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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, JANUARY 3, 1868.

No. 1.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 375 St. Paul st.
1-1y

H. W. IRELAND,
409 St. Paul Street.
GENERAL METAL BROKER.
1-1y Agent for Iron and Nail Manufacturers.

MUNDERLOH & STEENCKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 414 St. Paul st., corner
of Custom House square, Montreal. 1-1y

CHAPMAN, FRASER & TYLER,
Successors to Mailand, Tyler & Co.,

WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
8-1y 10 Hospital st.

GEORGE CHILDS & CO.,
(IMPORTERS.)
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
46-1y MONTREAL.

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
McGill and College streets. Montreal. 8-1y

DAVIE, CLARKE & CLAYTON,
WINE SPIRIT & COMMISSION MERCHANTS,
46 St. Peter Street,
opposite St. Sacrament Street,
6-1y MONTREAL.

DAVID ROBERTSON,
IMPORTER of TEAS, 36 St. Peter
Street, Montreal. 1-1y

FURS AND HATS.
GREENE & SONS. 1-1y
See next Page.

S. H. MAY & CO.,
IMPORTERS OF STAR & DIAMOND
STAR WINDOW GLASS, Paints, Oil, Varnish,
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,
1-1y 274 St. Paul st., Montreal.

S. H. & J. MOSS,
WHOLESALE CLOTHIERS.
IMPORTERS OF WOOLLENS, LAILONS
TRIMMINGS, &c. 6 and 7 Rue de la Paix, and
Orpheus Block, 42 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several provinces, especially of New Brunswick and
Nova Scotia, clothing is now manufactured on the
premises under the supervision of English and American
Workmen. 83-1y

A. RAMSAY & SON,
IMPORTERS OF WINDOW GLASS,
Lined Oil, White Lead, Paints, &c., 37, 39 & 41
Rue de la Paix, Montreal. 1-1y

THOMAS MAY & CO.,
CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 15, 1866. 9-1y

CRATHERN & CAVERHILL,
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS & OILS, Agents, Victoria Rope
Works, Vieille Montagne Zinc Company, have removed
to Caverhill's Buildings, 61 St. Peter Street, Montreal
2-1y

EVANS, MEROER & CO.,
WHOLESALE DRUGGISTS,
265 Notre Dame Street.

MONTREAL.
Drugs and Chemicals,
Pharmaceutical Preparations.
Surgical Instruments,
Druggists' Sundries,
British and Foreign Perfumery
and all other articles required by Druggists, Surgeons
and Country Merchants. 10-1y

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.
Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 1-1y

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES, 524, 526, and 528 St. Paul St.,
Montreal, invite the attention of Merchants and Job-
bers, from all parts of the Dominion, to our large and
varied stock of Boots and Shoes, specially adapted
for Fall and Winter.
Our stock consists of Men's, Boys' and Infants',
Ladies', Misses' and Childrens' wear, in all about 200
different patterns; also, a large assortment of Fannel
Lined Balmoral and Skating Boots, manufactured
from the best English and French Leathers.
Our extensive facilities, and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.
All goods warranted as represented
Orders personally or by Post, will have our prompt
and most careful attention. 1-1y

TIFFIN BROTHERS,
GENERAL MERCHANTS,
IMPORTERS OF
TEAS, SUGARS, AND GENERAL GROCERIES,
WINES, BRANDIES, &c. &c.,
Nos. 318, 320 and 322 St. Paul Street, and 269 and 261
Commissioners Street.

OFFER for sale several invoices of fresh
Teas, just received per Steamers from London
and Liverpool, consisting of Imperial Gunpowder,
Old Hyson, Young Hyson, Hyson Twankay, Twankay,
Japan, colored and uncolored, Oolong, bouchong.
Also the cargo of the Brig. Zoava, direct from
Manag, consisting of Raisins in boxes, halves, qrs. and
kegs, kegs of Grapes, boxes and frails Figs, boxes
Oranges and Lemons, boxes and frails almonds, q-rcks
-berry Wine, with a large and general assortment of
English and French Groceries, and balance cargo of
Sugar and Meisses ca. St. Joseph, from Barbadoes,
West Indies. 1-1y

Established 1863.
LYMANS, CLARK & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of



FOREIGN DRUGS, PAINTERS COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
323, 324, & 326 ST. PAUL STREET,
MONTREAL. 10-1y

JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO
PLATED WARES, JEWELLERY, FANCY
GOODS, CUTLERY, &c., No. 67 St. Sulpice Street
MONTREAL. 9-1y

FURS AND HATS.
GREENE & SONS. 1-1y
See next Page.

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 W/ir
Guage.

HALL, KAY & CO.,
METAL AND TIN-PLATE MERCHANTS,
MCGILL STREET,
MONTREAL.
Have on hand a large stock of the above.
ALSO
Galvanized Iron and Copper Sheets, &c.,
and a general assortment of Furnishings for Tin-
smiths, Plumbers, &c. 1-1y

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c., Office: No. 9 Place d'Armes, Hill,
opposite City Bank, Montreal. 35-1y

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FINLAYSON, BOWSFIELD &
Co.—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Thread.
W. HORNELL & Co.—Seine Twines;
G. & W. WAITS.—Colored and other Twines.
Wm. CLARKE & Sons.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-1y

FURS AND HATS.
GREENE & SONS. 1-1y
See next Page.

de B. MACDONALD & CO.,
MANUFACTURERS OF CRINO-
LINE WIRE and HOOP SHIRTS, FELT
HATS, STRAW GOODS, &c., &c. Orders person-
ally or by letter will receive best attention. 1-1y

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 5-1y

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS.
Importers of Window Glass, &c., No. 10 Lemoine
Street, facing St. Helen Street, Montreal. 1-1y

SMYTH & EDMINSON,
BOOT AND SHOE MANUFACTUR-
ERS AND DEALERS, 204 and 206 McGill
Street, Montreal. 9-1y

TEAS AND GENERAL GROCERIES.
Large additions to Stock receiving and to arrive.
Assortment full.
J. A. & H. MATHEWSON,
Montreal, Oct. 7, 1867. 1-1y McGill Street.

W. R. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CARPET BAGS,
354 and 356 Notre Dame Street, Montreal. 36-1y

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 13-1y

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, in-
cluding TABLE LINEN, SHEETING, &c., No
555 St. Paul st. near St. Peter. 1-ly

ETNA LIFE INSURANCE
COMPANY.

INCORPORATED, A.D., 1820.

Dividend for 1867, 50 per cent. of premium, thus
reducing it one-half to those who pay all cash, and
returning all notes given in 1865 by those who bor-
rowed half the premiums of that year.

Dividends are paid down every year, not added to
the policy by way of Bonus, payable only at death.
A 60 per cent. dividend paid down is equal to a Bonus
of from 100 to 400 per cent. of the premium, according
to the party's age.

CANADA BRANCH OFFICE—20 Great St. James St.
S. PEDLAR & CO.,
General Agents.
23-ly
Montreal, 1837.

E. CAMPBELL & CO.,
IMPORTERS OF CARPETINGS,
OIL CLOTHS, AND CURTAIN MATERIALS,
208 & 210 McGill Street, Montreal. 9-ly

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

C. E. SEYMOUR,
COMMISSION MERCHANT,
DEALER IN LEATHER, HIDES AND OIL.
507 St. Paul Street.
Agent for Lyn Tannery. 46-ly

ROBERT MITCHELL,
COMMISSION MERCHANT AND
BROKER, 21 St. Sacrament st., Montreal.
Drafts authorised and advances made on shipments
of Flour, Grain, Pork, Butter, and General Produce,
to my address here.
Advances made on shipments to Europe.
The sale and purchase of Stocks and Exchange will
receive prompt attention. 1-ly

CANADA VARNISH COMPANY
JOHN JAMIESON & Co., manufactur-
ers of every description of Varnishes, Japans, &c.,
and dealers in Spirits of Turpentine, Benzine, &c.,
Factory: St. Patrick Street, Canal. Office: 409 St.
Paul Street, Montreal. 9-ly

FINDLAY & McWILLIAM,
WHOLESALE CONFECTIONERS,
No. 516 St. Paul Street, near McGill Street,
MONTREAL. 38-ly

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING
ESTABLISHMENT.
68 AND 102 MCGILL STREET, MONTREAL.
38-ly Country Orders executed with Despatch

JAMES ROBERTSON,
123, 123, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,
Manufacturer of Lead-pipe, Shot, Paints, and Putty.
1-ly

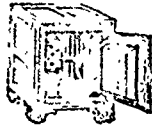
C. H. BALDWIN & CO.,
IMPORTERS AND WHOLESALE DEALERS
IN
WINES, GROCERIES, AND LIQUORS,
8 St. Helen Street. 31-ly

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.
Wm. Kinloch. W. B. Lindsay. D. L. Lockery.
8-ly

ANDREW MACFARLANE & CO.,
Importers of
STAPLE AND FANCY DRY GOODS,
253 & 230 St. Paul and 92 & 93 Commissioners Streets,
MONTREAL. 1-ly

J. O. FRANCK & CO.,
IMPORTERS OF
GROCERIES, WINES, LIQUORS, CIGARS, &c.,
25 Hospital Street. 32-ly
Montreal.

KERSHAW & EDWARDS,



ESTABLISHED YEAR 1839.

IMPROVED FIRE PROOF SAFE.

KERSHAW & EDWARDS,
82, 84 & 86 St. Francois Xavier street, Montreal.

GREENE & SONS

HATS AND FURS,

WHOLESALE.

FALL STOCK COMPLETE.

SPECIAL attention of the Trade is
directed to our

NEW AND LEADING STYLES.

**HATS,
CAPS,
FURS,**

GREENE & SONS,

517, 519, 521, St. Paul Street,

1-ly Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
MONTREAL.

Have removed to those commodious and central
premises corner of
COMMISSIONER AND PORT STREETS.

Consignments of GRAIN, FLOUR, PORK, BUTTER,
CHEESE, ASHES, and GENERAL GROCERIES, receive
careful personal attention. Sales and returns made
with the utmost promptness. All charges kept at the
lowest point, and every endeavour made to avoid
incidental expenses. Correspondents kept regularly
advised by letter, circular and telegraph on all matters
pertaining to the trade.

AKIN & KIRKPATRICK,
GENERAL COMMISSION MERCHANTS,
corner Commissioner and Port Streets, Montreal.
Consignments of FLOUR, WHEAT, BEANS, OATS,
BARLEY, PORK, LARD, BUTTER, CHEESE, &c., con-
stantly arriving. Orders for these together with
General Merchandise, faithfully and skillfully exe-
cuted on the best possible terms, and consignments of
Fish, Oil, Coal and the various products of the Mar-
time Provinces carefully realized, and returns made
with the utmost promptness. References given and
required.

