a few intemperate and injudicious speeches as the sentiments of the great mass of American mechanics. The distinction between classes is so slight in this country, the ranks of capital are so rapidly recruited from those of labor, that they must always feel a community of interests that is scarcely to be looked for in the old world. Our working classes have too much reason to complain of the systems of currency and taxation that press so unequally upon them. But, so far as their grievances may be due to political causes, they have the remedy in their own hands. For the rest, we doubt much whether it is possible for wages to be permanently increased by trades unions.

Of the co-operative societies we find that the most successful are the printers, and the masons and bricklayers. Three years ago the printers started their society on a very limited capital, and now they have a concern fitted up with machinery, &c., to the value of \$12,000. This society is quite prosperous, and seems to be established upon a good basis. But, it is to be observed, that the co-operative printers have not been able to evade a single economic law. Their accumulated capital is simply the savings of wages which, under other circumstances, would have been distributed and spent. It is in this respect that co-operative societies are chiefly useful. They compel habits of economy and industry, and are thus a real boon to working-men. The Tailors' Co-operative Union has not yet made a fair start, owing to the difficulty of obtaining the requisite capital.

Of the other trades we notice that the strikes of the printers and the seamen have practically terminated. With the former it has been pretty much a drawn battle between employers and workmen. The seamen, we fear, did not much improve their condition. Their grievances are real, but they are scarcely to be ameliorated by a suspension of work. The tailors and the bakers threaten strikes, and if they could possibly improve their condition by that means we should heartily wish them success. Next to the sailors, the tailors and bakers are probably the worst paid and most over-worked classes in the community. But this arises chiefly from a flush in the labor market. There are, too, so many tailors and bakers that must obtain work at any price or starve that they underbid each other in the labor market, and in that way reduce the amount of their wages. The strike of the quarrymen of Yorkville and Harlem is gradually dying out, owing to the number of non-union men who took the place of the men on strike.

One of the chief grievances of the workmen is the high rents, and for this they are principally responsible. The wages in the building trades is altogether out of proportion to the rates that prevail at other trades. Plasterers get \$4 and \$5 a day for eight hours work; plumbers the same; masons receive over \$4 a day for eight or nine hours work, and carpenters get \$3.50 and \$4 a day. At such rates it is no wonder that rents should be exorbitant.

It would be very desirable if means were adopted to induce mechanics to leave this city for the interior and the "rural districts." There is scarcely a town in the South or West that could not give immediate employment to several good carpenters, tailors, shoemakers, masons or other skilled workmen. In some towns there is a positive demand for labor of this kind. Work is more steady in the country than in the city.

Trade is not subject to the same fluctuations. There is generally employment all the year round in the country, and this is more than can be said for any trade in New York at the best of times. Fifteen dollars a week is better in the West than \$20 a week in this city. In some trades, the workmen for example a dollar more a day is paid to workmen in the country towns than in New York. Then there are chances of improvement in the country that scarcely exist in a great city. A workman must be a fool or a sot that cannot in a few years own his own house and lot in a country town. An employment agency, or labor exchange, properly managed, could render a substantial benefit to all classes by disseminating information that is so admirably calculated to benefit both employes and employer — *U. S. Economist.*

SECURITY FOR OCEAN STEAMERS

In spite of the improvements which are constantly being made in naval architecture, the proportion of marine disasters in which the vessels become total losses, does not sensibly diminish. The recent loss of the "Hibernia" has revealed another vulnerable point in steamships, the having been sunk by the admission of water through the stern, by the breaking of the shaft of her propeller. It is evident that, with the immense power stored up in the boilers of a large ocean steamer, there should be some way of utilizing it, to pump out water entering through a leak. The steam pumps usually attached to the engine are wholly inadequate to the freeing of the vessel in the event of a serious accident, and the addition of centrifugal pumps to the machinery would involve an expenditure of from twenty to thirty thousand dollars, and therefore is not likely to meet with much favor among ship owners. Moreover the machinery of such pumps is complicated, and not being employed except in an emergency, would probably be out of order when wanted. It seems reasonable, however, that there should be some method of adapting the enormous steam power to the duty of pumping out water, and in the letter of a correspondent of the London Times that method has, we believe, been suggested. The proposition of the Times correspondent is to apply a direct steam jet to the lifting of the water, as it is now applied to the lifting of ashes from the hold. The apparatus is simply an annular jet of steam round a six-inch pipe, which creates a vacuum, and raises the water. Each apparatus occupies no more room than a stove-pipe, and enough of them might be placed round the sides of the vessel to utilize the whole power of the boilers. Two hundred of them could be worked, and would discharge one thousand cubic yards, or some eight hundred tons of water per minute. Three thousand horse-power, fully utilized, would lift above two thousand tons of water twenty feet high per minute. One great advantage of this apparatus is its extreme simplicity. It would be only necessary to turn a cock to set it in motion. In view of the tendency to increase the size of ocean steamers, and the increase of responsibility which this involves, the method suggested should be fully tested, and if found to work satisfactorily, should be adopted in all passenger-carrying steamers. Had the "Arctic," the "Pacific," the "Connaught," the "Hibernia," or even our own steamer, the Brother Jonathan, been fitted with this apparatus, many valuable lives and much property might have been saved.

