

Leading Wholesale Trade of Montreal.

JOHN TAYLOR & BRO.

16 ST. JOHN STREET,

OFFER FOR SALE

American Boiler Iron & TubesWROUGHT STEAM PIPE & FITTINGS,
CAST IRON WATER AND GAS PIPE,
RUBBER-COATED TUBING.

AGENTS FOR

MORRIS, TASKER & CO., (Limited) PHIL. U.S.

EAGLE FOUNDRY,**GEORGE BRUSH,**

24 to 34 King and Queen Streets, Montreal,

MAKERS OF

Steam Engines, Steam Boilers, Hoisting Engines,
Steam Pumps, Circular Saw Mills, Bark Mills, Water
Mills, Mill Gearing, Hangers and Pulleys, Hand and
Power Hoists for Warehouses, &c., also, sole Manu-
facturers ofBlake's Patent Stone and Ore Breaker,
with Patented Improvements.

"ASKWITH'S" Patent Hydraulic Lift.

AND AGENT FOR

WATERS' PERFECT ENGINE GOVERNOR.

And Heald & Sisoo's Centrifugal Pumps.

— Henry Baker, bookkeeper for a legal firm
in Toronto, has absconded. He took over \$1,000
of his employers' money with him.— The shipments of grain from Belleville to
date show an increase over the total for last
year of 42,000 bushels.— An injunction has been granted restraining
the Passumpsic Railroad from interfering with
the South Eastern Railway in any way.— Great Britain now cultivates nearly
1,000,000 fewer acres of wheat than she did
twenty years ago.— Illinois claims the champion bankrupt.
Mr. Weed, of Bloomington, recently failed for
\$1,800,000, with assets of about \$1800.— Under foreclosure on account of failure to
pay interest the Missisquoi Valley RR, from St.
Albans to Richford, has gone into the hands of
trustees on first mortgage.— A woolen factory, the first in the pro-
vince, is about to be established in Lake dis-
trict, 10 miles from Victoria, B. C. The local
government gives a bonus of \$2000.— The local agents of the Lancashire and
Scottish Commercial Insurance Companies offer
to lend a quarter of a million of dollars or more,
on real estate, to rebuild St. Johns.— Sessions, Cooper & Smith, boot and shoe
manufacturers, Toronto, found it necessary to
reduce the wages of their employees, and a
strike occurred. The matter has been arranged.— A considerable sum has been expended
this season on Neebish Rapids, St. Mary's
River, and navigation at that point rendered
much less dangerous.— The barque *Garden Island*, a Canadian
built vessel, has just made the voyage from
Quebec to Liverpool, with a cargo of grain, in
twenty days, which is considered good time.— The liabilities of Grange Bros., druggists
and paper manufacturers, Napanee, are \$138,000,
besides a claim on the paper mill of about
\$22,000. The assets are not yet known.

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GREENE & SONS,

ESTABLISHED 1832:

**HATS, CAPS, FURS,
BUFFALO ROBES.**

LADIES' FURS,

GENTS' FURS,

CHILDREN'S FURS,

GLOVES, MITTS, MOCCASINS.

SCOTCH CAPS,

CLOTH CAPS,

FUR TRIMMINGS,

*A Large and Complete Assortment.***TERMS LIBERAL.****GREENE & SONS,**

517, 519, 521, 523, and 525 ST. PAUL STREET,

MONTREAL.— A valuable iron mine has been discovered
on a lot of Sheriff Ferguson's near Sharbott
Lake, and within a short distance of the Kings-
ton and Pembroke railway. The ore has been
tested, and yields a large percentage of metal.— The New Brunswick Railway has been
opened to the Grand Falls, a distance of 121
miles north of Fredericton. This road has
been built mainly with the money of the Pro-
vince, and traverses a fine part of the country.— The Canadian articles for the Paris Exhi-
bition have been shipped by the SS. *Newfield*,
which left here on Wednesday. After calling at
Quebec, Pictou and Halifax the vessel will
proceed direct to Havre.— The Allan Steamship Company have ap-
plied to the government for permission to
discontinue making Portland the Western ter-
minal port, and it is probable the request will
be granted.— A despatch from Chicago dated 21st inst.
says the Third National Bank of that city
has suspended and is going into liquidation;
liabilities, \$2,742,907; the assets are considered
sufficient to guard even stockholders from loss.— The Hon. John Young is not going to
allow the Caughnawaga canal project to die out.
He gives notice that he will apply to Parlia-
ment at its next session for Act to revise and
extend the Act for its construction.— The Bolton Copper Mines are said to be
not very profitable, owing to a decline of the
trade in the metal. It is stated that forty of
the miners have been discharged from labour,
and that the smelting works are not in opera-
tion.— The estate of John Fraser, to whom refer-
ence was made last week, shows liabilities of
\$217,306. A meeting of creditors is called for
the 20th inst, when it is to be hoped explana-
tions satisfactory to all parties will be forth-
coming.— The liabilities of W. P. Bartley & Co
amount to about \$230,000. Their assets are
nominally as great. They own some property
on the bank of the Lachine canal, the value of
which has recently been very much enhanced
by the enlargement.— A vessel has just sailed from Bathurst, N.
B., with 9000 barrels of potatoes and a quantity
of grindstones consigned to London, England.
The potato export trade has been very large this
fall, but this is the first shipment of New
Brunswick grindstones to England.— Application will be made to parliament
next session for an act to incorporate a company
to construct a line of railway from a point on
the St. Lawrence between Three Rivers and
Quebec to some point on lake St. John in the
county of Chicoutimi.— The large addition to the reservoir of the
Montreal water works has been completed, and
was formally opened on Saturday. It will con-
tain 19,000,000 gallons, and will afford an addi-
tional protection to our citizens against the
ravages of fire.— C. Goward, of Illinois, has succeeded Mr.
Raymond as American Consul at Ottawa.
The latter becomes "Commercial agent" of
the United States, and is to procure statistical
information regarding the trade of the Dominion
for his Government.— The British Government has made a con-
tract with the Cunard, Inman, and White Star
Lines of steamers, whereby these companies
have the sole carriage of mails between Eng-
land and the United States. They will perform
a tri-weekly service from Liverpool.— The United States Government have adopt-
ed customs regulations which, it is believed at
Winnipeg, will effectually stop flat boating on
Red River, and, of course, throw the carrying
trade entirely into the hands of the Kittson
monopoly.