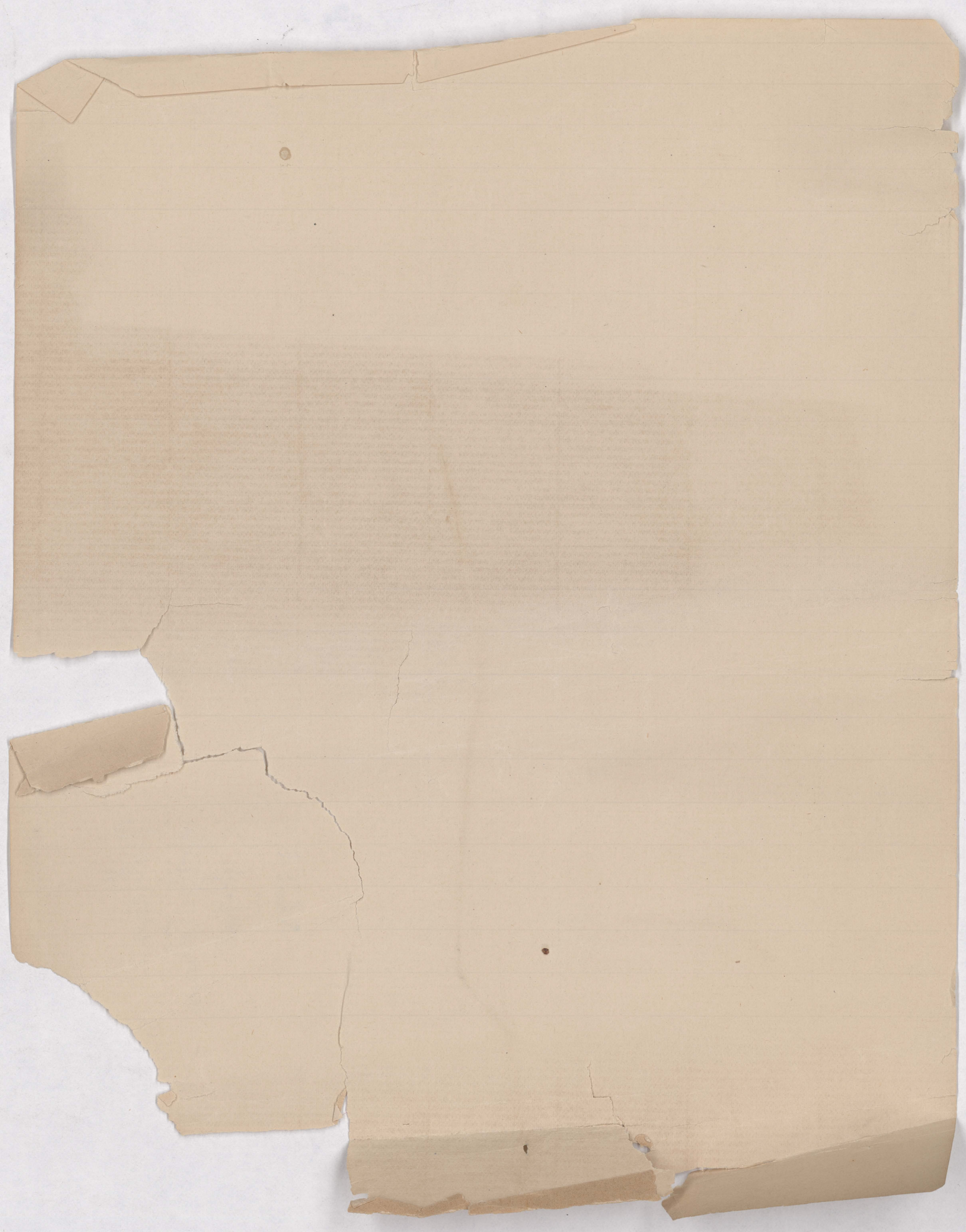


Notices  
of B. C. Brewer  
Reports  
1875







*BRITISH NORTH (CENTRAL) AMERICA—CAPABILITIES  
WITH REFERENCE TO SETTLEMENT.*

MANY observations of value bearing upon this important point are to be gathered from the final Report of Mr. G. M. Dawson, Geologist and Botanist to the British North American Boundary Commission (Montreal: 1875). This Report especially refers to the region in the vicinity of the 49th parallel of north latitude (exactly that of Paris), from the Lake of the Woods, Manitoba, to the Rocky Mountains, long. 114 W., and discusses the geology and botany of upwards of 800 miles in the central region of the continent, previously unexamined. The central portion of British America, briefly described as a great shallow trough, of which the western edge is formed by the Rocky Mountain watershed, and the eastern by that of the Laurentian axis of the continent (the former being now the more elevated), and subdivided into three distinct levels or steppes, is estimated to contain 192,900 square miles of prairie; and the productions and capabilities of an area of such vast extent necessarily call for especial notice. Of the geological products, the lignites and ironstones may be particularised. The mineral fuels afforded by the former appear to be somewhat abundantly met with in the central part of the district surveyed, from several points in the Souris Valley to Porcupine Creek, a line of about 150 miles; and to contain on the average over 40 per cent. of fixed carbon. They are available for locomotive engines and other steam-raising purposes, and, though not directly applicable to most metallurgical operations, might be used in the form of charcoal, or still more profitably in gas-furnaces. When existing near land capable of agricultural settlement, they will be of great value, not only for domestic purposes, but for the manufacture of bricks, tiles, and pottery, for which many of their enclosing clay and sand beds are very suitable. The total area of western prairie between the 49th and 54th parallels now known to be underlaid by lignite or coal-bearing formations, is at least 80,000 square miles; and the importance of such great deposits of fuel in a country for the greater part naturally destitute of wood cannot be exaggerated. Apart from these, there are indications of the presence of absolute coal; a bed, about eighteen inches thick, of strong bituminous coal (nearly sixty-five per cent. fixed carbon) having been found at St. Mary river, and similar coal, not quite so rich in carbon, examined from the North Pembina, Belly, and Saskatchewan rivers. The ironstones, though occurring very often, have not been found in any considerable thickness, and no place near the boundary line has been seen in which they are so abundant as to warrant the hope of profitable production of iron. Rich and pure ironstones are, however, specially abundant in some of the sections south and west of Wood Mountain, and, where occurring near good lignites of the tertiary formation, cannot fail to be of economic interest. The eastern base of the Rocky Mountains seems, however, most likely to be the future centre for iron production.

As regards adaptability for settlement and agriculture near the boundary line, the following observations occur:—Starting from the east, the Lake of the Wood Region is not very promising; pine timber of fair growth is found in some parts, and on its low terrace level, ordinary vegetables and cereals flourish. Wild or Indian rice, giving a palatable grain, and the straw of which is coming somewhat extensively into use in the manufacture of paper, grows luxuriantly in the northern division, and large quantities of natural and nutritious hay are yielded by the less submerged swamps. A large area of the bottom of the lake itself could be laid dry at comparatively small expense by removing the rocky barrier at Rat Portage. The temperature is mild, and there are no early frosts. Between this and the Red River prairie is a wooded region, seventy-five miles broad, producing timber suitable for railway sleepers. The numerous swamps here would yield important supplies of peat fuel for the woodless prairie land to the west, and advantage could be taken of the upper part of the Roseau River for its shipment. A belt of country reaching the Red River prairie shows a considerable depth of vegetable mould, and would be warm and easily worked; poplar, oak, and elm attain a large size in it. The West



Orange River from its junction with the Vaal to the ocean. Some months ago the skeleton of a large lion was advertised for sale in Cape Town, which was perforated by the horns of a gemsbok, who evidently received the lion's spring on the points of his horns, and so killed the lion and also himself.

Besides these large antelopes, we may mention the roan antelope, the waterbok, the pallah, the bontebok, and other medium-sized antelopes, none of which are found in any numbers in the Cape Colony, although a few on individual farms may be preserved.

Of the smaller antelopes their name is legion, and many of them are numerous distributed still amongst the wooded country along the east coast, and afford tolerably good sport to the hunters. The flocks of springbok are, after periods of drought, often seen in millions in the Cradock, Colesberg, and Hopetown districts. As a general rule, collectors of specimens of horns should remove them as early as possible from the pith, and remove a portion of the same, then saturate both horn and pith with a solution of arsenical soap or corrosive sublimate. Above all things, never polish your horns. To make your collection complete you should have three or four specimens of each, taken of different ages and sexes, and, if possible, have the skull attached.

There is still a very numerous tribe generally reckoned amongst the antelopes—that is, the wildebeest or gnu—of two or three varieties. These animals still exist in vast numbers on the plains of the Free State, north of Natal; but their skins, being in great demand for use as machine bands, they are now butchered in vast numbers by troops of skin-hunters, as they are called, who leave the Cape Colony and Natal for that purpose; so that in all probability, as this region gets more occupied by farms, the wildebeest will become extinct, as he requires a vast extent of open treeless country to thrive on. The wild zebra or quagga comes nearly under the same head, and exists under nearly similar circumstances.

Of the smaller felidæ and canidæ such as the ocelot lynx, wild cat, hyæna of several varieties, jackal, wilde honnde, or wild dog, we will here say nothing, as even in the present day these nuisances, as they must be considered by the Cape farmers, are found everywhere where there is stock, but the use of strychnine is rapidly thinning their numbers. Neither will there be much difficulty in persuading a farmer to guide you to the haunt of a Cape leopard, badger, or porcupine. As to dog-faced baboons, nearly every krantz or rocky ravine is alive with them, and monkeys abound in the Eastern forests.

We here close these hurried notes, which may perhaps interest, and be less tiresome to, ordinary readers than the more elaborate records of more distinguished sportsmen. Our advice decidedly is to all who wish to meet the larger game to make either Natal or Walvisch Bay the starting point; perhaps the latter, and if landed in Capetown, pay a visit to the gunmaker there, who perhaps knows as much about South African sport and what it requires as any man in existence.

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#### MEETINGS OF LEARNED SOCIETIES, &c.

- Nov. 29. ROYAL GEOGRAPHICAL, at Hall of University of London. Paper on Mr. H. M. Stanley's "Exploration of Lake Victoria Nyanza," by Lieutenant-Colonel J. A. Grant, C.B. 8.30 P.M.
- Dec. 1. SOCIETY OF ARTS, John Street, Adelphi. 8 P.M.
- " " ROYAL MICROSCOPICAL SOCIETY, at King's College. 8 P.M.
- " 2. LINNEAN SOCIETY. 8 P.M.
- " 6. SOCIETY OF ARTS, Cantor Lecture. 8 P.M.
- " 13. ROYAL GEOGRAPHICAL SOCIETY. 8.30 P.M.
- " 14. ROYAL COLONIAL INSTITUTE. Paper by Edward Wilson, Esq., on "Acclimatisation." 8 P.M.
- " 14. INSTITUTE OF CIVIL ENGINEERS, at 25, Great George Street. 8 P.M.
- " 15. METEOROLOGICAL SOCIETY. 7 P.M.



immense farm, mineral and other products temporarily diverted from their natural channel.

We might dwell at length upon the resources of the railway and its capability of development, but we now only suggest them as worthy of your consideration in determining the question whether you shall, by prompt and vigorous action, save yourselves from loss and promote the future prosperity of this great international enterprise.

In considering what plan they should present for the future proceedings of creditors, your committee have encountered many serious difficulties, and at times have doubted whether they should be able to agree upon any feasible plan to be recommended for your adoption; but they have been so fully impressed with the value of the property and its capabilities, and they are so confident that it must eventually be a remunerative property, that they have thought it of the utmost importance to present a plan for your consideration which may, if successfully carried out, enable you to realize some return for your aid to this railway.

To do this effectually, our attention was first turned to obtaining, as a basis of organization, a controlling interest in the capital stock of the corporation.

We found that there had been issued 41,298 shares, representing a par value of \$4,129,300, and that of this amount 30,566 shares were held by trustees for the benefit of the International Railway Construction and Transportation Company, and that the practical control and management of the consolidated roads were in their hands.

We entered into negotiations with this company to obtain such an amount of stock as would enable those in your interests to secure the control of the whole party, and after much delay and several protracted interviews, we have agreed with a committee, representing said company, to present and ask your adoption of, certain resolutions, and to take such further action as will result in securing for your benefit 20,000 shares of this stock, representing par value of \$2,000,000, thus giving you, with the stock already owned by creditors, a large majority of all the stock and its absolute control.

With this as a basis of organization, we think we see our way clearly to the further steps requisite to carrying out our plans for so arranging the floating debt temporarily, as to secure its further payment, provided the bondholders will act concurrently with us and, while aiding us to obtain our just due, secure for themselves the payment of their own debts, without risk and without giving up any of their present security.

That the real interests of all classes of creditors of the Consolidated European and North American Railway are identical must be evident to all who examine the subject honestly and carefully. We all desire to get our just debts, and not to make money out of the misfortunes of the road, and if those who have security by mortgage, can aid those who, equally meritorious with themselves, have furnished money and supplies for the road without other security than its promise, they are bound as honorable men to do so, provided they do not by so doing diminish their security. To provide against this, we propose that the net earnings for the time that bondholders are asked to forego the full payment of interest, be applied to the improvement of the railway, and consequently the security of the bondholders. Should the bondholders not consent to this, and should they obtain possession of the railway property, they must necessarily do precisely the same thing, namely, forego the payment of their coupons, and leave the earnings applied to the repairs and improvements of the road, and, while not improving their own condition, thus deprive the holders of the floating debt of all possibility of obtaining their honest dues, except to the extent that they are able to do so by compelling payment from friends who have impoverished themselves in order that this enterprise, in which they have so deep an interest, may be successful.

We believe that in the six years asked for, we can not only put the road in good condition, but so far develop the business and increase the earnings of the road as to make it certain that it is capable of taking care of all its indebtedness. To this end, we recommend such changes in the management as will secure the most efficient and economical working, and we believe that much may be done to greatly increase the business and earnings of the road, even in the present depressed condition of all kinds of business, with a return of prosperity we have confidence that the sanguine expectations of the original promoters of this enterprise may be fully realized.

The Board of Directors elected at the last annual meeting, was chosen with the express understanding that in case the arrangements proposed by us are carried out and the creditors become the owners of the 20,000 shares of stock, then the present Board shall place their resignations in your hands, so that a Board may be elected chosen in the interests of the creditors and who shall co-operate with you for the improvement of the property and the protection of those to whom it rightfully belongs, viz., the creditors and bondholders.

For the purpose of carrying out our plans we make to the holders of the floating debt of the Company the proposition appended marked 1, and to the bondholders the proposition marked 2, for their consideration and acceptance, we ask your adoption of the resolution set forth in our agreement with the International Railway Construction and Transportation Company, as appended hereto add marked 3.

All which is respectfully submitted by  
GEORGE E. B. JACKSON,  
Chairman.

BANGOR, Oct. 5, 1875

**Resolved,** That if the International Railway Construction and Transportation Company will convey to three or five trustees, one of whom may be selected by the said I. R. C. and T. Co., and the others by the creditors hereinafter named, holding the floating debt of the Consolidated European and North American Railway Company twenty thousand shares of the capital stock of said last mentioned corporation, which is to be held, used and voted by said Trustees for the benefit of such holders of said floating debt, as shall agree to accept said stock under the terms of this resolution. Trustees to execute an agreement in writing to reconvey said stock to said International Railway Construction and Transportation Company, at the termination of said period of four years, unless before that time said Consolidated European and North American Railway Company shall have paid, or provided for the payment of certain debts of said International Railway Construction and Transportation Company, amounting to about sixty-one thousand dollars and interest thereon, which debts or liabilities have been assumed by said Consolidated European and North American Railway Company; and be it further

**Resolved,** That said Consolidated European and North American Railway Company, under the management of the stock so conveyed, shall be authorized to pay said sixty-one thousand dollars and interest thereon, as a claim preferred to all other floating debts, except such as it is necessary to pay to prevent a sacrifice or loss of property. And, if said sixty-one thousand dollars shall be paid or so provided for as to release said International Railway Construction and Transportation Company, at the expiration of said period or at any time prior thereto, then said twenty thousand shares of stock shall become and be the absolute property of said creditors, and shall be conveyed by said trustees to them severally, in proportion to their respective claims against said Consolidated European and North American Railway Company.

And the creditors aforesaid promise to use their best endeavors to obtain an extension of payment of said sixty-one thousand dollars in a similar manner to the other floating debts.

Dated this 24th day of September, 1875, at Bangor, Maine.

Agreed to in behalf of the Committee,  
GEO. E. B. JACKSON, Chairman.

Agreed to in behalf of the Committee of the I. R. C. and T. Co.,  
SAMUEL L. PERSONS.

Agreed to in behalf of the Committee of the I. R. C. and T. Co.,  
N. Woods.

PROPOSITION I.

The committee propose to the holders of the floating debt: To accept the stock, if it shall be transferred to them in accordance with the terms of the resolutions which are herewith submitted and have been agreed upon by the representatives of the International Railway Construction and Transportation Company, and, through the agency of the trustees therein mentioned, (who are to be elected as therein set forth) to take possession of the Consolidated European and North American Railway and the Bangor and Piscataquis Railroad and run them, devoting the net earnings thereof, for the first three years, wholly to the payment of such interest on the funded debt as is not extended, the repairs and improvement of the roads and their rolling stock, and the payment of such debts as is necessary to prevent a sacrifice of the property; after

strata, we shall only, in passing, glance at the leading features of the mineral resources of the North-West, South of the 54th parallel of latitude, or, in other words, south of the northern recognized limit of the Fertile Belt.

In a treeless area, which, in the aggregate, embraces upwards of one hundred and ninety thousand square miles of our western territory, fuel in the form of lignite and coal is unquestionably the most important. Now the ratio which the area underlaid by tertiary, lignite or cretaceous coal, bears to the area occupied by the treeless plains and prairies, is about 80,000 square miles to 190,000 square miles. In other words the extent of surface in the North West known to be underlaid by fossil fuel is as large as Great Britain, and more than twice as large as New Brunswick and Nova Scotia combined. But the lignites which preponderate certain much water, varying from 7 to 13 per cent. so that as a fuel they cannot bear comparison with our best bituminous coals of the carboniferous age, yet they form, in the absence of better fuel, a very important item in the value of the North West, and one indeed, which in a great measure determines the future of a very large area; for with prolonged and intense winter cold, fuel is the item of paramount importance. Mr. DAWSON does not appear to consider that the manufacture of iron will be carried on on a large scale except in the vicinity of the Rocky Mountains, in our time at least. The beds of iron ore it was observed, were there, and some of them very poor, but in such an immense region as is comprised within the limit of the country underlaid by fossil fuel, numerous thicker beds of ore than those observed may be found in many places.

Salt is abundant in the Devonian rocks west of the Red River, and indeed far to the north-west, even on towards Mackenzie's river.

Building materials are rare over the great treeless area, and one may travel many a league without finding any other substance than the boulders occasionally strewn over the surface; for rock exposures of sandstone or limestone are not often found. Brick clay probably exists in numerous localities; but if it lie far beyond the limit of the lignite bearing strata, there is little practical use for the clays. Where, therefore, in the great treeless plains both building materials and fuel are not to be found, the occupation of the country, except by an essentially pastoral people, is impracticable, unless lines of railway are first constructed to make transportation easy.

All these considerations force us to depend for many years to come upon that remarkable zone of fertility, which constitutes the Fertile Belt surrounding on three sides the great treeless area.