THE NEW TREASURY MANAGEMENT.

No feature in the new Administration at Washington more thoroughly evinces the change that has taken place than Secretary Boutwell's Administration of the Treasury Department. The regular monthly statement just published is a very different sort of affair from that which Mr. Colwell used to publish. The new style shows all the loans in detail, states the interest, which McCulloch uniformly suppressed, and let us know how much has been received from the Pacific Railroad toward the payment of the interest on the railroad bonds. There is no deception about such a statement as this, and everybody can judge exactly how we stand. The policy of reducing the debt has been resumed, but the Pacific Railroads are in the way efforts at reduction.

The Treasury Department at Washington fairly swarmed with clerks, large numbers of whom had nothing to do, and just before Johnson went out of office a large batch of new ones was appointed. Mr. Boutwell has swept them out by scores. He discharged fifty in one day. The country will probably learn with some surprise that dozens of the female employes were Southern women, with cotton claims, which they spent their time in lobbying through Congress. A communication from the Register's office, defending the character of the female employes against an assault in the Independent admits that the charge of overcrowding the department was correct, and goes on to say that in the Register's office many had been appointed against the protestations of the chief clerk that he could find no work for them, that every Southern woman with a cotton claim got an appointment, but never worked, though drawing her salary, that the writer knew cases in which both mother and daughter had drawn salaries all winter, and done nothing but prosecute a cotton claim and persecute members of Congress. Seventy such cases had been ferried out by Secretary Boutwell and the parties discharged in a batch. The pay of these women was about fifty thousand dollars.

This was McCulloch's idea of economy. Congress reduced the appropriations because it was known that a great number of the department employes were superfluous, but, instead of discharging them, McCulloch increased their number, and a deficiency bill was the consequence. At the late session Congress again resolutely reduced the appropriations, and Mr. Boutwell is determined to keep within bounds. He was in the

House when the bill was passed and helped to cut the amount down. At the same session Congress gave the women employes the same pay as the men. This takes away all economical reasons for preferring them to men. They will, therefore, be winnowed and none other male or female, employed without absolute necessity. The most vigorous opponents of these females are intelligent ladies from the North who have seen with their own eyes the evils of the system.

But it is in the more important financial operations of the department that the greatest saving is to be effected, and there Mr. Boutwell is hard at work although every newspaper financial writer with a pet hobby to ride is opposed to some feature of the changes proposed. Mr. Boutwell is determined to reduce the idle balance in the Treasury by applying it to its proper use, the payment of our obligations, and we presume that if the obstructionists embarrass him too much in that, he will go to work and buy up the bonds at the market rates. — *Philadelphia Gazette.*

NARROWER GAUGE RAILWAYS.

In the last number of Engineering we find a detailed description of the Broelthal Valley Railway, which has a gauge of only two feet seven inches. It appears that the tonnage carried on this small road in 1884 amounted to 32,709 tons, and that the undertaking was successful commercially, although not employed to one-tenth of its capacity. The line appears to be run and managed on a very economical basis, while the rate of freight is only one shilling and eight pence per ton for the distance of 12 miles. In this country where large manufacturing towns and villages are situated a short distance from trunk railways, such cheap small railways as the Broelthal should receive attention.

