officer or officers required to be employed upon their premises.

## LOCKS AND BEALS

21 Locks and seals shall be furnished to Collectors by the United States at the expense of the railway companies, for whose benefit they are to be used.

### WHEN CARS NEED NOT BE UNLADEN.

WHEN CARS NEED NOT BE UNLADEN.

22 Cars arrising in the United States from a foreign contiguous country, having but a single tier of barrels kegs, log-sheads, or paper to reon, with no superincumbent halding, or being otherwise so laden that nothing can be concealed, and the whole as well inspected on the car as it could be if removed, need not be unladen to be inspected.

Open cars inden with timber or bar iron, in such a manner that the same can be as easily inspected on the car as if unladen, need not to be inspected.

the car as if unladen, need not to be unladen to be impected.

Cars laden with cattle, horses, or other live stock, need not be unlade a for impection, but in all cases where the lumber, bar iron, or other articles are to be entered and ditties paid or secured at any port, the same shall be there unladen, and an accurate accertainment of the quantity and value made.

Platform cars laden with scrap or bar iron, or limber, in such a manner that no goods or merchandise can be concealed therein, need not be sealed to avoid being unladen, otherwise, they must be When laden with bags, tanner's back, wood, or other materials, these must be so confined and sealed in the foreign contiguous country, that goods or baggage which may be concealed therein cannot be taken out authout breaking the seals, wires, or cord, by which the lead is secured, otherwise, they must be unladen and inspected on airrying within the lonted States VESSELS WHICH CANNOT DE SEALED HOW TO BE.

### VESSELS WHICH CANNOT BE SEALED - HOW TO BE TREATED.

TREATED.

23 Upon vessels and boats entering Lake Champlain from Canada, so laden as not to be susceptible of being so scaled as to prevent goods concealed in the cargo being taken out without disturbing the fastenings or breaking the scale, an Inspector or Inspectors must be placed and remain on board until such vessel or boat and cargo shall arrive at the part of its destination and be taken pose-sion of by a proper officer of entoms of the part, to be unladen and inspected. The expense of such Inspector or Inspectors to be paid in advance by the owner or master of such vessel or boat.

IN REGARD TO THE 20th Contract of Such Vision and December 1.

IN REGARD TO THE 20TH SECTION OF THE SMI GOLING ACT OF JULY 18, 1866.

21 Before commencing any proceedings under provisions of the 20th section of the "Act further to precent smiggling," approved July 18, 1896, Collectors of Customs, or other seizing officers shall submit the facts and circumstances in each case to the Secretary of the Treasury for his consultration and decision.

The Commissioner of Customs is hereby instructed to carry the foregoing regulations into effect.

H. MCCULLOCH,

Secretary of the Treasury.

## BIRMINGHAM AT WORK.

(From the Times.)

THE book trade is so completely in the hands of the Londoners that when we meet with a portly tome which has been printed at a provincial press we are apt, in our metropolitan arrogance, to feel surprised Why, for instance, should the volume now before us be printed at Birmingham? The answer is supplied by the title-page. The book treats of "The Resources Products, and Industrial History of Birmingham and the Midhand Hardware District." It came into existence in the following manner. Last year the British Association met at Birmingham. A local committee was formed which compiled a eries of reports on the industries of the busy region within 30 miles of Birmingham, the hardware mart of the world, and these papers are now laid before the public. The editor tells us that "every effort was made in each department to obtain statistics of the production, workpeople, wages, prices, raw material, &c, but that, with a few honourable exceptions, the necessary information was withheld, although only the aggregate results would have been given the details being seen by the chairman alone." In spite, however, of this reticence on the part of the manufacturers, Mr fimmins, the editor, who we believe has been most ably assisted by Mr. Shastian Trans. In a gathered together a very till and complete record of widhard industry. The various articles, of course differ in merit; some are admirably clear in their explanations, others are a little too technical for the general reader, but if is a book in which everybody will find something to interest him, and something worth knowing. And here we would say a word on the unwillingness of certain manufacturers to supply information. The editor imples that such conduct is dishonourable. We cannot book in which everybody will find something to interest him, and something worth knowing. And here we would say a word on the unwillingness of certain manufacturers to supply information. The editor implest that such conduct is dishonourable. We cannot book in which everybody will find somethin MHE book trade is so completely in the hands of the Londoners that when we meet with a portly tome

