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CANADIAN



MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

SEPTEMBER, 1858.

Toronto:

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NOTICE TO SUBSCRIBERS.

Owing to the press of business the publication of the September number has been delayed beyond the usual time. From the same cause a few slight inaccuracies have escaped our notice.

Those in arrears will find their accounts inclosed, and we have to request the immediate attention of our friends to this matter; the large amount now due, would if promptly remitted enable us to devote more time to rendering the Magazine more interesting and instructive.

CANADIAN MERCHANTS' MAGAZINE

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Vol. III.

SEPTEMBER, 1858.

No. 5.

THE NEW USURY LAW.

After months of newspaper controversy and every opportunity for a deliberative consideration of the subject both in Parliament and out of it, after an expression of opinion from the Board of Trades in the different cities in both Provinces, a Usury Law has been passed, which we presume must be accepted as the voice of the Country, at any rate the voice of those whom the people appoint to make its Laws. To assert that it is not an improvement on the old Law, that it does not show a more enlightened view of the nature of money as an article of merchandise, bought and sold like any other commodity, would be to assert what it would be difficult to prove, but to assert that its provisions are adapted to the best interests of the country, that in our present progressive condition, it is the best Law that could be made, would be an assertion easily refuted.

Taking the bill as a whole, it falls far short of the original intention of its framers or those who commenced the agitation, or were interested in it, the parties most particularly affected being least considered and those least interested having unrestricted power. That it will have the effect of bringing capital into the country to any extent, I do not believe, on account of restricting the rate upon that class of investments, most in demand by foreign capitalists.

By the old Law the private capitalist, and the chartered Banks, were on the same footing, but in the new a great distinction is made, the former having power to recover any rate he may stipulate or bargain for, and the latter restricted to seven per cent., with the privilege of paying any rate they wish upon deposits.

With regard to the private capitalist who carries on a regular business in money as a private Banker, that is, granting loans on call, discounting paper at short dates, and doing the general business of a money Broker, his position is little improved, except that all his transactions have a legal stamp which they previously had not, the manner of doing business is in no way altered or made any more profitable than before the Law came into force, because in granting loans at short dates, or discounting paper, he invariably de-

ducts from the face of the note, the usury charged for the time, so that in case of a legal demand, all he asks is the amount of the note having received the interest when he cashed the note. The great benefits arising from this clause in the Law, is the inducement it offers to the individual to loan upon real estate, this class of loans had however, previous to the passing of the present Law almost equal advantages they have now, through the Trust and Loan Companies where they have been allowed by law to charge 8 per cent.

But the Banks are limited to 7 per cent., any rate above that was considered dangerous, considering the great powers they wield among the commercial community; to give them unrestricted power, would place the business men at their mercy; such was evidently the opinion of the majority who voted this Law; 7 per cent is as high a rate as any man in a regular business ought to pay for money; to pay a higher rate the profits of the business must be much higher than the ordinary profits upon dry goods, hardware, groceries, &c, and the losses must be much less than is usual among parties engaged in these separate departments.

Granted for instance that the Banks had unrestricted power, that they might ask any rate they liked, would such a course be for their interest. Most decidedly not. Supposing they were as unscrupulous as the most unprincipled shaver, would such be their interest? No. Would it be their interest to charge high rates upon dangerous risks or lower rates upon safe security. Most decidedly the latter. Any other course would be most disastrous to them; any other than an honourable, safe, system of transacting business with their customers, would be their ruin. They know well that any attempt to charge a higher rate than the actual value for the use of their money, would diminish their business with those they considered safest; a universal restriction among the commercial community would take place, and the Banks finding their capital lying idle, would soon see the folly of such a course.

While our Banks have been getting only six per cent. upon their loans, it is well known they have, during the last five years, been paying their stock holders 7 and 8 per cent dividends. Were there no other means for the Banks making money than discounting paper they could not have paid more than six per cent, although their circulation and deposits enables them to loan twice the amount of their capital, the heavy expense of carrying on their business, and losses would prevent them paying more than 6 per cent were their business confined to the profit on discounting paper; but they have another source of profit, that is buying and selling exchange.

Banks like Merchants are enterprising, ambitious, industrious, surrounded by competition, there is, to a certain extent, a desire for superiority; this is the natural spirit of man whether singly or associated. In a new country like Canada where its resources are but partially developed, where the steady and certain progress of the country demand a continuous increase of Banking capital the spirit of emulation is maintained. The more profitable a Bank is to its stockholders the more valuable is its stock, and in case of the Bank extending its business by increasing its capital, there is no difficulty in doing so, and if the stock is at a high premium, the premium is so much profit to the Bank, so that among the Banks there is a competition for one to give as good return to its stockholders as the other.

In the management of a Bank, in all its transactions, its own interest is of the first importance; the Bank consults its own interest with as much nicety as any first class merchant in his daily transactions; any other course would be either unbusiness-like or favouring an individual at the expense of the Bank. Now a Usury Law which compels the Bank (in carrying out the principle of doing business to favour one class of men to the injury of another, must be bad. I will endeavour to show how the Law is detrimental to a certain class, and how it has the effect of holding up establishments opposed to the best interests of the country. As I stated before, the Banks have other means of making money besides discounting paper, that is, in selling exchange. Nearly the whole amount of our exports, with the exception of what is shipped against contra accounts, passes through the Banks in the form of exchange purchased from the shippers. The banks sell upon these, drafts at from $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent. profit, as the Bank guarantee is considered equal to that difference between private and Bank exchange; now the Bank which has the largest number of exchange customers generally makes the most money. We have an instance of this in the Bank of Montreal, the most prosperous institution in the Province; its customers have been almost exclusively importing houses. The importers are generally men of good credit here and at home, the nature of the business requiring a fair amount of capital and credit. In purchasing exchange they generally do so with paper, so that when the Banks sell an importer £1000 in exchange on London it makes say $1\frac{1}{2}$ per cent. on the Exchange, and $1\frac{1}{2}$ on the 90 day paper, making 3 per cent. on the transaction, so that on all exchange transactions they make double the amount made in the ordinary mode of discounting. Now as the Banks have always been limited by law to 6 per cent, and as money has generally been worth more than that rate, the Banks to pay dividends that would be satisfactory to the stockholders, and offer inducements for further investments have made it their particular business and interest to build up importing houses, on account of this business being so much more profitable to them; now this is the way in which the manufacturing interest suffers; by restricting the Banks in the rate of interest they may charge. The entire funds of the Banks are not absorbed by the importing customers of course, but the manufacturers have to wait till they are served and take the balance. Let us take an example,—it is discount day, the directors meet; the cashier presents his statement of the day's business, showing £10,000 the amount they have to loan that day; then applications amount to £20,000, out of this amount £15,000 is first class paper, acknowledged so by the Bank and considered by them as undoubted security, if £10,000 of the amount is from exchange customers and the £5,000 from manufacturers, the latter gets his full complement of notes returned him, while the importer sweeps the whole; if there is exchange customers for only £8,000, the manufacturer then gets £2,000 out of £10,000, while the importers get all they ask. Now if the laws of Usury were such that the Bank could always, when there was a competition for their funds between the importer and the manufacturer, charge the manufacturer an equivalent equal to what he makes by his exchange customer, then both would be equally served; but the law never permitted that, and the present one, in these cases, is little or no improvement on the old law. If the Usury Laws were unconditionally repealed with reference to the Banks, it would be

absurd to suppose that they would demand a rate higher than the ordinary value of money. The advantage to the public of putting no restriction upon them is only for particular cases, such as I have stated, and during a panic or a revulsion in trade, when the risks are great and money becomes in great demand. One of the principal causes of the late attempt to abolish the Usury Laws altogether was their disastrous effect during the last commercial panic, and it is only during periods of this description that the good effects of an unrestricted law would be felt. The rate of interest being generally from 2 to 4 per cent. less in England than here, it is of great advantage to a Bank to have a large credit, as it is like so much capital borrowed at a low rate. This is done by the exchange account, but when there is a pressure in the money market at home, and the rate exceeds the rate limited by law here, it becomes the interest of the Bank to reduce this account. This and the withdrawal or reduction of the ordinary deposits, the extra risk caused by a coming revulsion, the tardiness with which their bills receivable are liquidated, and many other causes, all these things coming together reduces their facilities to accommodate their customers, and when money commands 20 per cent. in the street they must lend at 6 and 7. Now the extra risk on occasions of this kind makes lending the money at 6 and 7 per cent. a very poor business, and compels them to take a decided stand against it. The consequence is, the Merchant whose capital is ample for the emergency and whose standing the Bank knows well, is driven to the wall or else to brokers, and submits to much higher rates than the Banks would charge him were they not restricted.

The Editor of the *Commercial Montreal Advertiser* in his leader of the 14th April last, says:

“Those who are in favour of allowing our Banks to charge any rate of interest they please upon loans, without in any manner restricting their monopoly of creating money out of paper and printing ink, can have little idea of the result which they are assisting to prepare. It would be perfectly right that these institutions should be placed upon an equality with other corporations and individuals, if all possessed the same privileges in other respects, but to give to the monopolists of a fictitious conventional coinage the power which they will not be slow to exercise of combining to exaggregate its hire and to increase its issue, is to squander upon them privileges possessed by no others, to which they are not entitled, and which cannot be conferred without danger to the Banks themselves, the certainty of the oppression of the merchantile community, and the probability of great financial disasters.

“The first effect of such a concession will be an abundance of what the Banks call money when they issue it, but which is in reality a promise to pay which they mean to take all means to evade; all sort of rash speculations and questionable enterprises will be encouraged to force the coinage of the printing press into circulation, a false prosperity will be created and an insatiable appetite for the stimulant of it. Then the action of the screw will commence, men who have been encouraged by the ease and abundance of Bank accommodation to traffic far beyond their real means, will be put into the Bank press, and subjected to a gradually increasing pressure, until nothing but a worthless husk is left.

“Banks have no other souls beyond their profits, and he is the cleverest manager who can divide the largest annual percentage; those who imagine

that these institutions are now labouring to obtain the power to take unlimited interest with a view to the public benefit, possesses a faith that might be better bestowed. The object of the Banks is to increase their dividends by an increase of the rate of interest and the circulation of their notes; and to this end they will form a combination which will not only be irresistible here, but will also prevent the influx of foreign capital in competition. Money instead of becoming cheaper by the abolition of the Usury Laws will be dearer, for the private capitalist will not be able to compete with the Banks in lending actual money, while they lend drafts upon public credulity, a species of capital cheaply obtained, and almost inexhaustible in quantity.

"Great fuss have been made over the fact that in the fall of last year the Canadian Banks were lending money at 6 per cent., which they were borrowing in London at 10 and 12 per cent., and upon this solitary instance of a few weeks duration the woe loss by which many have equalled the profit on the issue of their copper tokens, is founded the cry for the privilege of an restricted interest. No mention is made of the many succeeding years in which the same institutions employed their European credits at 6 per cent., while they cost from 2 to 4 per cent. or of the additional profits by forced deposits without interest and unconscionable slaves upon exchange.

"The price of Bank stock shows that Banking is a sufficiently profitable business; the premium which it commands represents how much more valuable it is than ordinary investments, having the same facility of conversion. It is evident therefore that no addition to the present rates of interest is required to make Banking profitable, and that no new privilege is wanted to encourage investment in it. When we find Montreal Bank Stock down to 90 per cent. and dull at that, under the best of management, we may conclude that the rate of interest is too low, and relaxation in that or other respects is needed; but with, even in these hard times, a brisk demand at 116, it is clear such is not the case.

"We do not think it wise to place the trade of the country under the heel of an irresponsible and unaccountable despotism in order to double the value and profits of Bank Stockholders, nor do we consider it necessary to sacrifice the high reputation which the management and currency of our Banks have hitherto deservedly obtained by relaxations which must be fatal to them.

"Give the Banks the privilege to charge any rate of interest, with no further limit of circulation and Canadian Banks and Canadian currency will soon possess the unenviable notoriety of the Wild Cat Institutions of the West."

The writer of the above appears to be labouring under a kind of Quixotic idea, that to abolish the Usury Laws and give the Banks unlimited power without any check upon their circulation, would turn the country upside down in about three months; all our sober, solid, old established Banks are to be suddenly transformed into wild-cats; South sea bubbles and visionary speculations will spring up instantly, inducements will be offered for all kinds of projects and no doubt if a company was formed for the purpose of building a railroad to the moon such would be the desire of the Banks to increase their circulation and profits, that the money would be advanced im-

mediately. Now, I have no doubt that if the Banks were as visionary in their ideas of speculations and commercial securities, as this writer is of their ability and integrity, the state of things which he describes would come to pass.

My reasons for copying his article at length are, because it represents fairly the opinions of the party opposed to an unrestricted law. I will now show that an unrestricted Law would have the directly opposite effect described by this writer, that it would prevent rash speculations, would not increase their circulation in the manner he describes, that there would be no unjust combination of the Banks, no unconceivable despotism, but on the contrary the Banking capital of the country would be equalised among those who require it in their business, an equilibrium of distribution would be the result, mutually profitable and satisfactory.

In the making of our laws the first consideration ought to be the welfare of the people, the general good, to develop the resources of the country, encourage its industrial interest, give equal rights to all and allow no interest to crush another. In a new country like Canada possessing within itself all the elements, in minerals, fertility of soil, facilities of navigation, &c., for a great country, when capital and emigration are counted, any law affecting the natural flow of capital is of vital importance, in fact the proper regulation of our banking capital is the lever which keeps our commercial and industrial machinery in wholesome action.

In all countries money or the use of money acquires a value in accordance with the profits realized in trade, if the profits on trade are high interest is high, if low, interest is low. In new countries the rate of interest always runs high, because profits are higher on account of competition not being great, but in old countries when competition is great and profits small, interest is low. Take for example Great Britain, the greatest commercial and manufacturing country in the world, the rate is generally from 2 to 4 per cent. In the different States of the American Union it varies on the same principle. In Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, Kentucky, Tennessee, 6 per cent is the legal rate; in New York, Georgia, 7 per cent; in Arkansas, Illinois, Iowa, Michigan, Mississippi, Missouri, Ohio, 6 and 7 per cent is the rate, when no bargain is made, but it is lawful to stipulate for any rate not exceeding 10 per cent.; in Texas, and Wisconsin, 12 per cent is the limit, and in California, 10 per cent. is the rate when no bargain is made, but on special contracts there is no limit. In all the States, when 6 and 7 per cent is only allowed it is well known the law is evaded without stint, and the use of money acquires a value upon the principle I state. Now it is just so with us, no matter what restrictions the law puts upon the Banks their money will find its value, as sure as water finds its level.

It is considered unjust to give to the Banks privileges which is not extended to private individuals. Now I maintain that to attempt to create a competition between the private money lender who loans upon his actual capital and the Banks by restricting the latter, is striking at the foundation upon which the success of Banks depends. A Bank is a Bank, and the private

money lender is a private money lender, they both deal in the same article, true, but in other respects their professions ought to be considered as distinct as the butcher and the shoemaker; the only way a competition could be created would be to allow every individual to issue shin-plaster upon the same principle as the Banks issue their notes, any other way would destroy the business of Banking altogether.

It is said once give the Banks the full power and they will monopolise, combine to increase the rate of interest, &c.; this is all moonshine. Have Canadian Banks the capital of the whole world under their control? Are we shut out from foreign capitalists? Is there not plenty of capital in the hands of the people to establish new Banks if required? Would a monopoly be permitted? How long would it stand? No time at all; the fact is, the very safety of the Banks themselves depends upon their not attempting any such thing; and they know it well,—they know the consequences. There is the same competition among Banks as among every other occupation, and there is no more danger of monopoly with them than with the butcher and baker. Could they, by a combination raise the price of money,—advance its actual value? Would people pay exorbitant rates? No. Would the people submit to imposition? If any such attempt was made, would not the old law be put into force again, and the Banks placed in a more restricted position than ever they were? The present Law is not irrevocable like the laws of Medes and Persians.

In England where an unrestrictd law works so admirably the rate of interest is regulated by the Bank of England. If we had a similar law here the same rule would follow. Our large institutions, for instance, the Bank of Montreal, would regulate the market. Now is it to be imagined that institutions like this, controlled by men of true ability and integrity, would suddenly assume the villainy and rascality of the Wild Cat Banks of the Western States,—the idea is preposterous.

With regard to creating a competition between individuals and Banks, the thing ought not to be attempted. Banks are established upon a credit system,—the safest that can be. They are of immense benefit, and by their system the rate of money is reduced one-half what the individual can find for. The only proper competition for Banks are Banks themselves. The more you bring the Banks into competition with men who trade upon actual capital, the higher you will raise the rate of interest.

It is said the Banks would charge high rates and force their circulation. Now is it to be supposed that the men who have placed our institutions upon so sound a footing, who have acquired a reputation the world over, as good Managers, would be tempted from that steady and safe course which has characterized them the last 40 years, or even since Banking was established in the country. Any attempt to create dividends and profits above the proper value of Bank stock would very soon be detected and soon create new Banks.

By their Charters they are permitted to circulate Bills to the extent of double the amount of their capital. Now they have never been able to reach that sum. By the statement published last April upon \$17,000,000 paid up capital, the circulation is only \$7,900,000, and this is as much as the Banks can keep out with safety to them selves. Would they not if they could, take

advantage of the law and run the circulation up to the amount of their capital, but they cannot and be secure. The present Railroad facilities and other means of communication are too rapid to keep out a large circulation, and another thing, our extent of country in which business is transacted is too limited.

I stated in the former part of these remarks that to abolish the Usury entirely would enable the Banks to make their manufacturing customers as profitable to them as their exchange customers. I do not say the mechanic will have to pay double the present rate, nor at all. I believe if the law was unrestricted the profits on exchange would be reduced, because hitherto the Banks have relied on this mode of getting the market price for their money. They cannot dispose of all their funds to exchange customers; a large part must be lent to those who are not. An advance of one per cent on the aggregate amount of the latter, would be as much to the interest of the Bank as the ordinary rate and the profits on exchange, because in no case there is only one risk in the other there is two. The Banks do not traffic in exchange without loss occasionally; they must be paid for the risk, so although they get a high rate from the exchange customer, a lower rate from the mechanic is considered equally as much the interest of the Bank as there is only one risk.

It is said that two millions of coin and bullion is no security for eight millions of promises. Now does any man in looking at the statement of the Liabilities and Assets of the Banks in Canada entertain any doubt of the ability to pay their promises. True they have not bullion for the full amount, but supposing a run upon one or a number of them, our proximity to the United States, and quick communication with Europe, would soon bring a supply of specie, and another thing, shrewd business men would not be terrified by a run, and would be glad of the opportunity of a speculation, to buy up their notes at a small discount, which would certainly be more satisfactory to the bill holder than the tedious process of a protest.

A great deal more might be said on this subject, but having already exceeded the limits intended for this article, I will reserve further remarks for some future occasion.

PETERBOROUGH—ITS HISTORY AND GROWTH.

Prior to the year 1818, that portion of the country lying north of Rice Lake, now comprised within the United Counties of Peterborough and Victoria, was unknown to civilized settlement—the hunting grounds of the aborigines of the country. In that year a number of English families, from the county of Cumberland, took advantage of the survey then being made of the township of Smith, and settled upon the Communication Road. What were the privations of those sturdy pioneers of settlement, who, unused to their new mode of life, had ventured thus far back to conquer the forest, and carve out for themselves a competency amid uncivilized and the unsettled regions of this country, may be easily imagined. Separated from intercourse with the world abroad by an almost impassible barrier of dense forest; deprived of the ordinary appliances of civilized life; without a mill to reduce

their grain to flour ; with nothing but their axe and a sturdy spirit of indomitable perseverance to depend upon ; they settled in this new land, and trusting upon God and their own energies, determined to overcome the host of difficulties that stared them in the face. As a substitute for a mill, it is said that they cut a hole in the top of a large pine stump, as a mortar, and using for pestle a heavy piece of wood, attached to a lever similar to what may now be seen at farm wells, pounded the grain ; while others were content with simply boiling the wheat with milk.

