

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
 St. John and St. Alexis Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Cognac Brandies,
 A. Moutman & Co.'s double berried Hollands Gin,
 Dunville & Co.'s old Irish Whisky,
 R. Thorne & Co.'s fine Scotch Whiskey,
 F. 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 Maehen & Co.,
 McEwan's Sparkling Edinburgh Ale, &c. 1-ly

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

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

1888. AUTUMN CIRCULAR. 1888.
T. JAMES CLAXTON & CO.,
 COVERHILL'S BUILDINGS,
 ST. PETER STREET,
 MONTREAL.

DRY GOODS
 Our Stock will be complete and open for inspection
 by
TUESDAY, the 26th 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, Qu-Casks and Hhds,
AT LOWEST MARKET PRICES.
JEFFERY BROTHERS,
 14-ly 144 McGill Street, MONTREAL.

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

FRANCIS FRASER,
HARDWARE COMMISSION MERCHANT,
 23 St. Sulpice Street, Montreal.
 Agent for France and Co. Manufacturers of
 Window Glass, Glass Ware, Goods, &c., Bir-
 mingham Hardware, Sheet Electro-Plate Goods,
 Tools, Cutlery, Files, &c. 23-ly

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING
ESTABLISHMENT.
 63 AND 112 MCGILL STREET, MONTREAL.
 23-ly Country Orders executed with Despatch.

THE CITIZENS' INSURANCE COMPANY
 (OF CANADA)
 AUTHORIZED CAPITAL\$2,000,000
 SUBSCRIBED CAPITAL\$1,000,000
DIRECTORS:
 EDWIN ATWATER, President.
 HUGH ALLAN. C. J. BRYDGES.
 GEORGE STEPHEN. HENRY LYMAN.
 ADOLPHE ROY. 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.
 The FIRE BRANCH of this Company is at No. 10
 Place d'Armes. Applications to be made to **GEORGE**
B. MUIR, Manager. 1

WM. McLAREN & CO.,
 Manufacturers and Wholesale Dealer in
BOOTS and SHOES
 STORE:
 18 ST. MAURICE STREET,
 (In the rear of Joseph Mackay & Bro.)
 MONTREAL. 33-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.
 AND
 74 York Street, Toronto. 36-3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, JANUARY 1, 1869.

Messrs. A. McInnes and John Stuart, of Hamilton,
 Directors of the Dominion Telegraph Company, have
 resigned their positions, as they consider the enter-
 prize undeserving of their confidence. But it may be
 stated, in fairness, that according to the minutes just
 published, a meeting of the stockholders of the Do-
 minion Telegraph held in Hamilton on the 14th Dec.
 expressed their satisfaction with the explanations
 given by Hon. Messrs. Cayley, McMurrich, and M. G.
 Cameron, and Mr. Bevo, and their determination to
 lend their assistance to the prosecution of the work
 to a successful completion.

GETTING NETTLED.
THE advocates of the Huron and Ontario Canal
 scheme at Toronto, appear to be getting some-
 what nettled. Since the meeting of the Local Legis-
 lature they have been persistent in their endeavours to
 get the question before the House. Their monster
 petition—signed by 20,000 persons—was not allowed
 to be received by the Legislature, according to a rule
 adopted by the English House of Commons, which
 prevents petitions which ask for money grants being
 received except by the Crown. This rule was adopted
 at Ottawa last Session, and Mr. Sandfield Macdonald
 decided to adhere to it at Toronto also. As the canal
 petition asks for a grant of 10,000 acres of the public
 domain, it was ruled out by the Government, although
 whether the words "money" and "land" are synonym-
 ous, is open to doubt. The friends of the projec-

MORLAND, WATSON & CO.,
IRON & HARDWARE MERCHANTS
 MONTREAL.
 PROPRIETORS OF THE
 Montreal Saw Works,
 Montreal Axe Works,
 Montreal Horse Nail Works,
 Montreal Tack Works.
MANAGING DIRECTORS:
MONTREAL ROLLING MILLS COMPANY,
 Comprising
 Montreal Rolling Mills,
 Montreal Nail Works,
 Montreal Lead Works.
AGENTS OF THE
COMMERCIAL UNION ASSURANCE CO'Y.
 (of London, England)
 CAPITAL £2,500,000 Stg. 1-ly

THE COMMERCIAL UNION ASSURANCE CO'Y
 19 & 20 CORNHILL, LONDON, ENGLAND.
CAPITAL £2,500,000 Stg.—INVESTED over 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-
 miams 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.
 8-ly

contend that this ruling is wrong, and have tried very
 hard in various ways to get the petition before the
 House, but so far without effect. The course of the
 Government upon the matter—particularly that of the
 Hon. Mr. Cameron, M.P.P. for West Toronto—worked
 up the feeling in that city to such an extent that an
 indignation meeting was held recently. R. A. Harri-
 son, Esq., M.P. for Toronto West, was one of the prin-
 cipal speakers—all of whom were loud in denouncing
 the refusal on the part of the Legislature to hear the
 petition and consider its prayer.
 Although this meeting was tolerably successful in
 point of numbers, we need hardly say that Toronto is
 very far from being united in asking for this land-
 grant to the canal, or, in fact, from believing in the
 practicability of the undertaking. The Local Legis-
 lature is understood to be adverse to the grant of
 10,000 acres, but the real feelings of the members on
 the subject will be elicited after the House re-
 assembles, for we observe that Mr. Beatty, M.P.P. for
 Wolland, has given notice of a motion directly con-
 demning the proposed aid and assistance. It is ex-
 pected that this motion will produce a discussion on
 the merits of the canal, the practicability of the work,
 and the chances of its proving remunerative after it
 was made. From what we learned during a recent
 visit to Toronto as to the feeling of the members of the
 House upon the subject, we think there is little doubt
 of Mr. Beatty's motion being carried, or, at least, one
 of a similar purport.
 There is one argument regarding this canal which
 has been made use of several times in the Legislature,
 which we desire to notice. That argument is—that
 the scheme should be countenanced because it will
 bring \$40,000,000 of English and American capital into
 Canada and cause it to be spent here. Now, we ad-
 mit that some weighty arguments can be urged in fa-
 vour of the canal, but we do not regard this one re-
 garding capital as entitled to weight, for it would be
 a most disgraceful act for our Legislators to do any-
 thing which would cause foreign capitalists to invest
 so much, if they do not feel sanguine that the canal
 would prove a good investment. If fears exist that it
 will not pay, then it would not only be wrong to in-
 duce investments from England and the United States,
 but it would, in the end, be far more injurious than
 beneficial to ourselves. Not—the project must stand
 or fall on its own merits. If it can be made the great
 highway for Western trade and pay a responsible in-
 terest on the cost of construction, then let it be aided
 and encouraged. If this cannot be done, then the
 fact that we might secure forty millions of capital (to
 the ruin of thousands) should have no weight what-
 ever.