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WHOLESALE MANUFACTURERS OF

BOOTS AND SHOES

Nos. 9 and 11 Youville Street,

AND

Nos. 1 and 3 Normand Street,
MONTREAL.

Opposite H. & A. ALLAN'S Steamship Offices.

A large and well assorted Stock continually maintained, specially adapted to the wants of the Country Trade. Orders through our Travellers, or by mail, promptly filled, and first-class Saleable Goods guaranteed at the lowest possible prices.

D. MORRICE & CO.,**Canadian Manufactures,
MONTREAL & TORONTO.**

Hochelaga Grey Cottons, Cotton Yarns, and Bags,

Valleyfield Bleached Shirtings,

Knitted Goods,

Tweeds, Flannels, &c., &c.

THE WHOLESALE TRADE ONLY SUPPLIED.**BELDING, PAUL & CO.,**

MANUFACTURERS OF

SEWING SILKS,

&c.

&c.

&c.

30 ST. GEORGE STREET, MONTREAL,

Call attention to Reduction of Prices for Spring as per PRICE LIST issued this day.

OUR NEW BRANDS OF

EXCELSIOR TAILORS' TWIST IN BLACK,**TSATLEE**

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“

COLORS,

Are, for perfection of Finish and Roundness of Thread, unequalled by any sold in the Canadian market.

In order to encourage the growing demand for a better 50-yard spool than that so popular in Canada of late, we have reduced our Brand of

EAGLE, 50-yds (4 lbs strength)

TO

40 cts. per doz.,

And confidently recommend it to the Trade as an article that will give every satisfaction.

Produced in all colors in Letter A

“

Blacks

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A, B, C, D and E.

Montreal, Jan. 23, 1880.

Wm. McLAREN & CO.**BOOT AND SHOE**

MANUFACTURERS,

Factory: 90, 92 & 96 Jurors Street,**Offices and Warehouse: VICTORIA SQUARE,****MONTREAL.**

lagger, proprietors of the Beaconsfield Vineyard at Point Claire, Que., at the instance of Dr. R. H. Perry, of Valleyfield on a promissory note, signed Menzies & Gallagher for \$500, given, as he alleges, to secure certain advances made to the former co-partnership. Mr. Gallagher, on the other hand, alleges that the note was an accommodation to Menzies to pay certain legal expenses. As the affair appears somewhat mixed we defer further notice.

The Council of the Board of Trade of this city in compliance with a request from the Harbor Commissioners, have addressed that body a letter embodying the views of the Board as to measures likely to prove efficacious towards the relief of vessels visiting the port of Montreal from some of the heavy expenses to which now subjected, and which have acted in a measure as an embargo upon the trade of the port. The Council, Messrs. F. W. Henshaw, President of the Board, R. C. Adams and Thomas White, offer three suggestions, which, owing to their importance, we reproduce verbatim: "The Council would suggest for the consideration of

the Harbor Board that the different existing tug boat companies be invited to unite in forming an effective service between Quebec and Montreal, and to frame a tariff on the minimum charge for towage last year, and that the Commissioners grant to such combination a subsidy, if necessary, in order to secure a cheap and effective service. Failing this it might be advisable to ask Parliament for power to build tugs, to be worked by the Commissioners or by a company. The power if granted would be only permissive, to be used only when circumstances rendered the same imperative. The next suggestion is regarding pilotage. From representations made from time to time to this Board it seems an unnecessary hardship that vessels between Quebec and Montreal, when towed by a steamer, should be obliged to take a pilot. It is thought that this charge might be saved by making it compulsory on all tugs engaged in this service to carry a first class river pilot. This suggestion applies only to pilotage between Quebec and Montreal, where the necessity for a pilot does not exist, the tow-

**JOHN S. SHEARER & CO.,
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Representing well-known Makers of

Knitted Goods, Naps, Tweeds, Etoffes

&c., &c., &c.

Agents in Canada for Messrs. Wm. Lindsay & Co., Shippers and Forwarders of Liverpool, London and Glasgow. Messrs. L. & Co. having recently established a Branch House at Glasgow, importers trading with Scotland will find it to their advantage to correspond with them or us as to rates.

ing steamer being provided with one. The third suggestion is that when a vessel is once assigned to a berth, and before finishing discharging she is afterwards removed by order of the Harbor Master, such removal shall be done at the expense of the Harbor Board. Where, however, a vessel removes from one berth to another, for her own convenience, the cost of such removal should be paid by such vessel."