About the year 1822, a Mr. Scott, a millwright, who had the year previous erected a mill at Cobourg, erected one, or an apology for one, on the site now occupied by that owned by Mr. Wallis. The building had a saw mill at one end, a couple of rows of stones at the other, and below, a still where unrectified whiskey was manufactured and supplied to the few settlers who would drink it, and to the Indians. Miserable, however, as was this apology for a mill it was still an important step onward ; and although it is on record that one of the settlers of Smith had to carry his bag of wheat no less than sixteen times on his back to the mill before he could get it ground, yet it was a good change from the primitive idea of a pine pestle and mortar.

In the year 1825 a considerable accession to the population took place by what was familiarly known as the Robinson Emigration. As early as the year 1822, the attention of the British Parliament was seriously directed to the subject of Emigration to the Colonies. As a result of this, in 1823 a regular scheme of Emigration was organized and entrusted to the Hon'ble Peter Robinson. The emigrants of that year settled in the Bathurst District ; but the second Emigration, that of 1825, principally from the South of Ireland, was settled in the Townships of Douro, Smith, Otonabee, Asplodel, Ennismore, Emily and Ops. In the evidence given by Mr. Robinson before the Parliamentary Committee of the House of Commons in May 1827, occurs a description of the route from Lake Ontario to the present Town of Peterboro', which, as indicating the then condition of the country, may be interesting to the reader. " On the 11th August," says Mr. Robinson, " I embarked five hundred on board a steam-boat, and landed them the next day at Cobourg on Lake Ontario, a distance of one hundred miles ; the remainder of the settlers were brought up in the same manner, the boat making a trip each week. Our route from Cobourg to Smith, at the head of the Otonabee River, lay through a country as yet very thinly inhabited ; the road leading from Lake Ontario to the Rice Lake (12 miles) hardly passable, and the Otonabee River in many places very rapid, and the water much lower than it had been known for many years. The first thing I did was to repair the road, so that loaded waggons might pass ; and in this work I received every assistance from the magistrates of the District, who gave me fifty pounds from the District funds ; and this sum, together with the labour of our people, enabled me to improve the road in ten days so much that our provisions and baggage could be sent across with ease ; and three large boats were transported on wheels from Lake Ontario to the Rice Lake. The Otonabee River is navigable for twenty-five miles, although in many places it is very rapid, and at this season there was not water enough to float a boat of the ordinary construction over some of the shoals. To remedy this difficulty, I had a boat built of such dimensions as I thought might best an-

swer to ascend the rapids, and had her completed in eight days. So much depended on the success of this experiment that I felt great anxiety until the trial was made; and I cannot express the happiness I felt at finding that nothing could more fully have answered our purpose, and this boat, sixty feet in length and eight feet wide, carrying an immense burthen, could be more easily worked up the stream, than one of half the size carrying comparatively nothing. Now that I had opened the way to the depot at the head of the river, there was no other difficulty to surmount than that which arose from the prevailing sickness, the fever and ague, which at this time was as common among the old settlers as ourselves. The first party I ascended the river with consisted of twenty men of the country, hired as axemen, and thirty of the healthiest of the settlers; not one of these men escaped the ague and fever, and two died. * * * The location of the Emigrants, by far the most troublesome and laborious part of the service, was completed before the winter commenced, and I had a small log house built for each head of a family, on their respective lots, where they reside."

As already observed, this Emigration was conducted under the auspices and at the expense of the British Government. The expenses attending it amounted to £21 5s. 4d. sterling per head. Each head of a family was located upon 100 acres of land. He had a small log house built for him, and was furnished with 15 months' provisions. In addition to these he received 1 cow, 1 American axe, 1 auger, 1 handsaw, 1 pickaxe, 1 spade, 2 gimlets, 100 nails, 1 hammer, 1 iron wedge, 3 hoes, 1 kettle, 1 frying pan, 1 iron pot, 5 bushels seed potatoes, 8 quarts Indian corn; and if they were very poor, blankets in the proportion of one to each grown person, and one among three children. The number of persons actually located by Mr. Robinson in this District, was 1878: 621 men, 512 women, and 745 children. The result of the first year's labour, given by Mr. Robinson in his evidence before the Parliamentary Committee, was as follows:

1386½ acres of Land cleared and fenced at £4 per acre	£5,546	0	0
67,799 bushels of Potatoes, at 1s.	3,389	19	0
25,623 bushels of Turnips, at 6d.	640	11	6
10,438 bushels of Indian Corn, at 2s. 6d.	1,304	15	0
363½ acres of Wheat, sown in the autumn of 1826, at £2 per acre,	727	0	0
9 067 lbs. of Maple Sugar, at 4d.	150	12	4
40 Oxen, purchased by their labour, at £7 each	280	0	0
80 Cows, ditto, ditto, at £4 10s. each.	360	0	0
166 Hogs, ditto, ditto, at 15s. each	124	10	0

Halifax Currency £12,523 7 10

It has been said of this emigration, or more properly of the plan upon which it was conducted, that it proved abortive; that the Emigrants contented themselves with living upon the produce given them by the Government, trusting in Providence, rather than in their own well directed labours, for the future. But the above statement of the result of their first years' labours in the wilds of America, furnishes an effective refutation of this statement, and justifies, to the fullest extent, the character for industry which their chief on every occasion gave them. Among the tabular statements

will be found a detailed account of the Emigration under the auspices of the Hon'ble Peter Robinson, to which, as being the first settlement upon an extensive scale in these counties, considerable interest naturally attaches.

In the year 1826, His Excellency SIR PEREGRINE MITTLAND, then Governor of the Province of Upper Canada, who had taken a deep interest in the Immigrations of 1823 and 1825, visited the new settlement in this District. Addresses, breathing a spirit of deep gratitude to the Government for their removal to this country, a high appreciation of the kindness and constant solicitude for their welfare evinced by Mr. Robinson, and a warm attachment to the British Throne, were presented by the Emigrants settled in the Townships. One address, a verbal one, from the English settlers on the Communication Road of Smith, pointed out, in unmistakeable terms the great advantage that would accrue to the settlement, if a good mill were erected in the stead of the apology already alluded to. His Excellency appears to have taken the hint, for immediately afterwards, the mill now known as Martyn's, was erected under the superintendence of Mr. McDonald, and at the Government expense. So important an acquisition to the comforts of the settlers were duly appreciated by them, as the addresses to the Earl of Bathurst, then Colonial Secretary, in the following year, amply testified. This Mill was afterwards sold to Messrs. Hall and Lee who continued to work it for many years.

During the same year, a number of gentlemen, settlers in the district, met together for the purpose of deciding upon a name for the new Town, the reservation for which had been made as early as 1818, and the survey of which had been completed in 1825. The choice was not difficult to make. The eminent services of the Hon'ble Peter Robinson in the settlement of the country, and the high estimation in which he was held by all who had come in contact with him, suggested the propriety of a more lasting tribute being paid to his name. Hence the choice of the name "Peterborough," a name which continually calls to mind the services of one, who though laying no claim to being the founder of this little Colony, was justly entitled to be considered as among the most active promoters of its settlement.

The embryo town soon gave indication of progress. In a letter written by Lieut. Rubidge, R. N., then a resident in the Township of Otonabee, in 1828, addressed to Captain Hall, and inserted by him in his travels in North America, published in 1829, occur these passages "A Town is growing up near me, roads are improving, bridges are being built; one of the best mills in the Province is just finished at Peterborough, and another within three miles of me. Boards, and all description of lumber, are cheap, about five dollars for 1,000 feet, four saw mills being in operation. Stores, a tannery, distillery, and many useful businesses, are established or on the eve of being so at Peterborough." * * * "I was the first settler in the Township of Otonabee, and almost before a tree was cut down; now there are nearly two thousand acres cleared, and 125 families, consisting of 500 souls. On parallel lines, at the distance of three quarters of a mile apart, roads, of from 33 to 66 feet wide, are cut and cleared out by the parties owning the land all through the Township." * * * "This last winter very nearly 5,000 bushels of wheat have been taken in by storekeepers at Peterborough alone. Only three or four years ago flour was transported back there, so that no

doubt can exist of the increased quantity a few years will produce. Through the goodness and paternal consideration of His Excellency, Sir Perigrine Maitland, an excellent mill has been erected at Peterborough, which is the greatest blessing to the settlers and the country, and will be the means of the adjacent townships filling up rapidly. In the Town itself, which, less than three years ago, had but one solitary house in it; now may be seen frame Houses in every direction, and this summer twenty additional ones will be erected."

Such was Peterborough and its vicinity in 1828, ten years after the first settlement by the Cumberland Emigrants, and within three years of the Irish Immigration under Mr. Robinson. Pass we now over another period of ten years, during which the rising Town and the now become flourishing Townships, had progressed most favourably. Referring to a pamphlet published by Leut. Rubidge, R. N., and intended for the information of intending Emigrants, we have an account of the Town and the country around it in 1838. Speaking of the rapid progress of Towns in Canada, our pamphleteer says:—"Peterborough is especially an instance of this. In 1826, it contained but one solitary dwelling; now, in 1838, may be seen nearly 400 houses, many of them large and handsome, inhabited by about fifteen hundred persons, a very neat stone church, capable of accommodating 800 or 900 persons; a Pre-byterian Church of stone, two dissenting places of worship, and a Roman Catholic Church in progress. The Town has in or near it, two grist and seven saw mills, five distilleries, two breweries, two tanneries, eighteen or twenty shops called stores, carriage, sleigh, waggon, chair, harness, and cabinet makers, and most of the useful trades. Stages run all the year, bringing mails five times a week; and steamboats, while the navigation is open; there is one good tavern (White's), and two inferior ones. Families now find houses of any size to suit them at moderate rents. The roads in this neighbourhood are being greatly improved." * * * "On the Rice Lake two steamboats, the 'Sir Francis Lead' and the 'Northumberland,' ply during the season. The sum of £94,000 was granted in the winter of 1836, and 1837 by the Provincial Legislature, for the improvement of the navigation of the River Trent, and the works at the Upper and Lower Sections, have been put in progress" * * * "The country along the entire route is settling fast, particularly the fine Townships of Seymour, Otonabee, Monaghan, Cavan, Douro, Smith, Percy, Asphodel, Ops, Emily, Eanismore, Verulam, Fenelon, Bexley, Sommerville, and Harvey. At Fenelon Falls, which are sixteen feet high, on a smaller scale like the Horse-shoe fall of Niagara, there is a large establishment of mills; and here, and in the townships bordering on the superb chain of Lakes, forming the inland communication, and connected with the Trent and Otonabee River, are settled a great number of young men, sons of good families in the United Kingdom." The export of wheat alone from the Townships north of Rice Lake, about 5,000 bushels in 1827, had reached 150,000 bushels in 1838; furnishing a most incontestible proof of the rapid progress of the country.

In the year 1833, the project of connecting the waters of Lake Simcoe with those of Ontario by means of a Canal passing through Rice Lake and the Bay of Quinte, was generally discussed, and received the attention of the Government. Mr. N. H. Baird, Civil Engineer, was appointed by his Ex-

efficiency Sir John Colborne to make a survey of the waters connecting those two Lakes, with a view of deciding upon the eligibility of the route for that purpose. He entered upon the work in 1833, and in that year completed the survey of the Trent and Otonabee Rivers. Having received further instructions, he resumed the survey in 1835, and continued it from Peterboro' VIA the Otonabee, and back waters to Lake Simcoe. This report of his surveys were exceedingly favourable.

The estimate for the works east of Rice Lake up on the River Trent was £233,447 6s. 11d. which added to the estimate, from Rice Lake to Lake Simcoe, made the entire proposed cost of opening up an uninterrupted Water Communication between the Bay of Quinte and Lake Simcoe a distance of about 165 miles, and 706—4 feet of lockage. £495,515.

Mr. Baird, however, appears to have feared that the amount of the estimate might deter the Government from prosecuting the work, to which he attached very considerable importance. He therefore made the suggestion that only the least expensive sections of the Canals should be at once proceeded with, and the other portions Railways, "for which," says the report, it is rather remarkable, the whole ground of these intermediate sections affords the most favourable opportunity for construction that can be imagined or wished for, any decent that is, being in the proper direction and easy of construction. The estimate of the probable expense of forming a connection between Lake Simcoe and the Bay of Quinte, on the double principle of Railway and Canal, was as follows:—

	Miles.		£	s.	d.
From the Bay of Quinte to Widow Harris'	9	Per Railroad	17,590	0	0
" Widow Harris, to Percy Landing	21	" Navigation	14,114	7	6
" Percy Landing to head of Heely Falls	11	" Railroad	12,090	0	0
" Heely Falls to Peterboro' Basin	55	" Navigation	21,359	8	10
" Peterboro' to Chemong Lake	8	" Railroad	15,000	0	0
" Chemong Lake to Balsam Lake	40	" Navigation	33,562	17	4
" Balsam Lake to Talbot River	13	" Railroad	27,000	0	0
" Thence along River to Lake Simcoe	24	" Navigation	7,000	0	0
" Across Lake Simcoe to Narrows	22	" Navigation			
" Narrows to Lake Huron, say	15	" Railroad	20,000	0	0
	197½				
Making in all			177,786	13	8
To which add for Contingencies, Management, &c			17,778	12	10
Making a Total of			£195,565	6	6

The objection of transshipment, an almost insuperable one in the double scheme, Mr. Baird proposed to get rid of thus:—"With the view of doing away with the only, at least the chief objection to the expedient system—the idea of frequent transshipment, I would propose that long and substantial steamers, of particular construction, should regularly ply to and from on the intermediate water communication, and so arranged as to admit of the train of cars being transported at once, with their loadings, direct either for Lake Huron, or Lake Simcoe, as the case may be, and which I am satisfied can be done in such a way as to be practically useful, and serve well the present, and until such time as it may be deemed proper to put the lockage system in execution, the prospective wants of the country."

This project, great as was the interest which attached to it at the time, was never carried out. Some £90,000 odd was expended upon the River Trent works; and the Lock at Peterboro' basin, proposed by Mr. Baird, constructed; but the troubles of 1837 and 1838, and the changes which immediately succeeded, prevented the full execution of the project of connecting the waters of Simcoe with the Bay of Quinte. The necessity for such a work, however, has never been lost sight of. Within the last two or three years the project of connecting the waters of Huron with those of Ontario or the St. Lawrence, with the view of directing the immense and growing trade of the Western States through Canadian channels—its natural outlet—has engaged the attention of the people and press not only of Canada, but of Chicago and the Western States. Two projects to that end are before the public; the one to connect the Georgian Bay with the city of Toronto, preliminary surveys of which have already been made, attesting it to be a work of great, though by no means insuperable difficulties; and the other to connect Lake Huron with the Ottawa, a project to which Mr. WALTER SHANLEY, one of our ablest Provincial Engineers, has given his adhesion. But it is quite evident that neither of these schemes, important as they unquestionably are, can for a single moment compare with that projected in 1833, to which reference has been made. The first, in addition to the immense expense of the work, \$23,000,000, owing to the heavy cuttings that require to be made, and the great engineering difficulties that must be surmounted, offers but problematical advantages as a national work. That it would prove of very great advantage to the city of Toronto, and divert much of the Western trade through that city, is undoubted, but when that has been said, the main argument has been advanced that can be advanced in its favour. It opens up no new country; and the produce once on Ontario, *via* Toronto, stands equal chance of finding its way to the Atlantic through American as through Canadian channels. The second proposal, that of connecting the waters of Lake Huron with those of the Ottawa, stands deservedly high as a national enterprise. If constructed, it would open up an immense section of country, now absolutely useless, and it would have the effect of placing Canadian channels far before any other for the conveyance of the Produce of the West to the markets of Europe; advantages which cannot be overlooked in the construction of this national work. But the heavy outlay required on such a work is likely to retard its completion for many years. The route *via* Peterborough and the Trent, while offering advantages almost equal to those of the Ottawa Canal, as regards the opening up of the country and the development of the St. Lawrence, is so much less expensive as to offer much greater prospect of immediate construction. The advantages of the Trent route were thus epitomised in a letter recently addressed by W. S. Conger, Esq., to the Chief Commissioner of Public Works.

“*First.*—It is shorter and more direct than any other—except the Toronto and Georgian Bay, which, from its great cost, may be set down as impracticable, from Chicago and the Sault Ste. Marie to the seaboard whether *via* Montreal and Quebec, or Portland or New York.

“*Secondly.*—It passes through a rich and fertile country, and presents fewer engineering difficulties, and could therefore be constructed for a much smaller sum than either of the other proposed routes.

“ *Thirdly.*—Being at least two degrees further south than the Ottawa route, it would have the advantage of being open for two or three weeks longer every season.

“ *Fourthly.*—Its terminal harbors would be large and commodious—particularly that at the mouth of the Trent—having on one side the Bay of Quinte, and on the other, by a short and comparatively inexpensive cut, the Presque Isle Bay—the safest and most commodious harbor on Lake Ontario, thus affording an easy and safe entrance to Trenton from Lake Ontario, and the River St. Lawrence.”

“ The advantage of the Trent route, in point of distance, may be estimated by the following figures :—

	Miles.
From Chicago to New York <i>via</i> Buffalo and Erie Canal	1,615
From Chicago to New York <i>via</i> Welland Canal and Oswego	1,638
From Chicago to New York <i>via</i> Huron, Nipissing, Ottawa, and Caughnawaga Canal - - - - -	1,358
From Chicago to New York <i>via</i> Georgian Bay, Valley of the Trent and Oswego - - - - -	1,232
From Chicago to Montreal <i>via</i> Lake Nipissing - - - - -	1,005
From Chicago to Montreal <i>via</i> Georgian Bay and Valley of the Trent - - - - -	1,003

“ It will thus be seen that in point of distance to New York, the Trent route has the advantage over the Nipissing and Ottawa route by 126 miles. While between Chicago and Montreal the distance in favour of the Ottawa route 28 miles; an advantage, however more than overbalanced by the intricate and difficult navigation of the latter.”

In 1839 the Townships adjacent to Peterborough had attained to sufficient importance to be set apart as a separate District. A Provisional Council was established, and a Court House and a Jail erected under its auspices. It was built on the knoll or mound in the centre of the Town, a beautiful site, and is a substantial and handsome structure. In 1841 the new District was declared under the name of the Colborne District, in honour of the Governor whose auspices, the Canal survey had been projected and carried out. A new council was elected, and assembled for the first time in the town of Peterborough in 1841. The Council was composed as follows :—

GEORGE A. HILL, *Warden.*

Councillors.

<i>Monaghan</i>	Thomas Harper, Esq.	<i>Fenelon</i>	John Langton, Esq.
<i>Smith</i>	Stephen Nichols, “	<i>Ishpocol</i>	Richard Birdsall, “
<i>Douro</i>	Smithin D. Gibbs, “	<i>Verulam and Hurvey</i>	Thomas Nield, “
<i>Ontonabee</i>	{ Thomas Carr, “	<i>Maryboro</i>	Daniel Costello, “
	{ James Doris, “	<i>Ennismore</i>	Sam. Davidson, “
<i>Emly</i>	{ Josias L. Hughes, “	<i>Elton</i>	Alex. Campbell, “
	{ Wm. Cottingham, “	<i>Dummer</i>	Alex. Kidd, “

JOHN DARCAS, *Clerk.*

Under its new auspices the District continued to advance with great rapidity. Among the tabular statements will be found abundant attestation

of this fact; and to those statements the attention of the reader is directed. They show a steady progress in each of the Townships, as in the District as a whole that is exceedingly gratifying.

In 1846 a charter was obtained to construct a Railway from Port Hope to Peterboro'. Stock Books were opened, and a considerable amount, £10,000 was subscribed. Public meetings were held both in Peterboro' and for a time considerable enthusiasm existed. But the days of Railway construction in Canada had not yet commenced; that most ingenious contrivance, the Municipal Loan Fund Act, had not been even dreamed of, and owing to the difficulty of raising money, the project, unfortunately for the interests of both Towns, dropped.

Until 1852 but little occurred in the history of the Counties to interest the general reader. The Town continued to progress, slowly but steadily; but it was not until that year, when Peterboro' shared largely in the Railway interest that about that time seized the public mind, that any marked advance was made. It was the peculiarity of the Railway Legislation of 1852 that the large proportion of charters granted, had Peterboro' either for a terminal point, or an important station. The interest then excited resulted in a large influx of population, and an important impetus was given to every branch of industry.

