

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
St. John and St. Alexis Streets, MONTREAL.
AGENTS FOR THE SALE OF
Pinet, Castillon & Co.'s Cognac Brandy,
A. Houtman & Co.'s double bottled Hollands Gin,
Dunville & Co.'s old Irish Whisky,
R. Thorne & Co.'s fine Scotch Whisky,
T. G. Sandeman's celebrated Port Wines,
Mackenzie & Co.'s (Cadiz) Sherry Wines,
Jules Mumm & Co.'s Champagne Wines,
P. A. Mumm's Sparkling Hock and Moselle Wines,
Guinness' Dublin Stout, bottled by Machon & 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 £200,000 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 69 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
GOBBLETS
TUMBLERS,
SUGAR-BOWLS,
CREAM JUGS,
SPRINKLERS,
SALT-CELLARS,
CASTOR-BOTTLES,
PRESERVE DISHES
NAPPERS,
WATER PITCHERS, &c., &c.

Hyaline 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, 333 St. Paul Street.
41-ly A. MOK 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

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

WM. McLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemelin 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

TO TANNERS.

ALL kinds of LEATHER received on Commission,
and sold to best advantage.

Best COD OIL always on hand.

BLACK & LOCKE,
LEATHER AND GENERAL COMMISSION
MERCHANTS,
Montreal.

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, NOVEMBER 29, 1867

We give elsewhere a synopsis of the Commercial
Bank Bill now before the Committee on Banking,
&c. It will probably pass with some few trifling al-
terations, and the prospects of the Bank are considered
as very much improved, so that its stock has advanced,
20 being now bid for it freely, and sales are reported
as high as 25.

The following is a statement of the Revenue and
Expenditure of the Dominion of Canada for the
month of October, 1867, and for the four months end-
ing the 31st October:—

Revenue—Customs.....	\$963,969
Excise.....	237,247
Bill Stamp Duty.....	5,167
Post Office.....	41,674
Public Works.....	61,730
Miscellaneous.....	123,679

Revenue for October.....	\$1,444,468
" " July.....	1,076,462
" " August.....	1,162,175
" " September.....	1,932,253
	\$4,615,346

Expenditure for October.....	\$1,316,123
" " July.....	1,446,591
" " August.....	778,915
" " September.....	778,066
	\$4,254,688

In anticipation of the expected increase in the Cu-
stoms duties by the extension of the Canadian tariff to
the Lower Provinces, large quantities of imported
goods have, during the past two weeks, been taken out
of bond. On one day \$30,000 were paid into the
Custom House at St. John, N.B.

THE NARROW GAUGE TO HAVE A TRIAL.

I would seem as if the narrow gauge system was
going to have a fair trial in Toronto. The time
for commencing to build railways is over for this year;
but next year, if all goes well, two lines—the Toronto,
Grey and Bruce, and the Toronto and Nipissing—
will be inaugurated on that principle. About the
same time, no doubt, the great Intercolonial road will
be begun, and then if that line is built on the broad
gauge and in the old style, the Dominion will have an
excellent opportunity of contrasting the respective
merits of the two systems. We all know by expe-

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

perience what the broad gauge costs, how it wears and
how it works; what it costs in the first place for con-
struction, and in the second place for maintenance.
But the narrow gauge is new in this country, and,
like all novelties, it promises great things. In coun-
tries where it has received an exhaustive trial, how-
ever, it has worked well, and that is encouraging. It
would seem as if there was a great diversity of opin-
ion with regard to the question of gauges. In
England they have the 4 ft. 8½ in. and the 7 ft.; in
Ireland the 5 ft. 3 in. On this Continent we have the
5 ft. 6 in. and the 4 ft. 8½ in. In Queensland, Australia,
in Norway and Sweden, and in India, they have
adopted the 3 ft. 6 in. Well, of all these gauges it may
be confidently affirmed that the widest pay the worst
and the narrow the best. The 7 ft. gauge in England
is about to be reduced to 4 ft. 8½ in.; and in Canada
the 5 ft. 6 in. Grand Trunk does not pay in proportion
to its width. In the States we find it is such lines as
the New York Central, which is only 4 ft. 8½ in., that
pay the best. In Australia and India, Norway and
Sweden, the 3 ft. 6 in. lines are the best in use. All
this goes to establish the superiority of the narrow
over the broad gauge.

The first advantage of the narrow gauge is the di-
minished cost of construction. In the earthworks,
cuttings, culverts, bridging and ties, a saving of nearly
one-half is effected. Such lines adapt themselves to
the natural surface of the country in a greater degree
than broad roads. The grades can be twice as steep,
and the curves twice as sharp, without any increase in
the resisting power. Thus, while one mile of per-
manent way on the 5 ft. 6 in. line would cost, say, at
the least, \$10,000, one mile narrow gauge would only
cost \$5,000. Here is a direct saving of \$5,000 a mile,
and this in a line of hundreds of miles in length repre-
sents a very large capital. The total cost of building
a 5 ft. 6 in. road, and equipping it, has been estimated
by Mr. Sandford Fleming at \$40,000 per mile. The
total cost of building and equipping a narrow gauge
line, has been estimated by Sir Chas. Fox, Mr. Frank
Shanly and Mr. Boyd, of New Brunswick, at \$15,000
per mile. The difference between \$40,000 and \$15,000
per mile must strike any one as a strong argument in
favor of the narrow gauge.

But it may be said that a narrow gauge would not
be sufficient for the wants of the country. Never-
theless, this is a mistake. The London and North
western Railway in England, which is 4 ft. 8½ in., car-
ries more passengers and freight than the Great West-
ern of the same place, which is 7 ft. gauge. And the
New York Central, 4 ft. 8½ in., carries more freight
on the Grand Trunk, which is 5 ft. 6 in. But at all