T. M. CLARK & CO.,
MONTREAL AND TORONTO.
GENERAL COMMISSION AGENTS
for the sale and purchase of Breadstuffs and
Provisions.
Cash advanced on warehouse receipts, or Bills of
Lading. 2-ly

DUNCAN & FORSTER,
IMPORTERS OF EAST & WEST
INDIA PRODUCE AND GENERAL GRO-
CERIES, 12 & 14 St. John Street, Montreal. 9-ly

JAMES CRAWFORD,
PRODUCE COMMISSION MER-
CHANT, and Agent for the Purchase of TEAS,
SUGARS, AND GENERAL MERCHANDISE,
18 ST. JOHN STREET.
8. MONTREAL.

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT,
231 St. Paul street, Montreal.
References:

Wm. Workman, Esq., Montreal, President City Bank.
Henry Starnes, Esq., Montreal, Manager Ontario Bank.
Hon. J. H. Holton, Montreal.
Messrs. Thomas, Thibaudau & Co., Montreal.
" James, Oliver & Co., Montreal.
" Thibaudau, Thomas & Co., Quebec.
Hon. Wm. McMaster, Toronto, C. W.
Messrs. Denny, Rice & Co., Boston, Mass.
Austin Sumner, Esq., Boston, Mass.
Henry Young, Esq., 23 John street, New York.
Samuel McLean, Esq., Park place, do. 20-

J. Y. GILMOUR & CO.,

IMPORTERS OF
BRITISH AND FOREIGN DRY
WHOLESALE,
NO. 375 ST. PAUL STREET,
MONTREAL. 21-ly

STIRLING, McCALL & CO.,
IMPORTERS OF
BRITISH AND FOREIGN
DRY GOODS, WHOLESALE,
Corner of St. Paul and St. Subl. street
7-ly MONTREAL.

HIBBARD & CO.,
MANUFACTURERS' AGENTS,
and Importers of Gusset Webs and Shoe Findings,
Manufacturers and Importers of Rubber Goods,
Manufacturers and Patents of Circles, Baling,
MONTREAL. 7-ly

LIDLAW, MIDDELTON & CO.,
Commission Merchants and Shipping Agents,
Montreal. 21-ly

MOORE, SEMPLE & HATCHETTE,
(Successors to Fitzpatrick & Moore)
IMPORTERS AND WHOLESALE
DEALERS in Groceries, Teas, Sugars, Wines,
Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.
2 Dominion Buildings, corner McGill and College Sts.
2-ly

JAMES MITCHELL,
WEST INDIA AND GENERAL COMMISSION
MERCHANT,
OFFERS FOR SALE:

Hhds } Prime Barbadoes Sugar
Tierces }
Puns do Cuba Molasses
Puns do do Rum
Hhds "United Vinoyard" Brandy (very superior
vintage, 1867)
Barrels No. 1 Extra Split Herrings
Boxes Smoked Herrings

AND DAILY EXPECTED:
Qtls Prima Largo Table Codfish
Bris Pure Cod Oil, &c., &c.
Montreal, Oct. 17, 1867. 1-ly

GILLESPIE, MOFFATT & CO.,
EAST AND WEST INDIA, GENE-
RAL AND COMMISSION MERCHANTS.
Agents for
The Phoenix Fire Insurance Company of London.
The British and Foreign Marine Insurance Company
of Liverpool.
Hunt, Roope, Teage & Co., Oporto.
Bartolomi Vergara, Port St. Mary's.
Otard, Dupuy & Co., Cognac. 4-ly

EVANS & EVANS,
HARDWARE MERCHANTS,
and Manufacturers' Agents, No. 7 Custom House
Square, Montreal. Sole Agents for the Provincial
Hardware Manufacturing Company. 36-ly

LaBIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY
HARDWARE, PAINTS, &c. (Sign of the Sun)
233 and 235 St. Paul Street, Montreal. 36-3m

R. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS,
and Dealers in Spirits of Turpentine, Benzine,
Oils, &c., &c., No. 3 Corn Exchange Buildings, St
JOHN STREET, MONTREAL (31-ly)

MONTREAL, 16th May, 1867.
IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive: a fair assortment with not
over one-quarter, Shingles, under 25
tons \$3.22 per keg
25 tons and over \$3.12 per keg
Shingle Nails, when sold alone, EXTRA
over assortment 20c. per keg.
2 lb. and 5 lb. Nails, when sold alone (five
per cent being a loss in assortment) 40c. per keg
Terms 4 months, or 3 per cent for cash.

H. W. IRELAND
19 BROKER.

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 BUFFALO ROBES. 1867

We have received our supply of
HUDSON'S BAY BUFFALO ROBES,
this year's collection of fresh skins.

TARIFF OF PRICES:

- No. 1. Regular assortment.....\$ 9.60
- 1. Selected.....10.60
- 2. Assorted..... 8.60
- 3. Fall and Summer..... 6.00

WHOLE ROBES:

- No. 1 Whole Robes.....\$12.00
- " " " "..... 11.00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

ROBERT WATSON,

ASSIGNEE, ACCOUNTANT, AUDITOR,

Commissioner for taking Affidavits for Upper Canada
Office—MERCHANTS' EXCHANGE,
Immediately over the Reading Room,
Montreal, May 30, 1867. 17

EAGLE FOUNDRY, MONTREAL,
GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary
STEAM ENGINES,
STEAM BOILERS of all descriptions
MILL and MINING MACHINERY,
All kinds of CASTINGS in BRASS and IRON,
LIGHT and HEAVY FORGINGS, &c.
PATTERNS AND DRAWINGS FURNISHED.
33-1y

THOMAS PECK & CO.,

Manufacturers of

IRON, NAILS, SHIP AND RAILWAY SPIKES

No. 51 St. Paul Street

MONTREAL. 33-1y

MULHOLLAND & BAKER,

IRON, STEEL and GENERAL HARDWARE
MERCHANTS,

419 AND 421 ST. PAUL STREET,
MONTREAL.

YARD ENTRANCE, St. Frs. Xavier st. 1-1y

THE MONTREAL

PRINTING & PUBLISHING CO.

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

Every kind of work done in the very best manner,
promptly, and at reasonable rates.

Orders from the country filled without delay, and
forwarded by mail or express.

BOOKS, PAMPHLETS, CATALOGUES, &c.,
neatly and expeditiously printed.

LEGAL, MUNICIPAL,
and ASSESSMENT FORMS,
printed to order.

Special attention given to RAILROAD and STEAM
BOAT Printing.

COUPON TICKETS, Printed on one of Sandford,
Harron & Co.'s Presses—the only one of the kind in
Canada.

Orders for Printing to be addressed to the
Manager of the Printing Department,
Montreal Printing and Publishing Co.

HINGSTON, TELFER & CO.,
WHOLESALE IMPORTERS OF FANCY AND
STAPLE DRY GOODS, &c., 479 St. Paul
and 397 Commissioners Streets, Montreal
Best Southern Yarn and all kinds of Canadian
Fabrics. 33

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS,

381 & 383 St. Paul Street,

MONTREAL. 8-1y

JOSEPH MACKAY & BROS.,

Importers of

BRITISH AND FOREIGN STAPLE AND FANCY

DRY GOODS,

170 McGill Street. 9

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS,
370 St. Paul Street, Corner St. Sulpice Street,
Montreal. 30-1y

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
Montreal. 50-1y

JAMES P. CLARK & CO.,
DRY GOODS IMPORTERS, 162
McGill Street, MONTREAL. 9-1y

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
450 ST. PAUL STREET,
MONTREAL. 5-1y

W. & R. KUIB,
DRY GOODS IMPORTERS,
166 McGill Street, Montreal.
Our Stock of Fall and Winter Goods is now very
complete, to which we invite the attention of Western
Merchants 8-1y

DAVIS, WELSH & CO.,
Importers of
STAPLE AND FANCY DRY GOODS,
No. 479 St. Paul Street,
MONTREAL. 8-1y

WM. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY
DRY GOODS, No. 16 Lemoine Street,
85-1y Montreal.

JOSEPH HAY,
IMPORTER OF
FRENCH DRY GOODS,
459 ST. PAUL STREET,
MONTREAL. 51-1y

JOHN ANDERSON & CO.,
SHIPPING AND COMMISSION MERCHANTS,
IMPORTING, FORWARDING,
Ship and Insurance Agents and Brokers
MONTREAL AND QUEBEC. 42-1y

W. & F. P. CURRIE & CO.,
100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUBES, Oil Well Tubes, Gas Tubes, Paints and Putty, Fire Bricks, Fire Clay, Flue Covers.
DRAIN PIPES, Roman Cement, Water Lime, Portland Cement, Pavng Tiles, Garden Vases, Chimney Tops, &c. &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12-1y

FOULDS & HODGSON,

IMPORTERS OF
Grey Cottons, Laces, Spools,
White Shirtings, Blouses, Pins,
Regattas, Handkerchiefs, Needles,
Prints, Fancy Dresses, Tapes,
Bed Ticks, Umbrellas, Buttons,
Denims, Parasols, Combs,
Silvestar, Shawls, Brushes,
Cobourgs, Hoop Skirts, Hair Oils,
Orleans, Table Oil Cloths, Colognes,
St. do Laines, Yarns, Soaps,
White Muslins, Battings, Stationery,
Jeans, Silks, Brooches,
Moleskins, Velvets, Spectacles,
Flannels, Linen Threads, Dolls,
Blankets, Playing Cards, Mirrors,
Cloths, Jewellery, Razors,
Tweeds, Tea Trays, Pocket Knives,
Vestings, Snuff Boxes, Table Knives,
Mastery, Pipes, Chaplets,
Gloves, Toys, Crosses,
Braces, Bag Furces, Marbles,
Ribbons, Pencils, Slats.
And a large variety of other Fancy and Staple Goods
WHOLESALE.

Perhaps the largest assortment of Goods suitable
for a General Country Store of any house in the
Province.
364, 366, 368 & 370 St. Paul Street, Montreal. 15-1y

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TUDER WORKS, SHEFFIELD,

CANADIAN BRANCH,

509 and 511 St. Paul Street, Montreal.

MANUFACTURERS OF ELECTRO-
PLATED and NICKEL SILVER GOODS, im-
porters of HEAVY and SHELF Hardware.

Agents for Wm. Jessop & Sons, Sheffield, Spring
and Cast Steel; Harrison, Brother & Howson, Shef-
field, Cutlers to Her Majesty; Ebbinghaus & Sons,
P ussia, Brass Cornices.

BAKER, POPHAM & CO.,

WHOLESALE CLOTHIERS

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McCULLOCH, JACK & CO.,

WHOLESALE IMPORTERS OF

FANCY AND STAPLE DRY GOODS,

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IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
and Small Wares, No. 463 St. Paul St, Montreal. 35-1y

A. ROBERTSON & CO.,

IMPORTERS OF

STAPLE AND FANCY DRY GOODS

478 St. Paul, and 397 Commissioners Streets,

MONTREAL.

