

HENRY CHAPMAN & CO.,
IMPORTERS AND GENERAL
COMMISSION MERCHANTS,
 St. John and St. Alexis Streets, MONTREAL.
 Their stock comprises every description of
TEAS, TOBACCOES, AND STAPLE GROCERIES,
WINES, BRANDIES, GINS, ALES, &c.,
 And a large and varied assortment of
GERMAN CIGARS.
 Agents in the Province for Pinet, Castillon & Co.,
 Cognac, F. G. Sandeman, Oporto, &c., &c.
 1-ly

FRED ROWLAND,
GRAIN AND COMMISSION MERCHANT.
 Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley,
 Barrel Pork, Sugar-cured Hams, Bacon, Lard,
 Cheese, Butter.
 LONDON, CANADA WEST.

NOVEMBER 16, 1866.
NEW GOODS.

T. JAMES CLAXTON & CO.,
HAVE just received 84 packages by the
 "Nova Scotia," now in port, being purchases
 from our Mr. Lonsdale, contents of which are in part
 as follows:—Cottons of all kinds, among them low
 priced Greys and Prints; Dress Goods and plain
 Wileys; Balmoral Skirts and Skirting; Ribbons;
 Velvets; New Belts and Buckles. Also, New Fancy
 Goods of various descriptions.
 All orders will have careful and prompt attention.
 1-ly 69 St. Peter Street, MONTREAL.

THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE CO.
 Chief Office.—Liverpool, London, Montreal.

CANADA BOARD OF DIRECTORS.
 B. Anderson, Esq., chairman, (Pres. B. of Montreal)
 Alex. Simpson, Esq., Dep. chairman, (Ch. Ontario Bk)
 Henry Starnes, Esq., (Manager Ontario Bank)
 Henry Chapman, Esq., (mer.) R. S. Lytle, Esq., (mer.)
 E. H. King, Esq., (General manager Bk of Montreal.)
 Capital paid up \$1,950,000; Reserved surplus Fund,
 \$5,000,000; Life Department Reserve \$7,250,000; Un-
 divided Profit \$1,050,000; Total Funds in hand
 \$15,250,000.
 Revenue of the Comp'y.—Fire Premiums \$2,900,000;
 Life Premiums \$1,050,000; Interest on Investments
 \$800,000; Total Income, 1863, \$4,750,000.
 All kinds of Fire and Life Insurance business trans-
 acted on reasonable terms.
 Head office, Canada Branch, Company's buildings,
 PLACE D'ARMEES, MONTREAL.
 1-ly G. F. C. SMITH, Res. Secretary.

WEST BROTHERS,
TEAS AND TOBACCOES,
 Wholesale,
 9 St. John Street,
 Montreal. 14-ly

JEFFERY BROTHERS & CO.
GENERAL MERCHANTS,
 44 ST. SACRAMENT STREET,
 MONTREAL. 1-ly

SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND
COMMISSION MERCHANTS,

Importers of East and West India and Mediterranean
 Produce,

Have removed from St. Andrew's Buildings, St.
 Peter Street, to 413 St. Paul Street, opposite the Cus-
 tom House, premises so long occupied by William
 Darling & Co.

Montreal, 30th April, 1866.

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS,
 No. 563 St. Paul Street, MONTREAL.
 CONSIGNMENTS Carefully realized and returns
 promptly made.

ADVANCES—Cash advances made, and Drafts au-
 thorized on all descriptions of Produce consigned for
 Sale in this or British Markets.

ORDERS—Personal and careful attention given to the
 execution of orders for Flour, Grain, Leather, Provi-
 sions, Oil, and General Merchandise.

HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 ST. HELEN STREET,
 MONTREAL. 49-ly

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, FEBRUARY 8, 1867.

CONFEDERATION.

IN the London Canadian News, of the 17th ult.,
 there appears the following important statement
 with respect to the Confederation measure, which we
 believe the public may accept as quite authentic:—

"We are pleased to announce on what we consider
 good authority, that there is now no doubt but that
 the assent of Her Majesty's Government to the scheme
 of Confederation, as unanimously agreed upon by the
 delegates, has been informally signified to those gentle-
 men. We understand that the resolutions of the
 delegates, with a few trifling exceptions in regard to
 details, will probably be confirmed by the Privy Coun-
 cil at their next meeting, and they will be made the
 basis of the legislative measures to be adopted in the
 Imperial Parliament. It is confidently expected that
 during the course of the coming week the whole matter
 will be put into such an advanced shape as will enable
 the bill now being prepared to be laid before Parlia-
 ment immediately after its opening.