We would especially recommend them to the consideration of the promoters of the many wooden railway schemes now agitated. The rails weigh from 22 to 26 lbs. The engines are tank locomotives, and weigh, in working order 12½ tons. The freight cars cost £50 to £92. The Engineering says —

"The railway connecting the valley of Brol with that of Sieg, near Cologne, of which we propose to give some particulars, is of interest to engineers not only on account of the narrowness of its gauge which is two feet seven inches, but also on account of the success with which its working has been attended. The line leaves the Cologne and Gleson railway at Hannef, and with the exception of a short length near that station, it is constructed along the line of the ordinary road, the administrative authorities have permitted a width of about 4 ft 8 in to be taken in the latter for the purposes of the railway."

The Broelthal valley line was originally designed exclusively for the accommodation of the mineral traffic to the works of Friedrich-Wilhelm-hütte, but the inhabitants of the surrounding districts found it to be to their interest to employ the line for the conveyance of their goods as the cost of transportation was found to be about 65 per cent cheaper than by the ordinary roads; and as a result the line has at the present time a considerable general goods traffic.

After having explained in detail the dimensions of engines, cars, and other details of construction, it is remarked as follows —

"We must now say something concerning the manner in which the line is worked and its commercial results. The usual load drawn by the engines consists of 23 wagons loaded with five tons each, giving 140 tons of paying load. The total weight of the train is as follows:

	Tons.
Locomotive	12½
Wagon	70
Load in wagons	140
Total	222½

It is found that the engines can easily draw thirty-six loaded wagons, but the above is the usual load. The speed on the level portions of the line is a little over nine miles per hour and in traversing those portions of the road at which there are habitations, this speed is decreased to about five and a half miles per hour.

Readers are familiar with the fact that the Festiniog Railway in Wales, carries about 147,000 tons of freight, and passengers to the number of 135,000 annually, at a speed of 12 to 15 miles an hour on a gauge of only two feet. From these data it will be seen that there is a wide field in the choice of gauge, in accordance with the cost, and ends to be obtained.

PERSIAN CLOTH WORK — Nothing can be prettier than the mosaic needlework of the Persians, or more exquisite than the patterns with which they braid clothes of red, blue and black, for silppers, or cushions, or chair-covers. Why, instead of working impossible cabbage-roses and gigantesque lilies — absurd caricatures of the original which nature has made beautiful do not Englishwomen purchase those really artistic patterns and learn some of the first principles of coloring from the Hindoos and Persians, whose eyes, it seems cannot play them false? There are always many Turkish ladies shopping in the bazaars, cheapening the goods, and troubling the attentive shopmen in a quite civilized manner. Touters will beset you, offering to guide you uncertain steps in the labyrinth of indirect crooked ways, which present themselves to your choice at every turn. They cunningly suggest every article of which they fancy you may be in search in a language which is mixture of bad French and bad Italian but if you are of my mind you will rid yourself of their troublesome attentions, and leave your outcoming to a sufficiently amused in the curious many colored life before you.

THE WHITE PINE REGION.

The White Pine Silver Mines, on the borders of Nevada and Utah, still continue to attract large numbers of persons from all parts of the Pacific States. The excitement is reported to exceed that which prevailed at the time of the discovery of Washoe mines. Kiddy companies have been formed in San Francisco, to explore the White Pine region, and crowds of miners, ship-keepers, speculators and gamblers are rushing along the Central Pacific Railway to Elko, the eastern terminus where stages are taken. There are not enough houses at the White Pine Mines to accommodate the daily increasing population, and the persons living in tents have been suffering severely from exposure to the cold, and from scarcity of provisions besides. The district covers fifty square miles, and already contains three towns, the chief of which is called Hamilton. The silver ore is in the form of chlorides and sulphurets, and is found in flat sheets, imbedded in magnesian limestone. The ore is reported to be very rich, worth in many cases \$12 per pound, but generally from \$3,000 to \$5,000 per ton. The mines were only discovered last autumn, and large amounts of bullion have already been and still continue to be sent to San Francisco. The unusual presentation of the ore renders it difficult to stake out the claims on the plan heretofore adopted, and serious disputes have arisen between the miners, the shafts having been sunk very near each other. In the same neighborhood there are also to be found numerous veins of argentiferous lead and copper, said to be very valuable, but the mountains containing them are, in comparison with the White Pine, only called the Base Metal Ridge.

