

THE COMMERCIAL UNION ASSURANCE COMPANY,

Chief Office, 19 Cornhill, London, England.

Capital, \$12,500,000. Invested, over \$2,000,000

FIRE DEPARTMENT.—The distinguishing feature of this Company is the introduction of an equitable adjustment of charges, proportionate to each risk insured.**LIFE DEPARTMENT.**—For the pre-eminent advantages offered by this Company, see Prospectus and Circular—80 per cent. of profits divided among participating Policy holders. — Economy of management guaranteed by a clause in the Deed of Association.**MORLAND, WATSON & CO.,**
General Agents for Canada.**FRED. COLE, Secretary.**
Office, 335 and 337 St. Paul street, Montreal.
Surveyor—H. MUNRO, Montreal.
Inspector of Agents—T. C. LIVINGSTON, P.L.S.
6-ly

NOVEMBER 16, 1866.

NEW GOODS.**T. JAMES CLAXTON & CO.,****HAVE** just received 84 packages by the "Nova Scotia," now in port, being purchases from our Mr. Lonsdale, contents of which are in part as follows:—Cottons of all kinds, among them low priced Greys and Prints; Dress Goods and plain Winceys; Balmoral Skirts and Skirting; Ribbons; Velvets; New Boots and Buckles. Also, Now Fancy Goods of various descriptions.All orders will have careful and prompt attention.
1-ly 63 St. Peter Street, MONTREAL.**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.**

Chief Offices.—Liverpool, London, Montreal.

CANADA BOARD OF DIRECTORS.**H. Anderson, Esq., chairman,** (Pres. B. of Montreal)
Alex. Simpson, Esq., Dep. chairman, (Ch. Ontario Bk)
Henry Starves, Esq., (Manager Ontario Bank),
Henry Chapman, Esq., (mer.) R. S. Tyler, Esq., (mer.)
E. H. King, Esq., (General manager Bk of Montreal).
Capital paid up \$1,350,000; Reserved surplus Fund, \$5,000,000; Life Department Reserve \$7,250,000; Undivided Profit \$1,000,000; Total Funds in hand \$15,250,000.Revenue of the Comp'y.—Fire Premiums \$3,900,000;
Life Premiums \$1,050,000; Interest on Investments \$800,000; Total Income 1863, \$4,750,000.All kinds of Fire and Life Insurance business transacted on reasonable terms.
Head office, Canada Branch, Company's buildings, PLACE D'ARMES, MONTREAL.

1-ly G. F. C. SMITH, Res. Secretary.

WEST BROTHERS,**TEAS AND TOBACCOS,**

Wholesale,

9 St. John Street,
Montreal.

14-ly

LIFE AND GUARANTEE ASSURANCE.**THE EUROPEAN ASSURANCE SOCIETY.**

Empowered by British and Canadian Parliaments.

SUBSCRIBED CAPITAL—£750,000 Stg.**ANNUAL INCOME OVER—£300,000 Sterling.****HEAD OFFICE IN CANADA—MONTREAL.****EDWARD RAWLINGS,**

1-ly Manager for Canada.

SINCLAIR, JACK & CO.,**WHOLESALE GROCERS AND COMMISSION MERCHANTS,**

Importers of East and West India and Mediterranean Produce,

Have removed from St. Andrew's Buildings, St. Peter Street, to 413 St. Paul Street, opposite the Custom House, premises so long occupied by William Darling & Co.

Montreal, 30th April, 1866.

1-ly

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COMMISSION MERCHANTS.

No. 553 St. Paul Street, MONTREAL.

CONSIGNMENTS Carefully realized and returns promptly made.**ADVANCES**—Cash advances made, and Drafts authorized on all descriptions of Produce consigned for Sale in this or British Markets.**ORDERS**—Personal and careful attention given to the execution of orders for Flour, Grain, Leather, Provisions, Oil, and General Merchandise.**FRED ROWLAND,**
GRAIN AND COMMISSION MERCHANT.

Flour, Oatmeal, Cornmeal Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter.

LONDON, CANADA WEST.

HUNTER, DUFFY & JOHNSON,

WHOLESALE MANUFACTURERS OF

BOOTS AND SHOES,

29 St. Helen Street,

MONTREAL.

43-ly

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, JANUARY 4, 1867.

Montreal Customs Returns.

The Customs revenue collected at this port during the past three years is as follows:—1864, \$3,963,922; 1865, \$3,378,686; 1866, \$4,646,783.

Peat on the Steam Tugs.

A Quebec paper states that the St. Lawrence Tow Boat Company is negotiating with Mr. Hodges for a supply of peat for the use of their boats next summer.