"We notice by our files of newspapers from the
 maritime provinces that complaints are making them-
 selves heard at the delay in the return of the several
 members of the Governments now over here as dele-
 gates; but our contemporaries must remember that
 the long absence of these gentlemen is mainly owing
 to their early departure from New Brunswick and
 Nova Scotia last autumn. But be that as it may, we
 are in a position to state that had it not been for their
 presence in the 'Great Metropolis' during the past
 few months, and their active efforts in placing before
 the British public the merits of the proposed union and
 meeting and answering the misrepresentations as they
 were from time to time made by the opponents of the
 scheme—confederation would not now be so high its
 consummation as it undoubtedly is.

"The selection of the name for the confederated
 provinces is to be left to her Majesty the Queen; but
 we understand that the favourite one amongst the
 delegates during their conference was that of Canada
 or Canada."

The Quebec Board of Trade have adopted a resolu-
 tion that hereafter cargoes of coal arriving at that
 port shall be bought by weight, irrespective of bill of
 lading. By the former mode of purchase, heavy losses
 had frequently been sustained, cargoes sometimes
 having been short in weight as much as one hundred
 tons.

The London Economist of 19th January says that
 "Colonial Bonds have met with active inquiry and a
 ready sale. Grand Trunk of Canada have been firm,
 and Atlantic and Great Western bonds and debentures
 have rather improved."

MORLAND, WATSON & CO.,
 WHOLESALE
IRON MERCHANTS,
 AND
 IMPORTERS OF HARDWARE,
 Offices and Warehouse 385 and 397 St. Paul Street
 MONTREAL.
 Manufactories on Lachine Canal.

REMOVAL.

W. McLAREN & CO. removed to Nos.
 16 & 17 Lemoin Street.
 The attention of Country Merchants is invited to
 the quality and prices of our Stock of
BOOTS AND SHOES.
 As our work is entirely HAND MADE, it is much
 more durable than the Machine made work, and our
 prices are as cheap as the cheapest. 83-ly

The Imperial Parliament was opened on Tuesday,
 the 6th inst. The Queen's speech made on the occa-
 sion will be found elsewhere. It refers to the Confed-
 eration of these Provinces, stating that a bill would be
 submitted to Parliament, "which, by the consolidation
 of Colonial interests and resources, will give strength
 to the sovereign Provinces as members of the same
 empire, and animated by feelings of loyalty to the
 same Sovereign."

Western Extension.

An additional force has been placed on the road
 between St. John, N. B., and Bangor—the Eastern
 end of the proposed European and North American
 Railway; and a still larger number of men will shortly
 be employed in order to keep pace with the speed
 with which the American builders are pushing their
 part of the road through.

New Steamer on the St. Croix.

The new fast New York steamer 'Belle Brown'
 has been purchased to run on the St. Croix river next
 season.

STATEMENT of Revenue and Expenditure of the Pro-
 vince of Canada, for the month ended 31st January,
 1867.

	AMOUNT.
REVENUE:—Customs	\$226,990 75
Excise	204,821 53
Bill Stamp Duty	11,079 77
Post Office	64,315 79
Crown Lands	112,868 20
Miscellaneous	137,825 51
Total	\$767,901 55
EXPENDITURE	\$937,696 02

TRADE OF THE PORT OF NEW YORK.

THE following table shows the character of the
 shipping, by which the Trade of the port of New
 York is carried on. The figures are from the monthly
 report of the Statistical branch of the United States
 Treasury Department.

Quarter ending Sept. 30th, 1866.	In American vessels.	In Foreign vessels.
Exports of domestic produce	\$10,504,479	\$34,326,816
" foreign merchandise	317,433	1,400,316
	\$10,821,917	\$35,727,132
Imports direct	\$13,413,377	\$63,353,167
" indirect	644,321	19,975,953
	\$14,057,698	\$83,329,120

Thus only 23 per cent of the Export Trade and 14 1/2
 per cent of the Import Trade of New York for the
 said quarter, was carried on in American bottoms.
 The imports in American vessels must moreover have
 been mere raw materials, those in foreign vessels of
 the highest value, since the duties on the imports in
 American vessels were only \$7,252,507; while on im-
 ports in foreign vessels they were \$28,653,329.

It will evidently be a long time yet before the
 United States rule the waters in a commercial sense,
 even on their own coasts.