

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
St. John and St. Alexis Streets, MONTREAL.
AGENTS FOR THE SALE OF
Pinot, Castillon & Co.'s Cognac Brandy,
A. Houtman & Co.'s double berried Hollands Gin,
Dunville & Co.'s old Irish Whiskey,
R. Thorne & Co.'s fine Scotch Whiskey,
T. G. Sandeman's celebrated Port Wines,
Blackenzie & Co.'s (Cadiz) Sherry Wines,
Jules Mumm & Co.'s Champagne Wines,
T. A. Mumm's Sparkling Hook and Moselle Wines,
Guinness' Dublin Stout, bottled by Machen & Co.,
McEwan's Sparkling Edinburgh Ales., &c. 1-ly

LIFE ASSURANCE—FIDELITY GUARANTEE

THE EUROPEAN ASSURANCE SOCIETY,
Empowered by British and Canadian Parliaments.
CAPITAL.....£1,000,000 Sterling.
ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
9-ly EDWARD RAWLINGS, Manager.

1867—NOVEMBER 18th.—1867

T. JAMES CLAXTON & CO.
ARE weekly receiving large additions to
their stock, at present low prices.
Large Lines of Staples.
Large Lines of Fancy Goods; all the newest styles.
Orders carefully attended to,
CAVERHILL'S BUILDINGS,
1-ly 59 St. Peter Street, MONTREAL.

THE ST. LAWRENCE GLASS COMPANY
MANUFACTURE
COAL OIL LAMPS, various styles and sizes.
LAMP CHIMNEYS of extra quality.
LAMP SHADES, plain, ground and cut glass.
GAS SHADES, do do do
Sets of TABLE GLASSWARE, consisting of
COBBLETS,
TUMBLERS,
SUGAR-BOWLS,
CREAM JUGS,
SPOON-HOLDERS,
SALT-CELLARS,
CASTOR-BOTTLES,
PRESERVE DISHES
NAPPES,
WATER PITCHERS,
&c., &c.
Hyacinthe Glasses, Steam Gauge Tubes, Glass Rods,
Reflectors, or any other article, made to order in white
or colored glass.
Kerosene Burners, Collars and Sockets will be kept
on hand.
FACTORY—ALBERT STREET. Orders received at
the Office, 338 St. Paul Street.
4-ly A. MOR. COCHRANE, Secretary.

REMOVAL.
WEST BROTHERS
Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE. 14-ly

JEFFERY BROTHERS & CO.,
GENERAL MERCHANTS,
44 ST. SACRAMENT STREET,
MONTREAL. 1-ly

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,

430 ST. PAUL STREET,

MONTREAL.

WM. McLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemoin Street,
Montreal. We invite the attention of Merchants and
other dealers throughout the Dominion, to our large
and varied stock of Boots and Shoes, especially
adapted for Fall and Winter. In manufacturing for
the Western markets, much care has been bestowed,
and having made the width and proper form of the
goods a specialty for years, enables us to produce and
to offer to our customers Boots and Shoes of the best
description. All goods warranted as represented.
Personal or Letter Orders will have our prompt and
careful attention. 33-ly

BLACK & LOCKE,
GENERAL COMMISSION
MERCHANTS,
MONTREAL 36-ly

NELSON, WOOD & CO.,
IMPORTERS AND WHOLESALE DEALERS IN
European and American FANCY GOODS,
Paper Hangings, Clocks, Looking Glasses, and Plates,
Stationery, Combs, Brushes, Mats, Toys, &c., &c.
MANUFACTURERS OF
Brooms, Matches, Painted Rails, Tubs, Wash-
Boards, and Dealers in
WOODEN-WARE of every description.
29 St. Peter Street, Montreal. 36-3m

THE TRADE REVIEW
AND
Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, FEBRUARY 21, 1868.

BANK RETURNS FOR JANUARY.
WE publish this week the returns of Canadian
Banks for the month of January, 1868. The
following is a comparison of the leading items in the
returns of the Banks of Ontario and Quebec for De-
cember and January:—

	December.	January
Notes in circulation.....	\$ 8,079,290	\$ 8,718,923
Deposits not bearing interest. . .	14,317,450	12,975,045
Do. bearing interest.	15,232,337	15,748,143
Coin and legal tenders.	9,089,402	9,770,673
Discounts	50,662,969	51,175,582

From the foregoing figures, it will be seen that bank
circulation has increased about \$640,000, but their re-
serve of coin and legal tenders has increased to a lit-
tle over that amount, while, on the other hand, their
liabilities to the public in the shape of deposits have
decreased very close on a million of dollars. Dis-
counts have increased by about \$500,000.