Fortunately this Belt of partially wooded country is watered by the North Saskatchewan, which is navigable during a short period of the year as far as Edmonton. Hence, it appears that one of the first objects which the Dominion Government will have in view is the building of suitable steamers to navigate this great artery. But the question of fuel again comes to the front, and as the timber on the main Saskatchewan is not in sufficient quantity or quality to admit of a long continued drain, the fine beds of lignite coal on the Upper Saskatchewan will soon be required to yield up the wealth they offer.

The occurrence of eighty thousand square miles of lignites in our western territory, is, at the first blush, a matter of great congratulation, especially in the general absence of timber over so very large an area. But it will not do for the political economist to rest satisfied with the mere enumeration of the extent of surface underlaid by this kind of fuel; there are other considerations to be noticed in estimating its value to our generation, such as the resistance many of the lignites offer to transportation. After a short exposure to the air, many samples break up into small fragments, in other words they will not bear transportation. Again, the presence of about twelve per cent of water greatly diminishes their heating powers for steam and metallurgical purposes; thirdly, great distance from the most accessible and fertile areas in the North West, namely, the valleys of the Red River and the Assiniboine. The nearest known seams of lignite on the boundary line, is two hundred and fifty-five miles from Red River. They cannot be floated down the Souris river, where they occur, and as they can not bear transportation, it would not lessen the difficulty if the Souris were navigable even for flatboats.

It may be argued that when reduced to coke, they might be transported any distance, but here again the difficulty occurs that the true lignites will not form a coherent coke, which at once settles that part of the question. The conclusion forced upon us in the present state of our knowledge, is that we must go to the lignites, as we cannot bring the lignites to us, if we are removed any distance from their resting place. When, therefore, people talk about the inexhaustible supplies of "coal" in the North West for railway purposes, it must be borne in mind that the distance over which these lignites can be used is limited, and when timber is scarce, with the progress of settlement it will rapidly become dear, the question of fuel supply for railways, steamboats, manufacturing and domestic purposes swells into the most serious problem with which the political economist has to deal; and too little attention has been given to this subject in connection with the future of the North West, and the direction in which it is advisable to facilitate settlement. Mr. DAWSON suggests the employment of the lignite in the form of lignite charcoal; and ultimately this method of using them will probably be largely adopted, but it is expensive.

The thoughtful reader will draw from the foregoing remarks that, although we cannot too highly prize the immense deposit of fossil fuel found in the North West, yet, when we speak



# Telegraph

MORNING, FEBRUARY 2, 1876.

## CONSIDERATIONS AFFECTING THE CANADA PACIFIC RAILWAY.

### Timber and Desiccation in the Saskatchewan Basin. (Continued.)

NO. III.

To the Editor of the Telegraph:

SIR:—In my last letter I described some important instances of forest destruction extending over an immense area, in the basin of the Saskatchewan, and attributed to this continued destruction, as a leading cause, the progressive desiccation of a very large portion of the country.

The low and flat wooded region lying between Lake Winnipeg and Lakes Manitoba and Winnipegose, and between the last named lakes and the Riding and Duck Mountains, does not appear to have been recently affected by fires to any alarming extent. In fact, according to a recent authoritative statement it contains "a belt of magnificent timber land some 250 miles in length, where there is an abundance of tamarac and spruce, and the soil is very fertile." Through this zone of timber the Canada Pacific Railway is to pass, according to the same authority, which embodies also a summary of statements made in the House of Commons during the last session. About the fertility and beauty of the country in the valley of Swan River there appears to be no doubt whatever, as all travellers concur in the same estimate of its capabilities, but the 200 miles from Swan River to the northern boundary of the Province of Manitoba, embracing a zone of fine tamarac and spruce and a zone of fine tamarac and spruce, traversed a good portion of the country in 1858, a surprise, and almost creates an impression that there must be some misapprehension about a considerable portion. Certainly what I saw does not justify the generalization, if applied to a continuous zone, as the paragraph in question would lead one to suppose, nor does it appear to be the opinion of others who have traversed the different parts of this region, setting aside the fact that as far as its adaptability for farming purposes is concerned, it suffers from the climatic effect of about 13,000 square miles of ice, which lingers in the lakes until far into May, and sometimes, in Lake Winnipeg, into June, and which, in Lake Winnipegose, was three feet thick on the 2nd January 1860, according to Lord Southesk.

Speaking of the low country lying between the range called Dauphin, or Riding Mountain, the Duck Mountain, Thunder Hill, Porcupine and Pass Mountains, and the Lakes, Winnipegose and Manitoba, the Archbishop Tache writes from personal experience:—"Between the hills noted above and Lakes Winnipegose and Manitobah, as well as between the latter and the great Winnipeg Lake, it may almost be said that the land is water. Travelling there is bad, above all in autumn when the water is becoming cold. I shall remember for a long time a journey I made towards the end of October. For many days together I had to walk up to my knees in freezing water, and more than once I got in up to my waist. The higher points of this alluvial district are very fertile." (Page 81, Sketch of the North-west of America.) Some of the higher points and dry ridges are occasionally clothed with fine old elms, and tolerably fine oaks, of which I have recorded a few illustrations in my journey in 1858. Through the centre of this district from Lake Winnipeg to the summit of the Riding Mountains, but the records of the vast swampy tracts, in my traverse from Dauphin Lake to the Riding Mountain, and from Dauphin Lake to Manitoba house, and wherever we penetrated the country on the line of route, is a record in general, of low, swampy ground, of endless bogs and comparatively few areas of dry land, compared with such a region as may reasonably be pictured from the expression, "a belt of magnificent timber land some 250 miles in length, where there is an abundance of fine tamarac and spruce and the soil is very fertile."

That the timber of this flat, wet country, north of the Province of Manitoba is immensely valuable there can be no doubt, but as a region for agricultural settlements from which a railway is to draw local traffic, and at the same time to facilitate the movement of the country, when compared with the rest of the country, both on the north and south side, it appears to be a subject for reconsideration, for it is too much to expect that desiccation or even drainage, can affect much change where the forest has been removed, and where the swamps are so vastly preponderate over dry land.

To all information of a detailed character hitherto made public.

It is, however, to be observed that other gentlemen who have visited this tract of country, have expressed a favorable opinion, for example Mr. F. Moberly states on page 55, 'Progress Report on the Canadian Pacific Railway,' under date, April, 1872, as follows: "In order to gain as much knowledge as possible of the country along the valley of the Swan River, and extending east of the Duck and Riding Mountains, I started from Port Pelly for Swan Lake, and then proceeded along the side of Winnipegosis to Manitoba House, and arrived at Fort Garry on the 10th March." "From Swan river, the country lying north of Duck and Riding Mountains, was found, on examination, to be nearly level, thickly wooded with spruce, poplar and some maple, a few small lakes and marshes were also found; soil, sandy loam and admirably fitted for farming." It would have enabled me to recognize the erring character of my own senses and judgment, if Mr. Moberly had explained how he ascertained that the soil was "sandy loam," that there were only "a few small lakes and marshes," and that the country was "admirably fitted for farming," all in the depth of winter! The Archbishop's experience in October, my own, wet and weary, wading through the swamps in the same month, suggested a different conclusion, and the Earl of Southesk, who appears to have pursued in 1860 the same line of route as that followed by Mr. Moberly, says, "The shores of Winnipegose are flat and densely wooded with small poplars of the common kind. They are much indented with bogs, which we traversed in a straight course, passing over the low, swampy promontories in the same manner."—(Page 341, 'Saskatchewan and the Rocky Mountains.')

Mr. Moberly must have travelled on the ice of the lakes, and at a very rapid rate, for he started from Fort Edmonton on the 16th January, went to Lac la Biche, 100 miles north of the North Saskatchewan, thence to Fort Pitt, Carlton, Fort a la Carne, Fort Pelly, Lake Winnipegose, Manitoba House, and arrived at Fort Garry on the 10th March, a remarkable journey in the depth of winter of about 1000 miles in 53 days. (See the late Mr. John Fleming's description of the country between Lake Winnipeg and Lake Winnipegose; page 484, Vol. I., Narrative of Canadian Exploring Expedition.)

There is, however, a very important physical feature of the vast tract lying north or north-west of Manitoba; it is possible that, through desiccation and drainage the character of the country may have materially changed since 1858, and that where marshy areas existed, there is now fine grazing land. I find the following statement in my description of the country in 1858: "Mr. Mackenzie, of Manitoba House, told me that former residents at that post had seen the lake for a long period two feet lower than at present. In fact, before the floods of 1852 the lake was at its lowest level, and the swamps and marshes fringing its low north-eastern coast, were then dry areas, covered with rank grass. In the course of a few years this will again take place, and for a long period, perhaps, settlers may enjoy fine pasture lands, destined again to revert to an intermittent condition of swamp or marsh." (Page 74, Vol. II., Narrative of Can. Exp., in 1857-58.)

Now, if this be the case, the country may be dryer at the present day than it was 15 years since, and its return to a swampy condition, on the borders of the great lakes, will only take place in a "flood year." The "flood years" in the Red River country have been hitherto as follows:

|      |       |                     |
|------|-------|---------------------|
| 1776 | ..... | Period of Interval. |
| 1790 | ..... | 14 years.           |
| 1809 | ..... | 19 years.           |
| 1826 | ..... | 15 years.           |
| 1852 | ..... | 26 years.           |

These were years of excessive floods (see page

393, vol. 2, narrative before recited), during which widespread waters covered the present site of the town of Winnipeg, and in the records left of their destructive effects, we have not only a salutary lesson and warning of impending dangers to the youthful city of the prairies, but also a significant indication that "dried lakes" may yet be again refilled, saline lakes again become fresh, thirsty river valleys once more rejoice in running streams, and the bogs and swamps of the low country between Lake Winnipeg and the Riding Mountain ranges again assert their widespread sway, if, indeed, they have at any time and to any notable degree in recent years relinquished it.

But let us not be misled by too sanguine a forecast. The interim injury has been done, the forest groves on the prairies have disappeared, the young growth which followed the floods of 1852 has in great part also disappeared, and a far wider treeless area than before that deluge existed has marked the climate with its stamp of drought, produced by the destruction of tree growth, which preserved the life-giving moisture over many a league of prairie and plain. It is not the absence of rainfall in the plains which causes the lakes to dry up or become brackish, and river beds to become dry, vast, rich swamps to become fit food for the devouring element; it is the absence of trees to protect the rainfall from the dry, thirsty winds which lick it up almost as soon as it has fallen—these dry winds coming from the south, south-west and west. Capt. Anderson, of the Boundary Commission, pictures these summer storms as occurring three or four times every week in June or July. These storms usually give an hour's warning, and when the full force of the storm is overhead the plain is converted for the time into a vast lake, and frequently every tent in the camp is blown down during the fury of the storm.

"The season of thunder storms, expiring early in August, was followed by six weeks of drought, and the prairie grass becoming parched, readily caught fire. For a period of two or three weeks prairie fires were very general, and it was only by incessant vigilance that the working parties saved their camps and their horses from the fire. By the 15th of September fires had swept through the country and along the whole line of travel, the ground was blackened and as bare of herbage as the sea shore, except in occasional swamp holes, where small patches of grass had escaped the fire." (Report read before the British Association, 1874. See also Geogr. Mag., Oct., 1874; also G. M. Dawson, Geology of the Boundary Survey, 1875; narrative of the Can. Ex. Exped., 1857-1858; also Palliser's and Hector's Reports.) On looking for a record of the variation in the level of Lake Manitoba, besides what has been already noticed. I find the following passage in my narrative relative to "Ebb and Flow" Lake, which is close to Manitoba House, and empties into the larger expanse of water:—

"The level of the Lake was three feet below high water mark (in 1858) and about two feet above the lowest point to which it has been known to fall for many years." (Page 59, vol. II. Narrative.) Mr. H. B. Smith, in a report addressed to Colonel Dennis, Surveyor General of Manitoba, in November, 1874, states that Lake Manitoba was about two feet lower on the 17th of November of that year than its ordinary summer level. It is evident then that the variations in the level of these great lakes are very considerable and of vast importance in relation to the large area on their shores, which may be submerged or become fine grazing land, according to the height of their mean annual water level, and on this mean level depends the existence of much fine grazing ground or much useless swamp. But even supposing that by drainage down the valley of the Little Saskatchewan flowing into Lake Winnipeg, the level of these great lakes could be maintained at a minimum, and the swamps dried to a large extent, both climate and the necessity for forest conservation, would offer grave objections to the selection of a route which would have to face the rigors of the one, and which would neutralize the all-important objects of the other, in view of the future timber supply of Manitoba, as will be shown in my next communication.

Your obedient servant,  
HENRY Y. HIND.



of the British North America  
 says:—  
 The Telegraph preferring a petition to  
 on clause of the Northwest Act, the  
 may or may not be granted, to an ap-  
 peal Court, which must be heard and  
 and which would be final and decisive,  
 lined to question his confidence in the  
 own reasoning.  
 "questions the soundness of  
 against the constitutionality  
 ven, but, nevertheless, it dis-  
 appeal to Parliament to re-  
 g of fastening separate schools  
 West! It would have those  
 that clause saved from all  
 ries and an appeal only made  
 urts; while it "questions the  
 the reasoning" urged in sup-  
 appeal! This is a lamentable  
 such as one could not have  
 the Patriot a few years ago.  
 orrow than in anger that we  
 ion of our contemporary from  
 s which were to it and to its  
 source of strength, nor can we  
 e regret, disappointment and  
 ich such disaffection has called  
 Edward Island.

**Forster, the Biographer of Dickens, etc.**

conveys the tidings of the death  
 STER, the author of the Life of  
 KENS, and the close friend of  
 e novelist. FORSTER was born  
 in 1812, and after being edu-  
 London University, studied law  
 d to the bar. About 1834 he  
 e for the Examiner, a Liberal  
 al, which was then under the  
 nagement of Mr. FONBLANQUE.  
 ublished his first book, "Lives  
 highest praise, and which has  
 pularity. In 1846 he became  
 of the Examiner. In 1848 he  
 "Life and Adventures of Oliver  
 a work which was greatly ad-  
 e said of it: "It is executed  
 a feeling, a grace and an ele-  
 eave nothing to be desired."  
 nted Secretary to the Commis-  
 nacy in 1856. In 1858 he pub-  
 ical and Biographical Essays,"  
 ection of papers which had ap-  
 e Edinburgh and Quarterly Re-  
 864 appeared from his pen the  
 Sir John Eliot," which was  
 ble memorial of that eminent  
 tesman and Orator. In 1869 Mr.  
 ublished a biography of WALTER  
 DOR, a work which was well re-  
 is life of CHARLES DICKENS still  
 eased his reputation as a writer of  
 and had an enormous sale. Al-  
 without faults, it was a noble  
 of his friend the great novelist.  
 ER's last work was a life of DEAN  
 which the first volume has just ap-  
 is to be hoped that the remaining  
 such a state of forwardness that  
 e published, notwithstanding the  
 uth of their author.

**Crisis in the Carlist War.**

cent intimations that have been  
 the disinclination of the Great  
 Europe and of the United States  
 for ever the inconvenience and loss  
 hey are subject owing to the Carlist  
 he Rebellion in Cuba, has had one  
 t. Vigorous measures have been  
 ut down the Carlist insurrection  
 such success, that it is expected  
 affair will be over within ten days.  
 cult to believe that the Spanish  
 nt has ever, until now, entered  
 on the task of putting down the  
 Whether from indolence, or want  
 e campaigns of the Alfonsists have  
 e demonstrations, and had but little  
 the final result. It has been known  
 g time that the Carlists were miser-  
 k, and that it only needed a bold  
 it seems, being made now, and with  
 results, When the Carlists are put  
 will be the turn of the Cubans next.

**Notes and Queries.**

The "everlasting inkstands" not...

for graded mixed; 63½ cts for graded yellow; 66½ cents  
 for white Western; 68½ cts for old Western mixed  
 OATS are unchanged—Sales 36,000 bushels—Mixed  
 Western and State 46@46½ cts; white Western and State  
 48@52 cents.  
 COFFEE—Rio at 15½@18½ cts.  
 SUGAR is quiet—Fair to good refining, 7½@8½ cents;  
 granulated, 10½ cts.  
 BEEF is quiet.  
 PORK is firm—New mess, \$21@21.20  
 LARD is firmer—Prime steam, 12 1-16.  
 PETROLEUM is quiet—Crude, 8½@8½; refined, 14½.  
 ROSIN is steady at \$1.60@1.70.  
 SPIRITS TURPENTINE at 37.  
 FREIGHTS TO LIVERPOOL—Steady.

**Chicago Produce Market.**

CHICAGO, Jan. 31—Flour is firm.  
 WHEAT is dull—No 2 Spring, \$1.03.  
 CORN is firmer—No 2 mixed, 40½@41½ cts on spot.  
 OATS are steady—No 2, 30½@31 cts on spot.  
 BARLEY is steady at 77 cts.  
 RYE is unchanged at 67½ cts.

**SHIPPING NOTES.**

THE "PRINCE UMBERTO" ALL RIGHT.—Yesterday Jas.  
 H. Moran, Esq., one of the chief owners of the Prince  
 Umberto, telegraphed to Portland, Oregon, in regard  
 Umberto, which had been blown out to sea from  
 the mouth of the Columbia river. In four hours he received  
 from a responsible correspondent the following reply:—  
 PORTLAND, Oregon, Feb. 1.

The Prince Umberto arrived safely on Wednesday  
 last. She is now loading at Astoria.  
 The Prince Umberto is taking in a cargo of grain.  
 The new brigantine, built at Westport for Messrs.  
 DeVeber, and which has been loading at this port, has  
 been named the Claremont. Capt. Pye, formerly master  
 of the Ida J, is appointed to command her.

The schooner Mocking Bird, for this port from Fayal  
 bound for Boston, is reported to have arrived at Yar-  
 mouth on Sunday, dismasted, after a rough passage of  
 sixty days.  
 The brig Peri and the schooner C. B. Paine, of  
 Eastport, lately sailed from this port on the same day  
 for Cardenas, and were both reported at Machias, Jan.  
 2nd. The C. B. Paine arrived at Cardenas on the 19th,  
 and the Peri on the 20th.

THE "J. V. TROOP."—The powerful steamer North  
 America, built by Wood, Dialogue & Co., for the In-  
 surance Co. of North America, is now completed, and  
 in the manner, at a cost, completely fitted for sea, of \$85,000.  
 The hull is of iron, 135 feet in length, 23 feet beam and  
 15 feet hold, giving a capacity of 360 tons. She is  
 schooner rigged, and is supplied with wrecking pumps,  
 spare anchors, chains, cables, and all the appliances for  
 assisting vessels in distress. She will leave this port  
 on Saturday for her first trip, for the purpose of tow-  
 ing to New York the British ship Jacob V. Troop,  
 which recently struck on Hereford Shoals.—Phila.  
 Times, Jan. 27.

The Frank Gould is discharging at the South wharf  
 a cargo of 25,000 frozen codfish and 8000 herring. They  
 are from Grand Manan, consigned to Mr. Ruggles,  
 South wharf.

THE "MOCKING BIRD."—A Yarmouth despatch to the  
 Halifax Chronicle, says: The schr. Mocking Bird, of  
 St. John, N. B., was towed in there on Monday. She  
 was 75 days out from Fayal with a cargo of oranges,  
 bound to Boston. She was brought in by the American  
 schr. Madam Roland and was dismasted on the 21st  
 January.