MONTREAL, 16th January, 1867. 1-1y

WADDELL & PEARCE,

HARDWARE COMMISSION MERCHANTS,
AND IMPORTERS OF
IRON STEEL, METALS, AND RAILWAY SUPPLIES,
No. 27 St. John Street, Montreal, C. E.,

Sole Agents in Canada and British Provinces of North America, for Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire; Patent Shaft and Axle Tree Company (limited), Brunswick Iron Works Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Sim & Coventry, Pontpool Tin, and Pontypool "Cold Rolled" Canada Plates and Metals, Best Refined Bar Iron, &c.; the Yorkshire Engine Company (limited), Sheffield; Green's Patent Tube Company (limited), Sole Manufacturers of Green's Patent "Solid Drawn" Brass Tubes; S. Mouton & Co., Kingston India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hockley Bolt, Nut, and Rivet Company, Birmingham; John Trippett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company, successors to Bliven, Mead & Co., New York.

N.B.—A stock of Charles Cammell & Co.'s War-
ranted Cast and Spring Steel, and "Cyclops" Files,
constantly on hand. 33-ly

HIDES, WOOL, &c., &c.

J. E. MOONEY,

85 GREY NUN STREET,

DEALER IN HIDES, WOOL, SHEEPSKINS, &c
Highest Cash Price paid for the above Goods.
Tanners and Woolen Manufacturers at a distance,
supplied at short notice.

THOS. D. HOOD,
FIRST PRIZE

PIANOFORTE MANUFACTURER,
MONTREAL.

Show Room:—79 Great St. James Street.
Factory—82 Clap-de-Mare Street.

Constantly on hand, a superior assortment of Pianos,
Square and Cottage.
Second-hand Pianos taken in exchange. Repairing
and Tuning promptly attended to. 42

ROBERT MILLER,

(late R. & A. Miller)

WHOLESALE MANUFACTURING STATIONER,
PUBLISHER AND BOOKBINDER.

Importer and Dealer in

SCHOOL BOOKS, WINDOW SHADES & WALL
PAPERS,

AGENT FOR Lovell's Series of School Books, Cana-
dian School Blates.

Printing and Wrapping Paper and Strawboard
Manufacturer.

397 NOTRE DAME STREET,

MONTREAL.

10-52

PHENIX

MUTUAL LIFE INSURANCE COMPANY,
HARTFORD CONN

ACCUMULATED FUND OVER \$2,000,000.

ANNUAL INCOME \$1,200,000.

ISSUES ORDINARY LIFE,

TEN YEAR NON-FORFEITING LIFE,
AND.

ENDOWMENT POLICIES,

At the rates annually charged by responsible Compa-
nies, and returns all profits to the insured, who are
now receiving a return of 50 per cent, or half their
premium.

Parties at a distance can insure from blanks, which
will be furnished on application.
Usual restrictions as to residence and occupation
abolished.

ANGUS R. BETHUNE,
General Agent

104 St. François Xavier Street.

Active and Influential Agents and Canvassers
wanted throughout the Dominion. 40

HUA & RICHARDSON,

LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in
Stock an excellent assortment of FRENCH CALF
KIDS and PATENTS, &c. Also a large supply of O.
L. Richardson & Sons' Spanish Sole and Slaughter
Leather, for which they are agents in Canada.
Consignments of leather respectfully solicited.
Sole Agents for Alexander's Kid Gloves.

1-ly

St. Peter st., Montreal.

F. SHAW & BROS.

TANNERS AND DEALERS IN

HIDES AND LEATHER,

Importers of

ENGLISH OAK SOLE LEATHER and STRAP

BUTTS for Belting.

Agents in Canada for sale of

MILLER'S PATENT EXTRACT OF HENLOCK BARK.

No. 14 LEMOINE STREET.

4-ly

CONVERSE, COLSON & LAMB,

PRODUCE AND GENERAL COMMISSION
MERCHANTS,

Tea Dealers and Importers of Groceries,
LIQUORS, CIGARS, &c.

Corner Hospital and St. | Bennett's Wharf,
John Streets, | Halifax,
Montreal, Canada. | Nova Scotia. 15-ly

THE STANDARD LIFE ASSURANCE COMPANY

Established 1825.

WITH WHICH IS NOW UNITED

THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,008,690
Annual Income - - - - - 3,286,300

W. M. RAMSAY,
Manager.

RICHARD BULL,
Inspector of Agencies.

ASSURANCES effected on the different
systems suggested and approved by a lengthened
experience, so as to suit the means of every person de-
siring of taking out a Policy. Every information on
the subject of Life Assurance will be given at the Com-
pany's Office, No. 47 Great St. James Street, Montreal,
or at any of the Agencies throughout Canada. 12 ly

ROYAL

INSURANCE COMPANY

Of Liverpool and London.

FIRE AND LIFE.

CAPITAL TWO MILLIONS STERLING.

H. L. ROUTH, Agent, Montreal.

HAVILLAND, ROUTH & CO.,
GENERAL COMMISSION MERCHANTS AND
SHIPPING AGENTS,
MONTREAL. 9-ly

HENRY McKAY & CO.,
COMMISSION MERCHANTS

Shipping and Insurance Agents,

No 1 Merchants' Exchange, MONTREAL. 4-ly

COAL OIL.

200 Barrels favourite brands, in lots to suit
purchasers.

Cash Orders from the Country executed at lowest
wholesale rates.

AKIN & KIRKPATRICK,
47 Corner Commissioners and Port Streets.

C. DORWIN & CO.,
BANKERS AND EXCHANGE BROKERS,
46-ly 88 St. François Xavier st., Montreal

ROBERTSON, STEPHEN & CO.,

Successors to

WM STEPHEN & CO. & A. ROBERTSON & CO.,

Importers of

STAPLE and FANCY DRY GOODS,

and Dealers in

CANADIAN TWEEDS, &c., &c.

19, 21, 23, & 25 LEMOINE STREET,

AND

2, 4 & 6 ST HELEN STREET.

MONTREAL.

6-ly

DRY GOODS.

OGILVY & CO.,

WHOLESALE IMPORTERS,

495 St. PAUL STREET,

MONTREAL.

Just received:

100 pieces Hop Sacking.

300 pairs Blankets.

7-ly

20 bales American Cotton Yarn.

OGILVY & CO.,

Agents for

STEWART'S SCOTCH WHISKY,

BERNARD'S OLD TOM,

AND

7-ly

BERNARD'S GINGER WINE

PLIMSOLL, AUBIN & CO.,

Importers of

STRAW AND FANCY DRY GOODS,

Joseph's Block,

18 St. HELEN STREET,

MONTREAL.

9-ly

WINNING, HILL & WARE,

389 to 396 ST. PAUL STREET,

MONTREAL,

Importers and Wholesale Dealers in

WINES, LIQUORS, CIGARS

&c., &c., &c.

AND

Manufacturers of Choice FRUIT SYRUPS,
TOM GINS, GINGER WINES, BITTERS, &c.
For which the Paris Exposition of 1867 awarded a
BRONZE MEDAL. 1-ly

BLANKETS! BLANKETS!!

FIFTY BALES

Grey, Brown, and White

WITNEY BLANKETS.

For sale low to the trade, by the bale of 60 or
100 pairs

WINNING, HILL & WARE,

1-ly

389, 391, 394 and 396 St. Paul Street.

HENRY GRAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
 St. John and St. Alexis Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Cognac Brandy,
 A. Houtman & Co.'s double berryed Hollands Gin,
 Dunville & Co.'s old Irish Whiskey,
 R. Thorne & Co.'s fine Scotch Whiskey,
 T. G. Sandeman's celebrated Port Wine,
 Mackenzie & Co.'s (Cadiz) Sherry Wines,
 Jules Mumm & Co.'s Champagne Wines,
 P. A. Mumm's Sparkling Hock and Moselle Wines,
 Guinness' Dublin Stout, bottled by Machon & Co.,
 McEwau's Sparkling Edinburgh Ale, &c. 1-ly

LIFE ASSURANCE—FIDELITY GUARANTEE
THE EUROPEAN ASSURANCE SOCIETY,
 Empowered by British and Canadian Parliaments,
 CAPITAL £1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
 9-ly EDWARD RAWLINGS, Manager.

1867—NOVEMBER 18th.—1867

T. JAMES CLAXTON & CO.
ARE weekly receiving large additions to
 their stock, at present low prices.
 Large Lines of Staples.
 Large Lines of Fancy Goods; all the newest styles.
 Orders carefully attended to,
CAVERHILL'S BUILDINGS,
 1-ly 69 St. Peter Street, MONTREAL.

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURE
 COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETS
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES,
 WATER PITCHERS,
 &c. &c.
 Hyacinth Glasses, Steam Gauge Tubes, Glass Bods,
 Reflectors, or any other article, made to order in white
 or colored glass.
 Kerosene Burners, Collars and Sockets will be kept
 on hand.
FACTORY—ALBERT STREET. Orders received at
 the Office, 38 St. Paul Street.
 41-ly A. MOK. COCHRANE, Secretary.

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE 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 & WEST INDIA PRODUCE,
MEDITERRANEAN GOODS,
 &c., &c., &c.,
 413 St. PAUL STREET, opposite Custom House,
MONTREAL.

Sole Agents for "Cootes" celebrated ground
 Book Salt, for Table and Dairy use.
 Montreal, May 20, 1867. 1-ly

WM. McLAREN & CO.,
MANUFACTURERS AND Wholesale Dealers in
BOOTS AND SHOES, 16 & 17 Lomolne Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented.
 Personal or Letter Orders will have our prompt and
 careful attention. 33-ly

TO TANNERS.
ALL kinds of LEATHER received on Commission,
 and sold to best advantage.
 Best COD OIL always on hand.
BLACK & LOCKE,
LEATHER AND GENERAL COMMISSION
MERCHANTS,
 Montreal. 35-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. 36-3m

THE TRADE REVIEW.
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, JANUARY 3, 1868.

A HAPPY NEW YEAR.
IN this, the first number of the Volume of the
 TRADE REVIEW for 1868, to all our readers, old
 and new, we wish a happy New Year. May success
 attend them, and may that success come from the
 steady practice of all those virtues which conduce not
 merely to success, but also to happiness. May, then,
 our readers be wise, prudent, moderate in all things.
 May they above all take for their motto—"Honesty is
 the best policy," and our word for it, when 1868, in
 the fulness of its days, shall, like its predecessors,
 have passed and gone, they will not only be able to
 look back upon its departed hours with a clear con-
 science, but they will also be able to attest in its
 lower sense the truth of the adage they have taken as
 their rule of conduct.