The following are the imports into the United States from Canada and other British North American possessions on the Atlantic, for the fiscal year 1887-8, as compared with 1884-5, the last complete year of the Reciprocity Treaty:—

Articles	Free under the Reciprocity Treaty	
	Quantity	Value
Animals of all kinds.....	—	\$ 5,503,318
Fish — Mackerel, brls.....	—	—
Herring, brls.....	—	—
Salmon, brls.....	—	—
Dried or smoked, brls.	9,789	19,797
Pickled, brls.....	241,413	1,510,237
All other in brls.	45,691	71,762
All not in brls, lbs.	3,94,007	197,932
Wheat, bush.....	1,304,717	1,631,016
Wheat flour brls.	—	2,970,349
Barley, bush.....	3,452,784	4,003,202
Oats, bush.....	4,792,427	2,216,722
Timber and lumber.....	—	4,575,628
Staves for hhd's, &c, M.....	—	—
Wool, raw, lbs.....	3,463,079	1,527,275
Other articles.....	—	6,249,503
Total.....	—	\$30,569,666

The value of imports of the articles specified in the table was \$24,320,161. During the same period the value of imports from the same provinces, not covered by the Reciprocity Treaty was \$5,607,339, of which \$76,973 belonged to the classes specified in the foregoing table, and the amount of duty collected on those specified classes was \$8,337,78.

The following will show the imports from the same Provinces during the fiscal year 1887-8.

Articles	Dutiable.	
	Quantity	Value
Animals of all kinds.....	—	\$ 2,376,650
Fish — Mackerel, brls.....	41,655	394,427
Herring, brls.....	54,301	181,861
Salmon, brls.....	6,618	99,061
All other brls.	14,188	64,917
All other lbs.....	7,788,017	2,790,251
Wheat, bush.....	1,693,823	2,207,131
Wheat flour, brls.....	78,833	1,724,511
Barley, bush.....	3,783,893	3,104,023
Oats, bush.....	780,696	311,611
Timber and lumber.....	—	6,193,115
Staves, M.....	1,181,409	116,571
Wool, raw, lbs.....	1,412,727	393,451
Wool, on the skin.....	—	63,603
Total specific articles.....	—	\$17,096,758
Other articles dutiable.....	—	7,150,111
Other articles free.....	—	4,372,455
Total.....	—	\$28,619,324

The duty collected on the articles specified in the foregoing table was \$3,291,916.63 — *New York Journal of Commerce.*

SHEEP ON WHEAT — During the past two months, we have had an opportunity of noticing the wheat crop in many counties in this State, and some in Pennsylvania. The growth of the young wheat is greater than usual at this season, and if persons will, during this month of March, turn their sheep upon their wheat fields, it will be good for the sheep and the wheat. The sheep bite short off, and they will nip up by the roots as some other animals would do. They should only be turned on the wheat, however, when the ground is frozen, or when it is well settled in April. The sheep bite off the blades that have been partly frozen during the winter, and thus make way for a new and vigorous growth. Although the frosts do not damage wheat as it does corn, yet the blades affected by it are still somewhat deadened, and it is better to remove them. I have known this plan to be adopted by farmers many years ago with great advantage. — *Cor. Zanesville Times*

GRAND TRUNK OF CANADA.

REPORT for the half-year ended the 31st of December, 1893.

Dec. half of 1897. £ Dec. half of 1893. £

The gross receipts upon the whole undertaking, including the Buffalo & Champlain lines have been 760,163

Deduct— The working expenses, exclusive of renewals (being at the rate of 50 44 per cent.) against £3 60 of the corresponding half of last year. £449,437

The renewals and improvements of the permanent way and works in the half-year debited 85,810... to revenue 129,772

6,164... Loss by fires at Toronto and Sarnia ... 576,269

105,090... Leaving an available net balance of 179,994

39,385... Deduct loss on American Currency ... 43,318

125,705 133,680

To this sum ... £133,680 has to be added the balance carried from net revenue account of last half-year of 8,835