**Coasters in Port.**

Schr. Charity, King, St. Andrews; North wharf.  
 Schr. Annie B., Secord, Yarmouth, North wharf.  
 Schr. Bell, St. Andrews; North wharf.  
 Schr. Minnie, Flewelling, Yarmouth; South wharf.  
 Schr. W. Winchester, Turner, Eastport; South W.  
 Schr. Frank Gould, —, Grand Manan; South W.  
 Schr. Emma, Thompson, Chance harbor, Rising's  
 slip.  
 Schr. Tenouite, Jenkins, Cornwallis; South wharf.  
 Schr. Violet, Lewis, Alma, A. C.; North wharf.  
 Schr. Madona, Bennett, Welchport; York Point slip.

**Another Five Hundred.**

In our French column to-day will be found the names  
 of five hundred more converts to the Gospel through  
 the labors of Mr. Chiniquy. The wonderful work thus  
 progressing has, as might be expected, excited univer-  
 sal interest, scarcely anything like it being known  
 since Reformation times. Some, like the True Witness,  
 are obstinately incredulous, but others, in sneering at  
 the work, bear involuntary testimony to its reality.  
 This is the case with the Minerve, which undertakes  
 to enlighten the Witness as to the means adopted  
 to achieve these results, and proceeds to say  
 that it is informed on authority of the "very highest  
 respectability" that the signatures to these abjurations  
 are obtained by Mr. Chiniquy in exchange for tickets  
 on soup kitchens, but that means have been taken to  
 put a stop to further enterprise of this kind—whatever  
 this may mean. The Minerve knows from experience,  
 doubtless, the power of "pap," and probably judges  
 others by itself. It further says it took the trouble of  
 submitting a list of the converts to  
 a detective of this city, who in-  
 formed it that the list contained thieves, persons who  
 have undergone the sentence of the law, and prosti-  
 tutes, in a majority. The case of the Baron de Guch-  
 ainville and his family, doubtless, bothers the Minerve  
 a bit, but it is inclined to think he is as bad as the rest.  
 It is a matter of thankfulness that such billingsgate is  
 about all the injury the adversary can now inflict here.  
 We need say no more in the meantime in reference to  
 these insinuations by the champion of national corrup-  
 tion than to quote our Saviour's words—  
 "Verily I say unto you, that the publicans and har-  
 lots go into the Kingdom of God before you."

THE PIPER CASE.—The second trial of Thos.  
 Piper, late Sexton of Warren Street, recently  
 Church, for the murder of Mary. It is in-  
 menced at Boston. The witness who saw Piper  
 was experienced. The jury tower, on the day of  
 stood that the case was secured against her testi-  
 against him.

**ADVERTISEMENTS.**

**Fa-Fide Clearance Sale**  
 AT LESS THAN  
**INCRUPT OR DISCOUNT PRICES.**

Complete success of our Holiday  
 at reduced prices, determines a  
 of the same throughout ALL  
 Departments, without any reservation.  
 o parties furnishing, Hotel Proprie-  
 s, Households and Families in general,  
 iring to supplement their stock of

**Bed and Table Napery.**  
 present is a desirable opportunity of  
 chasing at the LOWEST and MOST REASON-  
 ABLE PRICES.

MACKENZIE BROTHERS,  
 Family Drapers, &c.,  
 45 King street.

**AP CLOTH**  
 —IN—  
**ock and Navy Blue.**

Navy Blue Silk  
**VELVET.**  
 al Brown and Navy Blue

**DRESS SERGES,**  
 JUST OPENED AT  
**C. BARBOUR'S,**

48 Prince Wm. Street.  
**rom London.**

We have just received  
 Charcoal Biscuit, Com-  
 s Oriental Tooth Paste, Florine, Jewsbury &  
 ng Powders, Singleton's Golden Ointment,  
 s Antibilious Pills, Rowland's Kalydor, Row-  
 Odonto, Rowland's Maccassar Oil, Atkinson's  
 Rose, large and small, Nursing Bottles, Breast  
 s, Abdominal Belts, &c.

At lowest prices.  
 T. B. BARKER & SONS,  
 33 and 35 King street.

**Insolvent Act of 1875.**

of J. H. Cumberland & Co., Insolvents.  
 M directed by the Inspectors of the above Estate  
 to offer for sale by tender:

**ales and 3 Cases Dry Goods, in Bond.**

No. 28. Cheviots, Union and Wool  
 Flannels, Cost, £73 10 9  
 No. 36. Muslins, Towels, Napkins, etc... 65 10 8  
 No. 37. Sheetings, Lining, Cotton, etc... 29 11 1  
 No. 38. Moreens, Dress Materials, etc... 17 5 5  
 No. 30. Ticks, Canvas, etc... 16 4 1½

enders, stating the amount in currency for each  
 eage, addressed to the Assignee, 27 King street, and  
 ked "Tender" will be received till noon on SATUR-  
 Y, the 5th day of February, at which time they will  
 opened.  
 tenders received for one or more packages.  
 The original Invoices can be seen and copies obtain-  
 by applying to the Assignee.  
 Terms—Approved endorsed Note at 4 months.  
 The Inspectors do not bind themselves to accept the  
 ghest or any tender.

JAS. F. ROBERTSON  
 Assignee  
 27 King street.

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The Daily Telegraph.

ST. JOHN, N. B., WEDNESDAY, OCTOBER 6, 1875.

CANADIAN SHIPS UNDER THE 38TH AND 39TH VICTORIA.

Some time ago we published a copy of the bill introduced relating to "unseaworthy ships," giving increased powers to the Board of Trade in regard to them.

The bill was modified in committee, and Canadian shipowners have felt a good deal of interest as to the final form assumed by the clauses affecting their vessels. A copy of these we now subjoin.

Section III relates to the shipment of grain, and is as follows:—

3. From and after the first day of October, 1875, no cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, shall be carried on board any British ship, unless such grain, corn, rice, paddy, pulse, seeds, nuts or nut kernels be contained in bags, sacks or barrels, or secured from shifting by boards, bulkheads, or otherwise. This section shall not apply to any grain shipped previous to the first of October, 1875.

The master of any British ship who shall knowingly allow any cargo, or part of a cargo, to be shipped therein for carriage contrary to the provisions of this section shall for every such offence incur a penalty not exceeding two hundred pounds.

Section V requires the marking of deck lines, and is as follows:—

5. Every British ship registered on or after the first day of November, 1875, shall, before registry, and every British ship registered before that day, be permanently and conspicuously marked with lines of not less than twelve in length and one inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the waterway at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

Provided that—

(1.) This section shall not apply to ships employed in the coasting trade or in fishing, nor to pleasure yachts; and

(2.) If a registered British ship is not within a British port of registry at any time before the first day of November, 1875, she shall be marked as by this section required within one month after her next return to a British port of registry subsequent to that date.

Section VI relates to the load line, and will apply to Canadian ships sailing outwards from the United Kingdom. It is as follows:

6. With respect to the marking of a load-line on British ships, the following provisions shall have effect:—

(1.) From and after the first day of November, 1875, the owner of every British ship shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is so required to enter her, or, if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre;

(2.) The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage;

(3.) He shall also, upon so entering her, inscribe in the form of entry delivered to the collector in writing on one side of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre;

(4.) If default is made in delivering this statement in the case of any ship, any officer of customs may refuse to enter the ship outwards;

(5.) The master of the ship shall enter a copy of this statement in the agreement with the collector before it is signed by any member of the crew;

(6.) A copy of this statement shall be kept on board the ship, and shall be produced to any officer of customs upon demand;

(7.) When a ship has so entered, she shall be kept so entered until her next return to a port of discharge in the United Kingdom.

The Act provides penalties for the infraction of its provisions. Such penalties apply to our vessels in common with other British ships.

The Act is only intended to be in force until Parliament meets next season. The views of our Government have been very fully communicated to the British Government by the Minister of Marine and his Deputy, and we believe they are disposed to meet our requirements as far as possible.

THE BRITISH NORTH AMERICAN BOUNDARY COMMISSION.

Cultivable Areas and Climate.

THIRD ARTICLE.

The country about the Lake of the Woods is not fitted for settlement, except in some few detached spots, but the marshes will ultimately supply peat for fuel, and probably also an abundant supply of the wild rice, which may be used as an article of food, and the straw as a good material for the manufacture of paper. The slope tending towards the valley of Red River is wooded, and thus becomes of vast importance as a source of fuel, but the soil is sandy and scarcely fitted for agriculture, especially in the presence of the large area of wonderfully fertile soil which occupies about 6,000 square miles in the valleys of the Red and Assiniboine Rivers. The whole of this large area, is not in its present condition fitted for settlement.

Mr. DAWSON says in brief, that "the uniform fertility of its soil can not be exaggerated." This is strong language, but it is quite borne out by the statement of every intelligent traveller who has visited and written upon this amazing expanse of rich, productive soil, awaiting the hand of man to bring it into cultivation with the plough alone. But this one condition of fertility is not the only requisite needed to induce settlement; the other conditions are a supply of timber for fuel and domestic purposes, and of water for daily consumption. The water supply, during the short hot summer months was felt some years since to be a difficult one, but now experience shows that almost everywhere, wells sunk to a moderate depth, afford an abundant supply of excellent water, and in numerous instances shallow artesian wells, striking a lower substratum of gravel, yield a flowing streamlet. The timber problem is not so easily met, and care must be exercised in preserving from wanton destruction the forests on the slopes west of the Lake of the Woods, and the fringe of trees on the river banks, together with the young forest growth on the slopes of the western boundary of the Red River plateau, which leads by an abrupt rise to the second prairie steppe.

As to the climate of this fertile area, it may be briefly stated, that it is extreme. Intense but clear and bracing winter cold, with a sudden bright, and genial spring, followed by a glowing summer, a brief but exquisitely beautiful autumn, and we have the characteristics of the Red River climate. The rain-fall is sufficient for all kinds of crops, and averages from 17 to 19 inches.

The margin between the first or Red River steppe and the second prairie steppe, is the abruptly rising slope of "Pembina Mountain." This broken, hilly zone was formerly well wooded, and still the remains of extensive forests are visible which have escaped the destructive fires so frequently prevailing during the autumnal months from the Rocky Mountains to Red River. The zone or belt of forest once passed, the treeless, dry, prairies begin, and form a very extensive part of the country south of the Quappelle River and the north-east of the boundary of the Grand Coteau de Missouri. Much of this immense region must remain as pasture lands, for the farther westward we proceed from the fringe of forest on the Pembina Mountain, the drier the climate becomes, and towards the edge of the third prairie steppe, the rain-fall is in general scarcely sufficient for husbandry. But it should be borne in mind that scattered over this vast plateau are a few extensive, partially wooded "mountains," being those portions of the country which have escaped denudation. These enclose many fertile and beautiful spots, and are in fact oases in a comparatively dry plain. though it is not so unferile as to preclude it from becoming an important and wide spreading pasturage ground, covering, south of the fertile belt of the Saskatchewan, an area equal to that of Nova Scotia and New Brunswick combined.

But now comes a change, and that both well marked and in a measure decisive. The third prairie steppe, that of the Grand Coteau de Missouri, consists of first, a broken country forming a strip extending from the 49th parallel to the South Saskatchewan, and embracing about 7,000 square miles. This zone is the broken escarpment of the third steppe, and is hilly, stony, and unsuitable from its soil as well as climate for agricultural operations. West of it lies the great table land of the Missouri Coteau, including within its limits the Lignite Tertiary formation of about 1,200 square miles in extent, and a distance along the boundary line of 115 miles. The soil, though it may be fertile, is nevertheless sterile on account of the want of rain; still as a pasturage ground in the future during part of the season it will become valuable. But as a store house of inexhaustible deposits of Lignite coal it is of inestimable local value in a region where wood scarcely exists, and where iron ore is abundant and not remotely removed.

Beyond the tertiary lignite plateau, and stretching as far as Milk River, or a distance of fifty miles, is an arid plain, which may well be termed a desert. It extends as far northward as the borders of the South Saskatchewan, and even beyond that river, between the two branches bearing the same name. The borders of Milk River embrace a comparatively humid and fertile strip of land, where the Big Camp of the half-breeds is situated, but with its days already numbered, for Mr. DAWSON states that in twelve or fourteen years the great northern bands of buffalo will be exterminated, and the "occupation" of the half-breeds gone. This fact involves the very serious question of the future of the Indian tribes subsisting on the buffalo, and the hopelessness of that future unless early provision is made for them.

The Three Buttes or Sweet Grass Hills are elevations lying to the south of the boundary line, which from their altitude condense the moisture of the air and form a small artificial lake. But so dry is the climate of the plain enclosing them and upon which they rest, that the copious springs issuing from the sides of the hills are soon absorbed by the thirsty soil and atmosphere of the plain. Mr. DAWSON saw a rapidly flowing brook during night and morning hours become dry during the afternoon.

From the Sweet Grass Hills to the Rocky Mountains the country improves, and nearly evidence of a greater rainfall, and nearly the mountains the fertile belt on their eastern flank is about twenty-five miles broad; the change is sudden and delightful; the rivers and brooks flow with a swift current of blue and clear water, over gravelly beds, and than trout. The climate is much milder after passing, for scarcely lingers long a comparatively desert country appears, and arrives at a land of beauty and fertility, lying under the shadow of the everlasting hills, and in its summer's warmth bearing all those aspects of beauty and life which can attract and charm.

Thus far we have followed the track pursued by Mr. G. M. DAWSON, in his yearly journeying with the Boundary Commission. The style and manner in which his descriptions are given, the facts by which his conclusions are enforced, and the evident earnest desire to avoid straining a description in any direction leading from the line of truth, enforce the conviction that we are reading a word picture of a vast expanse of our territory as complete as the opportunities afforded enabled a painstaking, a well educated, and a very good observer to produce. We are now at liberty to draw our own conclusions respecting the present value of this boundary line region to civilized man.

Be it observed, in the first place, that this not very inviting area, immense though it may be in point of surface, lies in a great measure south of the fertile belt which extends from the Red River Prairies towards and beyond the North Saskatchewan, and thence round the base of the Rocky Mountains to the narrow strip, twenty-five miles broad, lying west of the Sweet Grass Hills or the Three Buttes.

As we press northward towards "the edge of the woods," and round by the utmost northern stretch of the great plains we have been describing, we come upon our own "Fertile Belt," through which our Pacific Railway is designed to run, and to this we shall more particularly refer in a subsequent article. Meanwhile, in the possession of sixty thousand square miles of fertile belt, stretching from Red River to the Rocky Mountains, and also in part underlaid by great beds of lignite coal, cut through by a navigable river, we have no reason to repine that nature has determined that the region lying for many weary miles north and south of the boundary line will, for a generation at least, fail to win our speculative admiration of its capabilities, or induce the most eager of "Young Canada" to cry out for its occupation and settlement.

Canada at the Centennial.

Mr. W. H. FRASER, the Secretary of the Ontario Advisory Board for the Philadelphia Centennial Exhibition, gave an address the other evening in Toronto, in which he showed

why Canada should be properly represented at the Centennial Exhibition. He pointed out that at Philadelphia the people of Canada would have an opportunity of giving a practical contradiction to the statements of United States emigration agents that Canada was nothing but a land of snow and ice. We would, he said, be able to show the representatives of the various countries who would visit the Exhibition that we have something in this country worth seeing. For years past we had been shipping grain to Liverpool, but Canada had not received credit for it. Our fruit sold in the streets of Great Britain as "American" fruit. Our butter, which was next in quality to Cork butter, was quoted there as "American" butter. And a gentleman had told him that not long ago when visiting a store in Liverpool, he saw some cheese ticketed "American" cheese, and upon looking inside the box he found the brand, "Woodstock, Ontario." By going to this exhibition we would be able to remove all the false impressions which these things left on the minds of the people of Great Britain. We would not go to Philadelphia for the purpose of building up an exhibition for the people of the United States, but to show what we can sell to our advantage. For years we had been exporting our agricultural produce to the West Indies and Central America by way of Great Britain; and they had been carrying on a trade with those markets to the amount of sixty millions in articles the principal of which we produced in abundance. The very best customers we had for our beef were the people of the United States, and yet we found that \$300,000 worth of beef was annually exported to the West Indies by the United States. We know, too, that the prices of our butter were lower than they were in the United States, and yet \$165,000 worth of butter was sent from the United States to the British West Indies. The price of cheese in Ontario last year was 9 1/2 cents, while in the West Indies it was 20 cents. Now what became of the difference? It went to pay the freight from here to England, and then from there out to the West Indies. Why could we not send this cheese direct to the West Indies ourselves? The vessels used by the people of the United States to go there were of the same size as those on our lakes. Everyone knew that our market at home was limited, and here was an opportunity afforded by this exhibition to extend our trade into foreign countries. Let us embrace it. He explained the constitution of the Advisory Board, and said it had been decided that Ontario at least should be represented in her agricultural products by counties. He hoped each of the counties would vie with all the others in showing the best products of our soil. If we failed to make this exhibition a success as far as Canada is concerned we would do our country injury.

TRADE AND COMMERCE.

The Trade of Chatham.

We give below comparative statements of the imports for month of August, 1874-75:

Table with 3 columns: Year, Imported, Consumption, Duty. 1874: \$10,204, \$12,425, \$2,974.91. 1875: 2,602, 9,143, 2,412.50.

The following is a statement of exports for month of August, 1875:

To the United Kingdom—12,224 sup. ft. deals, ends and scantling; 52 tons timber; 55,100 pieces palings; 40,848 lbs. preserved fish.

To St. Pierre—80,000 sup. feet plank and boards.

Table with 2 columns: Value of Exports, 1874, 1875. 1874: \$208,554. 1875: 139,911.

[From the Boston Journal of Commerce.]

Lumber Market.

Arrivals of Eastern Lumber have been somewhat increased the past week, but stocks are rather light, and there is a prospect of light arrivals through the Fall. Western is quiet and purchases limited to immediate wants, and much the same can be said of Canada and Southern.

Table of lumber prices: CANADA PINE—Selected Dressed, 40 @ 245 00; Shelving Dressed, 36 @ 240 00; Second Shelving, 34 @ 235 00; Shavings, 1st quality, 20 @ 232 00. Sawed, 2 50 @ 3 50; Shaved Cedar, 3 00 @ 3 25; Clear, 2 50 @ 2 75; No. 1, 1 00 @ 1 50; No. 2, 30 @ 00. CLAPBOARDS—Spruce, ex., dressed 4 feet, 30 @ 00; Clear, 24 @ 025 00; No. 1, 15 @ 025 00; Dressed, extra, 6 feet 6 inches, 35 @ 036 00; Clear, 25 @ 028 00; No. 1, 33 @ 025 00; Pine, extra, sap dressed, 27 @ 029 00; Clear, 20 @ 022 00; No. 1, 20 @ 022 00.

[From the N. Y. Shipping List.]

Finance and Trade.