An informal meeting of resident shareholders of the
 Commercial Bank was held in this city on the 31st ult.
 Mr. Wm. Murray in the chair, when a strong feeling
 in favour of issuing preferential stock and continuing
 business was expressed. The following resolutions
 were adopted:—

"The rapid reduction of the liabilities of the Bank
 since its suspension, and the prospect of their entire
 extinction at an early date, render precipitate action
 upon the powers given by the amendment act unde-
 sirable.

"That the nature and details of any proposition
 either for resuscitation or amalgamation with such in-
 formation as to the assets as would enable them to
 form a just estimate of their value, should be com-
 municated to the shareholders, and sufficient time
 allowed them to appreciate the true position of the
 institution before being called upon to vote on any
 such proposition."

A large falling off is at last observable in the New
 York imports of dry goods. The entries to date from
 the 1st January for the past three years are—1865,
 \$59,457,404; 1866, \$124,532,570; 1867, \$55,510,378.

The gold interest due on the United States Govern-
 ment Bonds, payable on the 1st inst., amounted to
 \$50,000,000. Half of the amount was issued on account
 of the 5-20's.

MORLAND, WATSON & CO.,
WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE,
 Offices and Warehouse, 385 and 387 St. Paul Street
MONTREAL.
 Manufactories on Lachine Canal. 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 pre-
 miums 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 LOCAL LEGISLATURES.
THE Local Legislatures of Ontario and Quebec have
 both been opened under favourable auspices. We
 regard both these bodies as exceedingly important
 parts of our new Government autonomy, giving as
 they do to the people of each Province, the right of
 local self-government. Under the old Union of Upper
 and Lower Canada, it was legislation upon questions
 affecting the local affairs of the different sections,
 which gave rise to political difficulties, and, indeed,
 caused such stilles and heart-burnings as to imperil
 the Union itself. If our new constitution serves to re-
 move these sectional difficulties from the Dominion
 Parliament, as we expect it will, then a great and all-
 important object will be attained, and the Local Leg-
 islatures will not be more important for the increased
 privileges they confer upon the people, than for the
 harmony which they will have introduced into the
 joint relations of the two provinces.
 The speeches with which General Stisted and Sir
 Narcisse Belleau have opened the respective Legisla-
 tures of the provinces over which they preside, are
 mainly, dignified, and creditable utterances. Both
 necessarily refer to the Constitution under which the
 Legislatures are summoned, and the powers which
 have been conferred upon them—but in both speeches,
 besides some measures of organization, their Ex-
 cellency's advisers promise a few important Bills. For
 Ontario, the Ministry promises a measure with re-
 gard to the Crown domain, and also a homestead law,
 and in Quebec, the subject of land colonization and
 the land question, will also be the subject of legislation.
 We earnestly trust, now that these exceedingly im-
 portant subjects are in the hands of the Local bodies,
 that some successful efforts will be made to fill up our
 valuable unoccupied lands with hardy and industrious
 settlers. The efforts of the late Canadian Parliament
 to promote emigration never resulted in much; but
 we believe those of the Local Legislatures may, and
 we shall be greatly disappointed if they don't.
 The enactment of an equitable homestead law and
 the cheapening of wild lands are steps in the right
 direction. There are some who object to the former
 measure as opening a door for dishonest persons to
 refuse to pay their just debts; but as any property
 protected by a homestead law can be seen at the
 Registry Offices at any time, there is no necessity for
 persons giving credit on the strength of such property.
 We are certain such measures attract settlers, and the
 filling up of our country with population is the great
 requisite necessary to enable us to overcome the
 difficulties, financial and political, which beset the
 Dominion's path.
 The measures with regard to wild lands should be
 liberal. Anything short of bestowing the lands on
 actual settlers will fail of its object. But if agonies in
 Europe were empowered to give warrants for lands to
 the table payees who might apply for them, we might

really see the tide of emigration turned, at least to some extent, into this country. If the Local Legislatures do nothing else, they will have accomplished immense good for the Dominion if these efforts succeed in adding to any considerable extent to the settlement of the country.

For many years to come the Local Legislatures are likely to attract as much attention and interest as those of the larger representative body which meets at Ottawa. The questions which are under their jurisdiction are quite as important as those which come under that of the Federal Parliament, and the subjects are such (as a general rule) as more nearly concern the people. The great bulk of the private legislation of the country will come before the Local Houses. This fact alone will cause their proceedings to be watched with much interest. If this country should ever become independent, and have to manage its foreign relations then paramount interest will be centered in Ottawa; but until then, Toronto and Quebec will be formidable rivals to the capital in the matter of legislation.

With the meeting of the Local Legislatures of Ontario and Quebec the whole of our new Government machinery has been put in motion. The start, in all cases, has been favourable. Up to this time all these representative bodies have manifested moderation and prudence, from which the best results may be augured. We are glad to notice this disposition among our public men, and we trust it may be accepted as an earnest that our new Constitution will be found all that its advocates claim for it.

ONTARIO SPEAKS OUT.

SOME time ago we enquired what Ontario would do on one of the great questions of the day—Immigration and free grants. These perhaps are two questions, but for all practical purposes they may be treated as one. Well we are glad to hear Ontario speak out. She has taken the earliest opportunity of doing so, and what she says gives earnest of her good intentions and promise of a hopeful and prosperous future. His Excellency the Lieutenant Governor in his speech from the throne in which the policy of the Government is contained, earnestly urges upon the attention of the local legislature the expediency of encouraging immigration and the occupation of the public lands of the Province by affording to the working population of Europe and to the young men of our own Province additional inducements to settle in this country. His Excellency also recommends the enactment of a liberal homestead law and the adoption of a system of free grants of land to bona-fide settlers on the ground that these measures will prove of great advantage to the country.

Vague language, some one will say, perhaps. Fine words, another will repeat. But we are content. If the speech from the throne could be interpreted to mean that the ministry had no policy on immigration and free grants; that these subjects were to be left open questions, or that they found a place in the speech only for the sake of effect, then indeed there would be grounds for objection. We believe the Government are sincere, however. They know the good that will flow from immigration, they understand the benefits that will accrue from the occupation of our wild lands by teeming and industrious populations; they appreciate the advantages that would result if the working population of Europe set their faces towards the New Dominion and made Ontario their home; and they are acquainted with that great loss our country must sustain, when her bone and sinew is forced to seek new homes in the States, instead of being enabled by a wise and liberal policy to remain and enrich our own country.

We must therefore presume that the Ontario Government is sincere, and that their intention is to inaugurate a new era for immigration, and a new and liberal land policy. Let them do this, and the Legislature and the country generally will sustain them. They will also receive the applause of the other Provinces of the New Dominion, which in their turn must adopt a similar policy, if they do not desire to see Ontario grow to such enormous proportions as to overshadow them altogether. The adoption of a system of free grants to bona fide settlers, will doubtless be followed by the most happy consequences. An indiscriminate free grant system would be injudicious; because it would favour land speculating, monopolies, and jobbery. But a policy which holds out to bona fide settlers free grants of land will reflect the greatest credit on the Government, and will be productive of

the greatest good to the country. Nor will there be a scarcity of wild lands in Ontario to offer to such settlers. Of course it is in the North West Settlement that the great bulk of the prairie and wild lands of the Dominion lie. But Ontario, it is needless to say, is by no means populated to the utmost capacity of her public domain yet. At present settlement is confined to the narrow belt running along side of the St. Lawrence and the Great Lakes. In the Western Peninsula the settlement it is true, branches out North, East, and West; but even there, there is room for a far larger population than that by which it is at present occupied. It is in our back country however that the greatest room for immigration is to be found. There we have a country bounded on the north by the chain of water communication reaching from Lake Huron to the Ottawa River, and from the Ottawa Valley to the St. Lawrence—containing twenty million of acres; and a great portion of it no doubt, is fit for settlement. We must also remember that the North Western boundary of Ontario is not definitely marked out; and when it is, it may be found that in that direction also abundant facilities exist for giving free grants of land to bona fide settlers. Ontario then if she is determined to carry out the happy policy she has announced, will not be cramped for means by which to put her good intentions into practice.

We are glad to perceive that the important subject of immigration has not been over-looked in Quebec either. In that Province too it has found a place in the speech from the throne, on the opening of the Local Legislature. Sir Narcisse Belleau calls the attention of the Legislature to the best means of developing colonization with a view to the interests of the Province of Quebec, and to those of the Dominion itself. Free grants are not spoken of, but the necessity is affirmed of fostering immigration. "One means of increasing our population," says His Excellency, "must be that of drawing hither and retaining amongst us the emigration of the British Isles, and of the continent of Europe, at the same time that we are facilitating the settlement of our own people upon the public lands." Free grants are not alluded to, and generally the language employed is not so satisfactory as that used at the opening of the Ontario Legislature, but it is something to know that the want of immigration is felt in Quebec, and that some steps will be taken to supply that want even if a partiality is manifested for a homogenous population.

There is but one other subject alluded to, namely—the enactment of a liberal homestead law. Such a law will be new in the Dominion; but it has been tried with the best results in the United States; and there is no reason why we should not follow a good example set us by our neighbours. There we believe, the homestead law on the statute books exempts the homestead and land of a farmer or settler to the value of a thousand dollars from seizure or debt. Before any one however, can take advantage of this law, he has to give certain public notice of his intention to come within its provisions, and then of course the public trust him at their peril. When it is known before hand that the party seeking credit has taken advantage of the act, and that in the event of his failure to meet his liabilities, his homestead and lands to the value of a thousand dollars cannot be made available, credit will be given cautiously, and business will be transacted on a sound basis. No doubt it is the intention to apply some such law to Ontario. Speaking now, we can only say that the object sought to be attained—namely, the encouragement of immigrants is good, and the principle of the bill is one that ought to receive a fair trial. A homestead bill will no doubt soon be laid before the Legislature.

RECENT LEGISLATION.

THE first part of the first Session of the Dominion Parliament, has not been conspicuous for the amount of legislation commenced or perfected. Very few measures except those of the Government were brought forward, the small number of private bills, as compared with those of previous Parliaments, being particularly noticeable. The cause of this decrease in private bill legislation is the fact that the subjects upon which unofficial members generally introduced measures, are mostly confined to the Local Legislatures, which bodies will have the largest share of this sort of legislation to perform. It must not be supposed from this, however, that the part of the Session just adjourned has been unimportant. Far from it. The measures have not been very numerous, but they have

been of unusual gravity, involving largely the future destiny of the Dominion, and authorizing the expenditure of at least twenty-five millions of dollars.

