

**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. Montman & Co.'s double berried Holland Gin,  
Dunville & Co.'s old Irish Whiskey,  
R. Thoms & Co.'s fine Scotch Whiskey,  
T. G. Sandeman's celebrated Port Wines,  
Mackenzie & Co.'s (Cadiz) Sherry Wines,  
Jules Mumm & Co.'s Champagne Wines,  
P. A. Mumm's Sparkling Hook and Moselle Wines,  
Guinness' Dublin Stout, bottled by Maschen & Co.,  
McEwan's Sparkling Edinburgh Ales, &c. 1-ly

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**THE EUROPEAN ASSURANCE SOCIETY,**  
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9-ly **EDWARD RAWLINGS, Manager.**

**JAMES BAYLIS,**  
IMPORTER OF CARPETS AND  
OIL CLOTHS, MONTREAL,  
No. 74 Great St. James Street,  
No. 81 King Street East, Toronto. 9-ly

1868. AUTUMN CIRCULAR. 1868.

**T. JAMES CLAXTON & CO.,**  
CAVERHILL'S BUILDINGS,  
ST. PETER STREET,  
MONTREAL.

## DRY GOODS.

Our Stock will be complete and open for inspection  
by

TUESDAY, the 25th AUGUST,

Every department fully represented.

We request careful inspection and comparison.

1-ly **T. JAMES CLAXTON & CO.**

2,000 cases FINEST FRUIT SYRUP.  
1,000 " GINGER WINE—"McKay's"  
Also, in Kegs, Qr-Casks and Hhds,  
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,

180 ST. PAUL STREET,

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**WM. McLAREN & CO.,**  
Manufacturers and Wholesale Dealers in  
**BOOTS and SHOES**  
STORE:  
18 ST. MAURICE STREET,  
(In the rear of Joseph Mackay & Bro.)  
MONTREAL. 83-ly

**BLACK & LOCKE,**  
GENERAL COMMISSION  
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**NELSON, WOOD & CO.,**  
IMPORTERS AND WHOLESALE DEALERS IN  
European and American FANCY GOODS,  
Paper Hangings, Cloaks, Looking Glasses, and Plates,  
Stationery, Combs, Brushes, Mats, Toys, &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, SEPTEMBER 4, 1863.

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.

## ATLANTIC CABLE DESPATCHES.

WE find in the editorial columns of many of our contemporaries East and West, savage complaints concerning the trash which, at great cost, is telegraphed over or under the Atlantic, but most of these not causeless grumblers attribute this state of affairs to the Atlantic Telegraph Company or its officials. Now the news furnished to Canadian newspapers is that prepared for the association of newspapers in the United States known as the "Associated Press," and is prepared, we suppose, to meet the tastes of the readers of those journals which make use of it. The English agent of the Associated Press has undoubtedly received his instructions as to what style of communications he is to send, and although we may regret the bad taste of his employers, or their patrons, —the people of the United States,—we have no right to find fault. We need not take the despatches unless we choose, but if we grumble about them afterwards, we must be careful to blame not the Company, which merely sends the despatch for a money consideration, but the Associated Press. One Canadian journal, in writing on this subject, hoped for better things on the laying next year of the new Franco-American telegraph from Brest to New York, but what benefit will that be to newspaper readers, unless despatches are manufactured under quite different auspices? The whole cause of the trouble may be stated in very few words. The cost of making use for newspaper despatches of the Atlantic Cable is so great that Canadian journals alone could not, or think they could not, afford to have special despatches, but prefer to make use at a lower cost of those furnished to the Associated Press. The laying of another and independent wire may by competition cause a reduction of charges, and in that way enable the Canadian Press to associate and obtain for themselves European intelligence such as they require, at reasonable expense; till then we are afraid we must be content to take what we get, the few grains of wheat with the abundance of chaff, unless, indeed, the leading associated newspapers could be prevailed upon to demand that only the news of real importance should be sent from England, omitting wordy accounts of yacht races and prize fights.

## MONTREAL SAW WORKS.

**MORLAND, WATSON & CO.,**  
Manufacture all descriptions of  
**CIRCULAR, MILL, CROSS-OUT,**  
**BILLET WEBS,**  
&c., &c.  
Reduced Price List just issued.  
Special discount to the Trade.  
Montreal, June 25, 1868 1-ly

**THE COMMERCIAL UNION ASSURANCE CO'Y**  
19 & 20 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 premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.

Office 385 & 387 St. Paul Street, Montreal  
**MORLAND, WATSON & CO.**  
General Agents for Canada.  
FRED. COLE, Secretary.  
Inspector of Agencies—T. C. LIVINGSTON, P.L.S.  
9-ly

## THE RAILROAD WAR IN ONTARIO.

THE contest between the promoters of the Welling-  
ton, Grey and Bruce Railway, and the gentlemen  
who are so energetically pushing the scheme of the  
narrow gauge road seems to be narrowing down to a  
battle between the cities of Hamilton and Toronto for  
the trade of the fertile counties of Grey and Bruce. At  
a recent meeting of the City Council of Toronto, the  
following resolution was passed unanimously:—

"Resolved,—That this Corporation hereby formally  
"record an expression of their opinion that the To-  
"ronto Grey and Bruce Railway is second in import-  
"ance to no railway enterprise hitherto projected,  
"that its able and energetic promoters have their  
"entire confidence, and that they conceive it to be  
"their duty in the interests of the city of Toronto to  
"submit a by-law to the rate payers for granting  
"such aid thereto as may conduce to its accomplish-  
"ment."

Speeches were made in favour of this resolution, by  
a number of the aldermen, all of whom pointed out  
the great importance to Toronto of its being the ter-  
minus of the Railway, and spoke of the great fertility  
of the counties of Grey and Bruce, and the value of  
the trade which would be opened up.

The people of Hamilton are equally alive to the im-  
portance of securing railroad connection with the  
North-West counties. The City Council prepared  
a by-law to be submitted to the rate-payers,  
authorizing the corporation to take stock in the Wel-  
lington Grey and Bruce Railway to the amount of  
\$35,540, payable in the Great Western stock now held  
by the city. At a largely attended meeting of rate-  
payers last week, a resolution was passed in favour of  
the by-law, and it has since been approved of by the  
rate-payers.

We, for our part, have no particular interest in the  
rivalry between the two cities. We should be glad to  
see both roads built. They may not prove profitable  
to the proprietors directly, but they must become a great  
gain to the farmers whose lands they will adjoin.  
Should the building of only one line be found practi-  
cable, what we desire to see is the construction of that  
road which will best tend to develop the country, it is  
intended to serve, and which by economy of construc-  
tion and equipment can afford to carry freight at the  
lowest possible rates. We have more than once ex-  
pressed a decided opinion that the proposed narrow  
gauge railway would best accomplish these results,  
and while we are otherwise indifferent as to precise  
route selected, we under the circumstances do hope  
that the energy of Mr. Laidlaw and his co-workers  
will be rewarded by the success it merits.