Making a total balance of 145,421

From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of 16,171

Leaving the balance of £129,250

Applicable for the following payments:—

Interest, &c., paid on lands. £ 1,873

Do. on mortgage to Bank of Upper Canada. 4,424

Do. on loans, bankers balances, promissory notes, European exchange, &c. 4,785

Do. on British American Land Company's debentures. 618

Do. on Montreal Seminary debentures. 616

Do. on Island Bond debentures. 2,700

Half-yearly instalment on Portland sinking fund 2,318

Atlantic & St. Lawrence lease (in full) 32,809

Detroit line lease (in full) 11,259

Montreal and Champlain Railway Company 9,914

Buffalo and Lake Huron 13,268

Equipment bond interest 73,282

Balance 10,769

27,877

Total £129,250

Comparing the results of the half-year's working with the corresponding period of 1897, there is an increase in the gross revenue of £51,784, equal to 7.33 per cent., with an increase in the working expenses exclusive of renewals and improvements, of only £2,181 on the increased traffic carried. Indeed, but for the fact that there has been charged in the half-year \$5,490 for insurance on the company's property, the working expenses would have been less than in the same period of 1897, notwithstanding the increase of traffic of nearly £52,000. This amount for insurance represents the half-year's premium on a policy which came into force last July for £4,300,000, not only for the company's buildings, but also for the wooden bridges on the railway, the stocks of cordwood and lumber at the different stations, and also the losses by fires at Toronto and Sarnia. The latter losses being deducted, and although the full value of the company's property in buildings, &c., is, of course, not embraced in this policy, still it is believed to be sufficient to meet all ordinary risks. The renewals in the half-year amounted to £126,772, against £85,810 for the corresponding period of 1897. This sum is included a charge of £23,747 for improvements in the renewal of the permanent way and works, an item which in 1897 amounted to £17,851 and which was then charged to capital. The weight of the rails has been increased from 62 lb to 75 lb per yard. The number of miles of railway relaid with new iron in the half-year was 83, and the number of new ties put in was 491,993. The large outlay that has been made for renewals has, of course, resulted in a very much improved condition of the line, as is shown by the reduction in the cost of the maintenance of the road, amounting in the half-year to £9,880. The directors regret that the same has not been done in this country in 1897, purchased from the best makers are not, according to the reports of the company's engineers, giving satisfaction. The directors took every precaution to secure the best rails which could be made, and exacted guarantees from the makers which they are putting in force. It is satisfactory to find that the small quantity of steel rails sent out in 1895, although placed on a part of the line where the traffic is very heavy, show no signs of giving way, and that it has not been found necessary to replace any of them. The average receipt per passenger was 69 3/4d, against 6s 9d in 1897, and the average receipt per ton of freight was 16s 8 1/2d, against 15s 10 1/2d in the corresponding period of last year. The loss on American currency still remains a serious item in the half-yearly accounts. It amounts for the last six months to £43,318, against £29,834 in the corresponding half of 1897. Gold fluctuated during the half-year from 149 on the 6th of August to 132 on the 6th of November. Since then its premium value has still further declined, and it may be hoped that the loss from this cause during the current half-year will be further lessened. The indirect loss from increased prices of labour and materials on the most careful estimate which can be made, was in the half-year not less than £60,000, and the directors believe that they are justified in saying that but for the loss, direct and indirect, through the depreciated currency and high prices resulting from the war in the States, the company would have been in a position to pay cash dividends on the first and second preference bonds and stocks at least, and probably on the third preference stock also since 1893. The following table shows the gross and net earnings from 1861 to December of last year in mixed currency and gold, and also the expenditure in renewals and the direct loss sustained by the company by the depreciation of the American currency:—

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Table with columns: Date, Miles open, Gross Earnings, Ordinary working expenses, Renewals, Revenue balance, Yearly total, Loss on American currency, Half-yearly sterling profit after deducting loss on Amr cur, Yearly total profit sterling. Rows from 1861 to 1893.

In their last report the directors called attention to the fact that certain bonds, issued by the city of Portland in aid of the construction of the Atlantic and St. Lawrence Railroad, amounting in the aggregate to \$1,500,000, and covered by a first mortgage on the undertaking, would be due to fall due in December last, and that the whole amount would mature between that period and January 1871, and that the sinking funds created for the redemption of these bonds would not provide for the payment of more than half the amount. The Grand Trunk Company, under the terms of the lease of the Atlantic and St. Lawrence Line, is bound to provide for the payment of these bonds at maturity, either by means of the sinking funds or otherwise. The board having no available funds with which to meet the half of the bonds not covered by the sinking funds, had to approach the authorities of the city of Portland with a view of obtaining an extension of time, and the directors are happy to be able to state that an agreement has been concluded with the city of Portland, under which the city undertakes to issue new bonds for the balance of the original issue, which will not be taken up by the money accumulated and to accumulate in the sinking funds before 1871. The directors have, in previous reports, referred to the position of the second mortgage bonds of the Atlantic and St. Lawrence Company, which matured in April, 1866. New sinking bonds were created, some of which were sold and the proceeds applied to taking up the old bonds, others were accepted by holders of the original bonds, and the proceeds applied to taking up the old bonds, and the time of payment of a further portion was ex-