The two most important measures adopted by Parliament, are undoubtedly those relating to the Intercolonial Railway and the North-West Territory. Very seldom have questions of greater gravity come before a British Colonial representative body. Both required to have the fullest and most careful consideration, and we think it is somewhat to be regretted that the resolutions submitted by the Government were not placed before the House at an earlier period. We do not say this because we consider that Parliament has not acted wisely and well, but simply on the ground that questions involving so large an increase of the public debt, cannot have too thorough consideration.

The obligation resting on Government to construct the Intercolonial Railway, was recognized by all parties. No voice was raised against going on with the work. Some there were who spoke of its being hopeless ever to expect dividends from it, and, it must be confessed this is a rather disheartening feature with which to begin so great an undertaking. But everybody recognized the railway as being essential to Confederation, and that as without Confederation there could have been no railway, so without the railway there could have been no Confederation. The action of Parliament has authorized the Government to negotiate a loan of £4,000,000 sterling, £3,000,000 of which are to be guaranteed by the Imperial Government. It will be fortunate if the work is done for the \$20,000,000. We doubt if \$25,000,000 will complete it, and will not be surprised if it costs \$30,000,000. Four Commissioners are to manage the work, and great interest is felt regarding the selection which ministers will make. It was gratifying to learn that they proposed to select the Commissioners irrespective of political considerations, and it is to be hoped that gentlemen will be chosen whose knowledge of railway construction, and whose probity of character, are such as will guarantee to the public that the railway will be well and cheaply made. Above everything—this great intercolonial work should be preserved from the taint of jobbery. We believe there is a strong desire to avoid this, and we trust proper measures will be taken to guard against it.

There was some difference of opinion with regard to the Government policy on the North-West Territory and Rupert's Land. The result of the legislation is, that the Government will address the home authorities, praying that these immense tracts of land may be added to Canada, subject to any legal claims which the Hudson's Bay Company, the Indians, or any other person, may have against it. If the Imperial Government consents, which is every way probable, the Dominion Parliament will have power to make laws and govern the North-West precisely as it legislates for any portion of the territory at present belonging to the Dominion. The intention of the Government evidently is to get possession of the country first, and then square off accounts with the fur monopolists when circumstances are most favourable. When placed in possession, we do not think they will interfere with the trading rights of the Hudson's Bay Company in Rupert's Land, although that portion of the country known as the North-West Territory and which was still owned by France when the Company got their charter from Charles II., would be placed in the market for settlement. If the Company objected to this, they would have to bring an action against the Dominion in Courts which are to be established by our Government for the purpose, an appeal from whose decision would in all probability be made to the Privy Council of England, where the battle between the Company and the Dominion would have to be fought out. The Government has been authorized by Parliament to go on with this policy, but if the Company offer to compromise their rights for any certain sum, no bargain is to be consummated until the sanction of Parliament has first been obtained.

Several New Brunswick, and nearly all the Nova Scotian members,—as well as a few from Ontario and Quebec,—spoke against taking active steps to acquire this great territory at present. The necessity of consolidating our present Dominion, the danger of running too rapidly into debt, and the difficulties of defending, governing, and settling a new and extensive country, were urged in favour of delay. It was held that Great Britain ought to wipe off the Hudson's Bay Company's claim, (if it has any,) for it created that monopoly, and also establish a Crown Colony at Red River with which Canada might open up communica-

tion, and ultimately absorb, when it would be less a drag upon our finances to do so. These arguments undoubtedly possess some force, but the difficulty is, that while Canada was getting ready to assume the temporary burden, the whole territory might have slipped from our grasp for ever. This result would have been an everlasting scandal to Canada, and would shut us out from communication with the Pacific Ocean. Great care is required to be exercised by the Government in managing this important matter. The Hudson's Bay Company are on the alert, and every device will be used by them to make a large haul out of Canada for their real or supposed rights. We want the territory, but we cannot afford to pay too dearly for it, and any attempt at fleecing by the monopolists, will not be sustained by the people of this country.

The tariff and excise changes was the next most important subject before Parliament. The alterations were comparatively few, and affected the Eastern Provinces more particularly. They have already been laid before the readers of the *Review*, so that we need not again enumerate them. The representatives of New Brunswick and Nova Scotia strongly opposed the duties on breadstuffs, the stamp duties, and the imposition of newspaper postage. The former cannot be defended on sound commercial principles; but it is expedient, in the interest of a new Reciprocity Treaty, that the Americans should not be allowed free entrance into our markets, whilst we are shut out from theirs. If Canada were to take the opposite course we might bid good-bye to all hopes of a new treaty. The postage on newspapers might, we think, have been omitted from the new modes of taxation, but we certainly consider it necessary to show to our American friends that, whilst we are anxious to enter into any fair arrangements to overthrow any barriers in the way of intercolonial trade, we are not willing to allow them every advantage, whilst the smallest ones are denied by them to us. We think our friends "in the East," should also see matters in this light.

Among the other measures passed, was one for winding up the affairs of the Bank of Upper Canada, and another for the Commercial Bank. From statements made before the Committee on Banking and Commerce, the latter bank is paying off its indebtedness much faster than was anticipated. Two bills which seem to squint in the direction of more Fenian trouble, were passed, one arming the Government with power to dispose summarily of any "foreign" invaders, and the other to prevent unlawful training and use of arms within our own borders. The House granted the Government supplies, in a bulk sum, to keep the public business going on until the meeting in March, when full details of the expenditure from the 1st of July last, are to be laid before members. The other bills which became law, are of no great public importance.

RECIPROCITY OF TRADE.

IT has now become a well established fact, a fact which must not be ignored in our endeavours to open new channels for the trade of this country, that as a rule trade must be of a reciprocal character to prosper. If we want to sell to a country we must buy of it what it has for sale: we cannot expect to do an entirely cash business, but one principally of barter. There are many reasons why this should be, but it is unnecessary to bring forward these reasons as the fact has already been established and recognized by all leading writers on the subject. In this connection we commend to our readers the following from a late number of the *West Indian*, published in Barbadoes, an island with which we might carry on a much larger traffic than we do at present:—

"The remarks entitled 'Trade with the Tropics,' which have been brought to our notice, raise a question in which we are as much interested as the people of New Brunswick and Nova Scotia. Our fellow-colonists, in seeking a market for their produce in the West Indies and to extend their trade with us, ought not to expect the advantages to be all on their side. There is a very large trade between Barbados and New York, Philadelphia, and other American ports, and several firms in Bridgetown connected with this trade. They have found it a profitable trade, and they buy our produce in exchange for the cargoes of breadstuffs and provisions they sell here. If our friends in New Brunswick, and other British Provinces, wish to encourage their trade with us they must do the same. They will find they can buy sugar and molasses on as good terms in Barbados as in Cuba and Porto Rico, as the New York dealers have found. It is quite a mistake to suppose that produce was more easily obtainable when slavery existed in these islands, or that the production is less than it was then, except in Jamaica. The exports have increased in Barbados and Trinidad, and continue about the same in British Guiana and

Antigua. Of late years nearly one-fourth of our sugar crop has been bought for the American markets and for the British Provinces, and with small exception the whole of the molasses. As to price it has very much gone down from the price that prevailed during the slave period, when the Colonies enjoyed protective duties in the British markets. Now-a-days sugar from the Continent of Europe, produced from beet, as well as the cane sugar of Cuba and Porto Rico, are admitted into the British markets on the same terms with our sugars. The consequence is an equalisation of the price of sugar. The London market price governs the price here as well as in the Spanish Islands. Our New Brunswick customers need not be afraid that they are likely to sell in a cheap market in Barbados and buy in a dear. They will find here a good demand for their goods, and a light tariff; and if they choose to take our produce, they will find they can get it on the same terms as the American houses in New York, Boston, and Philadelphia get it, and as cheaply as they will be able to supply themselves with in the Spanish Islands."

LETTERS FROM A PROTECTIONIST.

No. 10.

"Talk of statesmanship, the true statecraft for this country is to increase our population. Such a policy will increase our wealth, lessen our public debt; it will be the best defence against the United States or any other country—better than stone walls and trenches. Beside this question, properly considered, almost all others become of secondary importance."

—Extract from an editorial in *Trade Review*, Dec 20.

Of the truth of the above extract there can be no question, nor is the importance of the subject exaggerated, but what a commentary it is upon the past, and a reflection on the statesmen who have generally ruled Canada for the past ten or fifteen years, as through their management, or rather *mismanagement*, large numbers of the laboring classes of our country have left us, and by their labor and thrift added to the prosperity and wealth of the neighboring Republic. (There are upwards of fifty thousand French Canadians in the State of Massachusetts alone.) Before we expend money and "throw our baits" to attract foreigners to our shores, will it not be best to adopt a system that will keep our native population at home and foreigners here when they do come?

The great panacea just now is to furnish land; and from the manner in which our legislators talk and our editors write, one would suppose that all our lands were fully occupied, and that there was hardly room in this vast Dominion for a foreigner to plant a cabbage garden, or that if he was so lucky as to find a small lot for sale, the great price would be an insuperable obstacle to the purchase. By referring to the Report of the Hon. Mr. Cauchon, when Commissioner of Crown Lands (1856) we find his estimate of the undisposed lands of Lower and Upper Canada to consist of 175,677,674 acres. In the Report of the Committee on Colonization to the Legislative Assembly, April 1860, of which Mr. Bureau was chairman, on page 5, we find: "Considering the vast tracts at our disposal—an aggregate of nearly 40,000 square leagues—we have great cause of thankfulness to Providence for the powerful means which they furnish of securing the happiness of our fellow countrymen. And not for them only is there room, but likewise for the redundant population of the old world. . . . Our wild lands are for the most part adapted for cultivation and extremely fertile."

From the above testimony it is quite evident that the scarcity or want of wild and unoccupied land cannot be adduced as a reason why Canada does not receive her share of European emigrants, or why she loses annually such large numbers of her native laboring class; neither can it be said that our lands are inaccessible, as large sums have annually been expended by Government for making roads and bridges, having for their object the opening up of these lands. In the year 1857 money was expended for labor on no less than 65 different roads, distributed over 82 counties. Free grants to actual settlers, one would think, would have the desired effect, and this inducement to foreigners as well as our own population has not been wanting, as it is well known that lands have been offered and given on the most favorable terms under the auspices of the Colonization Society, whose especial object it was to stop the immigration to the United States; but, notwithstanding the exertions thus made, as well as the active interference of the clergy and many other influences that have been brought to bear on our French Canadian population, that exodus has not only continued, but has steadily and greatly increased proving conclusively that it has not been the want of land nor the lack of free grants that has been or is now required to

help them at home or invite emigration from abroad.

In order to arrive at a correct conclusion as to the causes of the Canadian immigration to the United States, let us see to what portion of that country they go and what labor they engage in there, and we think it will not be disputed that at least four-fifths of them go to the New England and the manufacturing States, and that they work almost exclusively in the iron, woollen, cotton and other manufactures there.