General Trade continues fitful, some departments showing a moderate degree of activity, while others continue remarkably dull for a period when everybody is accustomed to look for animation. As a whole, the volume is below general expectations, prices low, and the margins of profit small; it being extremely difficult, in some cases, to get back a new dollar for an old one. Money continues in excessive supply at bank, and the rate is not extremely low to those who are in a condition to get money for their use. But it is not so low as it can be had for the asking, and the very low rate of interest is not a sufficient inducement to quarters marks the extent of its money in some other, from this cause, perhaps, as a consequence in other, springs the general dullness in business, if the proposition may not be reversed, and the monetary condition attributed to the dulness in business. Whatever may be the cause, it is evident that there is much less money in the hands of the people than when industry and commerce are in a normal condition, and this imperatively forces upon them a general reduction of expenses. The necessities of life must of course be had, but in the purchase of what we eat, drink and wear, economy finds a wide field for its exercise. In various ways the outgo can be regulated to keep it in its true relation to the income, and the effect of this wide-spread economy upon all branches of trade is very marked. It is felt primarily by all retail dealers, whose profits are lessened by the serious diminution of business. This in turn reacts upon the jobbing trade, the depression in which quickly reaches the manufacturer, and almost completes the circle by at last striking the operative. Money is the consideration, the object for which all are striving, some to get it, and some not to lose it, and both classes find it a very difficult matter to insure success. As a rule, however, the one who has money pays freely for entire safety, by sacrificing the prospect of a high rate of interest, and, however unwillingly he may be to make up his mind to it, the man who wants to get money succeeds best if he takes what he can get for his services instead of holding them at so high a rate that he gets nothing. The Fall River operatives, or the most of them, after a long and unsuccessful effort to resist the inevitable, have finally reached the point, and so have resigned themselves to settle the question as to who would be defeated. Monetary affairs present little change since our last writing, if we except an advance in gold. The decline in British Consols of nearly one per cent. in London, and the advance in the rate of money to six per cent. by the Bank of Prussia has helped to sustain the market, in connection with the short supply of cash here. The Bank of England continues to lose in bullion, and it is anticipated that the rate of discount will be advanced at a very early day. Foreign Exchange has again declined, and rates are very irregular.

Freights at New York.

There has been some increase of business in the aggregate, though there has not been much activity in any department, or change of rates, if we except a slight stiffening of grain quotations, both by vessels on the berth and for charter, promoted by rising prices and an increased demand in the United Kingdom. The petroleum and cotton trades remain without improvement, while short foreign and coastwise business has improved somewhat at about previous rates. The coal companies have made a vigorous attempt to reduce the coal rates to the eastward, but with little success, vessel owners standing out for \$1.50 hence to Boston and vicinity, at which figure there has been some business. Long voyages have been almost neglected. The engagements comprise: To Liverpool, per sail, 1000 bales cotton at 5-16d; and per steam, 2500 bales cotton, 11-32d @ 135,000 bushels corn and wheat, 7d @ 8d; 25,000 cheese, 35; 500 do bacon, 30; 150 hds tobacco, 35; 100 do tallow, 25; and 25 tons leather, 50. To London, per sail, 16,000 bushels grain, 8d @ 9d. To Glasgow, per steam, 27,500 bushels grain, 9d @ 9d. To Bristol, per steam, 3000 boxes cheese, 45. To Rotterdam, per steam, 800 bales cotton, 3c. To Bremen, per steamer Necker, 1200 bales cotton, 3c; 100 hds tobacco, 35; 125 cases do, 15; 600 barrels rosin, 3; and 200 do beef, 4 1/2. To Hamburg, per steamer Suevia, 500 bales cotton, 1c; and 2,000 tierces lard, 2 marks. The charters comprise: An American schooner, Pensacola to a direct port in the United Kingdom, sawn timber, 47; an American barque, 1,700 bales of cotton, from Charleston to Liverpool or Havre, 15-8d; one, 724 tons (now here), same voyage and rate; an Italian barque, 445 tons, hence to Montevideo, general cargo, 18c; or if Montevideo and Buenos Ayres, 19c and primage; a German barque, 755 tons, from Baltimore to Genoa, tobacco, 27/6; an American brig, 320 tons,



from Pictou to Pernambuco, coal, \$4.50 gold; an American schooner, 293 tons, hence to Para and back, \$3,250 and port charges; an American barque, 650 tons, from Greenport to Cork for order to the United Kingdom, fish scraps, 20; an American schooner, 380 tons (now at Fall River), from Charleston to Genoa cotton, and back to a port north of Matanzas, marle, etc, \$6,250, foreign port charges, comprising charges paid by the charterers.—N. Y. Shipping List.

Ship Property.

The market for this property continued very quiet during the past month, though there is a fair inquiry for medium size second class tonnage, of which the offerings are not large. There is little or no inquiry in this market for new or high-cost vessels, though quite a number of such are offering for sale, as there is no encouragement to such investments in the present state of freighting business at the leading ports—home and abroad. The sales of the past month were: Ship Sabino (now in Antwerp), 1290 tons register, built at Bath, Me., 1862, metaled July, 1874, \$32,800; ship Brewster, 1117 tons register, built at Newburyport, 1855, metaled 1870, \$23,000, barque Atlantic, 356 tons register, built at Pictou, N. S., 1866, metaled 1871, \$7,500; brig Walter Smith, 413, tons register, built at Stockton, 1868, metaled 1874, (one half), at rate of \$14,000.

New York Money Market.

NEW YORK, Oct 4.—Money easy at 2@3 per cent.

New York Produce Market.

NEW YORK, Oct 4.—Cotton is steady—sales 2363 bales—Middling uplands 13 1/4 cts. Flour is firmer—sales 19,100 barrels—Superfine Western and State \$5.20@5.55; extra Ohio, \$5.85@5.75; white wheat Western, \$5.55@5.70; Southern, \$5.90@5.90. WHEAT—Sales 284,000 bushels—No 2 Milwaukee, \$1.20@1.32; No 2 Chicago, \$1.25@1.29; No 1 Spring, \$1.39@1.41. CORN is firmer—Sales 164,000 bushels—Western mixed, 68@70 cts; yellow Western, 70@71. OATS are steady—Sales 68,000 bushels—Western mixed, now, 32@33 cts; white, 40@45 cts. BEEF is quiet. PORK is firmer—New mess \$22.25@22.37 1/2. LARD is firmer—Prime steam, \$14@14 1/4. BUTTER is firm—Western 16@16 1/2; State, 23@23 1/2. COFFEE is quiet—Rio 19 1/4@19 3/4 cts. SUGAR is quiet—Fair to good refining, 7 1/2@7 3/4 cts. FRESHETS TO LIVERPOOL Cotton per steamer, \$d; per steamer, \$d@10; flour per sail, 2/3d.

Chicago Produce Market.

CHICAGO, Oct 4.—Flour is scarce. WHEAT—No. 2 Spring, \$1.11; No 1 Spring, \$1.15. CORN is advanced. No 2 mixed, 56@58 cts. OATS are quiet—No 2, 32 1/2 cts. BARLEY is dull—No 2, 90 cts. RYE is firm—No 2, 72@72 1/2 cts.

SHIPPING NOTES.

THE PORT.

Yesterday, the barque Sarah M. Smith, 774 tons, Taylor, from Belfast, in ballast, came into port. QUICK PASSAGE.—A despatch to Mr. R. J. Leonard, of this city, states that the brig Pathfinder arrived at Sydney, C. B., on the 4th from Dundalk, having made the passage in the remarkably quick time of 8 days. SCHOONER ABANDONED.—The barque Sarah M. Smith, 176 tons Capt C. O. Taylor, 27 days from Belfast, which arrived in port, and moored at the Ballast wharf yesterday afternoon, brought the Captain and crew of the schooner Lancaster, which was abandoned 50 miles from Sambro. The schooner Lancaster, 150 tons, consigned to Scammell Bros., left Glace Bay, coal laden, on the 25th September, encountering very rough weather up to the 2nd. At 6 p. m. on that date the sea was making a clear breach over her, and she was leaking badly, gaining on the crew at the rate of a foot per hour, as they were unable by reason of the sea washing over her, to stand at the pumps. They judged themselves 50 miles from Sambro, which bore N. W. About this time they fell in with the barque Sarah M. Smith, from Belfast for this port, which lay by them five hours, and finally took the captain and crew, consisting of six men, on board, and brought them to this port.

NEW SHIPS.—Yesterday afternoon the two new vessels from Mailand, which have been delayed on account of bad weather, arrived in this port, one anchoring out in the stream, and the other at the Ballast Wharf. The Capri is a barque of 895 tons register, commanded by Capt. Levi Denmore. The John Lowry is a barque of 1,111 tons register, 180 feet keel 37 1/2 beam, and 22 ft. hold. She is built of oak, hard pine and spruce, and is a well finished vessel. She is built by Mr. John Trahey, and commanded by Captain Charles M. Lowry. The owners' names of both these vessels are given in our last issue. Both these vessels are consigned to Mr. James G. Jordan.

THE BRIGANTINE ARCTIC.—This vessel which sailed from Windsor N.S. for New York, encountered heavy weather on Sunday, the 26th, and after getting as far as St. Georges Shoals put back to this port, having suffered considerable damage as will appear by the report of the Port wardens, as follows:—"Hold an examination on the above vessel lately arrived. The Capt. reports having experienced heavy weather on his passage from Windsor to New York, and being compelled to enter this port. On examination we find the foremast and foretopmast sprung, the upper topsail yard broken, and a quantity of cargo damaged. We also find the topgallant for castle shook, and bulwarks broken, the vessel making considerable water. We recommend that the foremast be taken out, the lost and broken spars, sails and rigging replaced with new. The vessels caulked from the copper up, and other damages made good.

THE EARL DUFFERIN.—The port wardens were recently called upon to examine this steamer. The captain reports that the steam ferry boat having run into his vessel on the 28th September last, causing damage, on examination we find two planks round the stern badly chafed, plank sheer split, guard round the stern split and thick work round the stern started, and one plank broken. We recommend that the damage be made good.

Captain O'Keefe, of the schooner Cambria, asserts that she did not go ashore at Goose Island. He states his belief that the report was started by a tug captain, whose aid he refused.

Coasters in Port.

- Schr. Mystic Tie, Stinson, St. Ann. South wharf.
Schr. Coronella, Ramo, George; South wharf.
Schr. Ira, W. Souther, Margaretville; S. wharf.
Schr. E. Longmire, Annapolis; South wharf.
Schr. Mary Ann, Ogilvie, Harborville, South wharf.
Schr. Maybeth, Bardsley, Fort Williams, South wharf.
Schr. Parrot, Hutton, St. George, South wharf.
Schr. Mount Whately, Downey, Minudie and Amherst; Lower Cove.
Woodboat Exeter, Durand, Joggins; Lower Cove.
Schr. Diamond, Ray, Margaretville; South wharf.
Woodboat Bronzell, Belyea, Fredericton; N. wharf.
Schr. Laurel, Gould, Londonderry; York Point.
Schr. Emma, —, Dipper Harbor; Bising's slip.
Schr. Alma, White, Montagon, Merritt's slip.

The Department of Marine and Fisheries and the Northumberland Petitioners.

The following letter has been sent from the Department in answer to a recent petition:— OTTAWA, Sept. 29th, 1875.

Gentlemen.—The Minister desires me to state that a petition addressed to His Excellency the Governor General, accompanied by certain resolutions adopted at a public meeting of inhabitants of the Parish of Alnwick, in the County of Northumberland, having reference to Fishery Regulations for the said county, has been transferred through the Secretary of State to this Department, and, in answer, I am to request your attention to the following observations on the several resolutions passed by the meeting:—

The first, second and third of these resolutions affirm that owners of lands fronting on the shores of Miramichi River and Bay have long

well as to the printed copy herewith of a letter from the Minister of Marine and Fisheries, addressed to the Hon. P. Mitchell, dated 12th July last, you will readily perceive that no such interference as you allege can possibly result from the Fishery Regulations of which you complain. Occasion is taken to remark that, as this letter was published at the time in local prints, it seems strange that you should repeat an objection which is thus shown to have no foundation, in fact.

The fourth and fifth of these resolutions relate to matters of law and policy which it is unnecessary to discuss.

The sixth resolution asserts that these regulations, as applicable to Portage Island, are unjust and ruinous. This assertion is even more extraordinary than the others; because the recent regulation for Northumberland County admits of nets being set from off both Fox and Portage Islands, on certain conditions, while the former regulations, which are thereby repealed, prohibited them entirely.

The seventh resolution pledges the fishermen to refuse compliance with the regulations, which is very much to be regretted; and I venture to express a hope that, notwithstanding, on calm consideration they will voluntarily comply with these regulations.

I have the honor to be, gentlemen, Your obedient servant, W. F. WITCHER,

For the Honorable Minister of Marine and Fisheries. To Wm. M. Salter, W. J. Millar and John Simpson, Esqrs., Barrat Church, Miramichi.

ELECTION IN GLOUCESTER.—So we are to lose Mr. Blanchard, M. P. P., a prominent member of the Opposition and we are to have an election in Gloucester. Our despatch announces the names of several candidates who are likely to be in the field.

The Synod of the Maritime Provinces.

INTRODUCTORY.

As this Synod, which is now in session in St. Andrew's Church in this city, represents the stronghold of Presbyterianism in the Maritime Provinces, a short sketch of the history of the parts comprising it must be interesting. With the early settlement of these Provinces the Church of England aimed to obtain and secure certain rights and privileges as an Establishment, but in the year 1758, in the Province of Nova Scotia, which then embraced New Brunswick, we find an Act passed allowing Protestants of other denominations the right to constitute themselves churches and govern their own affairs, exempting them from the payment of tithes or taxes to the Church of England. Presbyterianism first found root and took life in the county of Pictou. The limited population there was wholly Scotch, and as their attachment was strong to the church of their fathers, they resolved to send to Scotland for a Presbyterian clergyman. In accordance with the general sentiments of the people, a petition was sent to the Associate Synod of Scotland—commonly known as the anti-burgher church, for a minister, in answer to which the Rev. Dr. McGregor arrived in Pictou in 1786. In 1795 he was followed by two others, the Rev. Messrs. Ross and McCulloch. Although there were in Pictou, in those days, many from Ross, Sutherland and Inverness shires who belonged to the Established Church of Scotland, yet they co-operated in the support of these ministers, and were members and office-bearers in their churches. This harmonious state of matters did not last long. Soon there came dissension, and division, and bitterness, which extended to other parts.

It should, however, be mentioned here that previous to the arrival of Dr. McGregor in 1776, Presbyterian ministers were in Colchester and Halifax Counties. These were chiefly of the Anti-burgher Church, and between them and the anti-burghers of Pictou there was no co-operation, and not the most friendly spirit till 1817 when they united in one Synod. About the same time the Rev. Donald Allan Fraser, a minister of the Church of Scotland, landed in Pictou, and became the centre of an influence that extended over the whole county, gathering into a distinct organization the adherents of the establishment. Large emigrations of people from Scotland to various parts of the east of Nova Scotia and Cape Breton soon made this organization the strongest body of Presbyterians in Nova Scotia, till 1844, when it was divided into two parts, the one sympathizing with the Church of Scotland, the other, and the larger, with the disruption movement. After 1844 there were thus three Presbyterian Churches in Nova Scotia, and the divisions naturally extended to Cape Breton and P. E. Island.

In New Brunswick there was only one congregation which claimed connection with the united Church of Burghers and anti-Burghers. But as far back as 1816 we find that the Presbyterians of St. John united in building the very Church in which the Synod of the Maritime Provinces is now in session. To this Church the Rev. Dr. Burns was called from Scotland, and the congregation, embracing all the Presbyterians of St. John, became a centre of great influence. Churches in connection with the Church of Scotland in St. Andrews, Fredericton, Chatham, Newcastle and in other places were organized. In time, within St. John, the Scotch and Irish elements disagreed and two congregations were formed. But there was no general division throughout the Province till 1844, when the Presbyterian Church of New Brunswick, not in connection with the Church of Scotland, was constituted.

Thus within the Maritimes we have had many divisions and an equal number of re-unions. The first union was in 1817 between the Burghers and anti-Burghers of Nova Scotia; the second, in 1860, was between this united Church and the Free Church disruption-party; the third, in 1866 was between this Church the Presbyterian Church in New Brunswick which had broken away from the Church of Scotland; the fourth was between Synods of the Churches of Nova Scotia and New Brunswick in connection with the Church of Scotland; and the fifth was that which now constitutes the Synod of the Maritime Provinces. It is pleasing to see such a large and influential body of Ministers and Elders from every part of these provinces in Conference regarding the interests and advancement of their common Presbyterianism. When the Reformed Presbyterian Church, which numbers only a few congregations, and the small section of Presbyterians in connection with the Church of Scotland in Pictou, N. S., become united with the Synod of the Maritime Provinces, we will have but one Church of Presbyterians.

THE PLACE OF MEETING.

if the first Maritime Synod, St. Andrews Kirk, was built in the year 1817. Its first minister was the Rev. George Burns, D. D., who is still alive and residing near Edinburgh, Scotland. He officiated here from 1817 to 1829. The second minister Rev. Robert Wilson, filled its pulpit from 1830 to 1842. The third was the Rev. Andrew Walker who was minister of St. Andrews Kirk from 1845 to 1848. The fourth was the Rev. Wm. Donald, D. D., who from 1849 to 1870 filled its pulpit, and who died in Feb. 1871. The fifth is the Rev. R. J. Cameron who became minister of the Kirk in 1870 and who has we hope, many years of usefulness before him.

THE MODERATOR'S SERMON.

The time of meeting last evening was seven o'clock, but many thought it was later, and many did not arrive until 7.30. At that hour the church was quite full.

He read the 13th chapter of St. Paul's Epistle to the Romans. The text was:—"The night is far spent, the day is at hand; let us, therefore, cast off the works of darkness, and let us put on the armor of light." The preacher said:—"It would seem at first that there is some mistake here. The text contains an exhortation to cast off the works of darkness. Such work requires daylight, but the text conveys the idea of night, for the text says, not the day, but 'the night is far spent.' There can be no doubt that the Apostle here uses the terms night and day in a sense altogether peculiar. Like one who watches from the mountain top the rising of the sun in a halo of glory, he exclaims 'the night is far spent.' As the similitude is, so is the reality; his imagination was the heaven speaks is that night of a new era in the covered the earth, began to begin. So Paul pierced, a new spoke 'the night is far spent' let us history of the armor of light. Were it not that the Bible is for all time, we might think he spoke with too much assurance when he said eighteen hundred years ago, 'the night is far spent and the day is at hand.' Might we not rather adopt the infidel saying, 'Where is the promise of His coming?' But let us remember again that the Bible is for all time, and we are certain of this that we are nearer the dawn than Paul was eighteen hundred years ago. We cannot say that the dial has gone back and we must be satisfied with the answer 'the morning cometh.'"