tended, with the consent of the holders, by the issue and acceptance of additional sheets of coupons, embracing a period of five years, dating from April, 1863. There still remains, however, a balance of over \$200,000, the holders of which have refused either to extend the time of payment or exchange their bonds for new ones. After the transaction of the ordinary business at the ensuing half-yearly meeting, it will be made special for the purpose of considering a proposed new agreement with the Buffalo and Lake Huron Company. The object of that agreement is two-fold—first, to settle past differences, and secondly to effect more satisfactory arrangements for the future and in perpetuity instead of for the original term of 20 years. The heads of the new agreement will be laid before meeting, and, as regards the past, will explain themselves. As regards the future, the main feature of the new arrangement may shortly be stated to be the substitution of a fixed half-yearly sum, instead of (as at present) a fluctuating amount, in the form of a proportionate part of the net receipts of the two undertakings—the management of both being, hereafter, left with the Grand Trunk, without any right of interference on the part of the Buffalo Company. The directors, whilst not desiring to present this proposed new arrangement as essential, have come after much deliberation, to the conclusion that it is desirable on the whole for the Grand Trunk Company. The accounts for the half-year are made up, as regards the Buffalo and Lake Huron Company, on the footing of the new agreement with them, and of course upon the assumption that that agreement will be carried into effect. Certificates for the arrears of interest to be capitalized on the preference bonds and stocks, will be issued shortly after the meeting. The directors have pleasure in stating that contracts for the construction of portions of the intercolonial Railway have been entered into by the Canadian Government, and the works will be commenced as soon as the snow leaves the ground. They embrace the following sections, viz:—

- 1 & 2 40 miles from River du Loup eastward.
3 24 miles from Restigouche to near Eze River.
4 27 miles from Amherst Ridge to River Phillip.
Tenders have also been invited for three more sections of the line, and the contracts are to be given out on the 29th of the present month. They are as follows:—
1. 26 miles eastward from Nos. 1 and 2 section, already let.
2. 21 " " " No. 4 " "
3. 24 " " " No. 4 " "

It will be seen from this that 162 miles will be let by the end of this month, and tenders for the whole of the remaining sections will it is expected, be immediately advertised for, as the intention is to have the entire length of the railway opened for traffic not later than 1872. The work will therefore be pushed forward with the utmost vigour. It is unnecessary to point out the important advantages the construction of this line will confer upon the Grand Trunk Railway when completed, but even during its construction a considerable addition to the traffic, particularly on the Riviere du Loup section, must result from the constant movement of men and materials over the Grand Trunk to the works in progress. Nor is this all; in connection with the Intercolonial Railway a scheme has been propounded to secure a large immigration of the artisan and labouring classes, not only for the present employment but for their permanent settlement in the Dominion, and there is every reason to believe that this scheme, coupled with the general attractions that Canada now offers to intending emigrants, by way of land grants, &c., will lead to a large flow of emigration to that country. Sir E. Watkin, Mr. Blake, and Mr. Young having offered their resignations as directors, Messrs. Gillespie, Grosvenor Hodgkinson, and Menzies have been elected in their stead, on the nomination of the committee appointed by the shareholders at the last half-yearly meeting. Whilst cordially receiving as colleagues the last three named gentlemen, the remaining members of the original board cannot but express their own regret at the loss of their former three colleagues to whom, especially to Sir E. Watkin, the undertaking is largely indebted for long and valuable services. The directors who retire by rotation are Messrs. Forrier, Menzies, Potter, and Swift, and the retiring auditor is Sir. Morland (Canada). These gentlemen are eligible, and offers themselves for re-election. Mr. Bailie, the other auditor in Canada, also retires, and the vacancy will have to be filled up at the approaching meeting.

On behalf of the board, RICHARD POTTER, President.

DIRECTORS—Thomas Barling, Esq., M.P., Bishopsgate Street, E.C.; Charles John Brydges, Esq., Montreal; Hon James Forrier, Montreal; Robt. Gillespie, Esq., Granvacher Street, St. Alex. Geo. Carr Glyn, Esq., Lombard Street, E.C.; Kirkman Daniel Hodgson, Esq., Bishopsgate St., E.C.; Grosvenor Hodgkinson, Esq., M.P., Newark; Graham Menzies, Esq., 68 Westbourne Terrace, W.; Wm. Moison, Esq., Montreal; Richard Potter, Esq., Standish House, Gloucester; John Swift, Esq., Strand Place, London; Capt. Iyer High Elms, Hampton Court. AUDITORS—Thomas Morland, Esq., Montreal; James Bailie, Esq., Montreal; William Newmarsh, Esq., F.R.S., London.

