

PHENIX FIRE ASSURANCE COMPANY
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GILLESPIE, MOFFATT & CO., General Agents
for the Dominion. 6-ly.

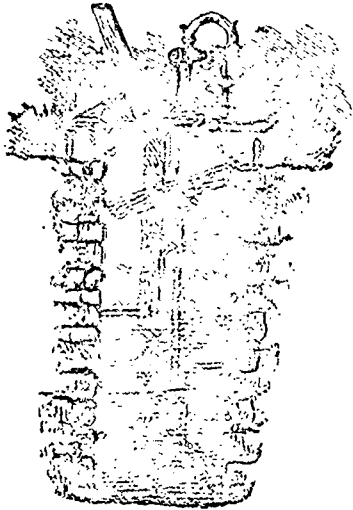
JAMES ROBERTSON.

420, 123, 130 and 133, Queen Street, Montreal,

METAL MERCHANT,

Manufacturer Shot, Lead-pipe, Paints, and Putty
1-ly

THE Submerged Double-Acting, Non-Freezing FORCE PUMP, the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump; not only for Family use, but also for Flourish, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 50 to 75 feet through a hose.



S. B. SCOTT & CO.,

SOLE AGENTS FOR THE DOMINION,

345 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

REFRIGERATORS & ICE CHESTS

MEILLEUR & CO., Manufacturers,

623 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 15-5

W. CLENDINNING,

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 113 and 120 Great St. James Street,

and 632 Craig Street,

MONTREAL, P.Q.

MONTREAL BUSINESS COLLEGE,

Corner of Notre Dame and Place d'Armes.

THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.

Circulars sent on application.

J. TASKEE,

Principal.

THE CITIZENS' INSURANCE COMPANY
(OF CANADA)

AUTHORIZED CAPITAL \$2,000,000

SUBSCRIBED CAPITAL \$1,000,000

DIRECTORS:

HUGH ALLAN, President.
GEORGE STEPHEN. | **C. J. BRYDGES.**
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This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and BONDS of FIDELITY GUARANTEE. Applications can be made to the Office in Montreal or through any of the Company's Agents.
EDWARD RAWLINGS, Manager.

RELSON, WOOD & CO.,

IMPORTERS & WHOLESALE

DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,

&c. &c. &c.

MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in

WOODEN-WARE of every description.

29 St. Peter Street, Montreal

AND

74 York Street, Toronto. 30 3m

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, JANUARY 7, 1870.

See Advertisement of Moccasins for sale.

Purchasing Department of the **TRADE REVIEW.**

See Advertisement.

REDUCTION OF OCEAN POSTAGE.

It is a matter for congratulation to everybody—not least to Canadians, that so considerable a reduction of postage on letters crossing the Atlantic has just been effected. Not many years ago the rate was 1s. 2d sterling or 1s. 4d. currency—or nearly 27c. Now it is reduced to 6c., considerably less than one-fourth of the amount. The boon is not a slight one to the commercial world with its multiplied correspondence; although, as a rule, commercial men have been able enough to pay the postage on all the letters they required, or could find time to write. But to the poor immigrant in his first years of residence, which must so often be a period of poverty and hardship, while he must count scrupulously each cent he spends, and pause ere he parts with it, the boon is greater still. It is another encouragement to men to come hither, that the passage is a short and comparatively inexpensive, and postage cheap, than if he purposes he can easily go home or send for friends to join him, if he is in distress or trouble he can speedily and without expense make known his trouble and his wants to those he has left behind him. Mr. Campbell, our Post Master General, has not made an unprofitable vacation trip to the mother country, seeing he has managed to complete arrangements there to secure for Canada, at the same time as was secured for the United States, this boon of cheaper postage—and he was in this more prudent and dexterous than our neighbours—no seems not to have reckoned without his host, i. e. the Steamship Company which performs the Canadian service. The Cunard and Inman lines have refused to take the American mails for the two cents offered, and Post Master General Cresswell has been obliged to make temporary arrangements with inferior lines. The Canadian steamers from

WHOLESALE FUR MERCHANTS.

JAMES CORISTINE & CO.,

Successors to

G. LOMER & CO

471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture:

Ladies' and Gentlemen's Furs, Skin Robes, Lined Buffaloes, Buck, Kid, and sheep Skins and Gloves, Cloth Caps, etc.

BUFFALO ROBES

MOCASSINS specially manufactured for the **LUMBER TRADE.**

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

TERMS LIBERAL.

Portland, which have offered to carry them, and already have some sort of contract for certain United States mails, will probably carry the greater part of American correspondence, for a time at least, being swifter and better than the lines actually employed.

LABOUR PROSPECTS DURING 1870.

THE demand for all kinds of labour throughout Canada in 1870, promises to be unusually brisk. In fact it is impossible to see how we are going to get labourers and mechanics enough, unless we are largely supplied by means of immigration. Under ordinary circumstances, the Dominion can annually absorb a considerable addition to its population without any difficulty. But this year, we will be able to absorb easily, four or five times the ordinary number. Our Free Grant system is now in full working order, and many settlers will no doubt go in and occupy these lands as soon as spring opens. We anticipate a much larger influx of settlers into these newly settled townships this year than last. Thousands of labourers will be required to make the numerous railways which are in course of construction or about to be commenced. The Intercolonial alone, will absorb large numbers, and it would be a great advantage if the Commissioners could so arrange that these workmen, when the line is finished, would be retained as settlers. We believe these gentlemen have some scheme with this object in view; we hope it will be vigorously and earnestly prosecuted. Besides the Intercolonial, a large number of workmen will be required for the Toronto, Grey & Bruce, the Nipissing line, the Wellington, Grey & Bruce, and other railways. At least two of these roads have been begun, and several others which are projected, will very probably commence operations by the beginning of the summer months. Where are the men to come from to supply this unusual demand? They must be mainly obtained from abroad, for there is no surplus labour in the Canadian market at present. Never was there a better opportunity for our Governments to make energetic efforts to induce British emigrants to throw in their lot with us. We hope the emigration agents in England, Scotland and Ireland, are active in the discharge of their duty. They need have no fears as to the number of emigrants they send to Canada this year. There will be immediate work for all who can be induced to come, and after spending a season or two in making our new railroads, and thus becoming acquainted with the work and ways of the country, they can then settle on our Free Grants with reasonable certainty of success as farmers. Many millions of dollars must be spent on railroads throughout Canada during 1870. This expenditure cannot fail to effect almost every branch of business. During the expenditure on the Grand Trunk and other lines made between 1850 and 1857, and the great demand for labour which then existed, times became unusually brisk—in fact, all classes thought they were getting rich. We don't want any inflation this time; we think we can get along quite well without any attack of "crisis," but it would only be shutting our eyes to past experience, not to expect that the trade of the country will feel the influence of an unusual stimulus. As to the wisdom of all the expenditures on railroads which are to be made, we say nothing at present; but that the effect will be an unusual demand for labour during 1870, and a period of increased business activity seems as certain as that cause follows effect.