The preacher then proceeded to say that he had selected this text as a proper one for his sermon before the Synod, he trusted by the guidance of God. 1st. What are the indications that the "night is far spent?" Popular ignorance is every where lessening. Without going over the whole range of the world to prove this, every man could find examples of this truth in his own neighborhood. The children are better taught, the illiterate are less numerous. What is true of ourselves at home, is true abroad from the centres of civilization to the distant savage islands of the Pacific. The missionary is there the schoolmaster. 2nd. Oppression and misrule are lessening everywhere. The arm of oppression is broken, unjust laws are being repealed, or if not repealed are becoming inoperative. This is so both as to the civil and criminal jurisprudence of enlightened nations. Besides, it is worthy of remark that, even in barbarous and heathen lands similar changes are taking place. And, 3rd., Wars are ceasing to the ends of the earth. The nations are unlearning the art of war. It is a bold assertion to make, in view of the great improvements that have taken place in the art of war. But this very fact proves the assertion for the completeness of national defence and the perfection which the art of war has attained, will make nations chary of going to war. 4th. All lets and hindrances to the intercourse of nations are disappearing. Systems of protection and monopoly are dying out, intercourse is becoming rapid and certain. If such things do

And secondly, is the day at hand? I think we may say so. We have no doubt of the return of the natural day. We have passed the Equinox, and the days are growing shorter and drearer but we do not doubt of the dawn of morn or the coming of longer and brighter days. We have similar assurances that the world's renovated existence is at hand, and we can rest our faith in such grounds as these, and we can rest our knowledge, and especially religious knowledge, has so greatly increased. At this moment the Bible is the most plentiful book in the world, and the Bible is the cheapest book, yet everywhere the demand is the largest to its supply. It is a saleable book in whatever form, from its largest to its smallest form. There is very little dead stock in Bibles in any public house, or in any bookseller's shelves. Is not all this cheering, and does it not show that the Bible shall enlighten every land? The progress of freedom, the natural birthright of man, is another proof that the day is at hand. In former ages, corporeally and politically, man has been a slave, but slavery is done, and soon will be dead. It cannot live in this age. We have the grand fact that Russia has been obliged to liberate her serfs, and that over the border the slaves are freed as the result of the civil war. Freedom is growing all over the world. Look also, as another evidence, of the great progress which co-operation and union are making all over the world. We hear now of commercial treaties, reciprocity treaties and federal unions. And this is the case in the kingdoms of this world. It is also emphatically the case in the kingdom of God. It is, indeed, that there are hostile elements to hinder this movement. There are traitors. There are men who, under the guise of loyalty, raise the banner of infidelity. But it will not do, brethren. As the disloyal in this civil war, from which I take my illustration, were humbled, so will these secret enemies in the church. In the several Provinces of this spiritual kingdom, there is a spirit of union which is full of hopefulness. We have an illustration of this fact, even in this Synod which is about to be constituted. Finally, the great progress that has taken place in good morals is another proof that the day is at hand. No doubt in these times the wicked are doing wickedly. But I do not regard this as a hopeless sign. But brethren, is it not the darkest hour just before the dawn? But there is light amid the darkness. It is not so thick

darkness after all. Take any one of the social virtues, and I will venture to hope that these virtues are more honored in the observance than in the breach. Bad as we are, honesty is the rule and fraud the exception; truth is the rule, falsehood the exception; purity the rule, pruriency the exception. Instead of men getting worse as they get wiser, the increase of knowledge is the parent of the increase of worth. And when to all this you add that this is the age of beneficence to all that is true, and beautiful, and good, you must admit that the night is far spent and the day is at hand. Look at the volume of this river of God, which carries health, and virtue, and knowledge to places and to persons to which, but for it, they would be eternal strangers. Look at the fact of modern Christian giving for the cause of the true, and the beautiful, and good, and you need not doubt that the night is far spent and the day is at hand. This is the harbinger of the day—the morning star whose light is only eclipsed by the rising of the sun. I shall close this illustration, brethren, by reading the last verses of this chapter by way of application:—"Let us walk honestly as in the day; not in rioting and drunkenness, not in chambering and wantonness, not in strife and envying. But put ye on the Lord Jesus Christ, and make not provision for the flesh to fulfil the lusts thereof."

THE SYNOD CONSTITUTED.

A portion of the 18th paraphrase was then sung, and the Rev. Mr. Sedgewick descended from the pulpit and took the chair as moderator. Then the Synod was constituted by prayer, in the name of the Trinity.

The clerk, the Rev. A. Faulkner, then reported the changes that had taken place in the Synod's Roll, since the last meeting at Montreal. There was only one removal by death, that of Rev. James Salmon. He also read the list of removals by demission of inductions, of ordinations, of licenses and of new congregations formed. The clerk stated that the list was incomplete, but would be made complete when the returns all came in. The clerk then called the Synod roll, which, owing to the defect in some reports, was also deficient in some respects. Those who answered to their names were as follows:—

PRESBYTERY OF PICTOU.

Ministers.—Dr. James Bayne, D. B. Blair, Dr. Geo. Paterson, John Lees, John McKinnon, Alex. Ross, E. A. McCurdy, Hugh McD. Scott. Elders.—Duncan McDonald, John Thomas Arthur, Robert Munro, Robert Murray.

PRESBYTERY OF WALLACE.

Ministers.—Jas. Murray, H. B. McKay, Thom. Sedgewick, Chas. Naysmith, J. M. Sutherland, John Munro. Elders.—Alex. Ross, John McLean, Jas. Langill.

PRESBYTERY OF TRURO.

Ministers.—J. McG. McKay, Dr. McCullough, J. McMillan, J. Sinclair, Ed. Grant. Elders.—Alex. Miller, R. Frame, H. Dunlap, J. K. Blair.

PRESBYTERY OF HALIFAX.

Ministers.—R. Sedgewick, P. G. MacGregor, Dr. R. Burns, Prof. McKnight, G. M. Grant, John Forrest, John Campbell, J. B. Logan, L. G. McNeil, E. Scott. Elders.—Wm. S. Meek, W. F. Knight, R. Murra.

PRESBYTERY OF ST. JOHN.

Ministers.—Dr. J. M. Brooke, A. Donald, J. Bennet, L. Jock, Wm. Millen, Dr. MacIsaac, D. Macrae, S. Johnstone, Jas. Gray, Wm. Stewart, J. D. Murray, W. Foggo, J. Hogg, R. J. Cameron, J. K. Bearisto, J. C. Burgess, J. Simons, J. Walla e, M. R. Parads. Elders.—Wm. Scott, C. Stewart, J. Logan, J. Hegan, J. McDermott, R. Cruikshank, John Robertson, Judge Stevens.

PRESBYTERY OF MIRAMICHI.

Ministers.—J. Fowler, W. M. Wilson, T. G. Johnstone, Samuel Russel.

PRESBYTERY OF P. E. ISLAND.

Ministers.—Henry Crawford, Neil McKay, Thomas Duncan, Peter Melville.

Some others came in after the roll was called and many will arrive to-day. The Moderator said the next business was to elect one of those present as Moderator.

Rev. Mr. McGregor thought they should proceed to the ordinary business. He thought there was a Moderator already. The first meeting was only for the purpose of constituting, and the understanding was that Rev. Mr. Sedgewick should be Moderator for the year.

After some little conversation as to whether Rev. Mr. Sedgewick had been elected Moderator for the year or not, and whether this was the same Court that was constituted at Montreal, to remove all doubts, Rev. Jas. Bennet moved that the Rev. Mr. Sedgewick be elected Moderator for the year. This was seconded by the Rev. D. Macrae and carried unanimously, amid clapping of hands.

The Moderator briefly thanked the Court for the honor they had conferred upon him, ending with the hope that all the members would be swift to hear and slow to speak.

Rev. G. M. Grant said it had been the custom in the synod to which he formerly belonged to thank the retiring moderator for his sermon, if it was a good one, and he hoped this good custom would not be departed from on this occasion. He moved the thanks of the Synod to Rev. Mr. Sedgewick for his conduct in presiding, and for the excellent sermon he had delivered. This motion was seconded by Rev. Dr. Brooke in a happy speech.

Rev. Mr. Campbell said it had been usual to request the publication of the sermon, and he desired to move that the moderator be requested to publish it in the might well be left to the moderator himself. After some further debate the motion tendering the thanks of the Synod to Rev. Mr. Sedgewick for his sermon was then put and carried unanimously.

The Moderator made a suitable acknowledgment of this compliment.

Rev. Mr. McGregor moved the appointment of a committee to arrange the order of business and to report this (Wednesday) morning at 7.30, to be carried, and the committee are Rev. Mr. Campbell, C. B. Pitblado, B. M. the Synod hold its Judge Stevens (Wednesday) evening at 7.30, for the first time, advocating home and foreign missions, and the ministers and elders of St. John be appointed a committee to arrange the speakers. This was seconded by Rev. J. Bennet.

Dr. MacIsaac objected to Wednesday, as it was the night of all the prayer meetings.

The motion to hold the meeting was, however, carried with only one or two dissenting voices. The ministers and elders of St. John are to make the arrangements.

The Synod then adjourned, to meet in St. Andrews Kirk this morning at 10 o'clock.

The public meeting of the Synod for the purpose of advocating home and foreign missions will be held this evening at 7.30, in St. Andrews Kirk.

FREEMASONRY IN INDIA.—The District Grand Lodge of Bengal has appointed a committee under the resolution passed on the 24th June, 1875, which has for its object the building and maintaining a Masonic Hall worthy of the Freemasons of Bengal and of the capital of India. The committee met at the Freemasons Hall, in Bentinck street, Calcutta, on the 3rd July last, and the whole of the necessary resolutions were passed to carry out the scheme for the building of the new masonic temple. A company has been created, and is called "The Bengal Freemason's Hall Building Company," with a capital of 1,500,000 rupees, divided into 100 rupees each, bearing interest at 6 per cent; and the necessary officers and directors have been appointed. The site for the new temple has been fully determined upon, and nothing remains but the completion of the list of shareholders, which already numbers 150. It is anticipated that everything will be in readiness for the commencement of the building during the visit of H. R. H. the Prince of Wales to India; and no doubt a very forcible appeal will be made to him to inaugurate the event by laying the foundation stone himself.

RUSSIA AND JAPAN.—The Berlin correspondent of the Times writes, under date September 20:—"Russian Government missionaries stationed at Hakodadi, writing to the semi-official Church Messenger, triumphantly relate the steady progress of 'Orthodoxy' in Japan. The conversion of the Japanese race to the Russian religion, they say, is universally considered by the Japanese as a guarantee of their success in the great work of introducing European culture and civilization. Thousands flocked to the missionaries at Hakodadi to celebrate Easter with them."

La Mere Mars, the veteran Paris fish woman, died recently at the advanced age of ninety-seven. She was the daughter of the Marquis de Juxta Manz and Mme. de la Motte Valois. Her father was executed during the reign of terror, and she was adopted by a fishwoman, who took pity upon her and brought her up to the humble trade of fish-selling, in which pursuit she was ever content to pass her long life.

At the Roman Catholic Congress in Florence, on the 22nd ult., telegrams were received from various places in favor of the establishment of an O'Connell League. Amongst the senders of telegrams were M. Louis Veillot and the Duke of Norfolk.



other property of very great value and which should not be lost sight of in our consideration of the value of the line. This embraces the very valuable wharves, stores and store property at Bangor, and the ferry, wharf, and other real estate at St. John, a large grant from the State of Maine of about 600,000 acres of land, together with the unpaid stock subscriptions and other property which were embraced in the statement of liabilities and assets made to the creditors at your preliminary meeting. Of these, the lands granted by the State of Maine are the most valuable and at the present time are estimated by competent judges to be worth at least fifty cents per acre, at a forced sale; but your Committee believe that if their propositions are accepted and the time given to turn these to the best advantage, there may be realized from these lands a much larger sum, and that from their proceeds and the sale of property not actually needed for the purposes of the railway and collection of unpaid subscriptions, there may be obtained a sum of which shall reduce the indebtedness of the Company at least \$600,000.

|  |                 |
|--|-----------------|
| In our estimate we place the land granted by the State, say 600,000 at 85 cents, ..... | \$510,000       |
| Claim against Williams' Est., secured by land in Boston, \$74,490, .....               | 30,000          |
| Unpaid subscriptions in New Brunswick, \$60,000, valued at, .....                      | 25,000          |
| Sinking fund, .....  | 20,000          |
| Oldtown, Enfield, and other lands not required for use, .....                          | 15,000          |
|  | <hr/> \$600,000 |

The Bangor and Piscataquis Railroad opens a country rich in agricultural and mineral wealth, and those who have not been over that line can hardly estimate the amount of transportation which its farm products, as well as inexhaustible stores of slate and iron, must soon require. Its extension to Moosehead Lake and to a connection with Megantic road must come speedily, and we invite your attention to a consideration of the advantages sure to accrue to the E. and N. A. Railway therefrom.

The New Brunswick and Canada Railway now brings to this line but a comparatively small proportion of the business which Aroostook County is capable of furnishing; but we can certainly rely upon having, at no distant day, an independent branch into that region of manufacturing and mining over this rail-

which time the balance of the net earnings, if any, may be devoted to the payment of interest on the floating debt, but not to exceed the rate of interest per annum paid on the funded debt, until the payment of the full interest on the latter should have been resumed; and to extend the payment of the principal of the floating debt for the term of six years and the interest for the same term, except as hereinbefore set forth.

PROPOSITION II.

The committee propose to the holders of the Funded Debt to fund one-half of the interest accruing within the next six years, upon the condition that the net earnings of the roads during that period, shall be devoted to the purposes set forth in the proposition to the holders of the Floating Debt, and also to the general strengthening of the securities and the improvement of the value of the roads, during said first three years, and that for the balance of the term, such amount of the net earnings, as shall be necessary, shall be applied to the keeping of the roads and rolling stock in good condition. Every alternative interest coupon falling due within six years, to be deposited with a trustee, and the bondholders to receive from the company, in exchange for said coupons certificates of indebtedness, payable in seven years with semi-annual interest, the coupons to be held in trust until after the payment of the principal and interest of such certificates of indebtedness, after which time they are to be cancelled by said trustee, and surrendered to the Company; but in case of the non-payment of any interest, or the principal of said certificates, when the same is due and payment demanded, or of the breach of any of the conditions of the extension, said coupons are to be returned to the original owners, with all their rights to proceed against the Company unimpaired upon the surrender of the certificates of indebtedness issued therefor, and are to attach to the bonds in case of any foreclosure of the mortgage by which they are secured.

## The Daily Telegraph.

ST. JOHN, N. B., FRIDAY, OCTOBER 8, 1875.

### THE MINERAL RESOURCES OF THE NORTH-WEST—THE PACIFIC RAILWAY.

In three previous articles on Mr. Dawson's Report of the work of the British American and Boundary Commission and related topics, we have touched mainly upon that portion of the Report which relates to the physical geography of the vast area under review in special relation to its fitness for settlement. This part of the subject forms but a small portion of the work before us, which, as its title implies, is largely devoted to the geological structure of the region, and the distribution of the Rock Series, which comes to the surface. But, passing over scientific details, relative to the geological structure of different





of them as "coal fields," it must be with the clear understanding that their value falls far short of true "coal fields," whose invaluable treasures can not only be transported to any distance, but are applicable for metallurgical purposes to any extent required, whereas the lignites, or "coals," of our North West can neither be transported to any considerable distance, if much time is consumed in the art, nor are they fitted in their present form for metallurgical operations on an extensive scale. You can not store or bank the lignites of the North West, they must be used rapidly; you can not economically smelt iron ores with them according to ordinary methods, but you may use them in a Siemen's Regenerating furnace. Such are the facts which now present themselves to us respecting the lignites of the Far West, but the progress of discovery is so rapid that not only may some suitable beds for general purposes be found in a vast country, as yet very incompletely scanned, but new methods of using these fuels may also be discovered which will render them economically available. One great fact, however, forces itself upon our notice, namely, that in estimating the cost of our Pacific railway, the general public are not sufficiently enlightened as to the fuel question, and much, very much, remains to be learned respecting the available supplies of fuel from Red river to Edmonton, and not merely the quantity, but what is of more importance, the quality and adaptability of the fuel supply. The water question, which loomed so darkly a few years ago, has been satisfactorily answered; let us hope that the fuel question, which must be exhaustively discussed, will admit of as practical and encouraging a solution. The questions bearing upon the maintenance, not the construction of the Pacific Railway between Red River and the Rocky Mountains, hitherto considered the easiest portion of the line, have never yet been discussed exhaustively. Some important points have not even been touched upon,

## TRADE AND COMMERCE.

### Freights

The ship *May Queen* at Sandy Hook, ordered to Philadelphia to load oil for the Continent at 4/6.

### Gold.

England is sending gold to New York, and so are some of the Montreal banks. The market still rules high, and the transmission of gold from any of the monetary centres of Canada is a questionable practice.

### Trade of Saint John.

#### IMPORTS.

The following is a statement of imports into the port of Saint John, N. B., for the month ending September 30th, 1875, compared with the corresponding month in 1874:—

|  | 1874         | 1875        |
|--|--------------|-------------|
| Value of Goods entered for consumption.....    | \$765,861    | \$317,619   |
| Value of Goods entered Warehouse.....          | 220,971      | 136,060     |
| Value of Goods entered free....                | 217,453      | 149,832     |
| Total value of Goods entered..                 | \$1,204,290  | \$604,161   |
| Value of Goods withdrawn from Warehouse.....   | \$150,602    | \$153,322   |
| Customs duties collected during the month..... | \$172,442.51 | \$92,504.20 |

#### EXPORTS.

The following is a statement of the value of exports from the port of Saint John, N. B., for the month ending Sept. 30th, 1875, compared with the same period of preceding year, 1874:—

|                                   | 1874      | 1875      |
|-----------------------------------|-----------|-----------|
| Products of the Mine.....         | \$ 2,335  | \$ 602    |
| Fisheries and their Products..... | 28,657    | 58,354    |
| Products of the Forest.....       | 249,888   | 345,587   |
| Animals and their Products.....   | 3,774     | 7,109     |
| Agricultural Products.....        | 1,146     | 1,564     |
| Manufactures.....                 | 495       | 49,917    |
| Other Articles.....               | 1,262     | 261       |
| Total produce of the Dominion.... | \$287,057 | \$463,393 |
| Goods, not Produce.....           | 68,798    | 42,065    |
| Total Exports.....                | \$355,845 | \$505,458 |

#### GOODS IN WAREHOUSE.

Value of undermentioned goods remaining in warehouse on the 30th Sept., 1875, compared with the corresponding period of previous year, 1874:—

|             | 1874  | 1875      |
|-------------|-------|-----------|
| Brandy..... | 2,144 | \$142,473 |

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may, however, just say that it bears upon the origin and distribution of the precious metals over a wide area, which, from negative evidence, has hitherto been supposed to possess small value as a mineral region.

The Lake of the Woods is the eastern limit of the prairie country, and descends to the Roseau River, which flows into the Red River near Dufferin, we begin to realize the wonders of the fertile Savannas and meadows which have given to Manitobah its well-deserved celebrity.

Fortunately the country bordering the west side of the Lake of the Woods is not all prairie; indeed, on the boundary line the breadth of forest covered land is about seventy miles before the alluvial tract of incomparable richness begins. Taking the half of this estimated area of the whole of the Red River Prairies, or 3400 square miles, Mr. DAWSON shows that, at 17 bushels of wheat to the acre, this extent of surface would yield 40,992,000 bushels of wheat, or as much as is now produced by the fertile and extensive Province of Ontario. Dufferin is 784 feet above the sea, and 264 feet below the Lake of the Woods. A very large part of Ontario is far more elevated than the Red River Prairies, which lie in a vast continental trough or depression extending from Hudson's Bay to the Gulf of Mexico, and of which we shall have more to say anon.

The second prairie steppe begins about 30 miles west of Red River, and at 40 miles the traveller enters upon great treeless plains which sweep away to the west for hundreds of miles. This is the new ground which invites attention, for all are more or less familiar with the fertility and promise of the lower prairie level, or that of Red River.

On the great treeless plains, timber is only found in narrow belts, along the vallies of the streams, and even bushes become rare. One hundred and twenty miles west of Red River, an island, so to speak, of mountains and forests, appear in the great plains. This is Turtle Mountain, and with an estimated area of 300 square miles, it must become a very important nucleus of settlements. The highest points of this broken, hilly, and wooded region are about 500 feet above the plains surrounding it; one half lies in British, the other half in American territory. The second prairie plateau or steppe stretches for 120 miles west, Turtle Mountain, being suddenly bounded by the bold front of the third prairie steppe, or the grand Coteau de Missouri. The width of the second steppe on the 49th parallel is 250 miles, while that of the third steppe or grand Coteau de Missouri extends to the flanks of the Rocky Mountains, a distance of four hundred and sixty-five miles.