In that year the question of connecting the Bay Quinte with the Georgian Bay by means of a Railroad excited very considerable interest, not only among the people of these and the adjoining Counties, but among those of Oswego. Judge Hall, of New York, visited the country through which the road was to pass, and addressed public meetings on behalf of the enterprise. A company was formed, under the name of the Grand Junction Railway Company; stock books were opened and a large amount subscribed, among the rest £100,000 sterling, by the United Counties of Peterboro' and Victoria. In 1853, after the charter had been granted to the Grand Trunk Company; and the contract given to Messrs. Jackson, Peto, Brassey and Betts, the importance of the Grand Junction as a feeder to the Grand Trunk forced itself upon the attention of the Company controlling the latter, and after some time spent in negotiation, an amalgamation of the two lines was effected, the Municipalities being released from the stock they had subscribed and the Grand Trunk Company promising to refund the outlay made upon preliminary surveys. This amalgamation—made in good faith, and with a reasonable assurance that the work would be promoted by it, was a most unfortunate circumstance for the Counties. The breaking out of the Russian War, and the extreme stringency of the money market in consequence, together with the sudden rise in the cost of all articles of food and of labour, so embarrassed the Grand Trunk Company, that they found great difficulty in completing the lines included within their original charter, and indeed could not have done so, had not the Parliament of Canada, rightly appreciating the importance of the work and the advantage to the country of its early completion come to their assistance. Notwithstanding that £400,000 was appropriated to the construction of the first section of the line, it remains untouched to this day; and although the company still profess their determination to build it, it is impossible to overlook the fact that the con-

struction of the other lines to the same point, and having the same object in view, lessens for the moment the chances of its being built. The importance of the work, the fine country it would open up, and the immense trade it would be sure to draw over its rails, justify the hope that it may not be altogether abandoned.

During the Session of 1852-3, in addition to the Grand Junction Charter, an act was obtained incorporating a company to construct a road from Cobourg to Peterboro', with subsequent amendments, enabling the Company to extend their line to Chemong Lake; another incorporating the Cataraqui & Peterboro Railway Company; and the Port Hope and Peterboro' Railway Charter of 1846 was amended, and power given to the Company to build a branch from any point on the line to the Western boundary of Mariposa. A very warm discussion arose in Peterboro' as to the propriety of the Town taking stock in the Port Hope and Peterboro' Railway, which was finally decided in the negative. The company then turned their attention to Lindsay, and after an active canvass induced the Township of Ops to take £20,000 upon condition of the road being built to that point. The works were accordingly commenced, and during the last summer, the locomotive was run into Lindsay. The road is not yet completely ballasted, but notwithstanding this it has done a very good business since it was opened.

Meanwhile the people of Cobourg, pushed forward their line to Peterboro' and in the fall of 1854 opened it for traffic. An impetus was at once given to every branch of trade in Peterboro' in consequence of this new connection. The lumber trade increased immensely, and where before the exports of lumber had not exceeded from three to four million feet per annum, it at once increased to about twenty millions, and has since gone up to about twenty-seven millions! The bridge across Rice Lake, however, a pile structure, and a monument of the folly of false economy, proved a serious drawback to the success of the line. During the winters of 1855 and 1857, it was literally squeezed out of its position by the action of the ice, and the complete communication between Peterboro and the front cut off for months together, and rendered at all times uncertain. Steps have been taken to secure the permanency of the bridge, by filling it in as a solid embankment. During the past summer the Grand Trunk Company instructed Mr. WALTER SHANLEY to make an inspection of the structure, and an estimate of the cost of making it permanent. He estimated the cost at £50,000, and expressed his perfect confidence in the feasibility of filling it in as a solid embankment of gravel. The work has been progressing for some months; a very considerable portion has already been filled, sufficient to test fully the perfect success that must attend it and the fact that Mr. SHANLEY's estimate is rather over than under the mark. When completed, the road will be an excellent one, and the beautiful scenery of Rice Lake will render a passage over it one of the pleasantest railroad drives in the country.

In 1854, the power of the Cobourg Railway Company to extend their line to Chemong Lake, having expired by non-usage, a charter was obtained incorporating a Company under the name of the Peterboro' and Chemong Lake Railway Company, having power to construct a tram or railroad from any point on either side of the Otonabee River at Peterboro' to Chemong

Lake. The charter was acted upon during the last summer, and a number of gentlemen in Cobourg subscribed the capital stock, £40,000. The road is now in course of construction. It proceeds from the terminus of the Cobourg road in Peterboro' East, and running up the river side for about three miles, crosses over at Perry's Mill, whence it will run direct to Chemong Lake. The construction of this road is a work of very great importance to the Town of Peterboro'. A glance at the map will show the immense country watered by streams which empty themselves into Chemong Lake, which must by a judicious expenditure of our resources become tributary to the prosperity of the Town. The completion of the Locks at Bobcaygeon, and the settlement of the Townships in rear of that place, likely to take place immediately, in consequence of the action of the Government in opening up leading lines of road, and adopting the free grant system, will tend very rapidly to increase the prosperity, as well of the old as of the new Townships in rear of us, and bring a trade down upon the Town of the utmost importance to its prosperity.

Although the discussions during the winter of 1852-3, resulted adversely to the views of those who held that the Town of Peterboro' ought to become stockholders in the Port Hope and Peterboro' Railway Company, yet the idea of a Railway connection with Port Hope had never been abandoned. In 1857 the agitation was resumed, and several public meetings were held to discuss the propriety of taking stock in the Company with the view of constructing a branch road from the Village of Millbrook to the Town of Peterboro'. The difficulty in the way was the unwillingness of the people of Peterboro' to become stockholders in a Company already so embarrassed as the Port Hope, Lindsay and Beaverton Railway Company were reported to be. Several proposals were made with a view to getting rid of this difficulty, and putting the Town in the position of preferential stockholders; but it was not until the month of October that a By-law authorising a subscription of stock to the extent of £30,000 currency, received the sanction of the ratepayers. The arrangement under which the stock was subscribed, it was believed, would relieve the Town from any very serious burdens. Under it the Company leased the right of way to Messrs. Tate and Fowler, the contractors, for a nominal rental of \$5 per annum. The lessees were, upon condition of Peterboro' subscribing £30,000 and Port Hope £10,000, to supply other £10,000 themselves, build the branch, and lease it on a perpetual lease at six per cent on the stock subscribed, the rental to be paid to the Municipalities. The work was at once proceeded with, and although the construction of this road has not proved an exception to others in the Province, in the delays, annoyances and difficulties that have arisen, yet the opening has taken place at as early a day as could reasonably have been expected. On the 20th May, the first train passed over the line with the Government Inspecting Engineers. On the 21st, a party composed of the Railway board and Town Council of Port Hope came into Peterborough. On the 14th, the Contractor placed a train at the disposal of the people of Port Hope for a free excursion over the road, of which some 3000 people availed themselves; and on the 31st, a return excursion by the people of Peterborough to Port Hope was made. The road has been fairly opened for traffic, and it is generally admitted, will secure a very large

proportion of the carrying trade of Peterborough and its vicinity. Its completion, by giving the town the advantage of a double outlet, is expected to prove of very considerable advantage to its prosperity.

It will thus be seen that the Counties of Peterboro' and Victoria, in point of railway facility, are not behind other counties in the Province. The road from Port Hope to Lindsay affords an outlet for the produce and Lumber of Ops Mariposa, and Fenelon. The station at Omamee takes in the produce and lumber of the greater part of Emily; while the roads from Port Hope and Cobourg furnish outlets for the rising trade of the Town of Peterboro' and its adjoining Townships. With these facilities, and others which are already projected and may ere long be carried out, the continued advancement of the Counties is by no means doubtful. In the past we have doubled our population in ten years; in the future we may reasonably hope of doing quite as well. The Towns of Peterboro' and Lindsay, the principal Towns of the Counties, are rapidly rising in importance. The positions of both are eminently calculated to place them in the foremost rank of Canadian Inland Towns; and there can be no question that the advancement of the past will find its repetition in the progress of the future.

Protection to Trade—Commercial Legislation.

No one needs to be told that the late protracted Session of the Legislature was peculiarly barren in Commercial Legislation, and while the suffering and prostrate interests in the country were crying aloud for some ameliorative measures, the cry, if not altogether unheard, was at least unheeded, so that even at the close of the Session when the dignity of matured and well considered Legislation degenerated into something like the scramble of an auction at a country fair, the (process being marked by the Speaker's ever and anon reiteration of "pass"—"passing"—"passed,") the mercantile community failed to secure even a share of the Legislative plunder. This result was greatly owing to the apathy generally exhibited by the commercial classes in regard to the initiation of measures which would redound to their own benefit, or to affording strenuous and combined opposition to such as would have a directly contrary effect. The question of a Provincial Bankruptcy Law had been long before the country,—it was even presented in a tangible shape and in more than one form before the House; the absolute necessity of it seemed to be a settled point at all hands, and yet so uncertain a sound was given forth, that those who had the dicta of legislation were enabled to choke off the question, by playing the supposed feelings or opinions of one section of commercial men against the other, adroitly managing that these feelings or opinions for or against should never find expression through the actual discussion of the question in the House. Yet it is one which, unlike many of our paltry, petty questions, involves interests of great magnitude to thousands beyond the confines of our circumscribed sphere; it deeply involves the honour and credit of the Province in circles where it should be an object of solicitude to all that she should be able to hold up her head with unblushing front. The vicious character of our commercial system having attracted the attention of English merchants, who are even as deeply

interested as ourselves in the institution of proper laws, it was made the subject of a petition from a large body of British merchants to our Legislative Assembly, a petition which heralded as it was by the *Times* and other London Journals, from some cause or other, either never reached this country, or entered no *public* appearance before the Legislature. That our English friends however, may not imagine that the knowledge of their action was on this side received with apathy, we now reprint from the proceedings of the Legislative Assembly the following petition which was intended to strengthen their application presented by John Cameron, Esq., and ordered to be printed for the use of Members, 11th August 1858.

P E T I T I O N .

To the Honourable the Legislative Assembly of the Province of Canada, in Parliament assembled.

The Petition of the undersigned, Merchants of Toronto.

Respectfully Sheweth :

That your Petitions have, for a considerable period, regarded with dissatisfaction the anomalous state of the Mercantile Law of this Province in reference to the relation of Debtor and Creditor, and the want of proper and equitable provision for the management and distribution of insolvent Estates.

That your Petitioners, from the action taken in last Parliament by the appointment of a Special Committee on Bankruptcy and insolvency, had reasonable expectation, strengthened by expressions from the Throne at the opening of the present Parliament, that this most important matter would have received the early attention of your Honorable House, and now regard with much anxiety the approaching close of a most protracted Session without any sufficient legislation thereon, while certain measures are on the table of the House, which, if passed into law, would go far to remedy the evils under which there not only exists a very great amount of individual and general embarrassment, but the credit of the country in distant markets is seriously imperilled.

That your Petitioners observe with deep regret that this want of proper and equitable laws has attracted the attention of the Mercantile community of Great Britain, who find themselves to be heavy sufferers in consequence, and have been led to give expression of their feelings in terms which cannot but deeply affect the credit and Mercantile reputation of the Province, if a properly devised remedy is not forthwith and in this present Session of Parliament applied. That your Petitioners are advised that a numerous body of British Merchants interested in Canada trade have felt called upon to represent this unsatisfactory state of matters to your Honorable House by petition, praying for some remedy thereto: and your Petitioners having learned from certain Merchants of Toronto, just returned from Britain, that this matter, if left long in abeyance in respect of legislation, must prove most prejudicial to the Mercantile interests of the Province, beg most heartily to strengthen with their concurrence the expression of feeling elicited from Britain, and respectfully pray your Honorable House to take the same forthwith into your serious consideration.

That while your petitioners are aware that a bill is passing or has passed your Honorable House, but has not yet become law, rendering, through certain negative provisions, any preferences in assignments "null and void," as well as certain instruments and actions of law through which advantages may now be obtained by one creditor over another, your petitioners desire to record their conviction, that from the ambiguity of the clauses in the definition of any specified term, and the unprovided nature of the circumstances under which only such proceedings are invalidated, these provisions will prove almost entirely inoperative for the end in view, while they will lead the way to endless litigation and legal proceedings from which, in insolvency matters, the mercantile interests of this Province have already heavily suffered.

Your petitioners desire respectfully to express their belief that no legislation respecting assignments of insolvency can effectually meet the requirements of the country, and the peculiarly urgent circumstances affecting its commerce, which does not in some degree assimilate in principles to the laws of other countries with whom we have commercial relations, providing for the representation of creditors as an administrative body over the insolvent estates in which they are interested, with power to enter into a settlement by competition contract if the majority of creditors shall see fit, and otherwise a supervision over an accountability by assignees as to using due diligence and division of assigned estates, the secure deposit of the funds as realized, and proper control of the property which virtually belongs to them.

Your petitioners claim to be as solicitous for the protection of the interests of distant as of Provincial creditors, and not to overlook the equally vitally interests of the honest and unfortunate insolvent, and they would respectfully point out that, as by the successful achievement of telegraphic communication with Great Britain, creditors there may in all cases involving great interests be next to personally represented by the direct transmission of their views, this is peculiarly the time for the institution of equitable provisions of Insolvency Law which would admit of effect being given to such intercommunication, and would at once be the means of deriving not the least of the advantages anticipated from this great event in the world's history, and by lessening the period of frequent acutely painful suspense to all parties, be productive of much practical good to general commerce and individual interests.

May it therefore please Your Honorable House to take these matters into your serious consideration, and in the present Session adopt such measures for the settlement of this important question as to your wisdom may seem meet.

And your petitioners will ever pray.

[Signed,]

MOFFATT, MURRAY & CO.

And twenty others.

Toronto, 1858.

This petition had special reference to the forwarding of a bill introduced by Mr. Cameron on the 1st of June before any action was taken on the matter in Britain, and which as a basis of future consideration as to legislation on this important subject, we shall in our next (if possible) give entire, as proposed to be amended by the Boards of Trade of Toronto and Kingston, as well as through various valuable suggestions from private quarters. It was therefore ripe for passing so far as commercial acumen and ventilation was concerned, and it was matter of regret that greater pressure was not brought to bear upon the Government, who in commercial matters appear to do nothing *ex proprio motu*. The question, however, now is as to what can be done during the recess, so as to mature the subject for the opening of the next session, and present a measure on which the mind of the community shall have been previously ascertained, and intelligibly and unmistakeably expressed. We would endeavour to arouse the mercantile community to take that place in commercial questions which their position and stake in the country entitle them to assume, and instead of giving a mere disjointed and negative opposition to measures when introduced in a cumbersome form by such men as Mr. Dunbar Ross (who is comparatively a stranger to Commercial feeling, and introduced a Bill calculated only to further the interests of legal complicators) to *initiate measures themselves* in their own interest and that of commerce generally, of which they are the best exponents. Above all, we would deprecate that continued want of united action and ef-

fort, which has already left good measures in abeyance, and altogether irrespective of Boards of Trade, we would advocate the formation of a society for the protection of Trade, which, not neglecting general questions are organized throughout Great Britain on a much more practical basis, and descend to the ventilation and promulgation of particulars of vital interest. Societies of this nature are organized throughout all the great commercial cities of England and Scotland, and combine general with local objects in a way which is most beneficial to the entire mercantile community, wholesale and retail.—In the second volume of our Magazine, page 405, we gave a sketch of the mercantile agencies of the United States, “a self-constituted system of secret commercial police,” said to be “for the protection of the honest, capable, and prudent merchant against the practices of the dishonest, incapable and imprudent.” An attempt was then, and we believe is now again being made, to introduce this *secret system* here, but we feel assured that the mind of every Briton must recoil from it. Besides that the records obtained of mercantile standing must be often unreliable, arbitrary, and liable to abuse from malice or other extraneous elements, it is altogether anti-British in its character, it is, in fact, a restoration of the Inquisition, and its information is derived from the espionage of “familiar” who hang about saloons, listen to the communication of groups at the corners of streets, and even the sanctities of private life and familiar confidential conversation are not safe from an organized and paid espionage, fitted only for the darkest ages and most despotic of States, instead of obtaining footing in the freest and most enlightened republic of the world.

We concluded our former reference to this subject, above referred to, by presenting a prospectus of a society on the British system, and in contra-distinction to that just mentioned, we are now enabled from reliable data, to go more into detail in regard to those societies permeating Great Britain who, associated for the acquisition of information vital to the interests of commerce, still reject all *underhand* or secret espionage, and derive their information from solely recorded truth and facts. Gaining access to all the public registers, information is conveyed to members weekly of all bills and notes placed in suit throughout Scotland, all Bills of Sale, Chattel Mortgages, Cognovits and Warrants of Attorney throughout England, together with a great amount of general information regarding bankruptcies, dividends, meetings, &c. This comprises general information. Then local information is derived from the collection of over due accounts. A member of the society after exhausting all his own persuasive powers, hands it to the society for collection, the fact of it being so handed and the successful or unsuccessful result is recorded, and as a prospectus of one of those British societies remarks, “The society from this source becomes the depository of important information long before there is any apparent evidence of embarrassment from the dishonour and protesting of bills of exchange.” All the societies are in communication with one another, and reciprocal information so that a thorough system of supervision of *facts only*, which evidence embarrassment, (and no man can be in embarrassment for any length of time without affording some fact or tangible evidence of it) is available either upon direct and special enquiry, or by its being brought under the observance of members. When we last presented this subject to notice, considerable doubt was entertained as to the legality of the course pursued

in diffusing the knowledge of the public records, but this having been made the subject of arbitration in the courts of law, including that of last resort the House of Lords, and its legality successfully vindicated, we present a few extracts from the opinions of the Judges on the case of Newton against the Directors of the Scottish Mercantile Society.

*Extracts from Proceedings in the Case of Newton, v. Directors of the Scottish Mercantile Society.**

W. H. Newton, of Edinburgh having two Bills under protest and which were being placed in suit, a fact which he knew would be recorded and published to the Members of the Society in the Mercantile Record, brought an action of Suspension in the Court of Session on the alleged ground, "That neither the Respondents (Society), nor the parties for whom said publication was printed, had any connection with two bills or notes granted by the Complainer, therein mentioned, which had copy protests recorded in the Books of Council and Session; nor were they acquainted with the reasons why payment thereof had not been made;—and the Complainer maintained, that the Respondents were not entitled to represent any thing to third parties about his bills, and that the publication was altogether illegal, inasmuch as it wanted the printer's name, and was, alleged, unauthorized and unsanctioned by any legal right or authority.

It was answered on behalf of the Society; referring to its regulations, "That the leading object of the Society, was to furnish to its Members, in a simple and intelligible form, the information afforded by the Public Records, of the credit and transactions of persons in trade;—that, in particular, the Members had derived great benefit from the information afforded by the Public Records of Protests, which had the effect of diminishing the hazards to which they as mercantile men were exposed; and that they had thus a clear interest in maintaining the objects of the Association. And the Respondents maintained, that there was nothing illegal or unwarrantable in the Members of the Society procuring for themselves, and printing for their own use exclusively, an abstract of any part of the Public Records, or a list of persons under diligence, or of debtors in dishonored bills, as appearing from the Public Records.

The case was debated upon the merits, before the whole Court, and though the decision of the majority of the Judges, was against the operations of the Society, it was reversed on appeal by the House of Lords, and a complete and most satisfactory vindication of the proceedings of the Society was thus obtained from the highest authority in the realm.

The following extracts from the Judgements delivered, will be found interesting as bearing directly on the principles of such associations.