Diversity of employment is as essential to a healthy and prosperous state of society as air and exercise are to a healthy state of the human system, and just as long as the laws and political systems of any country take a direction that tends to prevent and discourage that diversity, just so long will that country be inferior and pay tribute to that one which does, just the state in which our country is at present, and so it will continue as long as we are an almost purely agricultural people, thus driving from us nearly every laboring person who does not wish to till the soil to find congenial employment in a foreign country and better remuneration, because there the producer and consumer are near each other, and neither of them subject to that enormous tax for transportation to which they both are when one party is in Canada and the other is in Europe. But let us adopt a system that will place them side by side, that will put the plough and the loom near each other, then may we look for a permanent and rapid increase of our population.

No country that exports a large proportion of the raw products of its soil, can or will have a dense population, being obliged to confine themselves to the production of crops that will suffer the least in reaching the distant market, a large breadth of land is required, and the more thoroughly the system of free trade is adopted (more particularly in a new country) the coarser and more bulky these products must be; especially is this the case in Canada, where lumber, wheat, barley, oats and dairy products, form the great bulk of our exports, all of which in proportion to their value, require a large area of land for their cultivation and production. These assertions do not rest upon theory alone (although quite self-evident) as the following statement and comparison will show. Massachusetts in 1860 had a population of 158 to the square mile, while Virginia (an agricultural State) had only 26. The State of Ohio, probably one of the most favorable portions of the world for sustaining a large population almost wholly by agriculture, had, at the same date, only 58 to the square mile, while in the State of Rhode Island it was 167.

Now which system shall our Dominion adopt? that of free trade, which compels us to remain an almost purely agricultural country, and thus repel from our shores for the future, as it has in the past, the skilled, but half-paid and half starved mechanic of the old world (see late accounts of bread riots), and compel him to take his skill and his muscle to still further enrich, under a protective system, the neighboring Republic, and where his remuneration is such that fears of famine, and the ideas of bread riots are for ever banished from his mind; and which drives from their homes, day after day, and year after year, the very "bone and sinew" of our land, to find that diversity of employment denied them at home, and which, by keeping the producer and consumer three or four thousand miles asunder, robs them both of at least one-half of their hard earnings; and while impoverishing our soil, eventually compels the farmer to abandon the land of his forefathers, and seek new fields of operation to repeat the process, growing poorer all the time, but enriching as he does those drones of society, the transportation and middle men.

Or shall we adopt a judicious system of protection to our infant manufactures, as thus, and *only thus*, can any new country bring about that proximity of farmer and mechanic so much admired by Adam Smith, and save our farmers from that ruinous, and worst of all taxes, tax for transportation, none the less real, because evident; furnish diversity of employment, and thus keep at home our laboring class; induce emigration from Europe, and thus give us that need so pertinently set forth in the extract at the head of this article, *an increase of population*; stop the deterioration of our farms by having their products consumed at home instead of abroad; check the importations of goods from Europe, reduce our indebtedness there, and we hope and believe, reduce the large weekly list of bankrupts in the *Official Gazette*, now plainly showing the disastrous effects of low tariffs, and consequent excessive importations.

J. C. B.

Stanbridge, P. Q., Dec. 23, 1867.

GRAND TRUNK RAILWAY.

CAPTAIN TYLER'S REPORT.

(From Herepath's Journal.)

The first part of Captain Tyler's most voluminous, but also most able and valuable report (in which Mr. Eborall, who accompanied him, entirely concurs) will be found in another column. Long as it is we intend to publish every line of it in the Journal, but can only give the first portion this week.

We rise from a perusal of this honest and able report with the conviction that all our notions of the Grand Trunk are right—that it is a property, and with good management, a little further assistance, and some comparatively small completing works executed, it will be a very valuable property at a future time.

We will pass in brief review over most of the leading points of Captain Tyler's report.

Captain Tyler dwells upon the circumstance of the water competition against the Grand Trunk.

Speaking of the high rate of working expenses, Captain Tyler says the per centage "may, however, be reduced in the future." This is just what we want to know. "The comparative cost of maintenance ought to be considerably less when the permanent way and rolling stock are in better condition." "The charges for way and works, and discount on currency, are at present exceptional on the Grand Trunk Railway. The former will be reduced in a few years, under good management, to a figure nearer to the English standard, and the latter may be expected to disappear altogether." Captain Tyler finds that the maintenance and renewals of way and works of the Grand Trunk Company averaged in 1886 11½d per train mile, against 6½d. for railways in the United Kingdom. He estimates that when the line is in good order 6½d. will be enough, saving an enormous sum. Hear what he says: "Under these circumstances it is not taking a too sanguine view of the future to state that a proportionate saving ought to be thus effected before many years have passed, of £115,000 a year upon the expenditure out of revenue for way and works for the last three years; and this is one hopeful feature of the undertaking." £115,000 a year to be saved in this department of working, is equal to the interest on the whole of the 1st Preference Bonds.

We are glad to see Captain Tyler knocks on the head the costly steel rail crotchet, and disposes of much of the bosh about the climate. He tells them it does good iron and a good road, and then the "life" of the way will be long enough. These are just the views which Mr. E. J. Herepath held at the meeting before the last. As to the use of iron and the "life" of a good rail in Canada he says: "But I have, after careful investigation and inquiry, become convinced that iron rails of appropriate form, of suitable and reasonably good quality, and of sufficient hardness in the heads, may be made to last on most parts of the main line for 15 years, and on the average of the Grand Trunk railway for very much more. There are, in fact, rails now on the track which have carried a heavy traffic for periods varying from 10 up to even 20 years, in spite of disadvantages." Moreover, he states that on the Montreal and Lachine line there are rails which have been in use 20 years, and will last five years longer. "The real question to be solved (he says most truly) as far as new rails are concerned, is how to obtain suitable material from the manufacturers."

"The climate of Canada—severe as it is for four or five months every year—has been made to bear more than its share of blame for the failure of rails that would not have been durable in any climate."

Captain Tyler tells us that "the magnificent bridge over the St. Lawrence, at Montreal, is in good order. The greater number of the other bridges are of iron and masonry or brickwork."

Also that the Grand Trunk railway is "better equipped than many of the railways in this country." "But the Grand Trunk railway was not well ballasted originally; that the original rails for the most part were "not of good quality, and their joints were badly fastened by light chairs," &c.

Heavy engine renewals have since 1862 been done at the cost of revenue, and as to the cars—"the stock generally appears to be in a much better condition than five years ago."

From the use of peat fuel Captain Tyler expects a saving of £40,000 a year, "or more, as the traffic increases."

As to the traffic, he points out that the prospects of large increase, under favorable circumstances, are extremely good.

He deprecates the expense of laying down a third rail on 200 miles from Port Erie to Sarnia, and gives strong reasons for believing that it would bring no more traffic, but he says make the short Detroit and Port Huron a broad gauge line. We are quite convinced that his reasons for encountering this small expense are sound and good.

He insists strongly upon the importance of constructing with the least possible delay the International Bridge at Buffalo. We quite think with him. We have always said this would be most valuable to the Company.

He is for a complete amalgamation with the Great Western, and seems to doubt whether the two Companies will work well together under the present agreement.

"The prospects, therefore, of the two Companies working harmoniously together under this agreement are not so good as they might be; and, indeed, the present is not a time when the Grand Trunk Company can expect to make terms commensurate with its intrinsic value and future prospects. The Grand Trunk Company is now in its worst, the Great Western in its best, position. Their relative conditions and circumstances will be completely altered when the bridge over the Niagara River at Buffalo, and the connections contemplated with the Erie railway, as well as with the New York Central railway, have been formed; when additional rolling stock has been pro-

vided; and when all the various improvements recommended in this report have been carried out. The Grand Trunk and Buffalo and Lake Huron joint line will then be in a position to benefit by a large proportion of the increasing traffic which now flows over the Great Western system by way of the Niagara Suspension Bridge, between the Western and Eastern States. The rising fortunes of the one and the falling fortunes of the other will then facilitate the adoption of terms advantageous to both parties, and in fact the completion of the above works will inevitably lead, sooner or later, to an entire fusion of interests. Such a fusion would save commissions to hundreds of rival agents for the sale of through passenger tickets—would cause the agencies for the solicitation of freight in different parts of the United States to be united—would enable the two Companies to compete jointly on more favorable terms with the American routes—would lead to a reduction in the double service of competing trains through Upper Canada, and of the duplicate staff which is now kept up at the various stations within sight of one another—would add to the convenience of the public by the formation of joint stations—would lead generally to more remunerative rates—would be the means of diverting the heavy traffic which now passes directly from the Great Western to the American lines, for Boston and the New England States, from these lines, and of forwarding it over a longer mileage of the joint Canadian systems to their mutual advantage—would economise the use of their joint rolling stock, by saving transhipment between cars on the same gauge—would lead, by joint management to a reduction of general charges—and would cause a cessation of the labour and expense which must otherwise, it is to be feared, continually be devoted to the object of enabling the one or the other Company to obtain further relative advantages. It would appear therefore, that while an unreserved fusion of interests would be of enormous advantage to both systems, the Grand Trunk Company are not yet in a position to seek, nor the Great Western Company in a mood to accede to such an arrangement. Combination will ultimately become far more necessary of the two to the Great Western Company, because almost all its traffic and its whole system will be subject to competition by the Grand Trunk Company, whereas one-fifth only of the Grand Trunk system would be involved in the sacrifice which such competition would temporarily demand. The present agreement falls very far short of what is required for the avoidance—which would be most desirable—of such competition. It does not deal with the question of "foreign" traffic which will come more prominently forward after the completion of the Buffalo bridge, and which is for the time the principal source of prosperity to the Great Western Company; and its advantage to the Grand Trunk Company will depend upon the spirit in which it is carried out by the Great Western Company."