ham industry, and is styled, we may observe, in its native Stanfordshire beds, by a number of fanny names which are quile unknown to Cockneys. We are all tannitars with Walkend and Silkstone, but what s' all we say to such curious epithets as Spin, Benches, Brocch, Rid, Sawyer, Slipper, Heathen, and Meay Gray, when applied to that substance which, in our coal-scuttles, seems so monotonously black and unverying? The Stanfordshire collieries are small as compared with those of the North of England, and are worked in separate chambers, each provided with its own ventilation, so that if an explosion should occur it is availy, confined to that spot. The colliers are much troubled with 'gob fire,' or the spontaneous combustion of the sack and refuse of the mime, and singularly enough, too much ventilation tends to increase this liability to ignition. New collieries are being opened with success on the borders of the old coal-field, but they will not make up for the exhaustion of the latter, which, at the present rate of consumption, according to one authority, is expected to take place in from 20 to 49 years time. There are, however, several comprehensite schemes on foot for boring ander the Perman beds, which are anticipated to lead to the discovery of unknown hoards of coal. We must observe that another writer assigns a much longer duration to the South Stanfordshire coal-measures. When practical men differ so widely, it is plain that many of their calculations rest on mero conjecture. In any case, coal exhaustion is sure to be a very gradual process. Scanty supplies will raise pides, dim.nish committed and the sevential process of smelting with pit-c-ai. In early times, when timber was plentiful, all irrow was studied by means of charcoal. Sussex appears to have been the mun seat of this industry, but South Stanfordshire shared in the production. In the seventeenth century, when wood began to get scarce. Dud Dudley, a Stanfordshire rommaster, introduced the pracess of smelting with pit-c-ai. The charcosi masters s

(To be continued.)

Resumption of Specie Payments by the U.S.

It has been stated, the report coming from Washington, that Secretary McCulloch intends recommending to Congress, the granting of authorization for an inauguration of specie payments. Many of the leading U. S papers, among others the Economist, are strongly in favour of this resumption at an early date, and do not anticipate that any serious difficulty will arise from the general decline in prices that must follow the reduction of the present premium on gold. The basis of resumption spoken of is that there shall be \$100(xxx)(xx) gold in the Treasury to a circulation of .350,000,000.

## Dry Goods in the United States.

The imports of Dry Goods into New York for the month of October, showed a decime both as compared with previous months and with the month of October 1955, though they were still very heavy. With regard to prices, the N. Y. Dry Goods Reporter says:-

Dealers from all parts of the country complain that the great difficulty in the way of tusiness is in the high prices at which goods have to be sold—and it is very clear that affairs have reached a point at which either consumption must be severely curtaited or prices macronized by the summer of the spring trade would be a most risky venture. In all probability, it would prove to be the test are that means of precipitating that heavy decline in prices which all admit must come sooner or later. It is not unlikely however that the common error will be committed of everybody importing heavily upon the supposition that everybody else will import lightly.

#### ST. JOHN TRADE REPORT.

WE are without our usual advices by mail, both from St. John and Halifax. The following is our to'egraphic report:-

ST. JOHN, N. B., Nov. 28, 1866.

Business generally more quiet Receipts and stock of flour moderate. Prices unchanged. Strong Supers \$4.00 to \$8.60. Pork dull and declining; Mess, \$22 to

\$23.67.