All is not sameness along this weary straight line; but there is much of the loneliness and much of the hopelessness of the desert in its true sense over a wide stretch, on account both of soil and aridity.

The third steppe or the high plains, are very elevated. There is no land in New Brunswick, or Nova Scotia or Prince Edward Island, which reaches even to the mean level of these great plains above the sea. The mean or average altitude is 3,000 feet over the ocean, rising in an undulating slope from about 2,200 feet to 4,200 feet at the foot of those grand Alpine ranges which tower over the great plains and stand like an impenetrable barrier to the west.

As far as known, within the broad limits of the Dominion, the third prairie steppe has an area of 134,400 square miles, or considerably more than that of the British Isles, and of this vast expanse about 114,000 square miles or a region devoid of wood, except in a few secluded northern slopes and ravines, and much of the tract is composed of a baked clay, or a drifting barren soil. But this description applies only to

the portion beginning some forty miles from the Rocky Mountains and stretching to the boundary of this un-



believe, shared by Nova Scotia and Prince Edward Island.

In arrangement this Exhibition is extremely defective, and it is impossible not to feel how much better it would have looked had the goods of the same class all been placed together. That this was not done is perhaps not entirely the fault of the managers, who were embarrassed by goods coming in at the last moment from parties who did not enter them at the proper time. But this proper arrangement of goods in classes is a matter which should be insisted on at any future Exhibition. The want of a separate room or space devoted to pictures, photographs, and the fine arts in general, is also a grave defect in this Exhibition. The pictures, instead of being properly hung, all together, are scattered all over the building in corners and even in the entries, they are placed in all sorts of bad lights, cross lights, and some where there is scarcely any light at all, and one is actually hung up side down. A space in the east end of the car shed should have been fitted up as a picture gallery, in place of the "merry go round" arrangement which has no business there, and which is simply an eyesore and a nuisance.

A different system of decorating the building will also, we think, have to be adopted when the next Exhibition takes place. The advertising system of decorating, no doubt, has its advantages in a pecuniary point of view, but it fails in other respects, and the eye can scarcely have its æsthetic desires gratified by placards which are simply advertisements. John public will be disappointed at the Exhibition the system of turn-stiles have been in vogue at this one. Turn-stiles might answer well enough if there were a dozen of them, but to attempt to pass a large crowd through two or three in any reasonable period of time is simply impossible. This was abundantly proved on Tuesday night when the gates had to be opened. Hundreds, however, went away disgusted, and there can be no doubt that the managers have lost far more money by these turn-stiles than any possible dishonesty on the part of door-keepers could have subjected them to, even supposing the gentleman who invented them to have paid a liberal sum to the managers for using them. They might answer well enough for a foot toll bridge, such as the suspension bridge at Glasgow, but for an Exhibition which is supposed to be attended by thousands of people they require only to be used once to be scouted ever after.

**The British North American Boundary Commission.**

**SECOND ARTICLE.**

A very short time since a letter was returned from the Halifax Post Office to a gentleman well known to us, with the enquiry on the cover, "Where is the Lake of the Woods?" the letter having been directed to a member of an exploring party in that region. If the whereabouts of the "Lake of the Woods" puzzles the Halifax Post Office officials, it is not probable that the general public are familiar with the geographical position of this large and beautiful sheet of water, seventy miles long, forming the eastern boundary of our great prairies in Manitoba, and lying ninety miles east of Fort Garry, or Winnipeg, being part of the present Red River route from Lake Superior westward.

The Lake of the Woods is historically important, the North West angle, with its monument, near the termination of the boundary survey under the Treaty of Ghent, and half a century later it becomes the beginning of a new and more extended line of survey, which, as soon as it touches the 49th parallel, stretches on and on in one undeviating due westerly course for twelve hundred miles, there being no parallel to it on the face of the globe.

The Lake of the Woods is especially interesting in one geological feature, which Mr. Dawson has pointed out, namely, the possibility that there exists there a series of rocks which are younger than the Laurentian, and older than the true Huronian. This distinction may have great significance, but is of too abstruse a character to be generally understood.



the portion beginning some forty miles from the Rocky Mountains and stretching far towards the eastern boundary of this un hospitable series of interminable plains.

Its surface is a scared and blurred outline, showing the pitiless result of ages of exposure to rain and storm, with no protective covering of forest growth. It is seamed with deep ravines and coulees, in however, no water flows in summer; its parched and shrivelled up look tells of continued thirst. There are large areas which are absolutely irreclaimable, because it is impossible to irrigate them. Yet, on the 49th parallel, this great, treeless, arid, thirsty sunbaked steppe, lies between a land of promise on the one hand, and a land of promise and beauty and inexpressible grandeur on the other.

The Red River Prairies on the east are counterbalanced on the west by the fertile zone; at the foot of this rocky mountain following the western limit of the third steppe and here, while not only blessed with a pre-eminently fertile soil, this zone, which nestle close under the mountains, is wonderfully well watered by the purest snow-fed streams and is backed by the everlasting hills, which crowned with spotless snow and mantled with perennial green, guard the fair region which blossoms at their feet.

#### Our Shipments to Europe.

The following comparative tables of our shipments of deals and timber to Europe for the month of September, 1874 and 1875, and likewise for the first nine months of 1874 and 1875, together with the names of the shippers, require as during September, for the nine months ending Oct 1st our deal shipments to Europe were only about twenty million feet less than in the same period of 1874, which is a very good exhibit for a dull year. The figures below are worthy of being studied, and their accuracy may be relied on:—

Shipments from the port of St. John, N. B. to the U. K. and Continent during the month of Sept., 1874:—

| Ports.               | Vessels.  | Tons.         | Deals.            | Pine.     | Birch.       |
|----------------------|-----------|---------------|-------------------|-----------|--------------|
| Barrow.....          | 1         | 573           | 535 224           |           |              |
| Bristol Channel..... | 4         | 2,717         | 1,968,006         |           |              |
| Continent.....       | 7         | 2,310         | 2,210,570         |           |              |
| Hull.....            | 1         | 483           | 131,337           | 50        | 300          |
| Ireland.....         | 8         | 2,073         | 1,969,327         |           | 135          |
| Liverpool.....       | 10        | 8,438         | 6,116,889         |           | 515          |
| London.....          | 4         | 4,551         | 3,752,225         |           | 441          |
| Scotland.....        | 1         | 379           | 363,422           |           | 37           |
| Sundry Ports.....    | 2         | 677           | 495,686           |           | 200          |
| <b>Totals.....</b>   | <b>38</b> | <b>22,201</b> | <b>17,542,686</b> | <b>50</b> | <b>1,928</b> |

Shipments from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1875:—

| Ports.               | Vessels.  | Tons.         | Deals.            | Pine.      | Birch. |
|----------------------|-----------|---------------|-------------------|------------|--------|
| Bristol Channel..... | 13        | 8,068         | 7,268,423         |            |        |
| Ireland.....         | 14        | 6,073         | 5,700,598         | 15         |        |
| Liverpool.....       | 24        | 25,962        | 21,572,646        | 196        |        |
| Scotland.....        | 3         | 2,316         | 1,581,295         |            |        |
| <b>Totals.....</b>   | <b>54</b> | <b>42,419</b> | <b>36,182,962</b> | <b>211</b> |        |

Shippers from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1874:—

| Shippers.                 | Vessels.  | Tons.         | Deals.            | Pine.     | Birch.       |
|---------------------------|-----------|---------------|-------------------|-----------|--------------|
| A. Gibson.....            | 14        | 10,754        | 8,547,097         |           |              |
| Guy Stewart & Co.....     | 13        | 5,593         | 4,529,793         | 50        | 530          |
| Carvill, McKean & Co..... | 2         | 1,843         | 1,130,510         |           | 130          |
| H. W. Wilson.....         | 3         | 1,717         | 1,133,291         |           | 575          |
| W. M. Mackay.....         | 1         | 718           | 348,628           |           |              |
| Sundry Shippers.....      | 2         | 2,075         | 1,853,367         |           | 673          |
| <b>Totals.....</b>        | <b>38</b> | <b>22,201</b> | <b>17,542,686</b> | <b>50</b> | <b>1,928</b> |

Shippers from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1875:—

| Shippers.                 | Vessels.  | Tons.         | Deals.            | Pine.      | Birch. |
|---------------------------|-----------|---------------|-------------------|------------|--------|
| A. Gibson.....            | 11        | 11,660        | 9,831,543         |            |        |
| Guy Stewart & Co.....     | 22        | 18,344        | 15,297,421        | 15         |        |
| Carvill, McKean & Co..... | 10        | 3,622         | 3,398,860         | 196        |        |
| H. W. Wilson.....         | 6         | 3,950         | 3,756,749         |            |        |
| W. M. Mackay.....         | 3         | 3,151         | 2,802,545         |            |        |
| Sundry Shippers.....      | 2         | 1,692         | 1,095,844         |            |        |
| <b>Totals.....</b>        | <b>54</b> | <b>42,419</b> | <b>36,182,962</b> | <b>211</b> |        |

Shipments from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the 1st October, 1874:—

| Ports.               | Vessels.   | Tons.          | Deals.             | Pine.      | Birch.        |
|----------------------|------------|----------------|--------------------|------------|---------------|
| Barrow.....          | 12         | 8,545          | 7,214,091          |            | 507           |
| Bristol Channel..... | 30         | 19,124         | 14,766,282         |            | 947           |
| Continent.....       | 45         | 18,340         | 15,999,656         | 13         | 283           |
| Hull.....            | 10         | 4,260          | 3,104,281          | 50         | 790           |
| Ireland.....         | 10         | 4,260          | 3,104,281          |            | 226           |
| Liverpool.....       | 87         | 40,454         | 36,734,324         |            | 10,278        |
| London.....          | 85         | 34,215         | 65,311,171         | 246        | 816           |
| Scotland.....        | 11         | 9,951          | 8,040,657          |            |               |
| Sundry Ports.....    | 25         | 17,341         | 11,611,495         | 392        | 1,794         |
| <b>Totals.....</b>   | <b>321</b> | <b>208,394</b> | <b>167,978,127</b> | <b>796</b> | <b>16,598</b> |

Shipments from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the



U. N. and Continent  
1st of October, 1875:—

| Ports.             | Vessels. | Tons.   | Deals.      | Pine. | Birch. |
|--------------------|----------|---------|-------------|-------|--------|
| Bristol Channel... | 39       | 22,968  | 20,321,664  |       |        |
| Continent.....     | 9        | 2,917   | 2,757,820   |       |        |
| Hull.....          | 1        | 285     | 265,787     |       |        |
| Ireland.....       | 92       | 35,228  | 34,080,682  | 15    | 49     |
| Liverpool.....     | 102      | 100,181 | 81,101,992  | 586   | 4,070  |
| Sweden.....        | 3        | 2,237   | 1,935,337   |       |        |
| Sundry.....        | 11       | 7,395   | 5,024,195   |       |        |
|                    | 7        | 2,489   | 2,207,630   |       | 249    |
| Totals.....        | 264      | 173,700 | 147,695,157 | 601   | 4,368  |

Shippers from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the 1st of October, 1874:—

| Shippers.             | Vessels. | Tons.   | Deals.      | Pine. | Birch. |
|-----------------------|----------|---------|-------------|-------|--------|
| A. Gibson.....        | 161      | 125,187 | 102,266,946 | 19    | 4,046  |
| Guy Stewart & Co..    | 86       | 41,539  | 33,245,826  | 625   | 5,490  |
| Carvill, McKean & Co. | 31       | 21,231  | 17,485,252  | 44    | 1,380  |
| H. W. Wilson.....     | 13       | 6,394   | 4,485,752   |       | 1,844  |
| W. M. Mackay.....     | 2        | 1,443   | 835,941     |       |        |
| McL. & Wilson....     | 4        | 1,598   | 974,975     | 108   | 1,392  |
| R. Rankine & Co..     | 4        | 2,366   | 2,043,694   |       |        |
| Sundry Shippers....   | 20       | 8,636   | 6,639,741   |       | 2,452  |
| Totals.....           | 321      | 208,394 | 167,978,127 | 796   | 16,598 |

Shippers from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the 1st of October, 1875:—

| Shippers.             | Vessels. | Tons.   | Deals.      | Pine. | Birch. |
|-----------------------|----------|---------|-------------|-------|--------|
| A. Gibson.....        | 84       | 73,758  | 60,653,870  |       | 1,422  |
| Guy Stewart & Co..    | 82       | 50,146  | 43,638,122  | 15    | 250    |
| Carvill, McKean & Co. | 42       | 15,184  | 14,013,948  | 487   |        |
| H. W. Wilson.....     | 22       | 13,189  | 11,802,793  |       | 1,199  |
| W. M. Mackay.....     | 15       | 11,500  | 9,555,287   |       |        |
| McL. & Wilson....     | 5        | 2,424   | 1,631,765   |       | 826    |
| Sundry Shippers....   | 14       | 7,499   | 6,399,372   | 99    | 671    |
| Totals.....           | 264      | 173,700 | 147,695,157 | 601   | 4,368  |

**ENTERPRISE.**—The Boston *Globe* has recently given pictorial representations of several towns in New England. It has also written up their history and made biographical sketches of their leading men. Such enterprise deserves success.

THERE is an alarmingly extensive sale of fire-arms going on in Toronto. The *Globe* of that city states that the riots in Montreal have had a very bad and exciting influence in Toronto.

## TRADE AND COMMERCE.

### The Trade of Charlottetown.

The following is an abstract of the Customs' duties collected at Charlottetown:—

|                | 1873.   | 1874.    | 1875.    |
|----------------|---------|----------|----------|
| July.....      | \$9,616 | \$13,500 | \$30,597 |
| August.....    | 5,334   | 10,698   | 17,971   |
| September..... | 7,334   | 43,339   | 44,618   |

Total, 3 months...\$22,334 \$67,537 \$83,181

The increase for quarter 1875 is \$15,644, a very remarkable result in these times.

### Timber Limits.

The Coghlan timber limits were sold on Thursday, at the Union House, Ottawa, by Mr. Rowe, for the sum of \$44,500.

### Bank of California.

The re-opening of this Bank caused the greatest enthusiasm in San Francisco. The event was hailed with cheers and a rush to deposit. For three hours the amount of deposits exceeded the amount of withdrawals by a degree to the extent of \$750,000. The re-opening took place on Saturday. There is believed to have been created a guarantee fund of \$7,000,000 to meet consequences.

### Montreal Flour Market.

The *Witness* of Friday says:—

On the Corn Exchange this morning business in flour was comparatively brisk. There was a slight improvement in the price of Spring Extra, but other brands remained very nearly at yesterday's quotations. The latest advices from Liverpool show a slight rise in wheat.

**FLOUR.**—Recls. 8.175 bbls.; Market brisk. Spring Bakers' \$5.40 to \$5.50; Extra, \$5.30 to \$5.40; Superior Extra, \$5.45 to \$5.50; Superfine, \$4.90; Spring Extra, \$5.10; Middlings, \$4.05; City Bags, \$2.60. Sales—200 Strong Bakers', \$5.40; 1,000 Choice do \$5.50; 2,000 Extra \$5.30; 200 do \$5.25; 250 Choice do \$5.40; 1,400 Superior Extra at \$5.50; 178 do at \$5.45; 150 Superfine, \$4.90; 900 Spring Extra at \$5.10; 100 Choice do \$5.20; 2,000 City Brand do at 5.25; 2,600 City Bags at \$2.60.

### Imports into Saint John.

For September 30th, and October 1st and 2d.

FROM GREAT BRITAIN.  
Ex steamship *Student*.  
McPherson; 2 cases dry goods, pkgs tea, Armstrong & Co; 3 anchors, & Venning; 2 cases do, Barnes, Kerr & Co; 31 casks sugar, lbs, and 7 chains, G Biglow, Sons & Co; raisins, D Breeze; 4 pkgs dry goods, M C Barbour.

believe, shared by Nova Scotia and Prince Edward Island.



the portion beginning some forty miles from the Rocky Mountains and stretching far towards the eastern boundary of this un hospitable series of interminable plains.

Its surface is a scared and blurred outline, showing the pitiless result of ages of exposure to rain and storm, with no protective covering of forest growth. It is seamed with deep ravines and coulees, in however, no water flows in summer; its parched and shrivelled up look tells of continued thirst. There are large areas which are absolutely irreclaimable, because it is impossible to irrigate them. Yet, on the 49th parallel, this great, treeless, arid, thirsty sunbaked steppe, lies between a land of promise on the one hand, and a land of promise and beauty and inexpressible grandeur on the other.

The Red River Prairies on the east are counterbalanced on the west by the fertile zone; at the foot of this rocky mountain following the western limit of the third steppe and here, while not only blessed with a pre eminently fertile soil, this zone, which nestle close under the mountains, is wonderfully well watered by the purest snow-fed streams and is backed by the everlasting hills, which crowned with spotless snow and mantled with perennial green, guard the fair region which blossoms at their feet.