LORD JEFFREY.—"I take it to be clear, that there is no room for any presumption of Malice (direct or implied, in the publishers of those lists. Nothing of the kind, I think is imputed; and there would evidently be no ground for the imputation. They are men engaged in large businesses; and daily obliged to trust largely to the credit of those with whom they may be called upon to deal. They have a plain interest therefore to learn, if possible, who among the number may be most safely trusted; and for this purpose to be-

* This case is reported 1 House of Lords. Case 363

take themselves to all lawfully accessible sources of information, as to the way in which persons dealing upon credit, in the largest and most open form, actually acquit themselves of their obligations. Without some such information their business could not be carried on; And it will always be more or less prosperous and creditable, precisely in proportion to the extent of that information; and the opinion publicly entertained of their care and diligence in collecting it. But they have thus not only a fair *interest* in obtaining the information contained in these lists: In many cases it is their first and highest *duty* to seek to obtain it. Such of them as are Managers or Directors of joint-stock banks, or other trading associations, and are daily called upon as such to discount or receive bills to an enormous extent, would evidently be wanting in the first duty to their constituents, and indeed to the public at large, if they went about these most responsible operations, without using all possible means to inform themselves of the condition of those with whom they are at all likely to be engaged in them. But, on the other hand it is equally obvious, that it can never be their interest, but very much the contrary, to annoy or offend any solvent persons who might otherwise be disposed to deal with them; and, consequently, all idea of malice, or even indifference to the feelings of persons in the alleged situation of the complainers is palpably excluded.

“But, if each of these persons might lawfully and laudably seek this information for himself, why should they not combine to obtain it more cheaply, completely, and expeditiously, for the whole? And it is not seriously questioned that this is the sole object of their publication.

“Upon this general ground, therefore, I should have held that the Respondents would have been entitled to print and circulate a list of registered protests, even if they had obtained the materials for it by their own private researches; as by each banker or extensive dealer contributing for mutual information, a notice of such as had occurred in his own transactions. But the case becomes greatly more favorable for them, when it is considered that they have merely published the contents of a Public Register.”

LORD MURRAY.—“I have come to the conclusion that the Complainer has entirely failed in making out a case for the interference of the Court. He admits that all these records are public to a certain extent. The *onus probandi*, therefore, rests with him to shew that they are private in any respect; and unless he does so, he has no ground to apply for an interdict to prevent any Association of persons from printing them, to be circulated among those who think the information they contain useful to themselves. I think it enough that the Complainer has shewn no ground for the interference of the Court which he calls for; but I also agree with Lord Jeffrey, in the further conclusion, that all these Records are truly of a public nature, and that any restraint of the publication would be in opposition to the principles of law upon which they have been established.”

LORD COCKBURN.—“I am of opinion, that the Interdict ought to be refused.

“The Respondents are not uninterested intruders, who are meddling with matters with which they have no concern. They are all traders; and though none of them may at present, so far as they know, be involved with the Complainer, they are all exposed to be so, as with other merchants, and often without their knowledge, every day. In this situation, they can neither con-

duct their own affairs, nor the affairs of others, without a pretty accurate idea of the mercantile condition of other merchants. They have no particular interest in the two bills in question; but they have a general interest in the public facts, which may assist them in appreciating the claims of traders to obtain credit from them. All mercantile societies struggle to obtain this knowledge; without which trade would be the mere science of overreaching. And the only difference between the Respondents and similar associations is, that the Respondents, instead of groping and conjecturing in obscurity, wish to avail themselves of the certainty, and, as they think, the publicity, afforded by our Registers.

“There is no averment or insinuation of their being actuated by any *malice*, even of the mildest and most purely constructive nature. Their interest is, at least, sufficient to exclude every imputation of this description. Nor is it pretended that the statement which they wish to put into their Record about these two bills, or indeed about any thing else, is *false*. On the contrary, what they state, is complained of solely because it is true. It is not pretended that the Register of Protests does not contain these two bills as protested. But it has been said, that the Record is false, not in so far as it mentions the fact as to these bills, but in so far as it produces the impression that in consequence of these facts the complainers credit is doubtful. Even if this observation was sound, it would be immaterial; because, if, as I think, the law protects truth, it cannot discourage the natural results of truth. But the observation is not sound. The insertion of the fact, that these bills have been protested, is no *necessary* impeachment of the Complainer’s credit; for it is certain, and is founded on by himself, that a solvent and honest merchant may happen to have a bill or two under protest. It may be his right not to pay them, and even his duty. The fact of the protest is accordingly set forth, like many other things in the record, only to furnish the Members of the Society with *the means of forming their own opinions*.

“If we are to take expediency into view, I am of opinion that, upon this occasion, it is pre-eminently on the side of the Respondents. It may be very convenient for a party who wants a bill discounted, to prevent it from being known that he has other bills lying at that moment under protest; and it would be very convenient for a bankrupt to keep his name out of the Gazette; or for an anxious borrower to keep his heritable bonds out of the Register. The disclosure of protested bills, or of any other circumstance that may ever tend to affect credit, may expose those who are in quest of credit to some difficulty. This is the amount of the inconvenience or injury on the one side. But, on the other side, if the law interlopes to prevent such disclosures, the facilities of procuring undeserved credit are dangerously increased; and this, I think, by far the worst evil of the two. One man may be ruined by the fact of his having bills under protest being known, but a hundred may be ruined by its being concealed. In such a struggle between the seekers and the givers of credit, the expediency *must* be in favor of the party who is only anxious for truth.”

LORD CHANCELLOR.—“From these references, it appears to me clear that the Legislature have thought that the public at large ought to have recourse to this register; and of all the public the defendants have the highest interests in the knowledge of its contents. They are engaged in mercantile affairs, in which

their security and success must greatly depend upon a knowledge of the pecuniary transactions and credit of others. That each of them might go or send to the office and search the register is not disputed, and that they might communicate to each other what they have found there, is equally certain; but what they have done is only doing this by a common agent, and giving the information by means of printing. No doubt, if the matter be a libel, this is a publication of it; but the transaction disproves any malice, and shews a legitimate object for the act done.

“I think, therefore, that upon this view of the case alone, the respondent has failed to establish any title to the interdict, which, though *ad interim* only, must be discharged unless shewn to rest upon some tenable ground. Now, it is admitted that no case can be produced in which such an interdict has been supported. The proceeding in its nature is much in the discretion of the Court, and most so when the case is perfectly new. In the exercise of that discretion, I think the Court of Session ought to have refused the interdict, and therefore advise your Lordships to reverse this interlocutor.”

JUDGEMENT REVERSED WITH COSTS

Such are the principles and organization on and through which reliable information affecting mercantile credit is obtained and afforded to the mercantile classes throughout Great Britain. It depends upon no extraneous aid from *espionage*, but simply places before merchants the *recorded truths* daily recurring amid the exigencies of commercial life to some one or other of those engaged in it; it does not aim at even suggesting inferences, which every one can deduce for himself and as in this British Province, we are blessed with the same machinery of law, we think the mercantile classes will be much wanting in the duty they owe themselves, if support and encouragement be not given to an attempt, which we believe is about to be made, to establish such a society here. It is only in the first formation of it that any difficulty would be encountered, once organized it cannot but succeed. Provincially, to bankers and wholesale merchants the information to be afforded would be invaluable, to local retail traders valuable guidance would be given, by an acquisition of knowledge of the promptness on the reverse of such as may propose to deal with them, while those who are solicitous about the maintainance of their credit will take care to keep their names out of the Society's records. We have no doubt that the societies of Britain would at once adopt any such society established here, under respectable auspices, into the circle of intercommunication, and through them valuable information may be acquired as to the *bona fides* and stability of Insurance Companies and underwriters,—the following up of such as leave the Province with unsettled claims; while the old country societies and merchants would equally derive information regarding Insolvencies, dividends payable, &c. We therefore beg cordially to commend this movement to the support of the banking and mercantile interest on both sides of the Atlantic.

Can we Secure a Profitable Participation in the Trade of the North Western States and Territories?

The practical determination of this question must exercise an important influence on our future commercial prosperity, and we have too much at stake in public works dependant on the trade and commerce of the Western Lakes, for profitable employment, to contemplate with indifference the effect which the numerous avenues constructed or projected for the purpose of influencing its direction may exercise on our affairs.

In my enquiries relative to this important matter, I propose to keep in view general rather than sectional progress, and my enquiries will be directed by a desire to promote those great national interests of which a just appreciation should underlie all our attempts at commercial aggrandisement. It is possible that my investigation may lead to conclusions adverse to projects promoted for purely local purposes;—such a result however, will be due to their inherent weakness, and I hold that any attempt to sustain them by the suppression of adverse facts, can only result in disappointment to their promoters and injuriously to all interests concerned.

A just conception of the subject I propose to investigate, demands a brief review of the artificial avenues that have been constructed or projected for the purpose of securing the Western Trade, and of their financial characteristics and commercial value.

THE ERIE CANAL.

The period is within the memory of men now living, when the whole country west of Utica in the State of New York, was only accessible to heavy traffic through the St. Lawrence—when supplies for all the territories bordering the great Lakes followed the same route, and when all the vast regions west of Lake Erie, now teeming with those animal, cereal, and mineral products on which the wealth of nations is founded, were only known to the adventurous Trapper and to the Missionary.

So lately as 1817, a committee of the New York Legislature in reporting on a projected Canal to Lake Erie, stated in support of it, that the cost of transportation between Buffalo and Montreal was \$30 per ton moving eastward, and from \$60 to \$75 moving westward, and that from Buffalo to New York the cost was \$100 per ton, while the average length of passage was twenty days.

The improvement of the navigation of the Mohawk River attracted early attention in New York; it was alluded to by the Governor of the Colony in 1724, and again in 1768. The subject was also brought forward in 1784; in 1791 a survey and estimate for the construction of a Canal from the waters of the Mohawk to Lake Ontario, were ordered by the State Legislature. In 1808 the survey was directed to be extended from the Hudson to Lake Erie, and in 1811 the construction of the Erie Canal was determined on, but the war of the subsequent year delayed its progress, until 1816 when a commission was organized and the works were formally commenced in 1817. The Canal was opened for through traffic to Lake Erie in 1825, its length from Albany to Buffalo being 363 miles, the total Lockage 692 feet, and its cost as originally constructed \$7,143,789: having a capacity equal to the annual transportation of 1,500,000 tons through its entire length.

In 1834 the rapidly increasing business determined the construction of double Locks east of Syracuse, and in 1836 the enlargement of the entire Canal was commenced and has now nearly approached completion, the Locks of the enlarged scale are 118 feet in length by eighteen feet in width and have a depth of water on the mitre sill of seven feet: its cost when completed is estimated at \$37,000,000, and its capacity is than estimated by Mr. McAlpine to be equal to the annual movement of seven millions of tons which will require the passage of 26,000 barges each way, carrying an average cargo of 100 tons. The equipment requisite for this amount of business would cost about \$11,000,000.

Supposing the season of navigation to extend over a period of twenty seven weeks, the number of Lockages above named would only allow 10½ minutes for each, hence the capacity of the Canal is estimated on the supposition that the arrival of barges at the Locks would be regular and uninterrupted; it happens however, that considerable irregularity must arise, and moreover it is unavoidable from the nature of the Western Trade, that the greatest pressure of business will be felt during the Spring and Autumn, it would therefore appear more reasonable to limit the estimated capacity of the Canal capable of being utilized to 5,000,000 tons.

THE WELLAND CANAL.

In 1824 the Welland Canal was projected and a Company organized with a capital of £37,500 cy (!!) for its construction—the proposed dimensions being limited by the estimate then entertained of the business of the Western Lakes. The proposed scale was enlarged and the capital increased by subsequent Acts of the Legislature, and the Canal was opened in 1829 for the passage of vessels 100 feet in length, 18 feet beam, and with a draft of seven feet. But these dimensions were soon found to be quite inadequate,—not because of the great amount of traffic offered, but because the dimensions to which vessels using it were limited rendered them unsuitable for the trade of the Lakes.

Prior to 1840 about £500,000 had been expended on this work; it was then assumed by the Provincial Government, and the works have since been entirely reconstructed on an enlarged scale, the Locks being now 150 feet in length, 26ft 6in in breadth, with ten feet of water on the mitre sills. The cost of this enlargement to the present date has been £1,077,111 2s. 10d., making the total cost nearly £1,600,000 cy. or \$6,400,000. The length of the Canal proper is about 28 miles, and there are 37 Locks with a total rise and fall of 342 feet.

It is singular that at a period when, as now, it was considered imperative, that all Lake going vessels should be enabled to pass this canal, and with the importance of enlarging the dimensions so strongly presented in the old work, the dimensions of the new locks, were determined under a misapprehension of the conditions requisite to ensure the greatest economy in Lake transit, and of the important part to be played by steam in the carrying trade of our inland waters. The reasons which prevailed in this important decision are embodied in the following extract from Mr. Keefer's "*Essay on the Canals of Canada.*"

“The dimensions of the locks upon the Welland Canal are admirably adapted to the class of vessels most suitable and profitable for the Western Lakes. They will easily pass the best models of the best Buffalo and Chicago traders, a description of craft which had been adopted as best suited to the Lake navigation, without any reference to the canals. Larger sailing crafts can not always obtain full freight, or be conveniently worked in all places upon the lakes; while the cost of construction, management and interest while laid up or partially freighted, is proportionally greater * * * There does not here exist the same necessity for the use of powerful steamers and large locks as upon the St. Lawrence; and inasmuch as the lockage of the Welland Canal is upwards of one hundred feet greater than upon all the St. Lawrence Canals combined, it would have been impolitic and extravagant to have constructed unwieldy steamboat locks for a trade nine-tenths of which will be carried on in crafts which would not have half filled those locks. * * * * The expense of gates, foundations, bridges, aqueducts, culverts, deep cuttings, and the whole excavated portions of the canal would have enhanced it to an amount beyond our utmost means, in order to obtain a navigation practically inferior to the existing one.” (p. p. 21, 22.)

The enlarged Welland Canal was opened for use in 1847 though not completed till 1849, and already complaints of detention from its over-crowded state are heard, and it is stated* that in 1853 damages were sustained from this cause to the amount of \$259,570. This I suspect, however, is an exaggeration, or if true, it must be due to the crowded state of the canal at certain times only extending over limited periods, for the trade and navigation returns of 1856 give the total number of vessels passing through it in that year as only 6,766, a number which, if at all equally distributed over the season of navigation, could not produce inconvenience. The following are the figures:

	No.	Tonnage.
Canadian vessels moving West	1,911	214,194
Foreign do do do	1,448	380,072
Canadian do do East	2,020	238,461
Foreign do do do	1,387	516,379
	<hr/> 6,766	<hr/> 1,179,246

The tonnage of property moved west being 276,919
 “ “ “ “ “ East “ 699,637

Total 976,556 being equal to 82 per cent of

the tonnage of the vessels.

Allowing the same period as on the Erie canal for the season of navigation, namely 27 weeks, the above number of vessels would only amount to one each way every 80 minutes, a period more than double that which is necessary for the largest vessels; if therefore their arrival at the locks at all approximated to regularity, it would not be unreasonable to estimate the capacity of this work as capable of being utilized to the extent of 2,750,000 tons, using lake going vessels averaging 250 tons each. As will be more fully explained in another place, if the capacity of the vessels bore the same

*See W. Shanley's report on "Lateral Cut," Board Works report, 1856,

proportion to their weight as obtains with the Erie Canal barges, the capacity of the canal would be increased to 7,500,000 tons.

The returns above quoted from show that of the ascending tonnage as indicated by the measurement of the vessels, forty-six per cent was utilized, while the descending tonnage of merchandize exceeded the measurement of the vessels by 104,657 tons or 17½ per cent., the movement eastward being 71 per cent. of the entire movement. This proportion corresponds very nearly with the east and west movements on other great lines of traffic, and will in all probability continue; if so, the steam tonnage necessary to effect the movement of the whole amount estimated as the capacity of the works will be about 65,057 tons constantly in the canal, representing a capital of not less than \$5,000,000.

An enlargement of the canal to the dimensions proposed by Mr. Shanley for the "lateral cut" to Niagara, would increase its tonnage capacity for vessels to 10,825,600 tons, or if the same proportion be continued to 8,322,180 tons of goods for the movement of which in lake going propellers there would require to be constantly in the canal 195,173 tons representing a capital of \$15,500,000.

The complaints of detention before referred to have had the effect of awakening attention to the necessity of removing the evil; an enlarged scale of navigation is the most obvious remedy, and accordingly the people of Niagara employed Mr. Walter Shanley to make a survey of a partially new route, and the result is the report already referred to in which he has not hesitated to recommend the construction of locks "350 feet in length, 75 feet in width, with an available depth of water of from 11 to 12 feet," the cost being estimated at about £2,000,000 cy.

Pending the proposed enlargement the Hon. W. Hamilton Merritt has matured and is rapidly carrying into effect a Railway along the Banks of the canal, by which he proposes to trans-ship grain in bulk and other heavy freight between larger vessels on Lake Erie than can now use the canal, and similar ones on Lake Ontario, resting his estimates for profit on the difference between the cost of carrying in vessels of 600 or 1,000 tons, and in others of 300 tons, arguing that this difference will more than compensate for cost of transshipment, railway freight and profit, while the additional despatch attained will give a great advantage to his enterprise. It is a novel project, worthy of the projector, and whether successful or not, there is no doubt but that the same competition which forced the previous enlargement of the canal has again demonstrated that its capacity fails to meet the requirements of the western trade, as that trade has heretofore been conducted. As in the former case, not because it is incapable of passing all the freight that has offered, but because vessels two or three times greater than can pass through it are used on the "upper lakes," and can carry merchandize with profit so much cheaper between Buffalo and the western ports, as not only to neutralize the difference in canal charges, but sufficient to enable shippers to afford the payment of Railway tariff east of Buffalo on a large portion of their goods without increasing the total cost of transportation above competing rates.

THE GEORGIAN BAY CANAL.

The Isthmus formed by the projection of the Georgian Bay and Lake Simcoe towards Lake Ontario has been long looked upon as presenting

favourable topographical features for a canal, which should shorten the distance between the Western States and Ontario. A canal first presented itself to the minds of those who promoted the improvement, but the survey first undertaken was of a Railway by a Mr. Higham, the impossibility of raising capital at that time prevented the progress of the work for several years until attention was again directed towards it, and with more success in 1848. The general prosperity of the Province and the impetus given to public works subsequent to that period, as well as the increased attention given to commercial matters, secured for the enterprise that amount of countenance and support requisite to secure the assistance of the municipalities, which being obtained was found sufficient in connection with the Provincial act guaranteeing an endorsement of the Company's bonds to the extent of one half the whole cost of the undertaking to induce a number of speculative contractors from the adjoining States to take up the project. The result was a contract with them for the entire line. The work was commenced in 1851, and the road was opened for traffic through to Lake Huron in January 1855, subsequent to which, no time was lost in endeavoring to secure a participation in that trade, the great and increasing magnitude of which had been the chief incentive to the enterprise, with what success will presently be seen.

Within the last two years the proposal for a canal has been revived and preliminary surveys for the purpose of testing its practicability have been made. An act of incorporation has also been obtained authorising the raising a capital of £6,000,000 cy. for its construction. The result of the survey has been made public in a report accompanied by maps by the engineer K. Tully Esq. endorsed by Colonel S. B. Mason C. E. of Chicago.

Mr. Tully has evidently satisfied *himself* not only of the engineering but of the commercial practicability of the work, the cost of which he estimates at about £6,000,000, the dimensions being an average width of water surface of 100 feet, a depth of 12 feet on the mitre sills of the locks, which are to have a length of 265 feet by 55 feet wide.

Although for the purposes of this enquiry I shall assume the general correctness of Mr. Tully's estimate, I do not at all credit its accuracy. Not only are the quantities under-rated, but the prices are placed much too low. I may instance the cutting through the "ridges" in the township of King, where the quantity is estimated at 48,000,000 yards, while the dimensions given in the same paragraph indicate upwards of 70,000,000 yards, the price is set down at 25 cents per yard, and it is assumed that the material to be moved will chiefly consist of "light clay and gravel." A moments reflection will show that this—the minimum price for excavation most favourably situated and of a character beyond doubt—would be quite inadequate as an estimate where every external indication strongly favours the presumption that the cutting would be through the most treacherous "drift," comprising a large proportion of "quicksand" and liable at all times to heavy land slides. Nor does the price named at all suffice for removal of the earth, even of the favourable character assumed where the choice lies between lifting it to an average height of 100 feet depositing it in "spoil banks," and hauling an average distance of five miles. In all probability, therefore, the final quantity to be removed from the cutting—including land slips &c. would not be

much short of 80,000,000 yards, and its cost greater than is estimated for the whole work.

Again the land damages \$200,000—would be a totally insufficient provision to meet the damages from flooding lands, stopping water courses, severance of property, and space actually occupied, not alone for the Canal but for the enormous spoil banks that would be thrown out of the excavations. Nor is the cost of structures at all adequately estimated bearing in mind the great distance from which suitable stone for the locks must be brought.