The return of the Merchants' Bank is noticeable as
indicating its course with a view to taking over the
liabilities and business of the Commercial Bank at the
beginning of next month. Its liabilities are now
nearly \$500,000 less than its paid-up capital, while
against those liabilities it holds of cash, exclusive of
discounted paper, nearly twenty-five shillings in the
pound. We suppose a considerable portion of the
\$450,000 of Commercial Bank circulation, still unre-
deemed, will be presented for payment without much
delay after the Merchants' Bank of Canada assumes
the responsibility, but, on the other hand, a very great-
ly increased circulation will ensue almost immediately,
in consequence of the numerous branches of the
amalgamated Bank throughout the country, and
although the precautions are wise, we trust they will
prove entirely unnecessary, and that the friends of the
suspended bank throughout the Provinces will give to
it, in its resuscitated form, a hearty and generous sup-
port.

The Rutland Railroad is soon to be changed in the
vicinity of Vergennes, so that the road will run into
and through that city. There is a steamer being built
at Shelburne Harbour that may soon be conveying
passengers and freight between Vergennes and Platts-
burgh. This arrangement will give the Rutland Railroad
a direct communication with Canada and Southern
New York.

MORLAND, WATSON & CO.,
WHOLESALE
IRON MERCHANTS,
AND
IMPORTERS OF HARDWARE
Offices and Warehouse, 336 and 387 St. Paul Street
MONTREAL.

Manufactories on Lachine Canal. 1-ly

THE COMMERCIAL UNION ASSURANCE CO'Y
10 & 20 CORNHILL, LONDON, ENGLAND.

CAPITAL £2,500,000 Stg.—INVESTED over £2,000,000

FIRE DEPARTMENT.—Insurance granted on all
descriptions of property at reasonable rates.

LIFE DEPARTMENT.—The success of this branch
has been unprecedented—90 PER CENT. of pre-
miums now in hand. First year's premiums were
over \$100,000. Economy of management guaranteed
Perfect security. Moderate rates.

Office 385 & 387 St. Paul Street, Montreal.

MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S.
9-ly

The following is a statement of the Provincial Notes
in circulation, and of the specie held against them
on the 6th of February, 1868:

	Notes in Circulation.	Specie.
At Montreal	\$3,367,932	\$450,000
At Toronto.....	879,760	450,000
	\$4,247,742	\$900,000

Proportion of specie to notes in circulation, a little
over 21 per cent.

GETTING ON ITS FEET AGAIN.
WE refer to the great Southern Railway prospect.
A very curious history, indeed, had this pro-
posed line in days gone by, and it is to be hoped its re-
suscitation is taking place under happier auspices.
The application for a charter before the Toronto Legis-
lature, asks for power to extend the Erie and Niagara
Railway from Fort Erie to Sandwich or some other
point near Detroit. The name of Southern is thus
eschewed, but the route is almost identical with that
proposed some years ago, when Messrs. Morton, of
Kingston, and Buchanan of Hamilton, figured so large-
ly in connection with the enterprise. Quite a fight took
place before the Railway Committee when the applica-
tion for a charter came up. The Great Western Rail-
way, through Emilius Irving, Esq., its Solicitor, op-
posed the application, and a lengthy and well-written
document was also submitted from Mr. Swinyard, set-
ting forth reasons why it was unfair and unjust to the
Great Western that another railway should be per-
mitted between that line and Lake Erie. The counties
through which the road is intended to pass, which may
be called the Lake Shore Counties, are very strongly
in its favor. They mustered largely in Toronto, and
seem to have carried the point successfully. The Rail-
way Committee not only passed the preamble of the
Bill the first day, but on a subsequent day, although
some unusually numerous and important alterations
had been made in the measure, they still allowed it to
go through. Taking all these circumstances into con-
sideration, we think there is every probability that a
charter will be granted by the Legislature by a large
majority. It is reported that, if the Bill passes, Ame-
rican capital will construct most of this road. It is
understood that the New York and Erie Railway is
very desirous of having a direct connection with the
State of Michigan through Canada, and that eminent
capitalists interested in that road, are prepared to as-
sist the Great Southern. We trust this is the case,
for we are not among those who have any fears about
Americans spending their capital in Canada. The
more our country is opened up and improved, no mat-
ter where the means come from, the stiffer and
pleher will it become, and we shall therefore rejoice if
the Great Southern not only gets on its feet again, but
is rapidly pushed forward to completion.