THE WHEAT CROP PROSPECTS.—We are pleased to learn from different sections of the country, that the wheat looks healthy, although the top is not as heavy as it was last season. The crops have not been 'heaved out' by the frost and as the season is now far advanced, it is not likely that the frost will be severe enough to injure it. We may also add that our country exchanges speak very favourably of the prospects of a fine wheat crop throughout the whole Province.—Zambias Speculator.

* In the half-year ending 1893, there was no loss on account of American currency, as the 'greenbacks' were employed in the purchase of Portland bonds maturing in 1866, and sold in England.
† Add to these sums the further amount of £8,835 carried to the first interest to suspense account, and subsequently paid out of revenue making the total amount charged against revenue for renewals between 1865 and 1893, £70,967.
‡ Including £31,803 carried to suspense account on the previous account.
§ Including the loss by the Toronto and Sarnia fire.

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GOVERNMENT HOUSE, OTTAWA.
 Friday, 9th April, 1869.
 PRESENT:
HIS EXCELLENCY THE GOVERNOR
GENERAL IN COUNCIL.
 ON the recommendation of the Honorable the Min-
 ister of Customs, and under the authority given
 by the Act 31 Vic. Cap. 12, Sec. 53, intitled: "An
 Act respecting the Public Works of Canada." His
 Excellency has been pleased to order, and it is her-
 by ordered, that from and after this day the rate of toll
 payable on Ice passing through the Welland Canal
 shall be, and the same is hereby reduced from twenty
 cents to five cents per ton,—such reduction to cease
 and determine on the expiration of the current
 year, when, unless otherwise ordered, the existing toll
 of twenty cents per ton shall revive and continue in
 force thereafter.
WM. H. LEE,
 Clerk Privy Council.

GOVERNMENT HOUSE, OTTAWA,
 Friday, 9th day of April, 1869.
 PRESENT:
HIS EXCELLENCY THE GOVERNOR
GENERAL IN COUNCIL.
WHEREAS under the Tariff of Canal tolls adopted
 and established by order in Council of the 15th
 day of April A. D. 1863, Peat is subject to the high
 rates of toll imposed thereby on unenumerated goods
 and merchandise, which are placed in the 6th class
 of that Tariff:
 And where as, it is expedient that Peat, which is
 now an article of traffic in Canada, should be placed
 as regards Canal Tolls, on the same footing as Coal
 and rated on the 3rd class of that Tariff.—
 His Excellency in Council, on the recommendation
 of the Honourable the Minister of Customs, and
 under the authority given by the 53th section of the
 Act 31 Vic., Cap. 12, intitled: "An Act respecting
 the Public Works of Canada," has been pleased to
 order, and it is hereby ordered, that from and after
 this date, Peat shall be, and it is hereby placed in
 the 3rd class of the Tariff referred to, and subject to
 the payment of the rates of Canal toll prescribed for
 articles enumerated in that class.
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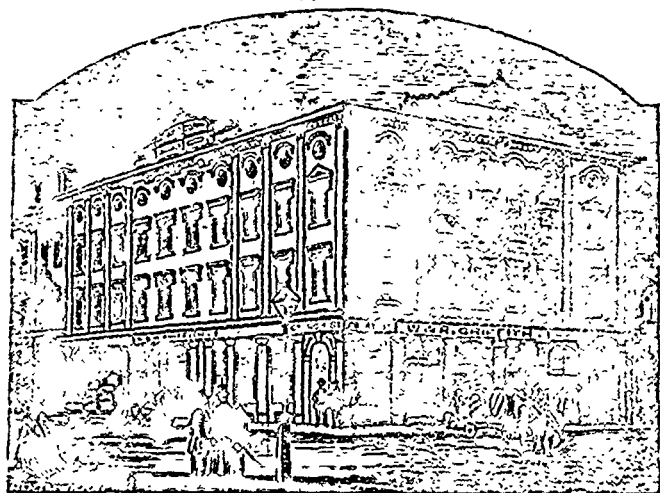
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TORONTO. 3

WEEKLY PRICES CURRENT.—MONTREAL, APRIL 15, 1869.