Reducing his Hoard.

Secretary McCulloch has had to pay out \$10,000, 00 in gold, in interest to bondholders during the present week.

Communication between St. John and Boston.

A Halifax paper says that the steamer "New Brunswick" will continue to ply between St. John and Boston, touching at Portland, during the recent winter. The steamer "New England" has discontinued her trips for the season.

Eugus Coin Factory.

The Granby Gazette says:—A rumor is current that an establishment for the manufacture of counterfeit money exists in this village, and that a keen watch is kept on certain suspicious quarters.

Mr. George Brown in a new Character.

A Hamilton paper learns, on what it considers good authority, that Mr. George Brown, of the Toronto Globe, has become, or is about to become, the purchaser of the Port Hope, Lindsay and Beaverton, and the Port Hope and Peterborough Railways, now the property of Henry Covert, Esq.

The Quebec Coal Trade.

At a recent meeting of the Quebec coal merchants, a resolution was adopted to the effect that as there is reason to believe that the present system of purchasing coal from ships by bills of lading and pit certificates subjects purchasers to serious loss by short delivery, the trade will hereafter make their wholesale purchases by weight only, say per ton of 2,240 lbs.

MORLAND, WATSON & CO.,
IRON MERCHANTS,

IMPORTERS OF ALL DESCRIPTIONS OF

HEAVY AND SHELF HARDWARE,
A LARGE ASSORTMENT OF

RIFLES, REVOLVERS, AND CARTRIDGES,

At under cost, to close consignments.

MANUFACTURERS OF ALL DESCRIPTIONS OF

S A W S ,MOCK'S CELEBRATED AXES, EDGE TOOLS, &c.
MANUFACTURERS OF**BAR AND SHEET IRON,****CUT SCRAP NAILS ,**

Pressed, Clinch, and Finishing Nails, &c.

General Agents in Canada for the Commercial Union Assurance Company of London, England.

Agents for the National Provincial Marine Insurance Company of London, England.

Warehouse and Offices, 335 and 337 St. Paul Street, Montreal.

Mont. 2al, June 1, 1866.

1-ly

Belleville and Marmora Railway.

The subject of constructing this road is revived by the Hon. Bileu Flint, in a letter to a local paper. There is no question of the fact that if a railway is not built between the points mentioned, the magnificent iron beds of Marmora and the gold fields of Madoc will never attain the development and extent they seem so justly entitled to by their intrinsic wealth and extent. If the stock is not speedily subscribed, now that lands in that vicinity are rapidly increasing in value, we can only say that the interested parties are singularly blind to their own best interests.

Fraudulent Legal Oppositions.

At the last term of the Circuit Court held in Quebec the presiding Judge made a determined attempt to put a stop to the common and annoying practice of filing fraudulent oppositions in legal proceedings, by sentencing the opposant to 15 days' imprisonment for contempt of Court.

A writer in the "Dictionnaire du Commerce" goes into elaborate calculations of the money-saving arising out of the greater rapidity of railways, and values it at £8,000,000 on the basis that the time of a French citizen is worth 5d an hour.

The Madoc Gold Fields.

Advices from Belleville state that the original purchaser of the Richardson Mine failed to come to time when the money (\$35,000) should have been paid over, according to contract, and that the mine was consequently re-sold to some other parties for \$50,000. Mr. Michel, the well-known geologist, recently paid a visit to the district, in accordance with instructions from Sir William Logan, and a conclusive report upon the real extent and wealth of the auriferous strata may soon be expected. Rich specimens were recently taken from three different places in the Township of Elzevir by the Hon. Mr. Flint. The Madoc Mercury says:—"Some very fine specimens of gold have been brought into the village this week; and in some of the earth, not more than would fill an egg-cup, the amount of gold dust was estimated to be worth at least \$10. Notwithstanding the cold weather, digging for gold is still going on in other parts of the Township."

Western Diversion of Traffic.

The Kingston News remarks:—"The dullness of the grain carrying trade of the lakes the past season is in part accounted for by a large portion of the crops of Western Illinois, Wisconsin, Minnesota and Iowa, countries bordering on the Mississippi river, finding its way down the river to the markets at New Orleans and elsewhere in the South. The return of peace and the revival of cotton planting in the Southern States has created a demand for the breadstuffs of the North-West, and a condition of things analogous to that which existed before the war is restored. So long as the Southern market exists, and the navigation of the Mississippi competes with that of the lakes and the St. Lawrence, so long is this diversion in the shipment of Western produce likely to continue."