Shipping arrivals since 24th—Leoni, from Philadelphia; George Dunkee, A. J. Dayer, Sinnett; New Brunswick, Boston; Helen Hastings, Providence; Bella, Portland, Minnie, Matanzas, Departures—New England, Westour, for Boston; Lindo, Hayana; Jica, Colway, Jack Easy, Portland, Bark J. E. Lockhart, from Queenstown to Halifax, was abandoned at sea about the 16th ultimo. Crew taken off by a Dutch barque, and landed at Rotter-dam.

## THE DRY GOODS TRADE.

THE DRY

Gaille James & Co.

Bankore, Beek & Co.

Bengamits, Mm., & to.

Rick, Lewiss, & Co.

Romall, John & to.

colled Bloggon

Gault, Bres & Co.

Greenstirelds, S., Son & Co.

Greenstirelds, S., Son & Co.

Hingston, James, & Co.

Lewis, Kay & Co.

Macfarlane, Andrew, & Co.

May Joseph.

Mer. Thomas, & Co.
Mer. Thomas, & Co.
Merlay in, Denoun & Co.
Merer, J. & Co.
Merer, J. & Co.
Merer, J. & Co.
Merer, J. & Co.
Merer, M. & R.
Munderloh & Steencken.
Ordiny & Co.
Provist, Amable, & Co.
Ringland, Ewart & Co.
Ringland, Ewart & Co.
Ringland, Ewart & Co.
Stathen, McCall & Co.
Winke, George & Co.

Winke, George & Co.

THE business of the past week has been generally very light. In some few instances orders to a fair extent have been received from their travellers by houses having new or scarce goods for sale. A few country buyers have been in town, but we do not hear of their having been heavy purchasers. Stuff goods, in particular, are neglected, while some other classes of woollens are in better demand.

Prices are for the most part unchanged, and our importers do not seem auxious to press sales at below current figures.

Cotton in Liverpool continues at about previous quotations, but the Manchester market is weaker. The London Economist gives the following accountrather a gloomy one-of the state of affairs there:-

MANCHESTER, Nov. 16 .- The temporary activity. apparent in this market, ten days ago, has entirely subsided, and the excess of the supply over the demand, at the present high level of prices, has again become distinctly evident. Rarely has this market been more depressed than during the past week. The producer's position is most disadvantageous, ho can only force sales at very great reductions, while he can only obtain a very moderate concession in the price of raw cotton. The consequence has been a large increase of the short time movement, the reduction being usually made from six to four days per week.

# THE GROCERY TRADE.

Ballwin, C. H., & Co. Childs, George, & Co. Converse Colson & Lamb Davie, Clark, & Clayton, Pitzpatrick & Moore, Fitzpatrick & Moore, Founder, Jules Vraick, J. C., & Co. Gillople, Moffatt & Co. Great, Hearr J. Hutchins H., & Co. Jeffery, Brothers & Co. Kinera & Winlech. Cerming Thomas & Co. Mattheway, J. A. & H. Mutchil, Kinnera & Co. Nicit, William, & Co. Nicit, William, & Co. Chapman H., & Co.
Phelan, Joseph
Reuter, Lionaia & Co.
Rimmy, Gunn & Co.
Rimmy, Gunn & Co.
Rimmy, Gunn & Co.
Robertson, David & Co.
Saunderson & Co.
Saunderson & Co.
Saunderson & Co.
Saunderson & Co.
Sinciair, Jack & Co.
Tiffin, Jos. & Sona.
Thompson, Murray & Co.
Torranc, David, & Co.
Urunhart, Alex., & Co.
West, Rres.
Winn & Holland.
Withers, Joy. & Co. Withers, Joy & Co. Winning, Hill & Ware.

THE past week's business has been characterized by extreme duliness, unequalled in that particular by any this fall. So many trade sales following each other appear to have thoroughly filled up the buyers, and until they have time to thin out their stocks, we may look for a continued inactivity. At the two trade cales held on the 23rd inst., the attendance was very poor, and the business done so slight as not to bo worth reporting.

In sugars and molasses we hear of no transactions to report, the business being confined to small jobbing

In teas, 400 to 500 chests all kinds will cover the