#### Our Shipments to Europe.

The following comparative tables of our shipments of deals and timber to Europe for the month of September, 1874 and 1875, and likewise for the first nine months of 1874 and 1875, together with the names nearly twice as many as during September, 1874. For the nine months ending Oct 1st our deal shipments to Europe were only about twenty million feet less than in the same period of 1874, which is a very good exhibit for a dull year. The figures below are worthy of being studied, and their accuracy may be relied on:—

Shipments from the port of St. John, N. B. to the U. K. and Continent during the month of Sept., 1874:—

| Ports.               | Vessels.  | Tons.         | Deals.            | Pine.     | Birch.       |
|----------------------|-----------|---------------|-------------------|-----------|--------------|
| Barrow.....          | 1         | 573           | 535               | 224       |              |
| Bristol Channel..... | 4         | 2,717         | 1,968,006         |           | 300          |
| Continent.....       | 7         | 2,310         | 2,210,570         |           |              |
| Hull.....            | 1         | 483           | 131,337           | 50        | 300          |
| Ireland.....         | 8         | 2,073         | 1,969,327         |           | 135          |
| Liverpool.....       | 10        | 8,438         | 6,116,889         |           | 515          |
| London.....          | 4         | 4,551         | 3,752,225         |           | 441          |
| Scotland.....        | 1         | 379           | 363,422           |           | 37           |
| Sundry Ports.....    | 2         | 677           | 495,686           |           | 200          |
| <b>Totals.....</b>   | <b>38</b> | <b>22,201</b> | <b>17,542,636</b> | <b>50</b> | <b>1,928</b> |

Shipments from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1875:—

| Ports.               | Vessels.  | Tons.         | Deals.            | Pine.      | Birch. |
|----------------------|-----------|---------------|-------------------|------------|--------|
| Bristol Channel..... | 13        | 8,068         | 7,268,423         |            |        |
| Ireland.....         | 14        | 6,073         | 5,700,593         | 15         |        |
| Liverpool.....       | 24        | 25,262        | 21,572,646        | 196        |        |
| Scotland.....        | 3         | 2,316         | 1,581,295         |            |        |
| <b>Totals.....</b>   | <b>54</b> | <b>42,419</b> | <b>36,182,962</b> | <b>211</b> |        |

Shippers from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1874:—

| Shippers.              | Vessels.  | Tons.         | Deals.            | Pine.     | Birch.       |
|------------------------|-----------|---------------|-------------------|-----------|--------------|
| A. Gibson.....         | 14        | 10,754        | 8,547,097         |           |              |
| Guy Stewart & Co.....  | 13        | 5,593         | 4,529,793         | 50        | 530          |
| Carvill, McKean & Co.. | 2         | 1,843         | 1,130,510         |           | 130          |
| H. W. Wilson.....      | 3         | 1,717         | 1,133,291         |           | 575          |
| W. M. Mackay.....      | 1         | 713           | 348,628           |           |              |
| Sundry Shippers.....   | 2         | 2,075         | 1,853,367         |           | 673          |
| <b>Totals.....</b>     | <b>38</b> | <b>22,201</b> | <b>17,542,636</b> | <b>50</b> | <b>1,928</b> |

Shippers from the port of St. John, N. B., to the U. K. and Continent during the month of Sept., 1875:—

| Shippers.              | Vessels.  | Tons.         | Deals.            | Pine.      | Birch. |
|------------------------|-----------|---------------|-------------------|------------|--------|
| A. Gibson.....         | 11        | 11,060        | 9,831,543         |            |        |
| Guy Stewart & Co.....  | 22        | 13,344        | 15,297,421        | 15         |        |
| Carvill, McKean & Co.. | 10        | 3,622         | 3,398,860         | 196        |        |
| H. W. Wilson.....      | 6         | 3,950         | 3,756,749         |            |        |
| W. M. Mackay.....      | 3         | 3,151         | 2,802,545         |            |        |
| Sundry Shippers.....   | 2         | 1,692         | 1,095,844         |            |        |
| <b>Totals.....</b>     | <b>54</b> | <b>42,419</b> | <b>36,182,962</b> | <b>211</b> |        |

Shipments from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the 1st October, 1874:—

| Ports.               | Vessels.   | Tons.          | Deals.             | Pine.      | Birch.        |
|----------------------|------------|----------------|--------------------|------------|---------------|
| Barrow.....          | 12         | 8,545          | 7,214,091          |            | 507           |
| Bristol Channel..... | 30         | 19,124         | 14,766,232         |            | 947           |
| Continent.....       | 45         | 18,340         | 15,999,656         | 13         | 283           |
| Hull.....            | 10         | 4,260          | 3,104,231          | 50         | 790           |
| Ireland.....         | 87         | 40,454         | 36,734,324         |            | 226           |
| Liverpool.....       | 85         | 34,215         | 65,311,171         | 246        | 10,278        |
| London.....          | 11         | 9,951          | 8,040,657          |            | 816           |
| Scotland.....        | 25         | 17,341         | 11,611,495         | 392        | 1,794         |
| Sundry Ports.....    | 16         | 6,164          | 5,196,170          | 95         | 957           |
| <b>Totals.....</b>   | <b>321</b> | <b>208,394</b> | <b>167,978,127</b> | <b>796</b> | <b>16,598</b> |

Shipments from the port of St. John, N. B., to the U. K. and Continent from the 1st of January to the



THE BRITISH NORTH AMERICAN BOUNDARY COMMISSION.

We recently made a brief notice of the work of this Commission. We propose now, in two or three short articles, to review that document more at length, as well as to direct attention to the vast region of which it treats.

British North America extends from the 53d to the 141st meridian, thus spanning over 88 degrees of longitude; or reckoning 44 1/2 statute miles to the degree, requiring a line of 3,916 miles in length to stretch from St. John's in Newfoundland to Mount St. Elias on the borders of British Columbia. In round numbers we may call this distance 4000 miles, or more than twice the span of the vast Atlantic, which separates us from the nearest European port. We are masters, so to speak, of a stretch of country from east to west which it would take a man walking 20 miles a day, 200 days to traverse; or a stage coach travelling day and night continuously at the rate of ten miles an hour, seventeen days, or a railway train moving uninterruptedly 20 miles an hour, a little more than eight full days, exclusive of stoppages.

The 97th meridian divides our territory with two equal easterly and westerly divisions, yet the recent survey of the British North American Boundary Commission begins in a vast wilderness, two degrees east of this dividing line, and from the Lake of the Woods pursues an astronomically straight course for nineteen degrees of longitude or about eight hundred and sixty miles; and this long line of survey continues its undeviating track through a country tenanted only at one spot, Dufferin, and Pembina on either side of the Boundary line, by civilized men. From the Lake of the Woods to Pembina, on Red River, is a hundred miles of prairie and plain, wilderness again, for six hundred miles more; another hundred miles through forest and alpine heights bring us to the summit of the ranges which limit British Columbia to the eastward. But as yet we have only reached the boundaries of our Atlantic slope of empire; away to the west is our Pacific empire, itself larger than France, and yet through this Alpine province we may continue for nearly four hundred miles on that undeviating boundary line before we touch the waters of the Pacific, and look towards the coasts of China and Japan.

Twelve hundred miles on a uniformly straight line, marked by posts or cut out clean through forests, or indicated by stone monuments in a wilderness almost indefinitely remote, and to nine tenths of our people as practically remote now as the pole, is a part only and not the half of our Southern boundary which separates us from the United States.

Before we could arrive at the beginning of this line in the Lake of the Woods, it is worth while thinking of the journey we should undertake. From St. John to Montreal is but a tithe of this expanse. From Montreal to Toronto and thence to Collingwood on Lake Huron, all by rail. Launched on Lake Huron we steam through the Sault Ste. Marie and Lake Superior to Prince Arthur's Landing, a good six hundred miles; from the Landing through endless lakes to Rainy Lake, Rainy River, and at last we may find the beginning of the line of the North American Boundary Commission, which for twelve hundred miles wearily, most wearily, points for ever due west. But what of the country through which this long talked of forty-ninth parallel passes? The Boundary Commission furnishes us with a complete answer in the volume penned by GEORGE MERCER DAWSON, Esq., the able Geologist and Botanist to the Commission, and bearing the title "Report on the Geology and Resources of the Region in the vicinity of the Forty-ninth parallel, from the Lake of the Woods to the Rocky Mountains, with lists of plants and animals collected, and notes on the Fossils."

We are about to introduce our readers to a vast expanse of our territory never before described in one continuous and exhaustive survey. The "line" within the limits before given, has been touched, crossed and recrossed at many points far apart, and its local features described by various explorers, such as Major LONG, Governor STEVENS, PALLISER, HECTOR, and HIND, but nothing approaching the details of its physical geography as a unit of the earth's surface has ever been published, and the present volume carries the reader, mile by mile, over the surface of the vast slope which descends from the wall-like eastern front of the Rocky Mountains to the wonderful prairies of Red River "through many a league of plain," and gently rising up the valley of the beautiful Roseau River, terminates in the reedy marshes of the southern part of the Lake of the Woods.

One would suppose that these eight hundred and sixty miles would lead us through very many changing scenes, and if we based our ideas upon the twice eight hundred and sixty miles we should have to traverse from St. John's, Newfoundland, to the Lake of the Woods, even if we travelled as the crow flies, we might expect endless variety of scenery and singular changes in climate. Such, however, is not the case, and for the most part sameness, without any special feature to win the senses, is the characteristic, and this sameness is occasionally the depressing dullness of treeless plains, rarely the enlivening music of running streams, and only when approaching the majesty of the Rocky Mountains, filling the soul with rapture and admiration. But in so long a journey as the best part of a thousand miles, through which we propose to accompany Mr. G. M. DAWSON in his clear and graphic descriptions we shall find it the best economy to start fairly with the author, and begin at the north-west angle of the Lake of the Woods.

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and the horse getting on running ahead of the others, as far as the quarter where he fell down. King William got ahead by this, while Knapp was second, followed by Hattie, and Andy went back to fourth. As the horses reached the spot where Honest Billy had stopped he remained still until they passed, when he walked across the track, having cleared himself of the sulky. He was caught and taken back to the judges' stand. King William came in first in 2.49, Knapp second on a break, Hattie third and Andy fourth. Knapp was set back one place for running. In consideration of the accident having been unintentional, all the horses were allowed to start, though under the rules Andy would have been sent to the barn as he had not taken a heat in five, and Billy had been distanced. This horse was found to have been hurt on the shoulder and one of his feet, but it was found that he was in condition to start again.

While the horses were getting ready Mr. T. B. Barker's bay filly Crown Princess and Dr. Jenkins' (P. E. Island) bay filly Beaty were shown on the track both showing good staying qualities.

**Sixth Heat.**—The drivers did not seem anxious to start, and at last the judges got so tired of calling the horses back, that the drivers were told the one who did not score would be fined. This did not have the desired effect, for Shepherd Knapp came down three lengths behind the rest, on a jog, Mr. Bustin not expecting to be sent off, but the word was given, though very indistinctly, and the leaders were commencing to turn when he became aware of the fact. He started off. Hattie had the best of the send off, leading Andy, who was in advance of King William and Billy. In the quarter stretch Andy collared her and gave her the go-by at once. He then spoiled his good beginning by one of his disastrous breaks, King William, who had taken second from Hattie, passing him, as did the mare, immediately after. Knapp, who labored under the disadvantage of the bad start, was pressing on warmly for Billy, and was just behind him in the turn coming into the last of the half. Andy, in the same place, got second again, but the King held him there easily, and they went by the half pole in that style. Then Andy fell to the rear of Hattie, and Knapp passed both Billy and the mare, relinquishing his place again to them while Billy passed Hattie and Andy. King William had the race easily in 2.47½, the best time in the race, Honest Billy second, Andy third, Hattie was fourth and Shepherd Knapp fifth, the race summarized being as below:—

**Moosepath Driving Park, Oct. 1st and 2nd.**—Close of the Fall Meeting. Sweepstakes purse of \$400 for all horses—\$250 to first, \$100 to second, and \$50 to third, mile heats, three in five:—

|  |     |   |   |   |   |   |
|--|-----|---|---|---|---|---|
| J. McDuffee, Lewiston, Me., ns. b. s. King William | 1   | 2 | 2 | 3 | 1 | 1 |
| J. McBrine, Boston, ns. g. g. Honest Billy         | 2   | 1 | 1 | 1 | 2 | 2 |
| Frank Sparrow, St. John, ns. b. g. Shepherd Knapp  | 5   | 5 | 1 | 2 | 3 | 5 |
| J. B. P. Wheelden, Bangor, ns. r. g. Andy Johnson  | 4   | 3 | 4 | 4 | 4 | 3 |
| S. B. Hill, Calais, ns. g. m. Lady West            | dr. |   |   |   |   |   |

Time,—2.52½, 2.48½, 2.50½, 2.49, 2.49, 2.47½.

**Jumping and Foot Racing Tournament.**

A postponement of the time has been made for the foot-racing and jumping tournament at Moosepath, to Tuesday, Oct. 12th. Entries have closed, and as will be seen there are a good number in each. Appended is a complete list:—

**100 YARDS FOOT RACE.**

This is for a prize of \$5, and there are seven entries in it.

Matthew Cavanaugh, St. John.  
P. O'Brien, "  
M. Howard, "  
J. Nugent, "  
F. M. Sproule, Hampton.  
P. Anderson,  
R. S. Atkinson, Sussex.

**200 YARDS FOOT RACE.**

A gold medal is to be given for this instead of \$10, as was advertised, for the reason that the contest for the old medals did not fill. Six entries:—

Fred M. Sproule, Hampton.  
R. S. Atkinson, Sussex.  
L. E. DeWitt, Hampstead.  
P. Anderson, Portland.  
J. Nagle, St. John.  
E. E. Smith, "

**HALF MILE FOOT RACE.**

Instead of \$10 a gold medal is offered for this race, which is third. There are six entries:—

George H. Cogle, Sussex.  
— Woodworth, St. John.  
Wm. Hinch, "  
J. M. Shields, "  
John Campbell, Portland.  
E. J. Ennis, Halifax.

**THREE STANDING JUMPS.**

For the best three standing jumps a gold medal is also to be awarded. The contest will be between the following:

M. Garey, Saint John.  
Wm. McDonough, "  
C. Hagerty, "  
J. Murray, "  
W. Cochran, "  
P. McGowan, "  
A. Russell, Fredericton.

**STANDING JUMP.**

Eight persons have signified their intention of competing for the \$10 prize in the standing jump:

R. S. Atkinson, Sussex.  
A. Russell, Fredericton.  
D. Stockford, Saint John.  
Wm. McDonough, "  
M. Garey, "  
C. Hagerty, "  
P. McGowan, "  
W. Cochran, "

**HORSE RACE.**

In connection with the above a purse of \$50 is offered in a race for horses, who have been employed in hack, express or livery wagons, divided into three heats:—

J. Ryan, St. John, ns. g. g. Yankee Bill.  
M. Delay, " ns. b. g. Prince of Wales.  
J. Rippey, " ns. ch. g. Tom Large.  
E. Maher, " ns. ch. m. Rosy.  
W. McDonough, St. John, ns. g. g. Senator.  
Jas. Bond, St. John, ns. blk. s. Black Billy.  
E. Smith, " ns. blk. s. Black Billy.  
G. Stockford, St. John, ns. b. g. Can't Lose Me.  
P. Donovan, " ns. g. g. Billy.  
D. Connell, " ns. g. g. Jack.  
M. Dolan, " ns. b. m. Lark.

From the above an afternoon of good sport may be expected.

**Base Ball.**

A MATCH in which much interest is taken, is that to come off this afternoon, at 2 p. m., between the Shamrocks and Mutuals, for Mayor Smith's prize bat, the consent of the Athletics to postpone their game with the Empires having been obtained.

**Cricket.**

No GAME was played on Saturday between the Truro and St. John Clubs. The Truro club had been telegraphed not to come as the players here thought it might be wet.

**Greenwood Cemetery.**

**LETTER FROM A BROOKLYN LADY.**

BROOKLYN, Sept. 16, 1875.

To the Editor of the Telegraph:—

I saw in your paper a few days ago, an article concerning "Greenwood Cemetery," and I wish to reply, to remove all false impressions, that the statement made is untrue. The writer affirms that the carriage roads are not well paved, being full of cobble stones; he is suffering under a serious mistake, the roads have a fine concrete pavement, and the cobble stones alluded to, are used as a neat pavement at one side of the road to serve as a drain for water after a rain. The writer must be an Antideluvian not to comprehend the reason for such arrangements.

He also asserts that there is no order in regard to funeral processions at the gate, and the graves are dug after the arrival of the funeral at the lot. This is, if possible, more untrue than the first, the last idea is too absurd to dwell upon.

Order prevails at the gate and all is conducted with the utmost solemnity. Did the writer ever stand at the entrance and hear the bell toll solemnly and the procession pass quietly through the gate, which seems a triumphal arch bearing the inscription: "I am the Resurrection and the Life," and slowly pass out of sight? I think not, for no one it seems could witness it without being impressed by the sublimity of the scene.

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The term "North-West Territory" probably conveys little definite idea to the ordinary Englishman. There is no name, however, that the traveller more frequently hears from the lips of Canadians than this, and he soon discovers that the "North-West Territories" constitute one of the most interesting and important sections of the great Dominion. The vast region commonly known under this title is the most northerly portion of the great interior plain or continental basin of North America. Westwards it is separated from British Columbia by the mighty wall of the Rocky Mountains; southwards it borders on the Republic along the line of the forty-ninth parallel; whilst it extends northwards to Lake Athabasca, and eastwards to Lake Winnipeg and the Lake of the Woods. Within these limits are included about three hundred square miles of plain and prairie, watered by great rivers such as the Red River, the Assiniboine, the Saskatchewan, and the Peace River, and for the most part sloping with a gradual and almost imperceptible inclination, from the Rocky Mountains to the high lands north of Lake Superior. This noble domain was ceded, in somewhat vague terms, to the Hudson's Bay Company by the Merry Monarch, "who never said a foolish thing and never did a wise one;" and for two hundred years save one it remained unknown, except to the adventurous "voyageur;" the Indian missionary, or the agent of the Company. In 1870, however, the North-West Territories were resigned by the great Fur-trading Corporation, and were formally transferred to the Dominion of Canada. Since that time, in spite of the tragic episode of the "Red River rebellion," the region has been open to immigration, and has entered upon a gradual but steady process of settlement. In 1873, the Imperial Government took in hand the work of accurately laying down the forty-ninth parallel, which forms the boundary line between the United States and British North America, between Lake Superior and the Rocky Mountains. The Boundary Commission was accompanied by Mr G. M. Dawson, as naturalist and geologist; and his investigations on the natural resources and history of the North-West Territories have just been published in the form of a most elaborate, exhaustive, and valuable report. From a purely scientific point of view this report is not only a most valuable adjunct to the topographical work of the Commission, but may fitly take rank amongst the best of the noble army of memoirs which have already been issued by Canada and the United States on the geology, natural history, and botany of the North American continent. It also contains most important information on the material resources of the region, and will be a source of accurate information to the intending settler. Mr Dawson concludes that the North-West Territories will never find their fixed sources of wealth in great deposits of the metallic ores. Coal is present in apparently almost inexhaustible quantity; but there is little prospect of any other minerals of value being found to exist in bulk. The North-West Territory, on the other hand, may fairly hope to become, in course of time, one of the great agricultural countries of the world. In the growing of grain and in the raising of stock lies its real future; and in spite of certain climatic drawbacks we may reasonably hope that the successful realisation of this future has at last been fairly entered upon.

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NOVEMBER 27, 1875.]

THE COLONIES.

Roseau is navigable in parts for steam launches or stern-wheel boats of light draught; and a large quantity of valuable red pine timber has lately been cut near the Pine River, floated into Roseau Lake, and thence to Red River.

Next comes the alluvial prairie of the Red River, 6,000 square miles, of which at least 2,176,000 acres are suitable for cereals (giving, at the known average yield of Minnesota, a crop of 40,992,000 bushels). The uniform fertility of its soil cannot be exaggerated; it is from two to four feet deep in dark mould, ready for the plough, and capable of growing potatoes the first year. As soon as dry, it turns to a light friable mould, easily worked, and most favourable for agriculture. Extremes of temperature occur, but the progress of spring is remarkably uniform, the difference in its advance being not so great as that occurring between Montreal and Quebec. Unlike the more western districts, the rain-fall of this valley, assisted by the water remaining from spring floods, is amply sufficient for agricultural purposes; ordinary and artesian wells, moreover, readily produce water. West of this fertile belt, the second prairie steppe holds out comparatively small inducement to settlers. At first the rainfall is sufficient, but at long. 100° W., artificial irrigation is required. The timber (poplar, oak, birch, elm, maple) rarely exceeds two feet in diameter at the base. The soil becomes light and sandy, and is often only six or eight inches deep. The third prairie steppe, or Missouri Coteau, has an area of about 7,500 square miles, and would form an excellent stock-raising district, its mean annual temperature being higher than that of the eastern parts. A good growth of short grass covers most of its surface, and swamps affording nutritious hay are scattered everywhere. South and west is the Lignite Tertiary plateau, about 12,000 square miles, also well suited for pastoral occupation, and having the advantage of sheltered vallies, well wooded, and, as its name shows, stores of sub-surface fuel. Near here, at 107° W. long., is the eastern limit of the buffalo, which is expected to disappear in from twelve to fourteen years at the present rate. Arid and useless land is then traversed, until a fertile belt, some twenty-five miles wide, fringing the eastern side of the Rocky Mountains, is reached. The soil is again thick, the rivers are clear and strong, well stocked with fish, grass luxuriant, and timber inexhaustible, besides the underlayer of coal. This district will form the basis for the settlement and utilization of the western plains. Of the future successful colonisation of this region there can be no question; but the mineral wealth can only be utilised as an adjunct to the pursuit of agriculture (though gold has been found in the drift of some localities). Flax, hops, and hemp will probably become the staple growth of the Red River country; but stock-raising, and the production of light and valuable crops, capable of remunerating after a considerable charge for transport, must for some time occupy the holders of the other districts, until markets spring up for other produce. The "grasshopper" is the chief enemy, more to be dreaded than Sioux, Crow, or Blackfeet; and tree-planting seems a natural method of gaining climatic advantages so necessary for the rainless plateaux.



cellars; and the goods of upholsterers, grocers, drapers, chemists, and other tradesmen in Wandsworth-road were ruined, the water rising in their shops to the height of three feet. In the Belvedere-road, near Westminster bridge and Commercial-road, between Waterloo and Blackfriars Bridges, the tide also inundated the houses; and again Prince's-square was the scene of much distress. Several horses were drowned by the flood yesterday morning, as the water rushed into stables built in low positions. Local committees to relieve the distress are about being formed, and it is expected that the Lambeth Charity Organisation Society will act in the matter. There will be high water at London Bridge at 3.23 this morning, and all the people living in the lower rooms in the flooded locality expressed their intention of not going to bed last night.