In conclusion, Captain Tyler observes: "The greater works on the line are of a substantial character, and one of them in particular is far too magnificent for its commercial resources; but it has suffered from defects of original construction as regards its permanent way and minor works. A considerable proportion of its mileage is actually worked at a loss, and the receipts on the greater part of it are earned only by a constant struggle against numerous competitors. After the various creditors and the Bond and Shareholders had submitted inevitably, but at so much sacrifice, to the compromises of 1862, it appeared to be in a fair way towards yielding some returns to them. But the calculations which were then made have been upset, partly by the immediate effects and the after effects of the American war, and by the supply of unsuitable iron for the permanent way, but partly also by the abrogation of the Reciprocity Treaty, by the occurrence of Fenian raids, and by the difficulty that was at one time experienced in obtaining a settlement with the Canadian Government. The cost of renewals has been a constant drain upon its resources. High prices of labour and materials, to a less extent in Canada, to a greater extent on the American sections, and heavy duties in America, have combined with low rates and fares, received partly in an uncertain and depreciated currency, to eat into the profits; and it will be easily understood that a slight rise in rates acting simultaneously with a slight fall in prices would make a vast difference in those profits. The Managing Director and officers in Canada, while ably and honestly doing their best for the concern, have been much hampered in their operations by these and other adverse circumstances. They have had the uphill task not only of maintaining but of raising, as far as they could, the rolling stock as well as the permanent way, from a condition of extreme depression that has been partially occasioned, and I have indicated not only the cost of, but also the necessity for, its completion. In the existing condition of the property, two courses present themselves for adoption. It must be allowed to go on either without or with a fresh expenditure of capital. If no further capital be expended, its improvement will, to say the least, be a gradual process; a large proportion, if not the whole, of its revenue will, for a series of years, be swallowed up in the cost of maintenance, the payment of fixed charges, and the supply of necessary means and appliances; and the prospects of cash dividends to the preference Bond and Stock holders will be very remote. If capital can be raised, and if it be expended on the various objects which I have indicated in detail, a more speedy return to the proprietors may with good reason be anticipated. The latter policy is that which it is obviously most desirable to pursue, but no further expenditure should be incurred except such as will lead to commensurate economy in working and maintenance, or which will be commercially profitable, or which is necessary to safety.

"Acting on this principle, I may sum up the amounts which will require to be raised and expended on capital account as follows:

(1) Bridge over Niagara River at Buffalo, with connections on both sides of the river, to be commenced as soon as possible.£250,000

- (2) Expense, consequent on, and incurred in, widening gauges on Detroit and Port Huron Railway to be carried out at once—broad gauge engines being supplied from other parts of the system. 20,000
- (3) Additional steam ferry boats at Sarnia, with wharfage, berths, &c. to be ready on completion of the Buffalo bridge 25,000
- (4) 30 engines (including 25 new under construction), 10 passenger cars, 300 freight cars,—required in the course of next year... 125,000
- (5) Buildings for engines,—much required... 15,000
- (6) Completion of ballasting,—say in 2 years, if possible. 60,000
- (7.) Trimming, draining, and turfing slopes of cuttings..... 10,000
- (8) Improvements for three years in status, sidings, extra weights of rails and fishplating. 60,000
- (9) Completion of system of signals. 6,000
- (10) Arrangements for changing trucks of cars at Buffalo and Detroit, to obviate inconvenience of gauge and an expenditure of £175,000 for fair rail between Sarnia and Fort Erie,—say..... 5,000

Total.....£576,000

Of this amount, about £280,000 for rolling stock, for widening the gauge of the Detroit and Port Huron Railway, for 'improvements' in way and works, for the cuttings, for ballasting and signals, for engine buildings, for arrangements changing trucks of cars at Detroit, for purchasing and on both sides of the Niagara River, and for the commencement of the Buffalo bridge, will be required as soon as it can be provided. In addition to the above £576,000, a further expenditure must be contemplated of:

- 30 engines, 10 passenger cars, 300 freight cars, perhaps for 1888-9, but at all events to be ready before the Buffalo Bridge is complete.£125,000
- Buildings for engines by the same time..... 15,000
- Further 'improvements' in way and works..... 80,000
- Further for cuttings..... 10,000
- Permanent passenger station, and extra freight accommodation at Toronto..... 5,000
- General offices, freight warehouse, and passenger station at Bonaventure Street, Montreal 25,000

Altogether.....£210,000

Of these last mentioned works the freight accommodation for extra traffic at Montreal and Toronto are the most pressing. The above two accounts form a total of £285,000; and it may be considered roughly that £500,000 of this sum would be spent for the Grand Trunk, and £285,000 for the purpose of the Buffalo and Lake Huron Railway. But inasmuch as greatly increasing traffic, such as may be expected from the above developments, always requires increasing expenditure, and as the Intercolonial Railway may be expected to be rapidly proceeded with, a further sum of £114,000 would be a moderate amount to be added for contingencies extending over the next six or eight years. And a total expenditure of £900,000 should therefore be anticipated, to do justice to the property and to Canada. The question then arises, how is this money to be raised?

The country and the company would be alike benefited if £900,000 were expended, principally in Canada, during the next six years. It would be more profitable, as well as more satisfactory to both if this railway, which will ultimately carry traffic on an unbroken gauge from Halifax to Chicago, were placed in a perfect condition, and were to become, as would then be the case, a favourite route for American as well as Canadian passengers and produce between the east and the west. Having regard to all these circumstances, the Government and people of Canada may now fairly be asked for such reasonable assistance as will suffice to improve the credit of the company, and to enable them to raise funds for the purposes above enumerated. There are various ways in which assistance might be rendered with mutual advantage, but it would be premature to discuss them here in detail. It is sufficient for the present to have demonstrated the reasonable nature, as well as the desirability of the proposal.

We take the following interesting scrap of intelligence from one of our New York exchanges. It will probably gladden the heart of many a Western petroleum holder:—

A few days since a number of scientific gentlemen and others, interested in the subject of economising the present cost of generating steam for mechanical purposes, were invited to the Messrs. Chickering's factory to witness the operations and results of the use of liquid fuel for generating steam, as recently applied under two of the boilers of that establishment. The fires produced the most wonderful results. It was found that, after an operation of two weeks, the consumption of coal during that time was from 2,500 to 3,000 pounds per day less by the use of Col. F. C. C. 's invention; that the actual saving in an economical point of view was equal to from thirty-five to forty per cent.; and that more steam was generated in a given time than ever before, and no difficulty, as heretofore, was experienced in maintaining the requisite amount of steam. It was observed that, while no change of boiler or furnace or machinery is required, no extra skill or labor in managing it, and freedom from accident or fire, and that it does not get out of order, are among the advantages of this process. The character of the flame produced was of a uniform color, intense and voluminous often reaching forty feet in length. The combustion was complete. Good judges said they had never before seen such a "fearful fire" under a boiler. In view of these important facts, it may now be said that the use of liquid fuel does all that is claimed for it.

THE POST-OFFICE.

(To the Editor of the St. John Globe.)

CUSTOM HOUSE, SAINT JOHN, N. B.,
23rd December, 1877.

SIR,—I noticed in a recent number of your paper some remarks reflecting on the management of the Post-Office, with reference to the transmission of mails between Ottawa and this city which under existing arrangements, is very unsatisfactory to such of the public as have communications passing between those places.

As I have recently given some attention to this subject, and have brought it under the notice of the Postmaster-General at Ottawa and his very able deputy, I will, with your permission, state the cause of this great delay which takes place in forwarding these mails to their destination, and thus enable you to judge how far the Post-Office authorities are to blame in the matter.

When I informed the Postmaster-General of the unsatisfactory state of this particular branch of the Post-Office service, he expressed himself most anxious to remedy any difficulty which existed, and place it on the most efficient footing, so soon as it was ascertained where the delay or difficulty occurred, and for that purpose he immediately despatched an officer of the department along the line to enquire and report accordingly. That officer has been here, I believe, and is now on his way back to Ottawa, and will no doubt be able to give such information as will tend to remove any cause of complaint for the future.

On Saturday, the 14th instant, at 1 30 P.M., I started from Ottawa in company with the mail bags for St. John and Halifax, which were made up, with the view of being forwarded to Portland in time for the sailing of the steamer *New Brunswick* for St. John; but on my arrival at the Prescott Junction at 4 30 P.M., I found that the down train on the Grand Trunk from Toronto to Montreal which was due at 5 20 P.M., would not be in for some time, and that until that train arrived, the passengers and mails could not proceed on their journey towards Montreal. On making enquiry, I learned that the trains had frequently been behind time of late, owing to the severe frost and the consequent danger of breaking the rails, or running off the track when going at their ordinary speed. The train arrived at Prescott about 7 30 P.M., and instead of arriving at the Junction near Montreal at 10 30 P.M. the time when it was due, it did not arrive until 2 A.M. on Sunday, four hours behind time and too late to make the connection with the train which left Montreal for Island Pond and Portland at 10 10 P.M. on Saturday night. The mails and passengers were consequently detained at Montreal until Monday at 2 P.M., when they started for Island Pond, arriving there about 10 30 on Monday evening. The train proceeded no further that night, and at 7 A.M. on Tuesday morning the train went on to Portland, where it arrived at 2 15 P.M., too late for the steamer *New Brunswick*, which left on Monday evening.

The mails for St. John were left at the Danville Junction, 27 miles from Portland, and forwarded to Bangor at 2 40 P.M. on Tuesday, arriving at 8 P.M. At 9 30 on Tuesday evening they were despatched from Bangor for Calais by stage, arriving at the latter place about 7 30 P.M. on Wednesday; but on arriving at Calais I found that the mail stage for St. John had left at 5 P.M., the contract hour for starting, thus leaving all the mails from the States and Canada lying at Calais until the following evening (Thursday) at 6 o'clock, when they were duly forwarded to St. John, reaching this city at 10 A.M. Friday.

The distance travelled was 710 miles, and the time consumed in performing the journey was five days and 21 hours, or an average of about five miles an hour all the way through.

You will no doubt perceive from this statement that the principal difficulty in the matter was the Grand Trunk train being four hours behind time on its arrival at Montreal, and consequently breaking the connection for Portland by which arrangement the mail lay over at Montreal for 36 hours, and at Island Pond for nine hours. The next difficulty was the want of connection at Calais by which arrangement it lay over there for nearly 22 hours.

I do not suppose the Post-Office authorities could reasonably be blamed for the principal delay at Montreal occasioned by the Grand Trunk Railway trains failing to make the necessary connections as set forth in their time tables; but I presume it would not require much ingenuity on the part of the Post-Office authorities here to make such arrangements as would ensure the prompt transmission of the American and Canadian mails from Calais to St. John immediately after their arrival at the former place, instead of allowing them to remain as at present nearly a whole day within 80 miles of the city. If the St. John mails were forwarded from Ottawa during the winter months by the night train leaving at 10 o'clock, instead of the afternoon train, it would ensure the necessary connection at Prescott and Montreal, and if a proper connection was made at Calais, the difficulty would be remedied, and the mails would be transmitted between Ottawa and St. John, either by way of Portland per steamer or Bangor by land, in less than four days. In the summer time when there are steamers running between St. John and Portland two or three times a week, there is no cause of complaint, as letters marked "via Portland" are carried between this city and Ottawa in six hours.

As I am sure that the Postmaster-General and his deputy are both most anxious to place the transmission of the mails between Ottawa and New Brunswick on the most efficient footing, I feel confident that the complaints alluded to will receive the most prompt attention at their hands, as soon as they become informed of the causes of delay.