Interest on capital during construction would also swell the total cost and it is improbable that less than from \$3,000,000 to \$4,000,000 would be sufficient for this item alone.

Nor is Col. Mason the consulting engineer more accurate in his estimates, for instance, he estimates the cost of repair and maintenance of the work at \$1,000 per mile or \$100,000 per annum. Now the Welland Canal cost £27,157 6s 2d cy. for maintenance and repairs in 1857, being about £1,000 per lock, and four times as much per mile as Mr. Mason's estimate for the Georgian Bay Canal. The cost per lock is manifestly a better criterion than the mileage, and as the proposed canal is to have 50 locks, each nearly double the breadth of the Welland locks, and as the general dimensions of the canal, depth of cuttings, area of slopes, exposure to the action of the weather, &c., are of corresponding magnitude, it is a reasonable inference that the cost of maintenance will be increased in a similar ratio, and that \$300,000 would be a much nearer estimate than the amount (\$100,000 per annum) named in the report.

THE ST. LAWRENCE CANALS.

East of Lake Ontario the navigation of the St. Lawrence has been improved by the construction of a series of canals around the rapids, containing in all twenty seven locks, with a total lockage of two hundred and six feet. The largest of these canals—the Cornwall—has locks 200 feet long by 55 feet wide, but the others though of the same length are only 45 feet in width; they have all 8½ feet of water on the mitre sills. The entire cost of the St. Lawrence improvements has been £1,298,836 cy. exclusive of interest.—These canals are only used by vessels descending which have more than eight feet draft of water, all others can descend the rapids, but in the upward passage they use the canals.

It is a favoured project in the eastern part of the Province to connect the St. Lawrence with Lake Champlain by a canal from Caughnawaga to St. Johns, the ultimate design being the enlargement of the Whitehall and Hudson Canal so as to complete a ship navigation from the lakes to New York on a scale to admit the passage of propellers of 600 tons burthen. Surveys have been made for both these improvements and the estimated cost of the Caughnawaga Canal is \$4,267,890; of the Whitehall and Hudson Canal enlargement \$6,000,000, and of improving the Hudson to twenty miles below Troy, \$2,000,000.

Mr. Jarvis who was employed by the Government to report on the Caughnawaga Canal, and who made the estimate above referred to, proposes a scale of navigation in which the locks would be 200 feet in length by 36 feet in width, with a depth of ten feet on the mitre sills; this it will be remember-

ed is designed without reference to the St. Lawrence improvements, and the recommendations of Mr. Shanley in relation to the Welland Canal, were also made without regard to the Caughnawaga report of Mr. Jarvis. The whole contemplated system, if that can be called a system which has so many disjointed members, thus appears somewhat crude and ill digested as it now stands.

OTTAWA IMPROVEMENTS.

Considerable attention has lately been directed to the valley of the Ottawa, as destined to afford an avenue for the western trade, and the Provincial government has undertaken a survey of the route for the purpose of ascertaining its capabilities, and the possibility of constructing a canal navigation through French River, Lake Nippissingue and the Ottawa to the lower St. Lawrence. The survey has made some progress under the direction of Mr. W. Shanley, from whose *ad interim* Reports published with the reports of the Board of Works, there appears to be no great difficulty in uniting the waters of French River with those of the Ottawa. Speaking of Lake Nippissingue he says:—"The ridge separating its waters from those of the Ottawa can not be looked upon as a formidable barrier to their union, when it is known that a cutting of three fourths of a mile in length by twelve feet in depth would cause the upper waters of the *Mattawan* now tributary to the Ottawa, and more than 200 feet deep, to flow into Lake Huron by way of the French River." It is stated in the same report that the distance of 120 miles from Montreal to Ottawa city commonly known as the lower Ottawa is likely to present the greatest obstacle to the perfection of a ship navigation of the contemplated character. Of the 186 miles from Ottawa to the *Mattawan* River, there are 85 miles navigable in three separate sections for vessels drawing from 5 to 5½ feet water, and forty miles immediately above "Allumette Island" wholly unavailable for purposes of navigation, being interrupted by frequent rapids, and divided by islands into two distinct and tortuous channels, the remainder being more or less available for navigation.

The *Mattawan* from its confluence with the Ottawa ascends nearly due west for 40 miles to Trout Lake, at which point it is within three quarters of a mile of "La Riviere de Vase" a tributary to Lake Nippissingue, whence the distance to the mouth of French River is about 80 miles through a route according to Mr. Shanley's observation "singularly facile of adaptation to the purposes of deep navigation."

The whole distance from the Georgian Bay to Montreal by the Ottawa route will be about 430 miles, and as Lake Nippissingue which it is contemplated to make the summit level is 700 feet above the level of the sea, and 106 feet above Lake Huron, the total lockage will be 807 feet.

No sufficient data has as yet been provided to form the basis of a reliable estimate of the cost; it must necessarily be very large; if the cost of the St. Lawrence improvements is taken as a standard of comparison, and a due allowance made for the very great amount of Lockage, the probable cost will not be extravagantly stated at \$25,000,000.* Its capacity for transport of

* Since this article was written, Mr. Shanley's final Report has been printed in which the cost of the Ottawa improvements is estimated at 24,000,000 dols.

freight would be similar to the enlarged Welland Canal or about 8½ millions of tons per annum, and for carrying which, supposing the time necessary for the passage of a vessel to be estimated at twelve days, there would require to be constantly in the canal 550,000 tons of shipping representing a capital of \$44,000,000

COMPETING RAILWAYS.

Competing with the canals for the lighter freight during the season of navigation, and with each other for the passenger business as well as for such heavy freight as is carried forward during winter, there are two great lines of railway already in existence between the head of Lake Michigan and the eastern sea board, besides the Grand Trunk which will be a competition in the same field within the next few years.

The Great Central line is formed by the Michigan Central, the Great Western of Canada, the New York Central and the Hudson River, in the construction and equipment of them there is invested, in the

Michigan Central	282 miles	\$11,106,473.
Great Western of Canada	229 do	14,000,000.
New York Central	303 do	27,360,731.
Hudson River	144 do	12,737,898.
	<hr/> 958 miles	<hr/> \$65,205,102.

What may be denominated the southern route embraces the New York and Erie, that portion of the Lake Shore Railroad west of Dunkirk to Cleveland, the Cleveland and Toledo and the Michigan and Southern and Northern Indiana railways, the mileage and cost of which are represented as follows:—

New York and Erie	459 miles	\$33,742,317.
Dunkirk to Cleveland	*143 }	10,000,000.
Cleveland to Toledo	*113 }	
Michigan S. and N. Indiana	243	11,645,000.
	<hr/> 697	<hr/> \$55,387,317.

The Grand Trunk Railway extends from Portland in the State of Maine to Stratford, and is in course of construction to Sarnia on Lake Huron, the distance is 928 miles, and when completed and equipped will represent a capital (including the Victoria Bridge) of not less than \$55,000,000

From Port Sarnia the immediate connection of this line with the western trade is intended to be affected by the Northern Michigan Railway to Grand Haven, this, however, involves a steamboat communication across Lake Michigan, subject to interruption during the winter, its most reliable communication will therefore be by an extension of the Michigan Central to Fort Huron opposite Sarnia, the length as before being 235 miles, and the cost

11,106,473.

The whole line being 1213 miles and cost about

\$66,106,473.

(To be continued.)

* I have no accurate statement of the cost of these lines.

JOURNAL OF BANKING, CURRENCY & FINANCE

Annual Value of Landed Property in Toronto since 1837.

Years.	Value of Property.
1837.....	£ 72,303 15 0
1838.....	73,289 10 0
1839.....	74,753 10 0
1840.....	75,361 15 0
1841.....	80,866 5 0
1842.....	89,428 0 0
1843.....	100,066 10 0
1844.....	104,387 0 0
1845.....	112,682 0 0
1846.....	109,857 10 0
1847.....	211,164 10 0
1848.....	124,913 10 0
1849.....	124,530 15 0
1850.....	132,359 10 0
1851.....	186,983 5 0
1852.....	198,378 0 0
1853.....	227,491 0 0
1854.....	290,957 15 0
1855.....	346,867 10 0
1856.....	427,981 0 0
1857.....	515,086 0 0

AMOUNT OF TAXES RAISED IN TORONTO SINCE 1834.

Years.	Taxes raised.
1834.....	£3450 16 6
1835.....	4196 2 9
1836.....	4061 1 6
1837.....	3872 14 6
1838.....	3669 15 3
1839.....	3672 2 2
1840.....	3730 8 4
1841.....	3992 9 9
1842.....	4445 2 4
1843.....	5532 2 10
1844.....	5661 14 5
1845.....	6070 16 10
1846.....	7025 6 6
1847.....	7278 16 6
1848.....	7725 6 8
1849.....	9421 6 4
1850.....	9788 18 5
1851.....	17,429 8 3
1852.....	18,433 13 3

1853.....	28,130	11	8
1854.....	44,842	0	0
1855.....	50,395	5	4
1856.....	55,364	1	6
1857.....	74,962	11	7

DEBT OF THE CITY OF TORONTO.

Year		Debt.	
1844.....	£ 37,872	0	0
1845.....	50,924	5	0
1846.....	59,619	5	0
1847.....	60,599	5	0
1848.....	61,671	2	6
1849.....	64,490	5	6
1850.....	73,032	15	6
1851.....	83,962	7	10
1852.....	233,965	0	0
1853.....	271,226	4	1
1854.....	214,117	1	3
1855.....	320,336	11	3
1856.....	378,994	8	8
1857.....	504,440	6	4

DUTIES COLLECTED ON IMPORTS AT THE PORT OF TORONTO SINCE 1840.

Year.	Amount of Duties Collected.	
1840.....	£5,050	7 1
1841.....	6,780	9 11
1842.....	8,390	3 3
1843.....	17,481	3 8
1844.....	25,103	13 8
1845.....	22,212	7 8
1846.....	33,533	16 2
1847.....	32,658	7 5
1848.....	27,752	13 7
1849.....	52,336	11 1
1850.....	90,307	0 11
1851.....	94,330	5 8
1852.....	93,303	19 1
1853.....	156,026	10 1
1854.....	172,576	0 10
1855.....	152,585	17 3
1856.....	195,202	8 9
1857.....	144,727	14 6

Business of Canadian Banks, 1858.

CITY BANK, MONTREAL.

	Capital.	Circulation.	Deposits.	Specie.	Discounts
	\$	\$	\$	\$	\$
January.....	1,177,440	456,052	576,693	151,525	2,003,325
February.....	1,177,440	448,385	559,777	207,641	1,948,262
March.....	1,177,912	483,339	586,516	172,378	1,933,682
April.....	1,178,968	476,639	575,748	147,712	1,976,158
May.....	1,178,968	473,163	643,640	165,234	1,911,019
June.....	1,186,544	500,799	639,523	173,077	1,956,552
July.....	1,187,744	476,548	656,386	216,859	1,938,014
August.....	1,190,144	480,562	657,164	187,374	1,932,470

BANQUE DU PEUPLE, MONTREAL.

	Capital.	Discounts	Specie.	Circulation.	Deposits.
	\$	\$	\$	\$	\$
January.....	921,815	317,483	469,928	102,530	1,624,106
February.....	922,750	310,906	468,585	99,409	1,644,200
March.....	932,775	326,617	421,136	75,220	1,655,049
April.....	936,035	320,089	492,288	92,222	1,673,342
May.....	936,875	296,425	469,315	105,501	1,614,593
June.....	943,390	279,380	517,460	142,630	1,649,441
July.....	944,185	276,891	594,775	121,769	1,708,581
August.....	944,185	286,196	583,755	99,564	1,712,377

MOLSON'S BANK, MONTREAL.

	\$	\$	\$	\$	\$
January.....	747,183	265,882	277,455	85,462	978,231
February.....	747,963	360,082	295,094	71,204	1,118,493
March.....	748,463	359,397	298,998	72,276	1,559,385
April.....	790,203	331,962	326,536	71,450	1,169,691
May.....	791,343	298,729	333,265	104,387	1,009,224
June.....	792,323	285,491	315,439	106,587	1,025,150
July.....	820,963	276,431	342,539	106,826	1,070,749
August.....	825,613	319,204	328,328	1,3165	1,111,233

BANK OF TORONTO.

	\$	\$	\$	\$	\$
January.....	417,465	301,771	137,816	88,495	672,979
February.....	421,270	298,963	140,368	98,629	654,819
March.....	422,210	273,068	127,122	82,754	633,718
April.....	422,750	268,944	130,933	85,242	648,267
May.....	426,230	250,731	111,386	72,812	647,454
June.....	427,290	252,873	139,697	77,418	643,085
July.....	430,440	253,280	173,588	93,695	634,905
August.....	434,220	264,345	193,382	87,143	646,886

Monthly Averages of Canadian Banks.

Bank of British North America and Gore Bank not included.

Date.	Capital.	Discounts.	Specie.	Circulation	Deposits.
1857.					
March 31.	\$16,119,187	\$33,927,218	\$2,025,715	\$11,338,376	\$8,306,435
April 29.	16,295,597	33,232,219	2,145,249	10,859,571	8,507,157
May 31.	16,844,834	32,470,986	2,114,084	10,226,624	8,795,065
June 30.	17,246,140	32,307,199	2,210,933	10,511,876	9,650,326
July 31.	17,924,667	32,243,981	2,262,167	10,760,167	8,625,924
Aug. 31.	18,092,888	32,931,843	2,272,310	10,777,358	8,621,015
Sept. 30.	18,044,701	33,968,627	2,024,081	11,507,205	8,837,278
Oct. 31.	17,887,692	33,082,530	2,135,270	10,711,813	8,142,254
Nov. 30.	17,940,354	31,273,693	2,553,435	9,866,435	7,455,129
Dec. 31.	17,991,288	30,745,735	2,217,237	9,157,976	8,137,484
Jan. 31, 1858.	18,041,513	30,468,213	1,982,688	8,450,573	8,358,437
Feb'y 28.	18,057,669	30,758,657	2,042,757	8,477,114	7,251,389
Mar. 31.	18,071,775	30,921,803	2,004,000	8,352,030	7,249,846
April 30.	18,132,587	30,713,550	1,929,948	8,348,410	7,793,577
May 31.	18,165,652	30,068,176	2,107,873	8,057,114	7,614,409
June 30.	18,326,029	30,279,684	2,152,236	8,188,288	9,159,327
July 31.	17,757,635	30,300,069	2,075,230	8,438,313	3,616,399
August 31.	18,148,710	30,351,386	2,209,045	8,688,356	8,436,413

STATEMENT OF BANKS ACTING UNDER CHARTER

NAME OF BANK.	CAPITAL.			LIABILITIES.			
	Capital authorized by Act.	Capital paid up.	Provisionary Notes in circulation not bearing interest.	Balance due to other Banks.	Cash Deposits not bearing interest.	Cash Deposits bearing interest.	
Quebec Bank	\$ 1,000,000	\$ 991,530	\$ 540,303	\$ 8,3875 83	\$ 346,952 69	\$ 117,149 25	
City Bank of Montreal	1,200,000	5,46,144	480,552	11,561 75	410,286 10	246 898 46	
Bank of Montreal	6,000,000	5,52,640	2,422,273	45,608 53	1,973,469 22	913,345 86	
Commercial Bank	4,000,000	3,226,000	1,559,247	120,086 25	767,703 21	191,395 06	
Bank of Upper Canada	4,000,000	3,118,255	2,271,421 25	1,460,502 06	1,932,206 04	128,052 24	
Banque du Peuple	1,200,000	94,185	26,196	15,744 76	318,008 30	265,67 00	
Molson's Bank	1,000,000	825,613, 10	319,204	18,684 52	315,578 25	112,750 49	
Niagara District Bank	1,000,000	219,011, 53	230,351	6,004 74	43,299 78	145,037 95	
Bank of Toronto	2,000,000	434,220	264,315	39,182 02	84,345 72	34,924 18	
Ontario Bank	1,000,000	213,048	39,136,031	39,215 09	44,429 83	.....
Total	22,100,000	17,695,20693	7,310,62550	1,72,2,976,59	6,202,949 80	2,189,755 40	

14th Sept., 1858

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

NAME OF BANK.	ASSETS.				
	Debentures deposited with the Receiver General.	Real Estate.	Furniture and other Assets.	Debts due by other Banks, and Notes of other Banks.	Bills Discounted.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
(a) Bank of British N. America	479,833 33	.....	.....	.....	.....
Zimmerman Bank . . . . .	.....	.....	.....	.....	.....
(b) Niagara District Bank	11,670 00	.....	.....	.....	.....
Molson's Bank . . . . .	.....	.....	.....	.....	.....
Provincial Bank	160,000 00	1,000 00	4,958 67	.....	32,725 31
Bank of the County of Elgin	100,000 00	.....	1,328 00	3,322 28	100,000 00
Total	750,503 33	1,000 00	6,284 67	3,328 82	139,150 24

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

(b) Withdrawing its circulation under this Act.

CHAS. CAMBIE, Registrar.
July, 7th, 1858.

FOR THE MONTH OF AUGUST, 1858.

Total Liabilities.	ASSETS.								Total Assets.
	Coin and Bullion.	Landed or other Property of the Bank.	Government securities.	Promissory Notes or Bills of other Banks.	Balance due from other Banks.	Notes & Bills discounted & other debts due to the Bank not included under the foregoing heads.			
\$1,042,820 77	\$99,071 56	\$14,918 40	\$44,403 25	79,761 42	\$ 1,914,891 81	\$ 2,133,079 27			
1,149,278 31	157,374 80	34,000 00	202,438 35	54,065 94	110,934 16	1,932,470 69	2,521,269 14		
5,356,796 60	705,369 11	353,848 30	609,433 34	232,587 62	137,696 99	9,596,606 68	11,763,914 44		
2,440,431 50	411,222 17	177,657 24	40,000 00	124,991 26	261,445 37	5,623,400 29	7,032,316 27		
5,500,172 95	411,325 29	201,307 58	516,570 41	156,470 0	334,968 59	6,928,898,44	9,299,950 28		
885,006 96	99,564 48	55,952 17	101,542 05	30,151 36	38,892 35	1,712,377 38	2,038,449 94		
765,617 26	123,165 15	20,513 85	200,000 00	19,360 60	143,799 06	1,111,233 95	1,648,133 51		
309,504 78	29,839 46	44,302 98	3,625 00	49,995 98		470,119 24	578,844 95		
464,909 92	87,143 23	7,962 29	102,100 00	27,317 56	72,300 34	648,856 77	934,077 90		
220,276 19	34,017 12	5,232 23	21,600 00	3,838 50	16,757 03	365,309 00	445,841 88		
15,435,701 29	420,492 19	74,362 06	2,019,397 13	726,723 84	4,153,092 19	30,212,196 87	38,794,764 59		

JOHN LANGTON, AUDITOR.

Banking Act, to 31st Aug., 1858, (13th & 14th Vic., Chap. 21, &c., &c.

LIABILITIES.							
Debts due by Individual.	Specie in Vaults.	Total Assets	Notes in Circulation.	Deposits.	Debts due to other Banks.	Other Liabilities.	Total Liabilities.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$
.....	.....	478,833 37	159,043 00	.....	.....	.....	159,043 00
.....	.....	11,670 00	11,667 00	.....	.....	.....	11,667 00
.....	.....	316,600 00	154,600 00	2,600 00	.....	.....	156,600 00
111,132 89	6,782 13	227,209 19	51,023 00	51,112 07	18,110 29	1,154 45	450,713 81
2,686 44	13,371 00	.....	.....	.....	.....	.....	.....
113,799 33	20,153 13	1,034,313 52	378,333 00	53,712 07	18,110 29	1,158 45	450,713 81

JOHN LANGTON.
AUDITOR.

JOURNAL OF MERCANTILE LAW.

ACT FOR THE ABOLITION OF IMPRISONMENT FOR DEBT.

Not the least important of the measures of the late Session of Parliament, is the Act intitled "An Act for abolishing arrest in civil actions in certain cases, and for the better prevention and more effectual punishment of fraud."

