

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
St. John and E. Alexis Streets, MONTREAL.
AGENTS FOR THE SALE OF
Pine, Castillon & Co.'s Cognac Brandies,
A. Houtman & Co.'s double berried Hollands Gin,
Dunville & Co.'s old Irish Whiskey,
T. Thorne & Co.'s fine Scotch Whiskey,
T. G. Sandeman's celebrated Port Wines,
Mackenzie & Co.'s (Cadiz) Sherry Wines,
Julius Mumm & Co.'s Champagne Wines,
P. A. Mumm's Sparkling Hock and Moselle Wines,
Guinness' Dublin Stout, bottled by Macheu & 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—FALL TRADE.—1867

T. JAMES CLAXTON & CO.
STOCK will be complete and ready for
inspection by
MONDAY, 2nd SEPTEMBER.
CAVERHILL'S BUILDINGS,
1-ly 59 St. Peter Street, MONTREAL.

**THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE CO.**
UNLIMITED RESPONSIBILITY.
Capital, Surplus and Reserved Funds..... \$16,271,675
Invested in Canada..... 250,000
Premiums received in 1866, were..... 5,362,260
Daily Premiums, upwards of..... 17,000
Shareholders personally responsible for engagements
of the Company.—All Directors must be Shareholders.
CHAIRMAN—T. B. ANDERSON, Esq. (Pres. Bank of
Montreal).
DEPUTY CHAIRMAN—HENRY STARNES, Esq. (Man-
ager Ontario Bank).
FIRE DEPARTMENT.—Insurances effected on all
classes of Property at Current Rates.
LIFE DEPARTMENT.—Amount of Special Re-
serve, \$9,252,468.
G. F. C. SMITH, Res. Secretary.
1-ly HEAD OFFICE: Place D'Armes, Montreal.

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

SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND COMMISSION
MERCHANTS.
Importers of EAST & WEST INDIA PRODUCE,
MEDITERRANEAN GOODS,
&c., &c., &c.,
413 ST. PAUL STREET, opposite Custom House,
MONTREAL.
Sole Agents for "Cootes" celebrated ground
Rock Salt, for Table and Dairy use.
Montreal, May 30, 1867. 1-ly

REMOVAL.
W. McLAREN & CO. removed to Nos.
15 & 17 Lemoin Street.
The attention of Country Merchants is invited to
the quality and prices of our Stock of
BOOTS AND SHOES.
As our work is entirely HAND MADE, it is much
more durable than the Machine made work, and our
prices are as cheap as the cheapest. 33-ly

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS.
No. 563 St. Paul Street, MONTREAL.
CONSIGNMENTS Carefully realised and returns
promptly made.
ADVANCES—Cash advances made, and Drafts au-
thorized 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, Provi-
sions, Oil, and General Merchandise.

HUNTER, DUFFY & JOHNSON,
WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
29 ST. HELEN STREET,
MONTREAL. 49-ly

THE TRADE REVIEW
AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, AUGUST 30, 1867.

The following is a statement of the Revenue and
Expenditure of the Dominion of Canada for the
month of July, 1867.

Revenue—Customs	\$569,030
Excise	185,760
Hill Stamp Duty	12,064
Post Office	64,788
Crown Lands	98,825
Miscellaneous	147,000
	\$1,075,462
Expenditure ..	\$1,446,691

THE INTERCOLONIAL RAILWAY.
THE able and interesting letter of Mr. J. W. Law-
rence, of St. John, to the Minister of Public Works,
on the subject of the route of the Intercolonial Railway,
which was published in the *Trade Review* of the 16th,
must have the effect of directing public attention very
strongly to this important subject. It is undeniably
one of great moment, and as everything that can help
to throw light on it must, of necessity, be productive
of good, we propose to devote a little space to its con-
sideration.

