

New Advertisements.

26 Old Advertisements inserted in the last... Now in the Times—This Printer... For immediate disposal—W. Lyons...

The Times.

OTTAWA, SATURDAY, AUG. 26, 1876.

The following Canadian visitors registered their names at the Canadian Government Office, London, during the week ending 10th August last: Wm. Johnson, Belleville; G. R. McDougall, Guelph; Chas. Black, Hamilton; John White, Berlin; W. Fuller, W. J. Lynch, Ottawa; G. C. Patton, John Casanov, J. Congare, Toronto; R. G. Patton, Quebec; J. C. Patton, A. Murray, Montreal; W. Chubbuck, St. Joseph; W. Frank Scott, St. John's; George A. Lloyd, Halifax.

The latest phase of the Turco-Serbian difficulty is a meeting of Prince MILAN and the foreign envoys. The latter appear to have justly urged upon the Prince the advisability of a cessation of hostilities, when they received the assurance that he was willing to accept peace on the condition of the ante-bellum status being recognized. This, of course, implies that he would be unwilling to accept the imposition of any penalties or restrictions upon his future actions. But it is doubtful if any settlement can be effected on this basis at present, as it is certain that Turkey will demand a more indemnity and guarantee for the future.

The Montreal Herald, on mining operations in Newfoundland, says: "The value of the mineral resources of Newfoundland is admitted to a certain extent by the extensive operations at present going on at the copper mines at what is known as Bell's Cove. At this mine 500 men are employed, the mines earning on an average eight to ten shillings a day, and common labourers from five to six shillings. Vessels are being loaded rapidly with ore, which realises £10 per ton in America. Fifteen thousand tons of ore will probably be exported this year, valued at £150,000 sterling. The total expense of working two mines and freight will not exceed £50,000, leaving a clear profit for the Mining Company for this year £100,000. It is stated that the success of the mine depends upon the fact that the ore is of a superior quality and more abundant than any elsewhere. The point where they meet is still distant, but when reached an enormous deposit of copper is expected, which may last for many years."

A New York correspondent, a gentleman of position and influence, calls our attention to the question of "the European mail route," a matter connected with which was recently mooted in one of the New York journals. It is suggested that all the mail steamers to and from America ports should sail at Halifax; and that it should be the inlet and outlet for all trans-continental mail matter. By such an arrangement the business men of the United States would gain much in the convenience of their mail matter—direct letters written on Thursday and sent by mail to Halifax would be in time for steamers calling there which had left New York or Boston on the Wednesday. And the same advantage would be experienced in the reception of European correspondence, for mails delivered at Halifax would reach New York or Boston one day earlier than the steamers. Our correspondent remarks that "in a very few years, one of the ports in the New Provinces must become the principal inlet and outlet for passengers and mails for this continent."

AMERICAN MANUFACTURING STOCKS.

The New York Tribune of the 15th inst. remarks that the market for American manufacturing stocks has fallen to \$27.50. This single fact tells a terrible story of the present industry. For if manufacturing stocks are falling, what must be the condition of the hundreds of weaker companies. Since this was the Merrimack stock had not fallen to its present level, it would be \$1,200 per share in 1874, and \$1,200 in 1875. Amoskeag, also, which sold for \$1,670 two years ago, has fallen to \$1,200; and Boston, which sold for \$1,120 two years ago, has fallen to \$1,200. The Merrimack stock, however, is one of the oldest, and has commanded high prices very steadily. Forty-one years ago Merrimack sold for \$1,200, and the lowest price in 1833 was \$1,142. In 1836 the highest was \$1,235, and the lowest \$1,200, and over after the panic of 1837, which has been considered "the blackest year in America's commercial history," this stock never fell below \$910. After 1830, it touched but only once in 1843, the lowest point—eight years. The panic of 1857, which brought about a general depression of stocks to levels to 1903, though it sold during the same year for \$1,000, and in 1858, and in 1860 the highest price was \$1,250. Established in 1823, this company produced about 2,500 yards daily in 1824, and in 1860 had grown to a weekly production of 400,000 yards of prints. The war at no time caused the stock to fall below \$870 ex-dividend, and during the same year it sold for \$1,275. It is seen at a glance of the war years that the stock of the Merrimack was not to be cut off, the price went above \$1,100 and thus resumed.

THE EASTERN AND WESTERN LABOUR MARKETS.

Yesterday, at New York, there was a novel spectacle for the sight-seeer in the emigration of one hundred and fifty men and stone cutters for Glasgow many of whom were taking their wives and families with them. The spectacle was novel from the circumstances of the workmen. They had been specially engaged, on a written contract for a term of two years, to labour on some public works in or near Glasgow, and their engagement had been for three years. It is a novel feature that these men were engaged in that part of Scotland. They are, therefore, not to be reckoned as part of the stream of emigration which has been continually flowing from west to east for several months, but as men who had been specially hired for a distinctive purpose. We do not know that the circumstances can be pointed to as showing that there is any material difference in the condition of the eastern and western labour markets. At present the labour market in the United States is overstocked, liberally furnished there are thousands of labourers in any of the great centres of manufacturing and mining industries for whom there is no employment. The cotton manufacturers in Lowell, Lawrence, Fall River and other places are either only partially at work, or short time, or entirely at a standstill, and this has been the state of affairs for many months. The wages of the employees have been reduced time after time until the reduction in the aggregate amount to something like fifty or sixty per cent. Against these repeated reductions the employees have protested; in some cases they have "struck," but they have been treated at the points of the bayonet, and by other vigorous and tyrannical measures, to resume work on the em-

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