The aim of the Act is to abolish arrest—not in all cases, but "in certain cases." To abolish arrest in all civil cases, would be to commit a piece of absurdity of which we are sure Mr. Macdonald could not be guilty. Again, the Act is not only to abolish arrest in certain cases, but for "the better prevention and more effectual punishment of fraud." This branch of the title also foreshadows important provisions.

As the Act came into force on the 1st of the present month of September, we append a synopsis of it.

I.—After 1st September, 1858, no person to be arrested upon mesne or final process in any civil action, except in the case and in the manner provided for by this Act.

II.—If any party being creditor of or having a cause of action against any person now liable to arrest, shall by affidavit of himself or of some other individual, show to the *satisfaction* of a Judge of either of the Superior Courts of Common Law a cause of action to the amount of £25 or upwards, and shall also by affidavit *show such facts and circumstances* as shall satisfy the Judge that "there is good and probable cause for believing that such person, unless he be forthwith apprehended, is about to quit *Canada* with intent to defraud his creditors," &c., it shall be lawful for such Judge to direct, &c., that such persons shall be held to bail for such sum as the Judge shall think fit, &c. Thereupon a capias may issue, &c.

III.—Special bail may be put in and perfected according to present practice, and action to proceed as if commenced by writ of summons.

VI.—An order for a capias may be obtained after commencement of action. The capias to be in the form in Schedule A. of C. L. P. A., 1856.

V.—The Sheriff, &c., within two calendar months after date of capias to proceed to arrest defendant.

"VI.—When capias issued under this Act, not necessary before suing out *Ca. Sa.* to obtain a Judge's order for the issue thereof, or to make or file any further affidavit. But where defendant has not been held to bail, plaintiff must by affidavit of himself or some other party, show to the *satisfaction* of a Judge of either of the Superior Courts of Common Law that "he has recovered judgment against defendant for the sum of £25 or upwards, exclusive of costs," and show also by affidavit "such facts and circumstances as shall satisfy the Judge that there is good and probable cause for believing either that defendant, unless forthwith apprehended, is about to quit *Canada* with intent to defraud his creditors, &c.," or that defendant "hath parted with his property, or made some secret or fraudulent conveyance thereof in order to prevent its being taken in execution," and then the Judge may direct a *Ca. Sa.* to issue.

"VII.—No writ of *capias* to be renewed. On the expiration thereof a new order to be obtained.

VIII.—Party arrested may at any time apply to one of the Superior Courts of Common Law or to a Judge for a rule or order to show cause why he should not be discharged out of custody. Court or Judge to make such rule or order as they or he may see fit.

IX.—Prisoners in custody or on bail upon mesne process at the time of the commencement of this Act may be discharged upon entering a common appearance to the action, provided that every such prisoner is liable to be detained, or after such discharge to be again arrested by virtue of a special order under this Act.

X.—Any Judge of a County Court empowered to make such orders as are mentioned in second and fourth sections of this Statute, and to act under section eight of the same.

XI.—Debtor in close custody at the time of or after the passing of this Act, may give notice that he will after the expiration of ten days from the day of service apply to be discharged from custody. Then it shall be lawful for plaintiff to file interrogatories, or to cause the debtor to be examined *viva voce* upon oath before the Judge of the County Court in the County in which the debtor is confined, or before some one to be appointed in that behalf by the County Judge. County Judge may issue an order to Sheriff or Gaoler to bring debtor before him for the purpose of being examined.

XII.—After the expiration of ten days, debtor may upon proof of service, and upon making oath that "he is not worth £5 exclusive of his necessary wearing apparel, the bed and bedding of such debtor and his family, and one stove and cooking utensils and also the tools or implements of his trade not exceeding the value of £15, and that he hath answered all the interrogatories filed by plaintiff, and hath given due notice of such answers (or if no interrogatories served that he hath not been served with any interrogatories) and that he hath submitted himself to be examined pursuant to the order of the County Judge (or if no order that he hath not been served with any such order) apply to the Court or a Judge for a rule or summons to show cause why he should not be discharged from custody. Upon the return of summons, if answers &c. be deemed sufficient, debtor may be discharged. Provided Court or Judge may on return of Summons allow plaintiff to file further interrogatories, &c. Provided also Court or Judge may make it a condition of debtor's discharge that he assign any right or interest which he may have or be presumed to have in any real or personal property, credits and effects other than wearing apparel, &c., before mentioned. Provided lastly in certain cases of fraud, &c., specified, debtor may be re-committed for any period not exceeding twelve calendar months.

XIII.—Any person having obtained a judgement in any Court in Upper Canada or any person entitled to enforce such judgement may apply to the Court or a Judge for a rule or order that the judgement debtor be orally examined touching his estate and effects, &c. If debtor do not attend as required by the order, or if he attend and refuse to disclose his property &c., or do not make satisfactory answers, &c., may be committed for any time not exceeding twelve calendar months, or a *Ca. Sa.* may be issued, &c.

XIV.—Debtors fraudently obtaining their discharge may be recommitted. Sheriff not in such cases liable for escape.

XV.—False evidence, perjury.

XVI.—C. L. P. Act, 1858, and this Act to be read as one Act. Power given to the Judges to frame, &c., necessary for giving effect to this Act.

XVII.—The first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, eighteenth, nineteenth and twenty-second sections of this Act to apply to County Courts, as also all rules, &c., to be made under sixteenth section of this Act.

XVIII.—Every confession of judgement, cognovit, actionem. or warrant of attorney to confess judgement voluntarily or by collusion with a creditor or creditors, given by any person (such person being in insolvent circumstances or unable to pay his debts in full, or knowing himself to be on the eve of bankruptcy) with intent to defeat or delay his creditors, &c., or with intent of giving a preference, &c., to be invalid to support any judgement, and to be void as against the creditors of the party giving the same.

XIX.—Gifts, conveyances, assignments or transfers of any goods, chattels or effects, bills, bonds, notes, or other securities or property transferred under like circumstances, to be void as against creditors: Provided, that nothing herein contained is to avoid "any deed or assignment made and executed by any debtor for the purpose of paying and satisfying rateably and proportionally, and without preference or priority, all the creditors of such debtor their just debts." Provided also, that nothing herein contained is to make void "any *bona fide* sale of goods in the ordinary course of trade or calling to innocent purchasers."

XX.—Misdemeanor for a person to destroy, alter, mutilate, or falsify any of his books, papers, writings or securities, or make or be privy to false or fraudulent entries, &c.

XXI.—Misdemeanor to make or accept any gift, conveyance, assignment, sale, transfer, or delivery of lands or goods, &c., with intent to defraud creditors.

XXII.—2 Geo. IV. cap. 1, s. 15; 23rd, 42nd, 108th 300th ss. of C. L. P. A. 1856, and also so much of 48th section of C. L. P. A. 1855, as provides "that after obtaining judgment it shall not be necessary for the plaintiff to make or file any other or further affidavit than that on which the writ of attachment was ordered, in order to sue out a *ca. sa.*," together with other inconsistent enactments repealed from the time this Act takes effect.

XXIII.—This Act to take effect on 1st September, 1858.

XXIV.—This Act to be cited as "The Act for the Abolition of Imprisonment for Debt."

XXV.—The word "County," wherever it occurs, to include any union of Counties for judicial purposes.

A perusal of this Synopsis indicates at least three great changes in the law: 1st,—That no arrest can be made in a civil action without a judge's order; 2nd.—That no arrest can be made for a demand under twenty-five pounds.

3rd,—That no apprehension of the debtor's escape from *Upper Canada* is not sufficient to ground an application.

As to the first, it is a decided change for the better. It is neither more nor less than that which we in March last advocated as a remedy for the abuses of the day. It is not only an assimilation to the laws of England, but to the laws of Lower Canada; and as such, a measure of which an Upper Canadian legislator may be justly proud.

As to the second, it is not only a rational concession to the popular demand for the amelioration of the law of arrest but is also an assimilation to the laws of England. Heretofore, in Upper Canada, an arrest might have been made for any demand of, or exceeding ten pounds. The change will we hope have at least one good effect, and that will be to make tradesmen and others more cautious in the giving of credit, and so weaken a most pernicious but now general system of dealing.

As to the third, we cannot say much in its praise.

It was neither so urgent, nor is it so important as the two former. Our fear is that it is premature. The object of arrest in a civil case is to detain the body of the debtor within the jurisdiction of the Court where the arrest is made, so as to be amenable to ulterior proceedings in view of fraud. The removal of a debtor from Upper to Lower Canada would be at present the removal of the body of the debtor without the jurisdiction of the Courts of Upper Canada. Once without the jurisdiction of the Courts, there is no power to bring the debtor back. This trip from Upper to Lower Canada may be as much a fraudulent escape as a trip from Upper Canada to the United States. Were Upper and Lower Canada one Province, judicially as well as politically, there could be no valid objection to the change, but they are not so; and until they become so,—we feel the change is, if anything, premature. One effect of it will be under the perambulating system of alternate governments in Quebec and Toronto, to relieve government officials from the terror of arrest in civil cases.

STATISTICS OF AGRICULTURE.

HEMP IN CANADA.

It is now thirty years since the late Col. Bouchette, Surveyor General of Lower Canada called public attention both in this country and in Great Britain, to the cultivation of Hemp in the North American Colonies. In his work on the British Dominions in North America, we find the following remarks on the most effectual means of encouraging the cultivation of Hemp, which will be found interesting at the present time. The partial failure of the wheat crop in various parts of the country, points to this as a favourable time to discuss the question, and we therefore commend it to the attention of our readers. We may mention that we learn that several parties are about to try the experiment of raising Hemp in Upper Canada. The demand at home as well as the means of transportation are very much improved since 1828, and the difficulties then in the way may be said to have almost entirely disappeared.

That the raising of hemp in those colonies on an extensive scale would prove a source of wealth to the country, at the same time that it would afford to Great Britain, within its own dominions, a material of national importance which she is forced to seek in foreign soils, has been felt many years ago; and hence have arisen the various trials that were made to promote its cultivation in Canada, under the auspices both of His Majesty's Government and of the Society for the Encouragement of Arts and Sciences in England.

From various causes, however, originated by no means in the inadequacy of the soil to produce hemp, these trials successively failed; and all subsequent efforts, founded on the original principle of encouragement by the tender of premiums, have met with the same fate.

Amongst the chief causes that have rendered abortive all past endeavours to promote the growth of that valuable plant in Lower Canada, it must appear obvious, to any one acquainted with the people and agriculture of the province, that the great obstacle to its general cultivation was the want of a market where it might be disposed of as a raw material. Hemp found no market but in a prepared state; and the farmer who was unacquainted with the process of its preparation, felt reluctant to devote any portion of his land to the growth of a new article which appeared to entail upon him much additional trouble without an immediate corresponding profit.

That this has heretofore been, and still is, the only substantial objection contemplated by the inhabitants of those provinces, will appear evident, when it is considered that no climate or soil can be found better adapted to the growth of hemp and flax, as appears by the report of sworn surveyors, made to the surveyor-general and recorded in his office at Quebec, and further proved by experience in several sections of Lower Canada, where individuals are to be found who hold medals from the British Society of Arts and Sciences for samples of hemp raised on their farms. But, without reference to former experiments, a knowledge of the climate and a mere examination of the richness and depth of the soil so generally prevalent will convince the observer that the system hitherto adopted to introduce hemp to the attention of the Canadian farmer were in themselves insufficient and defective, or must have succeeded when nature so favoured the project.

The unsuccessful results of former encouragement, when their causes are duly weighed and estimated, will throw some light upon future undertakings of the same nature; and from what has already been stated it may be very ostensibly advanced, that if, under the countenance and support of the Imperial Government, a company of British merchants were formed for the promotion of the hemp trade in Canada, and the adjacent colonies of New Brunswick and Nova Scotia, on the basis set forth in the under-mentioned project, not only would the agriculturalist be rewarded by handsome returns, but the merchant would be engaged in a branch of trade extensive, exhaustless, and more lucrative, probably, than any heretofore carried on between the mother country and the colonies.

The company being formed in England on the plan of similar associations for mercantile purposes might be called the "Canada" or "The British North American Hemp Company;" and the establishment in Lower Canada, under the management of a Board of directors, should consist of one general superintending agent and a given number of sub-agents, who would be so judi-

ciously located in different parts of the province as to facilitate the transport of hemp to their stores within the limits of the district respectively assigned to their agency; each sub-agent to be at the head of an establishment of the description mentioned in page 474.

The business of this agent would be to receive the hemp from the farmer, weigh it, and pay to the seller the prices fixed upon by the company, and upon a fair estimation and comparison, to award the premium that may be allowed for encouragement by the company for the three best tons of hemp sold within his district. The hemp thus purchased to be prepared in the agent's mills, carefully packed, and conveyed by the most convenient inland communication to the stores of the company at Quebec, to be ready for shipment. The sub-agent would take vouchers for every thing transacted for the the Company, and keep regular books, to be at all times open to the general superintendent's inspection.

A few acres of the Company's farm (of which each sub-agent would have the enjoyment) might be appropriated to the growth of hemp, to be carefully cultivated as an example and an instruction to the inhabitants; and the company would pay to the sub-agent, for the whole of the hemp so raised one half of the value thereof at the approved prices as a compensation for his trouble in the cultivation. And, inasmuch as the most effectual mode of ensuring a diligent discharge of duty is to interest the individual in the concern, it might be found expedient to allow each sub agent a small per-centage on the moneylaid out by him in the purchase of hemp.

Much of the efficiency of such agents would necessarily depend on the selection, as well of the individual as of the spot where he should reside.— He should, in some measure, be familiar with both languages (French and English), to facilitate the intercourse between seller and purchaser. From the intimate knowledge I possess of the localities of the province from a constant residence therein, it would be in my power to point out hereafter, should this scheme meet with the approbation of His Majesty's Government and British capitalists, such situations as from their eligibility and easy communication by land and water with the principle towns would be most likely to promote the company's object.

Having said thus much of the company's general establishment in Lower Canada, it is fit to examine the advantages that may fairly be expected to result from an undertaking of such magnitude, interest and importance.

Wheat is considered by the Canadian farmer his most profitable crop.— One acre of land yields him on an average 12 bushels of corn, and for each bushel he is often satisfied with 5s 6d., making a sum of £3 6s., the gross produce in money of an acre of land; if from this sum were deducted the amount of his labour, seed, &c. his profits would be found almost too trifling to be mentioned.

One acre of land under hemp would furnish the following statement, deduced from the experiments made by Mr. Grece in 1808, by Ph. Wright, Esq., of Hull, Ottawa River, and more lately by Jacob Pozer, Esq., seigneur of Aubert Gallion. Mr. Grece allows but one-third of a ton of merchantable hemp to be produced by one acre, Mr. Wright says three-fourths of a ton and sometimes one ton, and Mr. Pozer says also three-fourths of a ton. The medium will be about half a ton, which I shall assume.

Expense of cultivating one Acre of Hemp, yielding about two Tons raw, or Half a Ton prepared.

	Halifax Currency.
Ploughing in Autumn - - -	£0 10 0
Cross do. in Spring - - -	0 7 6
Harrowing - - - - -	0 1 0
Sowing broadcast - - - -	0 11 3
Bush-harrowing - - - - -	0 0 6
Pulling and housing male stalks - - -	0 18 10
Ditto female stalks - - -	1 6 3
Taking seed from the plants - - -	0 9 2
	<hr/>
Total expense - - - - -	4 4 6
The seed remains with the farmer, say 8 minots at 10s.	4 0 0
	<hr/>
	0 4 6

Thus it will be seen that the seed would of itself be almost sufficient to refund his outlay and labour.

Allowing the farmer, therefore, £15 currency for every four tons of raw or one ton of prepared hemp, the company would be paying the grower very liberally for his produce, offering thereby a powerful encouragement to the agriculturist, and causing abundant supplies for the British market.

The cost of one ton of merchantable hemp to the company, when landed in England would be as follows, vix:

	H. Currency	Sterling.
To the grower for 4 tons raw hemp = one ton prepared - - - - -	£15 0 0	
Freightage, insurance, storage, &c. - - -	5 0 0	
Internal transport - - - - -	0 10 0	
Ratio of expense on establishment - - -	0 2 0	
Interest on outlay - - - - -	1 0 9	
Tare and wear - - - - -	1 0 9	
Proportionate expense on seed - - - - -	0 6 0	
	<hr/>	
	22 19 6	= £20 13 8
Riga Rhine, sells - - - - -	£44 0 0	
Petersburgh, clean - - - - -	43 0 0	
Out-hot - - - - -	40 0 0	
Half clean - - - - -	36 0 0	
	<hr/>	
	4)163 0 0	
	<hr/>	
Mean price of hemp - - - - -	40 15 0	
Per ton in England - - - - -	- - -	40 15 0
		<hr/>
Profit accruing to the company on one ton of prepared hemp		£20 1 4

Now assuming the number of heads of families in the province who subsist upon the produce of their lands to be	90,000
Of this number, suppose one-half only are disposed to cultivate hemp	45,000 farms.
And granting they devote two acres of their farms to the growth of hemp, and that each acre produce only half a ton of prepared hemp, then we have	45,000 tons
	Multiply by £40, 15 0
	<hr/>
	£1,883,750 0 0 sterling.

the probable extent of the Lower Canada hemp-trade, after it shall have been carried on for two or three years.

The provinces of Upper Canada, New Brunswick and Nova Scotia, the islands of Newfoundland, Cape Breton and Prince Edward Island, all more or less adapted to the production of that plant, would considerably swell the magnitude of the trade in process of time; and I have no doubt that, under proper encouragement and management by the company, and the fostering protection of the trade by the enlightened and liberal policy of the government of the mother country, the British North American colonies, by flourishing as hemp-countries, would become an additional bulwark to the parent state, to which they would be powerfully linked by great commercial ties, and a source of national and individual wealth.

As relates to Lower Canada, it may be proper to observe, that in order to innovate as little as possible from the customs of the people in the seigniorial settlements, it would be advisable to allow the inhabitants to dispose of their hemp in the bundle or cheaf weighing 15 lbs, and 553½ bundles would amount to 4 tons of hemp, in its natural state—equal, as before stated, to one ton of the prepared article. Thus the Canadian farmer would receive 2*l.* 16*s.* 3*d.* for every 100 sheaves of his approved hemp; and the process of buying and selling being carried on in a measure with which he is familiar, he will be the better enabled to estimate his gains, and the more readily come into market. From the knowledge I possess of the people, I am satisfied that meeting at first their little prejudices so far would materially promote the object.

It has been remarked by Mr. Grace, whose experiments in the culture of hemp have been before mentioned, that the native hemp-seed produces better crops than that imported; and if this be so, it might be found expedient, immediately on the formation of a company, to purchase all the seed that may be offered for sale, to distribute it afterwards, under particular conditions and restrictions, to Canadian farmers at half price, to operate as an encouragement.

From the interest the subject of hemp has lately excited in Quebec and Montreal, the consideration and importance attached to it by the Society of Arts and Sciences in Lower Canada, now joined with the Literary and Historical Society of Quebec, and by the agricultural societies of the province, it

cannot be doubted that some active step will ere long be taken to develop this dormant fund of commercial opulence. As far back as 1815 I took an opportunity of mentioning the subject as some length in the Topography of Lower Canada, pp. 73, 74, et seq., from the conviction I have ever felt of the many important advantages connected with an introduction of so valuable a plant to the notice of the Canadian farmer.

Should the view there taken of the subject, assisted by the further experience of others and my own subsequent observations, tend, by promoting the development of this new staple of colonial trade, to the prosperity and welfare of the British empire, my humble zeal and endeavours will be rewarded; and should a society for this object be finally determined upon, it is with the greatest readiness I shall contribute such further remarks as my feeble abilities and long experience may enable me to communicate.

JOS. BOUCHETTE-

The Wheat Crop and Export of the United States.