It seems to us that there has been, and still exists,
a good deal of confusion on this question of route.
The North Shore route everybody understands to
mean that surveyed by Major Robinson, or something
almost identical with it, but in speaking of the West-
ern routes, some persons mean one thing and some
another. If we turn to Mr. Fleming's report, which is
about the only authority to refer to, we shall find that
as many as fifteen routes were surveyed, or partly ex-
plored by that gentleman. These are numbered, com-
mencing with that nearest the American boundary.
1, 2 and 3, are called frontier routes, 4 to 12 are called
central routes, and it must be observed that all these
central routes are, for a great portion of the distance,
identical with each other, the chief difference being
found in those portions of the line which approach St.
John. 13, 14 and 15 are North Shore, or Bay Chaleur
routes. We are inclined to think that with the excep-
tion, perhaps, of one of the North Shore routes, the
surveys have been of too partial and hurried a charac-
ter to enable us to arrive at a correct estimate, either
of the natural difficulties to be overcome, or the full
advantages to be derived from the selection of any
route. Indeed, Mr. Fleming himself says:—

"I do not desire it to be understood that I now re-
port all the lines about to be described as practicable.
Some of them I believe to be practicable, but my per-
sonal knowledge of others is not sufficient to warrant
me in expressing a positive opinion as to their feasi-
bility. The lines, and combination of lines, about to
be referred to, are those which, from partial examina-
tions and information acquired, I think, offer a rea-

MORLAND, WATSON & CO.,
WHOLESALE
IRON MERCHANTS,
AND
IMPORTERS OF HARDWARE,
Offices and Warehouse, 385 and 387 St. Paul Street
MONTREAL.
Manufactories on Lachine Canal.

THE COMMERCIAL UNION ASSURANCE CO'Y.
19 & 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

sonable chance of being found practicable; and they
are here described and classified, in order that a judg-
ment may be formed as to which route, or routes, may
be most eligible for further survey."

Mr. Lawrence advocates the construction of the
line by either route No. 8 or No. 5. Let us see what
it means. The first is a frontier route. From Riviere
du Loup it pursues a course parallel to the Temiscoua
Road down the Madawaska River to the village of Ed-
monston or Little Falls, thence along the Eastern bank
of the River to Grand Falls; it then leaves the river,
and strikes across the country, crossing the rivers To-
bigue and Munguat, the Forks of the Miramichi, and
down the Keswick Valley to Fredericton. At Freder-
icton it crosses the River St. John, and proceeds, by
the line recently surveyed by order of the New Brun-
swick Government, to St. John, where it joins the ex-
isting railway to Moncton and Shediac. The distance
to Halifax by this route is 567 miles, and to St. John
301 miles. The great objection made to this route,
and one which will in all probability cause its
ultimate rejection, is the fact of its passing for the
whole distance from Little Falls to Grand Falls
(exceeding thirty miles) close to the boundary, the
River St. John only intervening. Route No. 5, the
other suggested by Mr. Lawrence, is the second of the
central routes surveyed by Mr. Fleming. Leaving
Riviere du Loup it keeps a course farther to the north-
ward than the former line, by Eagle Lake, and the
Forks of the Toledo; crossing the Forks of the Mira-
michi it proceeds down the Keswick Valley to Frede-
ricton, where it crosses the River St. John, and onward
by the Oromocto and Douglas Valleys to St. John.
The distance to St. John by this route will be 328
miles, and to Halifax 594 miles. It must be observed
that in both these cases the existing railway from St.
John to Shediac will be available as far as Moncton—
90 miles—at or near which place the connection with
the Nova Scotian Railway system must necessarily be
made, and that the distance to Halifax by either route
is less than by one of the Bay Chaleur or North Shore
routes, and very little in excess of the two others.

We certainly think that if, upon a more accurate
survey of this No. 5 central route, it should be found
practicable, it is the one of all others calculated to sub-
serve the general good. It is far enough removed
from the boundary to obviate any objections on that
score. It brings into direct railway communication
the cities of Halifax, St. John, Fredericton, Quebec,
Montreal and Ottawa, and in so doing, places St. John
about 100 miles nearer Quebec and Montreal than by
either of the North Shore routes, without materially
increasing the distance to Halifax, and, as we have
seen in one instance, making it actually less. It is
not necessary to dwell upon the great importance to
Ontario and Quebec of having easy access to St. John.
Its advantages as a shipping port are well set forth in
Mr. Lawrence's letter, and have been lately advocated
in the *Trade Review*, but we may observe that No. 6
line, taking Moncton as a starting point, passes for a
distance of more than 180 miles through a settled coun-