The *Daily Telegraph* of yesterday has the following:—"We are this morning able to announce an important step, undertaken on the sole responsibility of her Majesty's Ministers, but one which will, without doubt, receive the hearty approval of the nation. Mr. Disraeli's Government has determined to purchase the Khedive's interest in the Suez Canal; and on the soundness of a policy at once so bold and sagacious there can be no two opinions. Not long since the ruler of Egypt offered to sell his shares for the sum of four millions sterling, and, after duly weighing a matter involving such serious questions, the Cabinet closed with the proposal, and agreed, subject to the approval of Parliament, to acquire large proprietorial rights in an enterprise having a direct bearing on our position in the Eastern world. The Khedive holds no fewer than 177,000 out of 400,000 shares into which the company's capital is divided, and hence England will obtain control over nearly one-half the property. We have already said that Parliament will be called upon to pass a final judgment on the expediency of adopting the course upon which the Government has decisively entered. Due care, we may safely conclude, has been taken of the indefeasible rights of both Houses; and they retain their entire freedom to accept or reject the bargain. Although there may possibly be some opposition to the scheme, so far-reaching alike in a political and commercial point of view, we feel certain that the practical good sense of Englishmen will ensure its successful completion. No likelihood exists that Parliament will refuse its sanction to a most statesmanlike operation which gives us a distinct status on the Isthmus of Suez, and virtually secures our possession of a vital highway to those Oriental lands where we have such stupendous issues at stake. We may take it for granted that the nation, and its representatives who hold the purse-strings, will sustain Mr. Disraeli's Cabinet in a line of action in external affairs by far the most important which has for years been adopted by any Government."

The Prince of Wales is meeting with a very gratifying reception in India, and seems to be enjoying his visit very much. We give the telegraphic summaries as they have been daily received:—

The Governor of Bombay gave a grand party in honour of his Royal Highness on the evening of the 12th. There was a numerous and distinguished assemblage, and a banquet was given in the Elephanta Caves, which were brilliantly illuminated, the scene being most



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TO CAPITALISTS AND MANUFACTURERS.

**FOR SALE,**

THE RIGHT FOR THE DOMINION OF  
**Stephens' Combination Gate.**

TO BE SEEN ON EXHIBITION AT  
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A RARE CHANCE FOR MANUFACTURERS.  
**CALL AND SEE.**

**FOR SALE,**

**TEN ACRES OF LAND,**  
FIVE MILES FROM CITY,

Good house and sheds, suitable for Market Gardener or Dairy. Apply to  
G. HARRIS,  
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**PROPERTY FOR SALE**

**FOR SALE, ON REASONABLE**  
Terms, a commodious House and Lot, No. 26, north side of Gerrard street, east of Parliament street. The house contains seven rooms and good cellar. The lot is 50 feet front by 208 feet deep. Splendid garden; fruit trees and grape-vines in great abundance. Hard and soft water. The premises are very attractive. Terms liberal. Apply at No. 170, King street east, adjoining the Nipissing Hotel, corner of George street.

**EXTENSIVE WAREHOUSES**

IN HAMILTON

**For Sale or to Rent**

EITHER A PORTION, OR THE WHOLE, OF those very desirable and commodious premises in Hamilton, situate on the East side of

**CATHERINE STREET;**

And stretching from

**King to King William Streets,**

Formerly occupied by

**BUCHANAN, HARRIS & CO.,**  
and their successors, as Dry Goods and Grocery Stores.

Apply on premises, or by letter, to  
**JAMES J. BUCHANAN,**  
104 King Street East,  
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**GRAND TRUNK RAILWAY COY.,**  
OF CANADA.



**FOR SALE,**  
**FERRY STR. W. J. SPICER.**

Length 151 feet,  
Breadth 26 feet,  
Depth of hold 11 feet,  
Engine low pressure  
Beam 9 feet stroke,  
33 inches cylinder,  
Wrought-iron shaft, 356 tons,  
**ALL IN GOOD ORDER**

**BARCE HURON,**  
IN GOOD ORDER.

Length 226 feet,  
Beam 40 feet,  
Depth of hold 1 feet,  
Tonnage 0 1

The boats can be seen, and further particulars obtained, on application to Mr. WILLY, the Company's agent at Sarnia.

J. HICKSON,  
General Manager.

Montreal 14th May, 1875

**PAPER CUTTER FOR SALE**

**FOR SALE,**  
**A Second-hand Paper Cutter**

Apply to  
**JOHN CARROLL,**  
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LEADER OFFICE



**VESSELS FOR SALE or PURCHASE.**

**PARTIES HAVING** STEAMERS, TUGS, OR other vessels to sell or exchange, or who wish to purchase, are informed the subscriber is prepared to be exchanged, placed in possession of the same.

GEORGE W. WYATT,  
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**Insurance,**

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- ALEX. LEMOINE.....
- JOHN LANE.....

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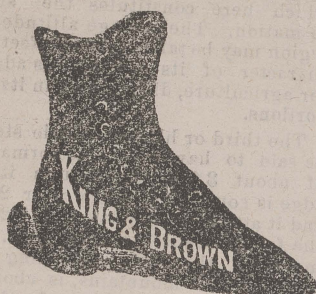
**TORONTO BRANCH-**

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**61 KING ST. EAST,**

In Sizes and Half-Sizes of Different Widths.

The following leading Retail Shoe Houses in this City keep our Make of Goods for Sale, viz:—

- T. THOMPSON & SON, Mammoth House.
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Our Goods, which are acknowledged to be the best and finest in the Dominion, are stamped with our name on the Soles and Linings.

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with Borders, Cut, Brass and Metal  
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The FORMER gives insurance at lowest cost; the LATTER, combined with the former, affords besides MODERATE RATES, safety, careful management, with a representation on the Board, by Charter must be composed of policy-holders and stock-holders, and a participation in profits

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PERFECT SECURITY under its Class II Policies, the Whole Reserve being held by Trustees, invested in Government Securities. The Reserve may be used by policy holders as security for a loan, without withdrawing it or disturbing the insurance.

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**China and Glassware**

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**NEW GOODS**

- Parian Bust of Sir J. A. Macdonald.
- Parian Bust of Hon. E. Blake.
- Parian Bust of Hon. A. Mackenzie.
- Cheese Covers and Game Pies.
- Fancy Table Jugs.
- Fancy Table Flower Pots.
- Fern Stands, with ferns planted.
- Antique Jugs and Vases.
- Antique Blue Breakfast & Tea Sets.
- Plated Knives, Forks and Spoons.
- Irish China Belleek, Co. Fermanagh

But we are satisfied that the recent rapid development of the Dominion and the City of Toronto fully warrant us in adopting this course. Notwithstanding

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# Mail

E, BUT THE GENERAL GOOD.—BURKE.

NOV 16, 1875.

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## THE CITY COUNCIL LAST NIGHT.

At the meeting of the City Council last night the first step was taken to give a reception to the Convention of American and Canadian short-horn stock-breeders, which will meet here on the 1st prox. A resolution instructing the City Clerk to prepare and distribute petitions to be presented to the Ontario Legislature at the coming session for the abolition of property exemptions from taxation was unanimously carried. After a short debate, in which contrary opinions were expressed as to the wisdom and advisability of calling out the volunteers on the 3rd ult., on the occasion of the pilgrimage riots, the sum of \$1,243 was ordered to be paid them for their day's pay and allowance. No definite understanding has yet been arrived at with reference to the claims of citizens whose property was damaged by the stone-throwers. The subject of the extension of the time in which the payment of taxes is to be made, was then taken up, and an angry and wrangling debate ensued in Committee. The majority of the Council accepted our view that under the circumstances the time should be extended, Alderman SPENCE introducing a bill extending the time until New Year's Day. After a series of scenes of the most disgraceful character, the bill was thrown out on the point of the informality of its introduction. All taxes, therefore, not paid to-day will have an additional five per cent., face value, put upon them. The amount paid into the City Treasurer's office up to the 13th inst. was \$134,200; that paid in yesterday and collected estimated at \$200,000; making a total of \$334,200 received since Saturday.

## EUROPEAN NEWS.

### GREAT BRITAIN.

#### The Mutiny on the Lennie—The High Tides and Floods—Nine Sailors Drowned.

LONDON, Nov. 15.—A Times Paris letter contains additional particulars of the mutiny on the ship Lennie, which show that the bottle containing the intelligence of the affair was thrown overboard by Van Hydouck, the steward, who, with a sailor and the cabin boy, endeavoured to defend the officers at the risk of their lives.

The tide in the Thames this morning was the highest on record. Greenwich and the low lands along the river were partially inundated. The weather around the coasts continues very heavy. Wrecks have been numerous. Lloyds to-day publishes the reports of wrecks that occurred last night off Bridlington, Cardigan, Clovelly, Berwick, Sunderland, Bute, and elsewhere.

The British ship Astrida, Captain McGregor, which sailed from this port for the United States, has been lost off Undrenelles, near Boulogne. Nine of the crew were drowned. The vessel has gone to pieces.

LONDON, Nov. 16, 4 a.m.—It is estimated that the damage done in London and the neighbourhood by the high tides yesterday, will reach fully \$5,000,000. Woolwich arsenal grounds are partially submerged.

The Greek sailors who fled from the ship Lennie have been examined at Rochefort. The youngest of them confessed that the officers were murdered in British waters under circumstances of great atrocity.

### THE EUROPEAN CORN MARKET.

#### Weekly Review.

LONDON, Nov. 15.—The Mark Lane Express this evening, in its regular weekly review of the British corn market, has the following: "The recent unfavourable weather has much impeded field work, which was already much in arrear. The condition of samples has considerably deteriorated. This, with a continuance of heavy foreign supplies, has militated against the price of wheat. Several markets have declined a shilling per quarter, while all are more or less dull. At Paris best wheat, owing to few offers, has advanced a shilling per quarter. Complaints come from the home market, as well as those of Holland, Belgium, and Germany, of short deliveries with hardening prices. In Austria the winter weather and generally short supplies have occasioned a rise in wheat of from 1s to 1s 6d per quarter. Should the present early frosts herald a severe and long winter, we must expect to witness an advance in prices, notwithstanding the present heaviness of granary stock."

### ITALY.

#### Art Libel Suit.

FLORENCE, Nov. 15.—The libel suit of Connelly v. Healy, arising from charges of art frauds contained in a letter of the latter to the New York World, was decided to-day. The Court taking into consideration that justification could not be accepted by law as a defence of the libel, sentenced Healy to a fortnight's imprisonment and a fine of 1,000 lire, and the managers of the Tourist newspaper to eight days' imprisonment and a fine of 500 lire for publishing the libel. Both parties have given notice of their appeal from the decision of the Court.

### FRANCE.

#### The Electoral Bill.

PARIS, Nov. 15.—The third reading of the Electoral bill has been fixed for Friday next.

## AMERICAN NEWS.

### Despatches from all Quarters of the Union.

#### REDEMPTION OF BONDS.

##### Treasury Notice.

WASHINGTON, Nov. 15.—Secretary Bristow gives notice that the following 5-20 bonds of 1864 will be paid on and after February 15th, 1876, and interest will cease on that day, numbers both inclusive:—

##### COUPON BONDS.

|        |               |
|--------|---------------|
| \$50   | 4331 to 5752  |
| \$100  | 1731 to 2707  |
| \$500  | 2201 to 26500 |
| \$1000 | 8401 to 99238 |
| Total  | \$7,440,300.  |

##### REGISTERED BONDS.

|         |               |
|---------|---------------|
| \$50    | 371 to 525    |
| \$100   | 201 to 350    |
| \$500   | 1601 to 2155  |
| \$1000  | 831 to 10688  |
| \$5000  | 3165 to 3824  |
| \$10000 | 691 to 10150  |
| Total   | \$12,785,350. |

The Secretary also gives notice that the following bonds of 1864 and 1865 for account of Sinking Fund will be paid on and after February 15th, 1876, and interest will cease on that day, numbers both inclusive:—

##### REGISTERED BONDS.

(Account of 30th June, 1861.)

|         |                |
|---------|----------------|
| \$50    | 528 to 532     |
| \$100   | 3551 to 3662   |
| \$500   | 2151 to 2201   |
| \$1000  | 1693 to 11219  |
| \$5000  | 3235 to 3876   |
| \$10000 | 10151 to 10184 |
| Total   | \$3,021,600.   |

##### COUPON BONDS.

(M. and N. Account, 31st March, 1865.)

|        |              |
|--------|--------------|
| \$50   | 1 to 550     |
| \$100  | 1 to 850     |
| \$500  | 1 to 500     |
| \$1000 | 1 to 2800    |
| Total  | \$1,475,400. |

##### REGISTERED BONDS.

(M. and N. Account, 3rd March, 1865.)

|        |            |
|--------|------------|
| \$5000 | 632 to 641 |
| Total  | \$500,000. |

The bonds embraced in this call will be paid at any time previous to their maturity, on presentation, with interest to date of such payment, at the Treasury of the United States, in the city of Washington, or at the office of the Assistant Treasurer of the United States, in the city of New York.

### Life on the Border.

BROWNSVILLE, TEX., Nov. 15.—The Federal Grand Jury in their report say that from Brownsville to Pecos river, a distance of 600 miles in length and 100 in width, all American rancheros have been ordered to leave their homes by the Mexican raiders on pain of death, and that a hundred thousand head of stolen cattle are driven to Mexico annually by Mexican marauders. A large number of Federal officials have been assassinated, post offices burned, custom houses robbed, mail carriers and inspectors of customs killed while in the discharge of their duties, and the perpetrators of these crimes have gone unpunished, and general insecurity of life and property prevails on the border. The jury found eighty indictments, and urge decisive action on the part of the State and General Governments to punish the criminals and protect the inhabitants against the Mexican banditti.

### Post Office Department.

WASHINGTON, Nov. 15.—Second Assistant Postmaster-General Tyner has submitted his annual report to General Jewell. The document shows that during the fiscal year ending June 30th, 1875, the cost of inland mail transportation was as follows:—On 871 railroad routes, 70,083 miles in length, \$9,216,518; on 89 steamboat routes, 15,788 miles in length, \$684,130; on 7,323 other routes, designated as Star routes, 192,002 miles in length, \$5,453,721; total cost during the last fiscal year, \$15,353,369, which was an increase of 8,76 miles in length of routes more than the preceding year, and a decrease of \$48,688 in cost. The appropriation to cover the expenditure for inland transportation during the present fiscal year is \$17,548,000.

### Dr. Buddington and Mrs. Moulton.

NEW YORK, Nov. 15.—Rev. Dr. Buddington said to-day to a Brooklyn reporter that he thought Mrs. Moulton justified in calling for a Congregational Council to settle the difficulties between herself and Plymouth church, and he believed such a Council would be called. Of course it will be *ex parte*, as Plymouth church will refuse to join in the call. Dr. Buddington also expressed his belief that Plymouth church had forfeited the right of fellowship by its recent course, and he could not see how the churches which joined in the previous call could adopt any other course than to refuse it fellowship.

### The Waco Disaster.

NEW YORK, Nov. 15.—An investigation was held to-day by the Local Board of Steamboat Inspectors, to ascertain if the City of Waco, which was burned off Galveston bar, had on board any kerosene or petroleum oil. The evidence of Richard J. Holmes, the stevedore who stowed the cargo, showed that three hundred cans of refined petroleum were stowed upon the upper deck of the steamer, part aft and part forward, and that it was distant 100 feet from any fire, and that no other freight of an inflammable nature was on board.

### The Burroughs Murder.

NEW YORK, Nov. 15.—The autopsy on the body of Mrs. Burroughs, who was shot in Brooklyn by her husband on Saturday morning, revealed the fact that the unfortunate woman was pregnant at the time of her death, and that there were strong indications of life in the child though the mother had been dead ten hours. The murderer has been committed by the coroner and now begins to realize his awful position, and expresses remorse, knowing that two human lives have been placed to his account.

### Mission Appropriations.

NEW YORK, Nov. 15.—At the session of the Board of Missions of the Methodist Episcopal Church to-day the following appropriations for missions were made:—Denmark, \$8,892; Germany and Switzerland, \$23,000; Norway, \$12,000; Sweden, \$25,500; California (Chinese mission), \$12,234, and missions in India, \$63,016.

### Claiming the Reward.

NEW YORK, Nov. 15.—Detective Dasey, who arrested Dolan, Mr. Noe's murderer, to-day filed his application for the reward of \$1,000 offered for the arrest of the murderer. The pawnbroker who purchased Mr. Noe's watch from Dolan, also filed an application for it. The Mayor has both claims under consideration.

### The President's Message.

WASHINGTON, Nov. 15.—The President commenced work on his message to Congress this morning, and will not receive visitors until after its completion. The reported interview of Collector Casey some time ago in regard to the "third term" is pronounced by him to be absolutely untrue.

### Shooting Affray.

NEW YORK, Nov. 15.—Last night James Kiernan and Frederick Alamond quarreled, and the latter fired at the former. The ball missed Kiernan, but lodged in the groin of Frederick Severah, a boy of seventeen, who was standing about 200 feet away, inflicting a dangerous wound. Alamond was arrested.

### Customs Deficit.

WASHINGTON, Nov. 15.—The employees of the custom house will be considerably exercised in a few days by an order from the Secretary of the Treasury to reduce the force. The appropriation for the collection of customs is deficient \$600,000.

### Supposed to be Lost.

CINCINNATI, Nov. 15.—A special despatch to the Commercial says the schooner Conrad Reed, owned at Sandusky, O., sunk yesterday off the Canadian coast, and the entire crew are supposed to be lost.

### The Centennial.

NEW YORK, Nov. 15.—The committees of the different exchange city banks and underwriters left the city to-day for Philadelphia, where they will make an examination of the centennial grounds.

### Suicide.

ROUNDOUT, N. Y., Nov. 15.—Dr. Chas. J. Jennegan, of Saugerties, committed suicide this evening by shooting himself through the head. No cause known for the desperate deed.

### Refused.

NEW YORK, Nov. 15.—To-day Judge Barrett rendered a decision denying the motion for a stay in the case of the murder of John Clark, of Rochester.