

**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. Roustan & Co.'s double berryed Hollands Gin,  
Dunville & Co.'s old Irish Whiskey,  
R. Thorne & Co.'s fine Scotch Whiskey,  
G. Sandeman's celebrated Port Wines,  
Mackenzie & Co.'s (Cadiz) Sherry Wines,  
Jules Hume & Co.'s Champagne Wines,  
F. A. Hume's Sparkling Hock and Moselle Wines,  
Guinness' Dublin Stout, bottled by Meehan & 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 £300,000 Sterling.  
HEAD OFFICE IN CANADA—MONTREAL.  
9-ly **EDWARD RAWLINGS, Manager.**

**JAMES BAYLIS,**  
IMPORTER OF CARPETS AND  
OIL CLOTHS, MONTREAL,  
No. 74 Great St. James Street,  
No. 31 King Street East, Toronto. 9-ly

1868. SPRING. 1868.

**DRY GOODS****T. JAMES CLAXTON & CO.,**

Are now receiving,

Per Steamship "HIBERNIAN,"

42 PACKAGES,

And by "NOVA-SCOTIA,"

84 PACKAGES.

These, with their former large stock, completes their

**SPRING IMPORTATIONS.**

Inspection and careful comparison invited.

**CAVERHILL'S BUILDINGS,**

ST. PETER STREET,

1-ly **MONTREAL.**

2,000 cases **FINEST FRUIT SYRUP.**  
1,000 " **GINGER WINE—"McKay's"**  
Also, in Kegs, Quarts and Bbls,  
**AT LOWEST MARKET PRICES.**

**WEST BROTHERS,**14-ly **144 McGill Street, MONTREAL.****JEFFERY BROTHERS & CO.,****GENERAL MERCHANTS,****44 ST. SACRAMENT STREET,****MONTREAL.**

1-ly

**JAMES BAILLIE & CO.,****WHOLESALE DRY GOODS,****480 ST. PAUL STREET,****MONTREAL.**

1-ly

**WM. McLAREN & CO.,**  
Manufacturers and Wholesale Dealers in  
**BOOTS and SHOES**  
STORE:  
13 ST. MAURICE STREET,  
(In the rear of Joseph Mackay & Bro.)  
MONTREAL. 33-ly

**BLACK & LOCKE,**  
**GENERAL COMMISSION**  
**MERCHANTS,**

**MONTREAL**

36-ly

**NELSON, WOOD & CO.,**  
IMPORTERS AND 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. 36-3m

**THE TRADE REVIEW**

AND

**Intercolonial Journal of Commerce.****MONTREAL, FRIDAY, JULY 3, 1868.**

The Business Office of the "Trade Review" is  
removed from No. 4 Merchants' Exchange to  
No. 58 St. Francois Xavier Street, Room No.  
5, Up Stairs.

There are no less than eighty-seven steamers sailing  
to Europe from New York, and all—with perhaps one  
exception—are owned abroad.

Knox, the Hatter, has petitioned for the removal of  
the bridge across Broadway, and the court has ordered  
it to be taken down within ninety days.

The Turk's Island Standard says the salt market at  
that place continues dull; a large supply is on hand  
which proprietors offer at 10c.

The seventeen-year locusts are making their appear-  
ance in the vicinity of Jamaica, L. I., in immense  
numbers, the trees in the woods about a mile west of  
this village being literally covered with them, and  
more are continually coming out of the ground.  
They have also appeared in the Eastern end of the  
Island.

A Company has been organized for the purpose of  
building a railroad direct from Bay City, Michigan,  
to Mackinaw. A ferry boat will cross the straits  
every day, even in winter, thus establishing daily  
communication between Detroit and the mineral  
region of Lake Superior.

**CONFEDERATION AND ITS PERPETUITY.**

THE refusal of the Imperial Parliament, on the pre-  
sentation of the Nova Scotia petition, to recon-  
sider the question of Confederation which had been  
decided so short a time previously, took no one in this  
country by surprise. We do not blame the people of  
Nova Scotia for making an effort to obtain at home  
the righting in a constitutional way of what they (or  
a majority of them) were led to consider a wrong;  
but having made that effort, and their appeal failing  
in its object, we trust our fellow-citizens will show  
their loyalty to England, and their sense of what is  
right and proper as well as for their own best interests,  
by accepting the situation, and ceasing an agitation  
which can have none but evil results. There are but  
two alternatives open to Nova Scotia; either to re-  
main in the Union, and take the common chances of  
prosperity or misfortune, or to secede therefrom and  
cast in its lot sooner or later with the United States.

**MONTREAL SAW WORKS.**

**MORLAND, WATSON & CO.,**  
Manufacture all descriptions of  
**CIRCULAR, MILL CROSS-CUT,**  
**BILLET WEBS,**

&amp;c. &amp;c.

Reduced Price List just issued.  
Special discount to the Trade.

Montreal, June 25, 1868

1-ly

**THE COMMERCIAL UNION ASSURANCE CO'Y**

19 &amp; 25 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 &amp; 387 St. Paul Street, Montreal.

**MORLAND, WATSON & CO.,**

General Agents for Canada.

FRED. COLZ, Secretary.

Inspector of Agencies—T. C. LIVINGSTON. P.L.S. 9-ly

To the openly expressed threats of securing seces-  
sion, if necessary, at the point of the bayonet, found  
in some papers, or the mysterious hints thrown out by  
others, we have only to say we believe bluster to be  
entirely thrown away. If it is deemed necessary by  
the Imperial and Dominion Governments that Nova  
Scotia must be retained, it will be retained, and right  
will be backed-up with might; but if the game is not  
worth the candle, then there will be no opportunity  
given to valiant Nova Scotians to imbue their tren-  
chant blades in the blood of their fellow-citizens and  
fellow-colonists.

Now let us for a moment consider, leaving out of  
the question for the present any sentiment about  
loyalty or responsible government or any other of  
the blessings supposed to be conferred by British con-  
nection, what commercial benefit Nova Scotia would  
realize by annexation with the United States.

On the credit side of the account, then, a large mar-  
ket would be opened for the products of Nova Scotia,  
such as coal, fish, and lumber, and some capital might  
possibly be attracted thither, though not, we should  
imagine, to any very great extent. On the debit side  
of the account, there will be a much greater variety of  
items. The Nova Scotians will have to pay their full  
share of the taxes now imposed on the citizens of the  
United States, and every article of consumption  
almost will be greatly enhanced in price. Nova Scotia,  
instead of being a comparatively cheap country to  
live in, will become an enormously expensive one.  
Besides having to pay their proportion of the United  
States taxes, they will also have to resume their own  
debt, to pay interest thereon, and to provide for carry-  
ing on their own State Government, for the adminis-  
tration of justice, &c., &c., and by that time the Nova  
Scotians will begin to understand what taxation  
means. There will be no Intercolonial Railway, at  
least, from which Nova Scotia will derive any benefit.  
England will also, of course, withdraw her gar-  
rison and vessels of war from Halifax, and the enor-  
mous imperial expenditure for their maintenance  
will cease, and the loss will not be a light one. Again,  
the markets of British North America will be, to a cer-  
tain extent, closed against the products of Nova Scot-  
ia, unless under a Reciprocity Treaty, in which case  
going over to the enemy would give her no special  
advantage which she could not just as well have had  
by remaining in the Union, and although the United  
States has hitherto held the rank of being, her largest  
single customer, still the sum of her exports to the  
other British North American Provinces has been equal  
to, if not greater than, what the United States has taken  
from her. What will become of her ship-building  
interests, interests which have been entirely ruined in  
the United States? And what remedy will she have