MARKET PRICES OF COUNTRY PRODUCE.

Table of weekly prices for Groceries, Meats, and Beverages. Columns include Name of Article, Current Rates, and various sub-items like Coffee, Tea, and Wine.

Table of weekly prices for Hardware, Iron, and Tools. Columns include Name of Article, Current Rates, and items like Axes, Hammers, and various types of iron.

Table of weekly prices for Soap and Candles, Boots and Shoes, and various other goods. Columns include Name of Article, Current Rates, and items like Soap, Boots, and different types of shoes.

Table of market prices for Country Produce. Columns include Name of Article, Current Rates, and items like Flour, Grain, Fowls and Game, Meats, Dairy Produce, and Vegetables.

HAVANA PRICES CURRENT. The following is the last (Lawton Brothers), Havana Prices Current of Imports, dated March 12, 1869:

Detailed table of Havana prices for various goods including different types of sugar, coffee, and other commodities. Columns list item names, quantities, and prices.

NOTE.—An additional duty of 5 per cent. on each of the above amounts of duty is charged since 1st March. EXCHANGE.—London 60 days = 11 1/4 to 12 1/4 percent. prem. Paris = par. per cent. prem. New York " Cy. 2 1/4 to 2 1/2 percent. dis. " 3 days " 2 1/4 to 2 1/2 percent. dis. " 60 days gold = 1 1/4 to 1 1/2 percent. prem. = 3 1/2 to 3 percent. prem.

PURCHASING DEPARTMENT

OF THE

TRADE REVIEW.

THE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

Attention will especially be given to purchasing goods at the Trade Sales of Groceries, which take place from time to time, and at which prices are generally below ordinary market quotations.

Every care will be taken in the selection of goods, competent judges of the various articles being employed, and the aim will always be to furnish the buyer the best possible goods, at the lowest market price.

Special arrangements may be made by Western shippers for consignments of flour and provisions, sale of which will be immediate and returns prompt.

Orders taken for the purchase or sale of Stocks and Bonds, Sterling and New York Exchange, Greenbacks, Silver and other uncurrent funds, for execution of which this Department has special facilities.

Satisfactory references given on application.


All communications should be addressed:


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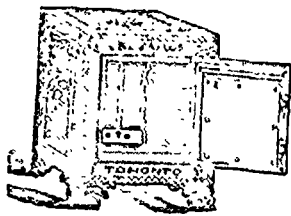
58 St. Francois Xavier Street,

MONTREAL.

 Small orders can be filled most advantageously when made for cash. Buyers are therefore recommended when buying in small quantities to make their remittances at the same time, as a saving to them can generally be effected by so doing.

 Information concerning the Montreal markets will be furnished at any time without charge, on application personally, or by letter; and it is hoped that all intending purchasers will not scruple to avail themselves of the services offered.

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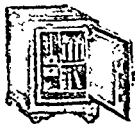
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5

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6-3m



GOVERNMENT HOUSE, OTTAWA.

Thursday, 25th day of March, 1859.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

WHEREAS by the 27th section of the Act 31st Vic. Cap 6, intituled, "An Act respecting the Customs," it is provided that "in all cases where duties are charged according to the weight, tare, gauge or measure, such allowances shall be made for tare and draft upon the packages, as may be appointed by regulation made by the Governor in Council."

And whereas it is desirable to establish a uniform practice at all the Ports of Entry in the Dominion, in reference to the allowance for tare on sugar—

On the recommendation of the Honourable the Minister of Customs, His Excellency has been pleased to order, and it is hereby ordered, that the following regulations be, and the same are hereby adopted

From and after this date there shall be allowed for tare on sugar imported in hogsheds, twelve per cent, and in tierces, fourteen per centum of the gross weight of each, and on barrels, an allowance of twenty-six pounds each. On bags in which sugar is imported, an average tare shall be allowed, to be ascertained by weighing one bag of every ten.

If in any case, objection is taken to the above scale of allowances for tare, then the actual tare according to the original invoice may be allowed subject, however, to such examination, either by actual weighing or appraisement, as may be thought necessary by the collector of the Port, to prove that the actual weight of the packages is not less than that stated in such invoice.

WM. H. LEE,

Clerk-Privy Council.

8-14

ENGLAND.

BY ROYAL  COMMAND.

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(Late of Waddell & Pearce, Montreal.)

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