

FERRIER & CO.,
IRON & HARDWARE MERCHANTS
 St. Francois Xavier Street,
 MONTREAL.
 Agents for:
 Windsor Powder Mills.
 La Tortu Rope-Walk.
 Burrill's Axe Factory.
 Sherbrooke Safety Fuse.

MULHOLLAND & BAKER,
 Importers of
HARDWARE, IRON, STEEL, TIN PLATES,
CANADA PLATES, GLASS, &c., &c.
 410 & 421 St. Paul Street.
 Yard Entrance, St. Francois Xavier Street.

LARIVIERE & CIE.,
IMPORTERS OF SHELF AND
HEAVY HARDWARE, PAINTS, &c.
 Agents for the, Longueuil Stove Works, the Montreal Bolt and Latch Factory, and Lariviere & Ricard Patent Churns.

Good terms to the trade.
 WAREHOUSE AND OFFICE.
 229 AND 235, ST. PAUL STREET,
 and
 12 & 14 St. Amable Street,
 MONTREAL.

DOMINION METAL WORKS,
 (ESTABLISHED 1825).
CHARLES GARTH & CO
 Manufacturers and Importers of
PLUMBERS, ENGINEERS & STEAMPITERS
BRASS, COPPER & IRON WORK.
GAS FITTINGS, &c., &c.
 EVERY DESCRIPTION OF WORK FOR
SUGAR REFINERIES, DISTILLERIES,
BREWERIES, GAS WATER WORKS, &c., &c.
 Warming of PUBLIC and PRIVATE BUILDINGS.
 CONSERVATORIES, VINERYS, &c., &c.
 By Hot-Water, Steam, or Warm Air.
 Office and Manufactory: Nos. 536 to 642 Craig Street,
 MONTREAL. 17-17

W. CLENDINENG,
 (Late Wm. Rodden & Co.)
FOUNDER, & MANUFACTURER OF STOVES, &c.
 Works, 165 to 179 William Street,
 City Sample and Sale Room, 115 and 120 Great St.
 and 532 Craig Street,
 MONTREAL, P.Q.

EAGLE FOUNDRY, MONTREAL.
GEORGE BRUSH, Proprietor.
 Builder of Marine and Stationary
STEAM ENGINES
STEAM BOILERS of all descriptions.
MILL and MINING MACHINERY.
 All kinds of **CASTINGS** in BRASS and IRON
LIGHT and HEAVY FORGINGS, &c.
PATTERNS and DRAWINGS FURNISHED.

THE CITIZENS' INSURANCE COMPANY
 (OF CANADA)
 Authorized CAPITAL \$2,000,000
 Subscribed CAPITAL \$1,000,000.
DIRECTORS:
 HUGH ALLAN, President.
 GEORGE STEPHEN, G. J. BRIDGES.
 ADOLPHE ROY, HENRY LYMAN.
 EDWIN ATWATER, N. B. CORSE.
 Life and Guarantee Department.
 Office, 71 Great St. James Street.

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.

PHENIX FIRE ASSURANCE COMPANY
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 Insurances effected at current rates.
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GILLESPIE, MOFFATT & CO., General Agents for the Dominion.

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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. 38-3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, APRIL 1, 1870.

POST OFFICE SAVINGS BANK.
STATEMENT of the Post Office Savings Banks account, for the month of Feb., 1870, published in accordance with the Act 81 Vic., cap. 10, sec. 3.

In hands of the Rec. Gen. as per last statement (Jan. 31st).....	\$	1,226,060 10
Amount received from depositors during Feb. 511,222.00		
Interest paid on closed accounts during Feb. 609.97		
Withdrawal cheques paid during February	\$	60,887.20
In hands of the Receiver General, February 28	\$	1,250,004 81
Bearing interest at 4 per cent.	\$	722,589 01
Bearing interest at 5 per cent.	\$	634,000 00
Bearing no interest, being the amount in the hands of the Rec. Gen. for meet outstanding cheques.	\$	14,386 80
	\$	1,250,004 81

JOHN LANGTON,
 Auditor.
 Audit Office, 24th March, 1870.

WHOLESALE FUR MERCHANTS.

JAMES CORISTINE & CO.
 Successors to
G. LONER & CO.
 471, 473, 475, 477, St. Paul Street.
 Specialties of our own Manufacture:
 Ladies' and Gentlemen's Furs, Sleigh Robes, Linen Buffaloes, Buck Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.
BUFFALO ROBES.
 MOCCASSINS especially 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.
TERNS LIBERAL.

THE CANADIAN CONVEYANCER,
 A HAND BOOK OF LEGAL FORMS, being a Selection of Concise Precedents in Conveyancing, carefully revised and adapted to the new Law, With Introduction and Notes. Price, full bound, Two Dollars. Sent free to any part of Canada on receipt of amount.
RODANS & CO.,
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 3m-2 89 KING STREET, TORONTO.

RAILWAYS STILL IN THEIR INFANCY.

WE gave our readers, in our last issue, a brief account of the little Welsh railway which has recently been attracting to itself so much of the public attention, and we ventured the advice that the Intercolonial should be constructed of a narrow-gauge, on the ground that both first cost and subsequent annual expenditure would be thereby greatly decreased. There may, possibly, be good, or apparently good, reasons why main or trunk lines should be built on the broad-gauge plan, so as to avoid change of cars for through freight, received from, or given to, the broad-gauge roads which are already, in existence, although even, here, we think that in the long run the narrow-gauge would be the best for any new railways, and, still more so, if the old ones should also decide to adopt the narrow-gauge. But we are most decidedly of opinion that, for nearly every reason, all branch lines should be constructed on the cheap system. The advantages are of a twofold character. In the first place, a narrow-gauge railway requiring less capital to build it, and a smaller proportion of its receipts to run it than a broad-gauge, there would be some likelihood of the shareholders getting a return for their money, which, now-a-days, it is not supposed those who invest in railway enterprises ever expect to receive, and in the second place, and which is of much greater importance, there would be much less difficulty in obtaining capital and securing the construction of the railway necessary for the rapid and profitable development of the country. Now, while generally speaking it continues to be thought necessary that only the broad-gauge should be used, requiring heavy expenditure in almost every item of construction, the greatest difficulty to be overcome is the raising of the capital required. The sum needed is large, and the probability of dividends being earned is not apparent to every one. The district to be served needs to be pretty well settled-up beforehand, and even then it takes years of talk before anything definite is accomplished and actual work commenced. With the narrow-gauge, the amount needed would not, it is believed, be more than three-fifths of what would be called for by a broad-gauge railway; and at the same time that the capital is thus so greatly reduced, the actual profits earned would be greatly increased; doubling the chances shareholders would have of receiving a decent return on their investment. Under these circumstances, railway shares would cease to be looked upon with the disfavor that attends them now, and capital seeking investment would be turned in that direction. Lines would be built whenever there was any possibility they would prove remunerative; and much of the country, which, under ordinary circumstances, would be opened up for settlement, and occupied only after the lapse of many years, would, by the adoption of the narrow-gauge, be provided, after very brief delay, with railway communication and cheapened means of transport.