

JAMES MITCHELL,
IS NOW RECEIVING AND OFFERS FOR SALE:
Hhds. Extra Bright Porto Rico and Barbadoes SUGAR.
Puns. Choice Demerara MOLASSES (New Crop).
Brls. } Choice Labrador & Canse HERRINGS
Hlf-Brls. } Splits and Round.
Choice Newfoundland Green CODFISH.
Bags. } Prime Jamaica COFFEE
Brls. }
Boxes LOBSTERS, and ARROWROOT, in tins.
Hhds. United Vineyard BRANDY. Vintage 1863.
Very fine. No. 7 St. Helen Street.
Montreal, Feb. 25, 1869. 1-ly

PHENIX FIRE ASSURANCE COMPANY
OF LONDON.
(Established in 1782.)
Insurances effected at current rates.
JAMES DAVISON, Manager.
GILLESPIE, MOFFATT & CO., General Agents
for the Dominion. 6-ly.

J. D. ANDERSON,
MERCHANT TAILOR
AND
GENTLEMEN'S HABERDASHER,
ALBION CLOTH HALL,
No. 124 Great St. James Street,
MONTREAL. 12-ly

FRANCIS FRASER,
HARDWARE COMMISSION MERCHANT,
28 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of
Window Glass, Glass Ware, Fancy Goods, &c., Bir-
mingham Hardware, Sheffield Electro-Plate Goods,
Tools, Cutlery, Files, Steel, &c. 33-ly

WHEELER & WILSON,
Awarded, over eighty-two competitors, at the Paris
Exhibition, 1867, the HIGHEST PREMIUM, the
GOLD MEDAL.

For perfection of
SEWING MACHINES.
S. B. SCOTT & CO., Agents.
345 Notre Dame Street, MONTREAL.

ALSO,
AGENTS for the celebrated LAMBE KNITTING
MACHINE. 5-ly

REFRIGERATORS & ICE CHESTS
MEILLEUR & CO., Manufacturers,
526 CRAIG STREET,
Also IMPROVED COOKING RANGES,
Family and Hotel Sizes. 15-5

W. CLENDINENG,
(Late Wm. Rodden & Co.)
FOUNDER, & MANUFACTURER OF STOVES, &c.
Works, 165 to 179 William Street,
City Sample and Sale Room, 118 and 120 Great St.
James Street,
and 532 Craig Street,
MONTREAL, P.Q. 9

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.
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 pre-
pared 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.

JAMES ROBERTSON,
126, 128, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,
Manufacturer of Shot, Lead-pipe, Paints, and Putty
1-ly

NELSON, 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 Fails, Tubs, Wash-
Boards, and Dealers in
WOODEN-WARE of every description.
29 St. Peter Street, Montreal.
AND
74 York Street, Toronto. 36-3m

THE TRADE REVIEW
AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, AUGUST 30, 1869.

Purchasing Department of the TRADE
REVIEW. See Advertisement.

ROYAL CANADIAN BANK.
We learn from one of the new Directors that the
steps necessary for the re-opening of the Royal
Canadian Bank are being rapidly taken, and that it
is hoped the doors will be opened before the 20th
inst. The investigation into its affairs are not yet
completed, and of course nothing is yet certainly de-
cided upon; but the above is the expectation of the
new Board, and will most probably be realized. We
are glad to record this, both on account of the stock-
holders of the Royal Canadian, and of the public in-
general, who are interested in securing further Bank-
ing facilities. We are glad to hear it stated that the
other Banks have expressed a willingness to aid the
new Board in their endeavours to commence business
again, and there is, we think, no serious difficulties
in the way. During its existence the losses of the
Royal Canadian were not so very serious, if the ex-
tent of its business and profits are considered, and if
after the close examination now going on, its affairs
are found to warrant throwing the doors open again
by the 20th instant, or any time this month, we doubt
not public confidence will be restored, and the Bank
will re-commence business with a better chance of
success than at its inception.

THE RAILWAY GAUGE.
THE question of gauge is again receiving much
attention from the press and the public, not this
time as regarding the construction of comparatively

TO THE
WHOLESALE TRADE
OF MONTREAL.
MESSRS. R. A. HOSKINS & CO.,
OF TORONTO,

HAVING decided to give up their Importing Dry
Goods Business, and establishing a JOBBING,
COMMISSION and AUCTIONEERING BUSINESS,
beg to draw the attention of the Montreal merchants
generally to the facilities which they will have for
disposing of any consignments intrusted to their care
for sale, either privately or at auction.

The premises they occupy have been used as a
wholesale dry goods warehouse for the past fifteen
years, are situated in the centre of the wholesale
business part of Toronto, are well lighted and com-
modious, so that any goods sent for sale will be
shown to the same advantage as if in the store of
their owner.

The services of a competent Auctioneer will be
engaged, a person worthy the confidence of the
buyer as well as the seller. A sufficient staff will be
retained to keep stock in good order, and all con-
signments will be well advertised, and all sales
catalogued.

Liberal advances made upon consignments.
Prompt returns will be rendered.

They purpose holding their first sale between the
fifteenth of August and first of September, as the
season may open up, for which they respectfully
solicit consignments.

References kindly permitted to
GEORGE HAGUE, Esq., Cashier,
Bank of Toronto, Toronto.

AND
JOHN RANKIN, Esq., Merchant,
Montreal.
Toronto, 5 Wellington Street, East, }
7th July, 1869. 3-20

petty though important lines, but with reference to
the great trunk line which is sooner or later to con-
nect our existing system of railways with the distant
West, and also as regards the unconstructed link to
the East of us, known as the Intercolonial. The
question is one of very great importance, and should
not be decided without a careful weighing of the
reasons for and against it.

The principal argument on which the advocates of
a broad gauge can rest is that so many hundred
miles—about 2000—are already in operation, and that
building new and connecting lines on a different
gauge, whether broader or narrower, would be a
useless obstacle in the economical working of the
railway system as a whole; and an impediment to
the rapid transit of freight, necessitating the loading
and unloading of cars which might otherwise be run
right through. The argument is of weight and cannot
lightly be passed by without its due consideration;
but nevertheless the reasons for employing the narrow
gauge seem so much weightier in comparison, that
we cannot avoid expressing our conviction that not a
mile of new road should be built on the extravagant
broad gauge plan.

The comparative advantages of a gauge of moderate
width are manifold. In the first place, it is less costly
in construction. Had the Grand Trunk been built of
a gauge more suited to the circumstances, certainly
of an undeveloped country, its capital account would
not have been swelled to its present enormous amount,
its preference shares—if it had any—would draw
interest in full, and its ordinary stock would not be
quoted as it has been at 86 below par. In almost every
particular except the cost of the rails themselves,
there is economy of construction in the narrow gauge,
compared with the broad gauge, in grading, in
embankments, in cuttings, in bridges, in ties, and,
which must not be overlooked, in time. And the