

Leading Wholesale Trade of Montreal.

CANADA TOBACCO WORKS,**A. D. PORCHERON, Proprietor,**
22 & 24 ST GEORGES ST., MONTREAL.

It is a pretty well known fact that some manufacturers, after introducing their tobaccos in the market, depend more on their prestige than on the quality of leaf used in the manufacture. Some use new leaf; so new that it still contains enough Nicotine to injure the healthiest constitution, while some others use an awful quantity of ingredients to make up for the deficiency in the quality of the leaf used. As the world grows older, new ideas spring up in the manufacture of tobacco as well as in any thing else; therefore, why not give a trial of Porcheron's Tobaccos? They are manufactured on a new principle, and the very best old Virginia Leaf is used. He manufactures only first-class goods, and his fine brands of Ariel Navy &c. (every plug marked A. D. P.) Richmond First Royal Bough and Ready and Lorne Rough and Ready, have already given the greatest satisfaction, even to the most prejudiced smoker.

REMOVAL.**L. H. PACKARD & CO.,****SHOE FINDINGS,**

beg to inform their Customers that they have removed to the more commodious premises,

No. 146 MCGILL STREET,
OPPOSITE ALBION HOTEL.**SCOTT, SUTHERLAND & CO.,****TRADE AUCTIONEERS,**
TORONTO.

They claim to be the leading house in Ontario for the sale of Bankrupt and Surplus stocks, and from our large connection and rapidly increasing business we can guarantee fair prices for any goods that may be sent us, for sale and returns. Settlements prompt, either by cheque or cash draft in conformity with our order. Liberal cash advances on goods consigned for sale. Trade sales held fortnightly throughout the season.

SCOTT, SUTHERLAND & CO.,
TRADE AUCTIONEERS, TORONTO.

A SLATE quarry has just been opened near Madoc, the quality of the product from which is said to be very good.

The machine shops at Ingersoll are running twelve hours a day, to meet a very active demand for farmers' implements.

A good deal of thoroughbred stock has been purchased by the Agricultural societies in Eastern Nova Scotia this spring.

The corner stone of the new buildings at Point St. Charles to which the Grand Trunk Railway offices are to be removed was formally laid on Saturday last.

Two cases have occurred within the past three weeks in New Glasgow, N.S., wherein parties made preferential assignments, giving all their property to one creditor, and shutting out all others completely.

Over 1,000 tons of car axles have been manufactured by the Nova Scotia Forge Company, New Glasgow, within the past six months. The axles were made chiefly from scrap iron to supply orders from Quebec and Ontario.

All correspondence and advertising requiring immediate attention should be received at this office not later than Wednesdays. Important items may be wired up to Thursday afternoon.

ALEXANDER DELMAR, the statistician, shows that from 1848 to 1856 it cost an output of \$2,256,640,000 in capital and life and labor to dig \$450,000,000 out of Californian mines. Much depends on the estimated value of the lives.

The following appointments have been made in the executive of the Western Assurance Co.,

Leading Wholesale Trade of Montreal.

GREENE & SONS**COMPANY,****MONTREAL.****MANUFACTURERS**
HATS AND FURS,**INTERMEDIATE**
PROFITS SAVED
BY PURCHASING DIRECT
FROM THE MANUFACTURERS.**WAREHOUSE, { 517, 519, 521, 523, } MONTREAL.**
ST. PAUL STREET.

Toronto: Mr. J. J. Kenny, Managing Director; Mr. James Boomer, Secretary; and Mr. J. R. Hen, late of the National, Inspector.

A DEPUTATION of prominent oil refiners has been presenting the subject of the duties upon oil to the Government in a light to favor the adoption of regulations affording increased protection to Canadian refiners and manufacturers.

It is expected that a strong effort will be made at the approaching session of the Ottawa County Council to obtain assistance for the construction of a bridge across Gatiens River, to connect Hull with Gatineau Point, a project which is said to be growing in favor.

The cargo of the "Buenos Ayres," the new Allan steam ship, the largest that ever entered this port, comprised 88,126 bushels of grain, 6,621 sacks and 1,300 barrels of flour, 2264 bags and 3207 sacks of oatmeal, 1108 packages of butter and cheese, 394 head of cattle and 817 sheep.

The ship laborers Union at Kingston is now said to be in trouble through its own regulations. The uniform wages demanded by the Union have been secured, but there is not work for all, and the unemployed are threatening to withdraw in order to offer their services at lower rates, which they would gladly accept.

The *Chronicle* of New York has a cartoon representing co-operative insurance as a barrel filled with assessments, which apparently have dynamic properties, for sometime between the first and fifth years an explosion takes place, and in the second presentation there is seen only scattered staves, broken hoops and a bung hole.

The first sod was turned at Laprairie in the construction of the Montreal & Champlain Junction Railway on Friday last, amid appropriate ceremonies, during which the Mayor of

the town and a leading director in the Company shoveled the first wheelbarrow full of earth. The enterprise meets with the hearty approbation of the people along the line.

A CERTAIN hotel property on the Metapedia and Restigouche rivers, known as Fraser's, has been purchased by a number of New York capitalists, amongst which the names of Vanderbilt and Tiffany, the jeweller, are conspicuous. It is proposed to convert the property into a private club house and grounds for summer recreation, fishing, hunting, &c.

The boys employed at the Halifax Company's Coal Works, Stellarton, struck for higher pay on the 1st instant, and the works were compelled to stop for two days. The boys then intimated a willingness to give the manager fourteen days to consider their demand, at the end of which time, if not acceded to, they would positively stop work. There are some 200 of these boys employed at about 35 cents per day, on which terms, as we understand, they have resumed work, pending the final action of the management.

A civil engineer who appears to have his subject well in hand writes to the *Quebec Chronicle*, advocating a scheme to utilize the immense water power of the Montmorency Falls in the loading and unloading of vessels at the port of Quebec. After describing with some detail the supposed practical working of such an undertaking, the writer concludes: "If, as I propose, a commencement was made to utilize a very small portion of that great power which lies within our reach, and the attempt proved successful, an impetus might be given for its further extension, and manufacturers requiring motive power might find it greatly to their benefit to establish themselves where coal and steam were at a discount."