The state of the crops this year and the quantity which can be exported from the United States are now a matter of inquiry. It is confidently stated that the crops in England and western Europe are very abundant, the prices being lower by one-third than for either of the last five years, while in the United States it is alleged that the crops have failed. The extent of crops in the United States and the degrees of failure, as well as the quantity on hand in the interior, are all matters of the merest conjecture, and those who undertake assertions in relation to them are merely playing on the credulity of their hearers. All that is or can be known in relation to the crops are the comparative receipts and exports at leading points and the prices. The surplus which can be spared from the United States has of late years apparently increased, and by inference the crop has been larger. We may make a table of the average annual price of wheat in England on Michaelmas of each year according to official returns on which the tithes are regulated; the export of wheat and flour from the United States, according to the Treasury tables:

	English average	U. S. export, bush.	Price flour in U. States.
	s. d.		
1852	39 10	18,600,680	\$4.37
1853	45 7	18,958,990	4.94
1854	72 10	28,148,595	9.25
1855	71 10	7,821,584	9 50
1856	73 1	25,508,007	8.32
1857	59 2	33,146,196	6.97½
1858—estimate	48 00	25,000,000	5.50

In 1852 and 1853 the United States were exporters at low prices, but the war raised the prices, aided by deficient harvests here, which even at the high rate which ruled in England in 1855, cut down the export two-thirds. Since then railroads, migration, and good harvests have combined to enhance the supply, until an export of 33,146,196 bushels out of the crop of 1856 did not sustain prices, which have continued to fall until they were \$4.25 in

New York, notwithstanding that the stagnation of business has kept back large supplies.

If the crops of the United States in 1856 was 143,000,000 bushels as was likely, a consumption of $3\frac{1}{2}$ bushels per. head, the usual average, would have taken 91,500,000 bushels, seed 16,000,000 bushels, and export as above 33,146,196, would complete the crop, leaving the usual quantity, whatever that might be, on hand. In the year 1858, the quantity exported has been large, according to the returns made up by the brokers. The exports to Great Britain and Europe were comparatively as follows:

From Sept. 1 to August 31.

	1857		1858	
	Flour.	Wheat.	Flour.	Wheat.
To G. Britain	863,170	7,567,001	1,300,906	6,658,639
To Europe	483,334	2,875,653	303,100	391,428
Total - - - - -	1,346,514	10,442,654	1,604,006	7,049,067

Reducing flour to wheat gives 15,269,097 bushels against 17,175,224 bushels same time last year, and about 17,000,000 went to South America and elsewhere. It is, however, known that most holders of grain of the crop of 1857 would not sell, because of the low prices, and therefore an unusual quantity of old grain is in the country. The export of wheat of late years has been, as we have seen, nearly 25 per cent. of the estimated crop. If that quantity is retained in the country by good harvests abroad, it will fully compensate for a deficit of 25 per cent. in the yield. But the crops was much larger than the quantity named, as is proved by the fact that although 25,500,000. bushels were exported in 1856, and 33,146,196, the largest amount ever exported, went in the following year 1857, at a time when the country was apparently prosperous, and the consumption, unchecked by hard times, fell nearly \$1.50 per bbl. In the past year following these large exports, the price has again fallen, although 25,000,000 bushels have gone abroad, and unusual quantities have been withheld from market. It is evident from these facts that the breadth of land sown and the quantity produced has gone far ahead of most estimates on the subject, and the loss by the bad harvests of the present year will not suffice to maintain prices in the face of the small foreign demand.—*U. S. Economist.*

JOURNAL OF MANUFACTURES.

AMERICAN WATCHES.

THEIR MANUFACTURE AT WALTHAM, MASS.,—COMPARISON WITH FOREIGN PRODUCT.

In this age of splendid mechanical triumphs, in which our own country stands so proudly foremost, there is one that is just beginning to receive the attention and prominence that it deserves. The same perfection of machinery that has made Colt's firearms the acknowledged best in the world, after patient experiment, has been successfully applied to the manufacture of watches.

The introduction of American watches marks an era in the history of time and timekeepers, and may well be joined with the Atlantic Telegraph, Sewing Machine and other kindred successes of mind over matter, which so wonderfully distinguish the present period.

Hitherto England and Switzerland have been the watchmakers of the world. Coventry and Prescott in Lancashire and Warwickshire, in England, and Locle and LaChaux de Fonds in the Northern cantons of Switzerland, by Lake Geneva, have been and are the world's famed seats of watch manufacture; but now it seems that Waltham, Mass., has surpassed these Old World competitors, and with machinery, system and intelligent skill, unaided by protection of any kind, already produces the most thoroughly exact timekeepers, at about half the cost of the best foreign made watches.

All imported watches are made by hand, the movements and parts of movements by different persons, and at different times and places, and each watch is finally finished with special reference to itself—every part being made to suit only one place, and the whole movement fitted to a case which will not suit any other movement—no two watches being in all respects approximately alike.

A large majority of these watches are worthless, as timekeepers, and a constant bill of expense to their owners over \$5,000,000 being annually thrown away in vain attempts to improve them.

The American watches are constructed upon the most scientific and approved principles, designed to secure uniformity, simplicity, durability, cheapness, and unvarying perfection of the movement, and are sold with a certificate of warranty in all cases, for ten years, signed by the manufacturers.

The specific advantages of these to dealers and wearers, as compared with the best imported hand-made watches, will be most readily apprehended by the following enumeration, to wit: Each watch and each part of every watch of a given style, is the unvarying counterpart of every watch of the same style, so that any single part is exactly fitted and may be transposed indiscriminately to make up any one of any number of watches. The movements are made to fit any one of any number of cases, thus enabling the dealer to keep a large and varied stock of movements with a limited number of cases, to suit the demands of trade.

The ease and facility with which any part can be restored when broken or lost by accident—each part being registered at the factory—a counterpart can be had for the mere cost of reproduction, and with whole movements changed and sent by mail or express to any part of the world. Dealers are thus brought directly in contact with the manufacturer, and a single retail profit is the only added cost to the wearer, to manufacturer's prices.

The watches have fewer parts, are more substantially made than any others, are easily kept clean, and the chances for failure by breakage are diminished four-fifths as compared with the English watch, which has upwards of eight hundred separate parts, while the American watch has but one hundred and twenty-five parts, and most of those are so substantial, and all so perfect that it would be very difficult to break them.

The American watch is eminently adapted for railroad engineers and conductors, where exact time is of the utmost importance, and where the con-

stant jar of the moving train offers the most trying test to prove the quality of a watch as a timekeeper. Many eminent engineers and conductors on the leading railways of the country have been supplied with these watches and now will have no other.

There is no article of common use that is so little understood, and about which so much deception, charlatanism and swindling may be and is continually practiced, as attaches to the watch; and it will be a great comfort to honest dealers and legitimate buyers and wearers, to know that they can have a substantial and reliable pocket timekeeper, at moderate prices, made at home, and about which there can no deception or mistake that may be easily, promptly and cheaply remedied, by writing to Waltham, or to Robbins & Appleton, 15 Maiden Lane, New York, General Agents.

In many parts of the country great difficulty is experienced in finding good watch repairers and reliable timekeepers. By the introduction of American watches this difficulty may be almost entirely obviated, so that the country merchant can obtain adjusted watches as a part of his miscellaneous stock, and the customer will buy his regulated timekeeper, wind it up, and go about his business, as he would after purchasing any other article without mystery or humbug.

The manufacturers, Messrs. Appleton, Tracy & Co., with their present means, can furnish 20,000 watches per annum, and they intend to furnish, from time to time, as the wants of the trade require, other styles and sizes of watches, including an entire new form of sporting or timing watches which will indicate the minutest divisions of time with more accuracy than has ever before been attained.

Arrangements are now being made to supply small and elegantly finished watches for ladies.

The manufactory stands on the banks of Charles River, in the town of Waltham, Mass., and occupies a site of surpassing beauty, covering an area of 100 x 100 feet, forming a quadrangle, with an open court in the centre. The building is two stories in height, and has eight hundred feet of floor line, for the accommodation of the one hundred male and female artisans employed.

The motive power is a twelve-horse steam engine, which gives motion to lines of shafting in all the rooms, to which are attached the numerous delicate and wonderful machines which are used in the various processes of manufacture.

Appleton, Tracy & Co., have added about a hundred acres adjoining their manufactory, which affords admirable locations for home sites for their workmen several of whom have already purchased lots and erected comfortable homes in the immediate vicinity of the manufactory.

Every facility is afforded to encourage and attract the attention of skillful workmen, are who here offered largely remunerative wages and constant employment, under the most pleasant conditions, with an opportunity, in a few years, of securing a competency and an independent income, with other advantages and attractions such as are nowhere else to be found.

BANK NOTE REPORTER.

COUNTERFEITS.

BANK OF BRITISH NORTH AMERICA.

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

BANK OF MONTREAL.

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

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

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

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

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

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

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

BANK OF UPPER CANADA.

10's altered from 1's: vig. railroad train.

10's altered from 1's; vig. a beehive; the true 10's have for vig. a landscape view.

10's, let. C.; close imitation; Nov. 1st, 1839; general appearance darker than the genuine, particularly in the foreground of the vig. and the figure X at the bottom

CITY BANK MONTREAL.

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

COMMERCIAL BANK OF CANADA.

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

5's, superious—vig. a female leaning on a wheel.

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

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

GORE BANK.

20's & 50's—This Bank has no 20s. or 50s.

NIAGARA DISTRICT BANK.

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

QUEREC BANK.

2's, altered from 1s. Well done.

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

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

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

ZIMMERMAN BANK.

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

BANK OF BRITISH NORTH AMERICA

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

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

BANK OF THE COUNTY OF ELGIN.

(Notes secured by deposit of Government Securities.)

Head Office—St. Thomas, C.W. Edward Ermatinger, *Mang'r*.....
 All Foreign business transacted through the Commercial Bank of Canada.

BANK OF MONTREAL.

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

BANK OF MONTREAL (CONTINUED.)

				DISCOUNT IN	
				Montreal.	Toronto.
Agency at	Guelph.	R. M. Moore,	.....	$\frac{1}{2}$	par
" "	Lindsay.	Hartley Dunsford,	.....	$\frac{1}{2}$	par
" "	Perth.	John McIntyre,	.....	$\frac{1}{2}$	par
" "	Three Rivers.	M. Stevenson,	.....	par	par
Agents in	London—The Union Bank of London.				
" "	Liverpool—The Bank of Liverpool.				
" "	Edinburgh—The British Linen Company, and Branches.				
" "	Glasgow— Do. do. do. do.				
" "	New York—The Bank of Commerce.				
" "	Boston—The Merchants' Bank.				

BANK DU PEUPLE.

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

BANK OF UPPER CANADA.

				DISCOUNT IN	
				Montreal.	Toronto.
Head Office—	Toronto, C. W.	Wm. Proudfoot, <i>President.</i>			
		T. G. Ridout, <i>Cashier</i>	.....	$\frac{1}{2}$	par
Branch at	Brockville ...	R. F. Church, <i>Cas'r.</i>	.....	$\frac{1}{2}$	par
" "	Hamilton ...	Alfred Stow, "	.....	$\frac{1}{2}$	par
" "	Chatham ...	T. Helliwell, Jr., "	.....	$\frac{1}{2}$	par
" "	Kingston ...	W. G. Hinds, "	.....	$\frac{1}{2}$	par
" "	London ...	Jas. Hamilton, "	.....	$\frac{1}{2}$	par
" "	St. Catharines,	H. C. Barwick "	.....	$\frac{1}{2}$	par
" "	Montreal ...	E. T. Taylor, <i>Manager</i>	.....	par	par
" "	Quebec ...	J. F. Bradshaw, "	.....	par	par
Agency at	Barrie ...	E. Lally, <i>Agent</i>	.....	
" "	Belleville ...	E. Holden, "	.....	$\frac{1}{2}$	par
" "	Brantford ...	T. S. Shortt, "	.....	
" "	Chippawa ...	James Macklam, "	.....	
" "	Cornwall ...	J. F. Pringle, "	.....	
Agency at	Goderich ...	John McDonald, "	.....	
" "	Lindsay ...	J. H. Hopkins, "	.....	
" "	Niagara ...	T. McCormick, "	.....	
" "	Ottawa ...	R. S. Cassels, "	.....	
" "	Port Hope ...	J. Smart, "	.....	
" "	Sarnia ...	Alex. Vidal, "	.....	
" "	Stratford ...	J. C. W. Daly, "	.....	
" "	Three Rivers, C.E.	P. D. Dumoulin, "	.....	
" "	Windsor, C.W..	Thos. E. Trew, "	.....	

BANK OF UPPER CANADA (CONTINUED.)

			DISCOUNT IN	
			Montreal. Toronto	
Agents at	Albany, N. Y...	Bank of the Interior.		
" "	Boston ...	Blake Howe & Co.		
" "	Edinburgh ...	British Linen Company.		
" "	London, Eng...	Glyn, Mills & Co.		
" "	" "	Coutts & Co.		
" "	" "	Barclay, Bevan, Tritton & Co.		
" "	" "	Bank of London.		
" "	New York ...	Bank of Commerce.		

BANK OF TORONTO.

			DISCOUNT IN	
			Montreal. Toronto.	
Head Office—Toronto	...	J. G. Chewett, <i>President.</i>		
		Angus Cameron, <i>Cashier</i>	$\frac{1}{2}$	par
Agency at	Barrie ...	Angus Russell, <i>Agent</i>		
" "	Cobourg ...	J. S. Wallace, "		
" "	Newcastle ...	Alexander Smith, "		
" "	Peterboro ...	Alexander Monro "		
" "	Oakville ...	John T. M. Burnside "		
Agents at	London, Eng...	City Bank.		
" "	New York, U.S.	Bank of Commerce.		

CITY BANK, MONTREAL.

			DISCOUNT IN	
			Montreal. Toronto.	
Head Office—Montreal.		Wm. Workman, <i>President.</i>		
		F. Macculloch, <i>Cashier</i>	par	par
Branch at	Toronto ...	Thomas Woodside, <i>Manager</i>	$\frac{1}{2}$	par
" "	Quebec ...	Daniel McGee, "	par	par
" "	Sherbrooke ...	W. Ritchie, "		no issues
Agent at	Dublin ...	National Bank of Ireland.		
" "	London, Eng...	Glyn, Mills & Co.		
" "	New York ...	Bank of the Republic.		

COLONIAL BANK OF CANADA.

Authorized Capital, \$2,000,000.

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

COMMERCIAL BANK OF CANADA.
 (Formerly Commercial Bank of the Midland District.)

			DISCOUNT IN	
			Montreal. Toronto.	
Head Office—Kingston.		Hon. John Hamilton, <i>President.</i>		
		C. S. Ross, <i>Cashier</i>	$\frac{1}{2}$	par
Branch at	Belleville ...	Andrew Thompson, <i>Manager</i>	$\frac{1}{2}$	par
" "	Brockville ...	James Bancroft "	$\frac{1}{2}$	par
" "	Galt ...	William Cooke, "	$\frac{1}{2}$	par
" "	Hamilton ...	W. H. Park, "	$\frac{1}{2}$	par
" "	London ...	J. G. Harper, "	$\frac{1}{2}$	par

		DISCOUNT IN	
		Montreal.	Toronto
Branch at	Montreal, Thomas Kirby,.....	par	par
"	" Port Hope, W. F. Harper.....	$\frac{1}{2}$	par
"	" Toronto, C. J. Campbell.....	$\frac{1}{2}$	par
Agency	Chatham, Thomas McCrae.....		
"	" Ingersoll, W. Sage.....		
"	" Perth, James Bell.....		
"	" Peterboro, Wm. Cluxton.....		
"	" Port Stanley, E. C. Warren.....		
"	" Prescott, John Patton.....		
"	" Stratford, George C. Small.....		
Agents	Albany, New York State Bank.....		
"	" Boston, Merchants Bank.....		
"	" Dublin—Ireland; Boyle, Low, Pim & Co.....		
"	" Edinburgh—Scotland; Commercial Bank of Scotland.....		
"	" Glasgow " Clydesdale Banking Company.....		
"	" London—England; London Joint Stock Bank.....		
"	" New York, Merchants Bank.....		
"	" Oswego, N. Y.....		

GORE BANK.

		DISCOUNT IN	
		Montreal.	Toronto.
Head office,	Hamilton, A. Stevens, <i>President</i> . W. G. Crawford, <i>Cashier</i> .	$\frac{1}{2}$	par
Agency at	Chatham, C. Watteriss, <i>Agent</i>		
"	" Galt, " John Davidson.....		
"	" Guelph, " T. Sandilands.....		
"	" London, ".....		
"	" Paris " James Nimmo.....		
"	" Simcoe, " D. Campbell.....		
"	" Woodstock, " James Ingersoll.....		
Agents	" Albany, N. Y.; New York State Bank.....		
"	" Edinburgh, Scotland,—Union Bank and Branches.....		
"	" London, England,—Glyn, Mills & Co.....		
"	" New York, Ward & Co., and Merchants Bank.....		

MOLSON'S BANK.

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

NIAGARA DISTRICT BANK.

Head office—	St. Catharines. Hon. W. H. Merritt, <i>President</i> . C. M. Arnold
<i>Cashier</i> .	
Agency at	Ingersoll, C. E. Chudwick, <i>Agent</i> .
Agents.—	London, England,.....Bosanquet, Franks & Co.,
	New York.....Bank of the Manhattan Co.

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

ONTARIO BANK.

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—Bowmanville ...	Hon. John Simpson, <i>President</i> .		
	D. Fisher, <i>Cashier</i>	½	par
Agent at New York ...	Bank of the Republic.		
“ “ London, Eng. ...	Glyn, Mill & Co.		

PROVINCIAL BANK—STANSTEAD.

(Notes secured by deposit of Provincial Securities.)

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—Stanstead, C. E.—W. Stevens, <i>President</i> ,.....	J. W. Peterson <i>Cashier</i>	½	5
<i>Agents</i> in Montreal.....	J. D. Nutter & Co.		
“ New York.....			
“ Boston.....			

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

QUEBEC BANK.

		DISCOUNT IN	
		Montreal.	Toronto.
Head Office—Quebec. James Gibb, <i>President</i> —C. Gethings, <i>Cashier</i>		par	par
Branch at Toronto. W. W. Ransom, <i>Manager</i> ..		½	par
Agency at Montreal, Banque du Peuple, <i>Agents</i>			
“ Ottawa, H. V. Noel, “			
“ Three Rivers, John McDougall, “			
<i>Agents</i> at Fredericton, N.B.; Central Bank, “			
“ London, England; Glyn, Mills, & Co., “			
“ New York, U. S.; Maitland, Phelps, & Co.			
“ St. John, N. B.; Commercial Bank, New Brunswick ...			

ZIMMERMAN BANK.

Head Office—Clifton, C. W.—Jos. A. Woodruff, <i>President</i> .			
J. W. Dunklee, <i>Cashier</i> .		½	par
<i>Agents</i> in New York, Atlantic Bank.			

PRIVATE BANKERS AND EXCHANGE BROKERS.

MONTREAL.—C. Dorwin & Co., St. Francois Xavier Street.	
“ J. D. Nutter & Co., Place D'Armes, Publishers of C. M's Ban Note Reporter.	
“ Geo. W. Warner, St. Francois Xavier street.	
“ D. Fisher & Co.,	
“ J. E. Malhiot.	

COMMERCIAL SUMMARY AND REVIEW.

TORONTO, 2nd Oct., 1858.

In consequence of the Provincial Exhibition now being held in this city, there is a general activity observable in every branch of business. The complaint of short remittances from the country still continues and the scarcity of money is yet severely felt. The absence of all speculation, however, renders the demand limited and good Commercial paper is more freely discounted by the Banks.

In the produce trade a large amount of business has been done within the last month, at about the same rates as at the date of our last, viz:—Fall wheat from 5s 6d to 6s 3d; spring do. 4s 6d to 5s 6d. Barley, 4s 6d to 5s 6d; Oats, 1s 10½ to 2s per bushel.

We are indebted to T. M. Clark's Circular for the following summary of the produce trade.

"We have had the largest supplies of all kinds of Farmer's Produce during the past week, that Toronto ever before witnessed in the same period of time. On Saturday there were over 20,000 bushels of Grain purchased from farmers alone, in the space of five or six hours. The weather has been remarkably fine and dry.

"WHEAT continues of the same good quality as before reported, and is in movement throughout the county to all markets in very great abundance. Farmers, if not satisfied with, are from circumstances forced to realize and accept current rates.

"SPRING WHEAT is not in the same abundance as white, and is worth 95c a 100c. Supplies of are larger in winter than now.