When in Ottawa recently, I also brought under the notice of these gentlemen the very unsatisfactory state of the Mail communication between New Brunswick

and the West Indies, and suggested that a sealed Mail bag should be made up at St. John, addressed to the British Postal Agent at St. Thomas and despatched by the Brazilian boat which leaves New York for that Island on the 23rd of each month, and on its arrival there its contents would be re-distributed by the Intercolonial Mail steamers which leave St. Thomas about the 2nd and 17th of every month. This plan was submitted by me after my return from the West Indies last year to the Governor of New Brunswick, and the consent of the Postmasters-General in London and Washington was subsequently obtained through the Hon. Mr. McMillan, our late Postmaster-General in this Province, for its being carried into operation. I have now received a telegram from the Deputy Postmaster General at Ottawa, announcing that the consent of the Post Office authorities at Washington has been received, allowing letters from New Brunswick and Nova Scotia for the West Indies to be forwarded via New York by the United States mail steamers, on prepayment at the places where the letters are mailed of the same rates (in gold) which would be charged on similar letters if mailed in the United States, thus putting our letters on as favorable a footing as letters transmitted to these countries by the people of the States. Notice of this liberal concession on the part of the Post Office authorities at Washington will be made public in a few days, and when it is fairly in operation, it will be found, I believe, to be of great service to our West India trade. The Cunard boat between Halifax, Bermuda and St. Thomas will still continue for some time yet to carry mails between these places every four weeks, until an improved system of mail communication can be organized between the Dominion of Canada and the West Indies. The principal objection to the existing arrangement of transmitting the mail to and from the West Indies via Halifax and Bermuda by the Cunard boat, is the want of connection at St. Thomas with the distribution of the intercolonial mails, so that it not infrequently happens that from ten to fourteen weeks elapse before an answer is received to letters sent from this Province to the West Indies, which is a great drawback to our increasing West India trade.

Your obedient servant,

WM. SMITH, Controller, &c.

A Washington correspondent says that it is intended, after the present recess, to bring before Congress a measure for the establishment of an international coinage. Upon this the *New York Times* remarks:—

Experience, it must be admitted, does not warrant an expectation of very early results in favour of any change which interferes materially with business customs or the daily dealings of a people. The British delegates to the Paris conference were not unwise in qualifying their approval of its recommendations with the remark that "until it should be incontrovertibly demonstrated that the adoption of a new system offered superior advantages justifying the abandonment of that which was approved by experience and rooted in the habits of the people, the British Government could not take the initiative in assimilating its money with that of the nations of the continent." With Sir John Bowring's barren labour before their eyes, they doubtless deemed the reservation expedient. For a quarter of a century, or thereabout, he has toiled to educate the popular and official mind of England up to the standard of the decimal system. Its superiority over the arbitrary pound, shillings and pence has from the first been conceded by the intelligence of the country; Chambers of Commerce have memorialized Parliament in favour of the reform, and the pundits of scientific and statistical associations have demonstrated its advantages. Still the British people have clung to their old system with all its drawbacks; and the issue of silver coin denominated the florin, equal in value to one-tenth of a pound, is the only tangible product of twenty-five years' discussion. This country has a lesson of its own to tell on a similar subject. The Cental system was inaugurated not many months ago as an improvement upon the varying standards of weight and measure. Chambers of Commerce were loud in its praise, and there really seemed to be some ground for believing that it would speedily come into general use at the great seats of trade. But what is the fact? The old system, with its manifold defects, is adhered to by the people everywhere, and the Cental system, notwithstanding its theoretical advantages, has practically collapsed. With these instances of the difficulty which both Britain and the United States have experienced in efforts to overcome established routine, we cannot accept any plan of monetary unification with the hopefulness which characterises Mr. Huggles' report.

The question is, however, too important to be entirely abandoned because of the obstacles which surround it. In our home relations it has no place, since the decimal system, which we have, is in principle that which the Conference proposed to make universal. But the commerce of nations would be facilitated, and therefore benefited by the change. The differences that exist between the coinages of countries may not embarrass international trade, but they give rise to intricate exchanges and discounts which entail inconvenience and loss. Exchange brokers reap a harvest which the merchants should not be compelled to lose; and there is nothing extravagant in the supposition that commercial nations will in due time be willing to modify their coinages in a manner that shall render intercourse simpler and cheaper. Civilization points unerringly to the result desired by Mr. Sherman—when the world shall "compute the value of all productions by the same standard, measure by the same yard or metre, and weigh by the same scales;" but we must wait awhile for its realization.

THE DOMINION OF CANADA AND THE RECIPROCAL TREATY.

(From Hunt's Merchants' Magazine.)

ABSORBED as we are in the regulation of our own internal affairs, after the derangements of a great war, it is not surprising that we should overlook the importance of cultivating advantageous relations with our neighbours. It is nevertheless a fact we can ill afford to ignore, that on our northern frontier we have a young nationality, rapidly growing in population and rising commercial importance. Our misfortunes have indirectly advantaged Canada; for while the war has augmented the burthens of our people and diminished the profits of industry, our neighbours have escaped these ill fortunes and thus gained a higher vantage ground in competing with us for the markets and the surplus population of the Old World. The Dominion of Canada now occupies the same position, in respect to foreign trade, we occupied in 1795, while its population is about 600,000 less. Compared with our rapid growth, its increase in population may appear trivial, but its increase, nevertheless, is equal to our own at the same stage of our history. Judging from the progress of the provinces since 1850, it is not to be deemed among the improbabilities of the future that fifty years hence the population of the united provinces may equal that of the United States at the date of our last census. It is estimated by the Canadian authorities that since 1831 the population of all the provinces combined has increased from 3,800,000 to about 4,000,000; and although this increase may not be considered in itself as specially important, yet it indicates a ratio of progress which at no very remote period is destined to give to our neighbours a commanding national importance. The following statement shows the area of the respective provinces, their productions in 1861, and the estimated population in 1867, as published in the Canadian reports:—

	Area.		Population, 1866.		P'ct'n. est. Jan. 1 1867.
	Square Miles.	Cath. & For-eign.	Pop'n.	For-eign.	
Ontario (U.C.)	121,290	258,141	484,128	1,896,091	1,802,066
Quebec (L.C.)	210,020	943,253	93,641	1,111,566	1,288,880
N. Brunswick.	27,156	76,238	43,881	252,047	295,084
Nova Scotia.	18,660	86,281	31,522	330,867	338,781
Existing					
Dominion	377,045	1,872,913	668,172	8,090,581	8,754,081
Prince Edward	2,100	35,852	13,257	80,857	91,448
Newfoundland	40,200	57,214	12,414	124,288	130,000
Projected					
Dominion	419,345	1,665,979	678,843	8,295,706	9,376,244

The commerce of the Dominion is large compared with its population. The combined imports and exports of the former Province of Canada, for the last fiscal year, amounted to \$15,000,000, which is equivalent to about \$34 per head of population. In 1860 the foreign commerce of the United States averaged \$27 per capita. This comparison shows great vigour and prosperity on the part of our neighbours. The standing of the New Dominion in respect to tonnage and foreign commerce is shown by the following statement:—

	COMMERCE AND TONNAGE; AVERAGE 5 YEARS, '61-'66.			
	Tonnage Cleared.	Entered.	Exports.	Imports.
Canada	953,124	941,331	\$36,081,436	\$40,493,535
New Brunswick	721,727	674,802	4,798,913	7,166,580
Nova Scotia	772,071	799,929	6,794,259	10,447,193
Existing Dominion	2,446,888	2,545,912	47,662,623	58,307,318
Prince Edward	172,657	151,405	1,288,369	1,433,551
Newfoundland	182,319	148,834	5,437,331	5,218,416
Projected Dominion	2,751,844	2,745,151	4,313,328	64,759,324

The tonnage above given for Canada is the seaward tonnage; besides which there cleared from inland ports to the United States, on the average of the same five years, 8,291,069 tons, and entered at inland ports from the United States 3,144,207 tons. This is exclusive of ferry navigation.

Thus far the Provinces have conducted their finances with commendable economy. Their total debts amount to about \$75,000,000; an aggregate it is true, equal to the whole debt of the United States seven years ago, but yet less than one-fifth the rate per capita of the present Federal debt of this country. The total governmental expenditures of this country are, in round numbers, \$15,000,000, which, with a population of four millions, amounts to a burthen of \$3.75 per head of the population. Our own Federal taxation at present averages \$13.95 per capita, to say nothing of our State burthens. As illustrating the finances of the several sections of the Dominion, we present the following statement of receipts, expenditures, and debts:—

	REVENUE, EXPENDITURES, DEBT, ETC., 1865 (EXCLUSIVE OF LOAN ACCOUNT).	
	Receipts.	Expenditures.
Canada	\$4,968,716	10,435,269
New Brunswick	776,941	1,070,604
Nova Scotia	1,047,987	1,517,306
Existing Dominion	6,793,644	13,023,169
Prince Edward	163,648	217,732
Newfoundland	427,376	482,460
Projected Dominion	9,378,705	13,723,361

In reviewing the resources and condition of the Dominion, we have purposely kept in view our own relative position in the respective details, because it appears to be thought good national policy to exclude our neighbours to a certain extent from commercial intercourse with the United States. The physical conditions of Canada correspond very closely with those of the most active and prosperous sections of our own country. Its natural conditions, for trading in the products of the forest, the field and the sea, also compare favourably with our own; while, as respects the governmental burthens—a matter bearing very essentially upon the inducements to both labour and

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- Catties Finest Souchong.
- Barrels Golden Syrup.
- Barrels Standard Syrup.
- Barrels New Currants.
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- Boxes London Layers.
- Boxes M R and Bunch Raisins.
- Half Boxes Raisins, M R and Layers.
- Quarter-Boxes " " "
- Boxes Valencia Raisins, New Fruit.
- Half-boxes " " "
- Boxes Figs.
- Kegs Seedless Raisins.
- Half-kegs " "
- Boxes " "
- Cases Glenfield Starch.
- Cases Fig Blue.
- Cases Ball Blue.
- Cases Lemon Peel.
- Cases Olive Oil, in quarts.
- Cases Olive Oil, in pints.
- Bags Pepper.
- Bags Pimento.
- Hhds. Coleman's Mustard.
- Hhds. Cooney's " "
- Cases best Madras Indigo.
- Barrels best Dutch Madder.
- Kegs Alum.
- Kegs Saltpetre.
- Barrels Jamaica Ginger.
- Barrels Coppers.
- Cases Pearl Sagó.
- Cases Liquorice.
- Boxes Liverpool Soap.
- Barrels Crushed Sugar.
- Bags best Java Coffee.
- Bags Ceylon " "
- Bales Cassia. " "
- Bags Cloves.
- Cases Nutmegs.
- Bags Hemp Seed.
- Bags Canary Seed.
- Bales Senna.
- Kegs Bi-Carbonate of Soda.

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The Trade Review and Intercolonial Journal of Com-
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lishing Company, Printing House, 67 Great St.
James Street, Montreal.