

WILLIAM S. CALHOUN,

COMMISSION MERCHANT,

WHOLESALE DEALER IN

GROCERIES & LUBRICATING OILS

Nos. 10 & 12, Nelson Street, St. John, N. B.

GROCERIES.

Flour, Corn Meal, Sugar,
Soap, Hops, Tallow,
Teas, Tobacco, Molasses,
Pork, Fish, &c. &c.

OILS.

Pale Seal, Coal Oil, Straw Seal,
Fish Oil, No. 1 Lard, Extra Winter Lard,
Paraffine Lubricator, Native Oil, Ser Elephant Oil,
Cod Liver Oil for Druggists, Extra Winter Whale Oil.

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OFFICE AND WAREHOUSE:

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ALL KINDS OF

TOBACCOS AND CIGARS

ALWAYS IN STOCK.

JOHN D. ROBERTSON & CO.

for the purpose of being newly engined and enlarged. These alterations have now been completed; and when we state that the improvement cost nearly £100,000 in each vessel, our readers can form some idea of the nature of the work accomplished by Messrs Laird. The Moravian and Peruvian as they now stand are two of the finest and best equipped steamships, in every respect, that cross the Atlantic.

We may state here that during the Crimean war two of Messrs Allan's steamers viz., the Indian and Canadian were employed in the transport service, in conveying British troops from Portsmouth, and French troops from Marseilles; whilst last year the Sarmatian and the Manitobian were employed in a similar service in connection with the Ashantee campaign.

The company have now in course of completion in the yard of Messrs Robert Steele & Co., the Sardinian, the largest vessel of their fleet. She is 4,200 tons burthen, 675 nominal horse power, and will be commanded by Capt. J. E. Dutton; and it is intended to place her on the route some time next month. It may not be out of place here to remark that the passage from Liverpool, Glasgow, Londonderry or Queenstown—the steamers to Halifax and Baltimore calling at Queenstown on the outward and homeward voyages—by the Allan mail line occupies about ten days on the average, though the Polynesian on her maiden voyage from Moville to Quebec made the run in 7 days 18 hours and 55 minutes. It appears that all passengers not having sufficient means of their own to carry them to their own destination are forwarded free by the Canadian Government to those places where immediate employment can be found. Notwithstanding that there has been a considerable falling off in the total emigration from Great Britain and the Continent of Europe during the past year, it is remarkable that so far as Canada is concerned she has not been affected to any extent by the causes that checked emigration to other countries, inasmuch as all who have emigrated to the Dominion during 1874 have succeeded beyond their expectations. During the past year the vessels of the Allan Company have been remarkably free from disease of a con-

tagious character, not a single death having to be recorded; in fact the most perfect satisfaction appears to have been given to all the passengers who have crossed the Atlantic in vessels belonging to this company. The Government of Canada, in its report in connection with the various emigration agencies for the last two or three years, speaks in the highest possible terms of the value of Messrs Allan's work in this respect, and allude in the most eulogistic manner to the obligations the Canadian Emigration Commissioners in this country and Ireland were under to the company.

The following is a list of the steamers belonging to the Montreal Steamship Company:

Ships.	Tons	Ships.	Tons.
Sardinian.....	4200	Sarmatian	3647
Circassian.....	3211	Prussian.....	2791
Scandinavian.....	2540	Peruvian.....	3270
Moravian.....	3100	Caspian.....	2728
Hibernian	2752	Canadian	2401
Nova-Scotian.....	3305	Waldensian.....	2456
Manitobian.....	2395	Nestorian.....	2465
Austrian.....	2458	Corinthian.....	1517
Phœnician.....	2356	St. Patrick.....	1500
Acadian.....	1500	Newfoundland..	900
Polynesian.....	3985		

The following is a list of the Allan line of iron sailing ships:—

Ships.	Net Register Tonnage
Strathbarn	1,704
Strathblane.....	1,363
Ravenscraig.....	1,220
City of Montreal.....	1,187
Pomona.....	2,097
Chippewa.....	1,096
Eumenides.....	1,090
Cairngorm.....	1,016
Abeona.....	980
Glenbervie.....	799
Gleniffer.....	790
Medora.....	781
Cherokee.....	652

Total.....13,789

Making a total tonnage of somewhere about 70,000 tons.

The above vessels are for the most part engaged in trading between the Mersey and the St. Lawrence, and between Glasgow and Quebec and Montreal. At periods when the Canadian freight market is dull some of these vessels are dispatched to other ports. During the eight months when the navigation is open these vessels make regularly three voyages, but in 1871 the Gleniffer made four voyages during the eight months. The shortest passage made by this vessel, which possesses great sailing powers, was in 15 days from Quebec to Greenock.

DISCONTENT.—Competency is a financial horizon, which recedes as we advance. This word is by no means of indefinite meaning. It always signifies a little more than we possess. We are none of us wealthy enough in our own opinion, although we may be too much so in the judgment of others. Content is the best opulence, because it is the pleasantest and surest. The richest man is he who does not want that which is denied to him; the poorest is the miser who wants that which he has not.

The Hon. Mr. Skead, Dominion Senator, and one of the most extensive lumbermen in Canada, estimates the pine reserves of Canada as follows: In the Ottawa Valley, partly in Ontario and partly in Quebec, there are, of timber limits, 87,761 square miles. In the valley between Kingston and Trent there are 2,350 square miles; in the Trent River Valley there are 6,200 square miles; and in the Huron and Superior territory there are 60,800 square miles, making a grand total of 94,350 square miles.

The California papers are discussing a project to construct a canal through the San Joaquin Valley, from Tulare Lake to tidewater. It would be 200 miles long and cost \$3,000,000.