"BARLEY.—This is large, of good quality, and the receipts are very heavy. Current rates are 75c a 79c per 48lb.

"CORN and RYE none offering.

"PEAS.—A heavy crop. Receipts are large, and demand active, for shipment to Europe, at 76c a 80c per 60lbs.

To the above quotations of grain add 5c per bushel to put free on board.

"FLOUR continues in light stock owing to the relatively higher value of wheat and the dryness of the season. Low grades of good brands are very scarce.

Superfine No. 2.....	\$4 25 a	\$4 30 in store.
Do. No. 1.....	4 95 a	5 10 "
Fancy.....	5 25 a	5 30 "
Extra.....	5 50 a	5 75 "
Double Extra.....	5 90 a	6 50 "

"The quality of our new flour, especially extra, appears to give good satisfaction and its lost reputation will be fully redeemed by this year's crop. To the above quotations of flour, add 1 per cent to put free on board.

American correspondents should understand, that our inspection stands nearly two grades higher than that of New York.

FREIGHTS FROM TORONTO, FOR OCTOBER 1858.

	Per bbl.	Per 60lbs.
To Oswego, Ogdensburgh, Cape Vincent, and Rochester,		
by steamer....	15	04
" Do do do by schooner....	10	03
" Montreal.....by steamer....	20	05
" Do .....by rail	30	08
" Quebec.....by steamer....	30	08
" New York, by rail and barge from Albany.....	53	11
" Do by Lake and Canal.....	37	10½
" Albany, Troy, and Schenectady, .....by rail.....	43	14
" Do do do .....by water.....	18	09
" Providence, R. I.....by rail.....	93	26
" Boston and Worcester.....by rail.....	75	25

" Springfield, Brookfield, Greenfield, Brattleboro, Concord Mass, Lowell Keene N. H., Wilbraham, by rail.....	80	27
" Portland and all other places on the Grand Trunk East of Island Pond.....by rail.....	73	24
" Bangor.....by rail.....	93	26
" Do .....by water, via New York.....	57	00

MONTREAL, September 25th, 1858.

FLOUR.—The demand has been active during the week, and all the Superfine offering for sale has been taken at \$5 to \$5,25 for City Mills, and \$5,25 to \$5,50 for U. C. brands. Fancies and extras are less inquired for. We quote Fancy \$5,50 to \$5,60, Extras \$6, to \$6,25 and \$6,50 for Double Extras.

WHEAT.—The only sale to report is a lot of Chicago Spring of about 15,000 bushels, out of condition, at 90 cents.

CORN.—None in market.

BARLEY.—In active demand, and we advance our quotations to 82½ to 85 cents per minot.

OATS.—In fair request at 40 to 42½ cents per minot.

RYE.—None.

PEAS.—Peas in good demand; several shipping lots have been placed at \$1,05 per minot of 66 lbs.

PROVISIONS.—In Mess pork there have been several transactions during the week, small parcels fetching \$18; we note one sale of 100 brls, at \$17,75.

ASHES.—Have been in active demand. Pot, \$6,50 for single barrels \$6,65 to \$7 for shipping lots. Pearl have advanced to \$6,90 to \$7.

FREIGHTS.—We have no engagements to quote.

MONTREAL, Sept. 25, 1858.

PRODUCE.

	\$ c.	\$ c.
ASHES—Pot.....	¢ cwt.....	6 60 @ 6 70
Pearl.....		6 90 @ 7 00
FLOUR—Canada Fine, ¢ brl. 196 lbs.....		4 20 @ 4 40
Superbue, No. 2.....		4 75 @ 5 00
Superfine, No. 1 United States.....		5 10 @ 5 20
Superfine, No. 1 Canadian.....		5 20 @ 5 30
Fancy.....		5 50 @ 5 60
Extra Super.....		6 00 @ 6 25
Double Extra.....		6 50 @ 6 75
Rye Flour.....		3 05 @ 0 00
INDIAN MEAL.....	¢ brl, 196 lbs.....	None.
OATMEAL.....	¢ 200 lbs.....	4 75 @ 5 00
WHEAT—¢ 60 lbs.		
Wheat (C. C. and U. S. White.....		None.
U. C. Spring.....		None.
Red Winter.....		None.
Milwankie Club.....		None.
Chicago Spring.....		0 90 @ 0 95
BARLEY.....	¢ minot.....	0 82½ a 0 85
OATS.....	do.....	0 40 a 0 42½
PEAS—White.....	do.....	1 02½ a 1 05
INDIAN CORN.....	¢ 56 lbs.....	None.
PROVISIONS—Beef, Mess.....	¢ brl.....	00 00 a 00 00
Prime Mess.....		00 00 a 00 00
Prime.....		00 00 a 00 00
Cargo.....		0 00 a 0 00
PORK—Mess.....	¢ brl.....	17 75 a 18 00
Prime Mess.....		15 50 a 16 00
Prime.....		15 50 a 00 00

Prime, in bond, foreign inspected.....	None.
Cargo.....	None.
BUTTER—Inspected No. 1.....	None.
Inspected No. 2.....	None.
Uninspected.....	0 12½ a 0 15
Statement of Arrivals and Tonnage from sea, at this port, in the years 1857 and 1858, up to the 25th September, inclusive, is as follows :	
1857—1001 Vessels,	494,602 tons.
1858— 775 “	407,494 “
Less this year.....226 “	87,108 “

Statement of Arrivals and Tonnage, at this port from the Lower Ports, in 1857 and 1858, up to the 25th of September in each year :	
1857—78 Vessels,	6,399 tons.
1858—77 “	6,063 “
Less this year 1 “	336 “

FORSYTH & BELL'S PRICES CURRENT OF TIMBER, DEALS, &c.
QUEBEC, Sept. 25, 1858.

	s.	d.	s.	d.
WHITE PINE, in the raft, for Inferior and Ordinary, according to average, &c., measured off.....	0	4	a	0 5½
for Superior according to average.....	0	6½	a	0 8½
in shipping order according to average and quality.....	0	5	a	0 9
RED PINE, in the raft, measured off, do do	0	9	a	1 0
in Shipping order, 40 feet.....	0	11	a	1 0
OAK, Ordinary, by the Dram.....	0	16½	a	0 18
Lake St. Clair, measured off, by the Dram.....	0	18	a	0 19
ELM, by the Raft, according to average and quality.....	0	10	a	1 2
in Shipping order, 35 to 40 feet.....	1	0	a	1 3
TAMARAC, Square, according to size, in the raft.....	0	4½	a	0 7
Flatted, do	0	4	a	0 0
STAVES, for Specification, Merchantable.....	£40	0	a	£0 0 0
Do. All Pipe.....	42	10	a	45 0 0
W. O. Puncture Merchantable.....	12	10	a	13 0 0
DEALS, Bright, by Specification.....	13	10	a	14 for
Floated.....	£12	00	a	13 00 1sts, and 3rds for 2nds
Spruce.....	£8	10	a	£10 for 1sts, £6 10 for 2nds, and £4 00 for 3rds.

N. B.—Parties in England will bear in mind that Timber sold in the Raft subjects the purchaser to great expense in dressing, butting, and at times heavy loss for culls—if sold in shipping order, the expense of shipping only to be added.

R E M A R K S.

Red Pine is scarce and much asked for, especially for 40 feet; and the stock is very limited.

In Elm we hear of very little doing, as it and Tamarac do not share in the general improvement.

Oak has come down in larger quantity than was anticipated, and some very good parcels have been sold at 18d a 18½d, although 19d for choice lots is asked. Some of a small average has been placed at 16½d.

In Standard Staves a good deal has been doing, principally at £40, though a fine lot of All Pipe has been sold as high as £43 for 2½ to 3 inch, but this we consider a very extreme quotation for a whole specification. West India have been sold to some extent at £12 10s a £13.

**MONTREAL STOCK MARKET—PREPARED BY THE BOARD OF BROKERS,
SHARE ROOM, EXCHANGES, MONTREAL, July 14th, 1888.**

DESCRIPTION.	Shares.	Paid Up.	Dividend Last Six Months.	Buyers.	Sellers.
Bank of Montreal.....	\$200 00	whole.	4 per cent.	115 1/4	115 1/4 ex. dis.
Bank of Montreal, New Stock.....	200 00	50 per cent.	4 per cent.	115	115
Commercial Bank of Canada.....	100 00	do	4 per cent.	111 1/2	111 1/2
City Bank.....	50 00	do	3 1/2 per cent.	107	107
City Bank, New Stock.....	50 00	40 per cent.	3 1/2 per cent.	107	88
Bank of Upper Canada.....	50 00	whole.	4 per cent.	104 1/2	104 1/2
People's Bank.....	50 00	do	4 per cent.	108	108
Molson's Bank.....	50 00	40 per cent.	4 per cent.	103	\$1 30.
Montreal Mining Company's Consols.....	20 00	\$15 10	None.	None.	None.
Quebec and Lake Superior Mining Company.....	8 00	4 10	.....	None.	None.
Lake Huron Silver and Copper Mining Company.....	5 00	0 75	.....	None.	None.
Canada Mining Company.....	5 00	0 90	.....	None.	\$0 30
Huron Copper Bay Mining Company.....	4 00	0 25	.....	12 1/2	15
Chaplain and St. Lawrence Railroad Company.....	200 00	whole.	None.	34	36
Grand Trunk Railroad Company.....	100 00	whole.	6 per cent. per annum.	None.	None.
Great Western of Canada.....	100 00	whole.	6 1/2 per cent. per annum.	115 1/4	116 1/4
Montreal Telegraph Company.....	40 00	whole.	4 per cent. 6 mos.	93	93
Montreal City Gas Company.....	40 00	whole.	3 per cent. 6 mos.	None.	None.
Government Debentures, 20 years.....	.....	.....	6 per cent. per annum.	92 1/2	93
Can. M. I. F. Debentures.....	.....	.....	6 per cent. per annum.	None.	79
Chaplain and St. Lawrence Railroad Bonds.....	.....	.....	7 per cent. per annum.	None.	75
Montreal Exchange.....	400 00	whole.	8 per cent. per annum.	None.	None.
Montreal Harbour Bonds.....	.....	.....	8 per cent. per annum.	103	None.
Do Water Works Bonds.....	.....	.....	6 per cent. per annum.	93	None.

STOCKS.

BANK OF MONTREAL.—There was a fair demand in the commencement of the week resulting in several sales at last quotation of 116 for the "paid up," one transfer having been done at 115 1/2, which is the asking price of to-day.
DITTO "NEW STOCK."—There was nothing done; 114 1/2 is offered.
BANK OF B. N. AMERICA.—No stock on the market.
CITY BANK.—Sales to some extent were made at 107 1/2, at which quotation little is procurable. The "New Stock" is asked for.
COMMERCIAL BANK.—The most recent transfers were made at 111 1/2. Sellers now holding for 111 1/2; demand limited.
BANK OF UPPER CANADA.—Several transactions

recorded at 98, at which it is in tolerable request.
BANQUE DU PEUPLE.—Sales to some extent for 104, at which it is still obtainable.
DITTO "NEW STOCK."—Changed hands at 104 1/2.
MOLSON'S BANK.—Stock was taken at 110 or 105, ex dividend. Books closed till lat proximo.
MONTREAL MINING CO. CONSOLS.—Nothing doing. Quotations purely nominal.
CHAPLAIN & ST. LAWRENCE RAILROAD.—Stock Buyers at 115. Sellers generally holding for 121.
DITTO 20 MONTGOMERY BONDS.—Buyers at 65. Sellers at 75 to a small extent.
GRAND TRUNK RAILROAD.—No transaction. Sellers holding for 37. Buyers refusing to advance upon 35.
GREAT WESTERN.—No stock in this market.

MONTREAL TELEGRAPH COMPANY.—Sellers asking 117 1/2. No Buyer over 115 1/2.
MONTREAL NEW CITY GAS COMPANY.—No sales on which to found a quotation for some weeks past.—There are sellers at 94. Buyers offering 92.
MERCHANTS' EXCHANGE STOCK.—Unsaleable over 75.
PROVINCIAL GOVERNMENT DEBENTURES.—Small transactions at 105 1/2 and 102.
DITTO M. L. F. DEBENTURES.—Sales this week have been of trifling amount, chiefly at 92 1/2 and 92. Demand dull.
EXCHANGE.—Bank rates remain unchanged.
BANK, 60 days, London......110
Private, 90 day, London......108 & 108 1/2
Bank, sight, New York......100 1/2

Within the last six or eight days we have to announce a much better tone in our market, than has previously existed during the whole season, and the sales made have been to a large extent, although not at any advanced rates, and for white Pine we do not alter our quotations, but the demand is decidedly improved. Advices from England continue gloomy, the consumption but moderate, and stocks in Liverpool about the same as last season, though we remark a falling off in the supply from New Brunswick, which will be greater as the season advances and which may cause a better demand for choice Quebec cargoes.

The sales that have been made within the last fortnight vary from our lowest to our highest quotations; but taking 65 to 70 feet as an average the price that may be considered now current for good rafts of that size may be quoted at 6½d a 7d. Since our last Circular was issued very little has been measured by the Supervisor of Cullers, and every week the falling off as compared with last year's supply will be more and more marked.

Deals are much the same as they have been for some weeks. Good specifications of floated are wanted, but when seconds and thirds preponderate, or where there are many odd sizes, they are difficult of sale.

Freights have been ruling very low indeed, 21s 6d for Liverpool; 30s for London, and £4 2s 6d for deals—but there have been few transactions during the past week.

FORSYTH, BELL & Co.

LONDON METAL MARKET.

The Market for Tin is quiet, but in prices scarcely any change. Stock of Banca in Holland 163,569 slabs, and last season 157,070. Purchases in Iron cautiously made, the value of Scotch Pig 54s to 54s 6d, cash, and Welsh Bar in London £6 15s to £7. In Spelter several transactions, and £24 to £25 2s 6d the currency on the spot.

LONDON SPIRIT MARKET.

Although less demand for Rum yet holders firm, and obtained for East India 1s 8d proof; Demerara 2s to 2s 1d, and Leewards 1s 8d to 1s 10d. The landings continue large, and during last week were 1140 puncheons; in corresponding time in former year only 549—total deliveries 1180, against 100; stock is now 20,360 puns, and last season 25,700. Prices are 6d to 10d per gallon under that time. Although stock of Brandy here is 5200 puns under last year, still only a limited business doing, and a disposition evinced to accept previous rates.

RAILWAY RETURNS.

Returns of the Grand Trunk Railway.

	1857.	1858.
Week ending Aug. 14	\$46,705,27	\$37,721,39½
“ “ “ 21	47,178,42	38,179,99
“ “ “ 28	47,679,67½	47,163,37½
“ “ Sept. 5	48,589,04½	43,421,69
“ “ “ 11	47,589,6½	33,904,36
“ “ “ 23	48,157,02	41,132,17

Returns of the Great Western Railway.

	1857.	1858.
Week ending Aug. 20	\$46,159,04	\$35,376,35
“ “ “ 28	47,679,97½	47,133,37½
“ “ Sept. 3	49,006,06	42,618,01½
“ “ “ 10	52,108,16	47,555,77½
“ “ “ 17	52,599,94	45,855,43½

RECEIPTS OF PRODUCE

	Up to Sept. 25, 1855.	Up to Sept. 26, 1857.	Up to Sept. 27, 1856.	Up to Sept. 29, 1855.
Ashes.....bls...	21069	21074	16788	15804
Flour.....	481009	397798	371598	264911
Wheat.....bus...	1329328	975294	909289	356067
Indian Corn.....	29688	257989	309433	536711
Pork.....bls...	11695	11629	26934	29312
Barley.....bus...	14275	19468	15197	10377
Peas.....	57274	5636	48283	14673
Butter.....kgs...	8738	4956	5505	6260
Lard.....	2370	1500	8101	4234
Beef.....bls...	605	18	381	176
Oatmeal.....	1362	528	5741	595
Oats.....bus...	105909	4717	37513	31677
Copper Ore.....tons...	.....	215	235½	1141

EXPORTS OF PRODUCE BY SEA.

	Up to Sept. 25, 1855.	Up to Sept. 26, 1857.	Up to Sept. 27, 1856.	Up to Sept. 29, 1855.
Ashes.....	18681	20661	11962	9677
Flour.....	158466	115325	140226	26967
Wheat.....bus...	660939	436318	513634	.....
Indian Corn....."	14967	28631	12,998	24629
Pork.....bbis...	197	313	1439	615
Barley.....bus...	300	4	57	.....
Peas....."	129007	115965	154296	4275
Butter.....kegs...	3592	2346	2804	187
Lard....."	173	41	1602	25
Beef.....bbis...	37	78	632	584
Oatmeal....."	1108	144	4483	143
Oats.....bus...	32169	30	672	.....
Copper Ore.....tons...	.....	250	236½	844

FREIGHTS.

To London, Flour,	72 bl...Stg.	0 0	(C) 0 0
To Liverpool, "	72 bl...Stg.	0 0	(C) 0 0
To Clyde, "	72 bl...Stg.	0 0	(C) 0 0
To London, Pot Ashes	7 ton...Stg.	0 0	(C) 0 0
To Liverpool, "	7 ton...Stg.	0 0	(C) 0 0
To Clyde, "	7 ton...Stg.	0 0	(C) 0 0
To London, Grain.....	7 qr...Stg.	0 0	(C) 0 0
To Liverpool, "	7 qr...Stg.	0 0	(C) 0 0
To Clyde, "	7 qr...Stg.	0 0	(C) 0 0

EXCHANGE.

Bank, 60 days on London.....	10 per cent. prem
Private, 60 days on London.....	8½ @ 9 " "
Bank, on demand, New York.....	½ " "
Private, on demand, New York.....	nominal.

NIAGARA DISTRICT BANK, ST. CATHARINES.

	\$	\$	\$	\$	\$
January	227,165	175,941	56,273	27,411	407,979
February.....	227,265	173,250	77,177	26,821	410,663
March	227,475	167,500	88,978	20,447	416,690
April	227,575	173,267	66,950	21,241	416,436
May	227,755	173,030	60,964	23,282	415,673
June	228,155	190,934	72,130	24,076	437,795
July.....	248,227	220,260	69,612	19,032	462,779
August.....	249,011	230,337	73,148	20,839	470,119

COMMERCIAL BANK.

	\$	\$	\$	\$	\$
January	3,750,860	1,237,740	1,139,009	358,426	5,978,666
February.....	3,751,000	1,226,166	1,075,972	386,980	6,015,754
March	3,780,000	1,256,427	1,139,437	424,135	6,001,107
April	3,780,000	1,219,722	1,184,962	424,556	5,915,303
May.....	3,780,000	1,150,865	1,095,756	480,742	5,792,966
June.....	3,860,320	1,158,088	1,203,064	455,344	5,678,223
July.....	3,885,520	1,224,998	924,018	394,079	5,539,988
August.....	3,886,000	1,359,247	961,098	444,822	5,623,400

BANK OF UPPER CANADA.

	\$	\$	\$	\$	\$
January	3,110,250	2,306,947	3,015,571	336,497	7,227,823
February.....	3,110,250	2,132,526	1,868,721	347,535	7,067,024
March	3,112,875	2,081,739	1,798,165	337,939	7,005,421
April.....	3,114,435	2,165,550	1,841,381	280,490	6,939,254
May.....	3,114,435	2,123,894	1,865,173	327,445	6,704,674
June	3,116,885	2,108,925	3,137,347	401,952	7,023,508
July.....	3,117,245	2,278,122	2,709,687	369,862	7,014,309
August.....	3,118,255	2,271,421	2,068,448	411,525	6,926,898

BANK OF MONTREAL.

	\$	\$	\$	\$	\$
January	5,744,800	2,313,599	2,221,788	628,902	9,333,841
February.....	5,758,920	2,369,356	2,277,490	634,823	9,582,402
March	5,752,440	2,306,449	2,392,370	683,697	9,763,715
April.....	5,759,320	2,338,777	2,751,292	695,394	9,612,055
May.....	5,759,320	2,233,824	2,582,860	700,422	9,903,638
June	5,832,640	2,323,710	2,614,671	625,469	9,476,888
July	5,841,360	2,297,307	2,619,343	704,705	9,517,747
August.....	5,846,180	2,422,373	2,888,815	705,369	9,506,606

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