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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, MAY 17, 1867.

No. 18.

ANGUS, LOGAN & CO.,  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 351 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 & TYLEE,  
Successors to Mailland, Tylee & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS,  
3-1y 10 Hospital st.

SMYTH & EDMINSON,  
BOOT AND SHOE MANUFACTUR-  
ERS AND DEALERS, 291 and 295 Met. Hill  
Street, Montreal. 9-1y

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  
36 St. Peter Street,  
opposite St. Sacrament Street,  
6-1y MONTREAL.

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

GREENE & SONS,  
HAT AND FUR MANUFACTURERS  
AND IMPORTERS. (See next Page.) 1-1y

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,  
MANUFACTURERS OF READY-  
MADE CLOTHING, WHOLESALE IMPOR-  
TERS OF WOOLLENS, TAILOR TRIMMINGS, &c.,  
5 and 7 Recollet Street, MONTREAL,  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 33-1y

A. RAMSAY & SON,  
IMPORTERS OF WINDOW GLASS,  
Lined Oil, White Lead, Paints, &c., 37, 39 & 41  
Recollet street, 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  
Walk, Vieille Montagne Zinc Company, have removed  
to Caverhill's Buildings, 61 St. Peter Street, Montreal.  
2-1y

EVANS, MERCER & 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 BOOTS AND SHOES  
521 525 & 528 St. Paul st., Montreal  
We invite the attention of Merchants, East and West,  
to our large and varied stock of Boots and Shoes now  
on hand, and in process of manufacture for the Fall  
trade. Goods in every conceivable style will be found  
in our establishment, from the finest Kid or Satin  
Gaiter, to the strongest Stoga or Hungarian Boot.  
Men's, Boys', Youths', Ladies', Misses' and Children's  
wear, in over 200 different patterns. Special notice is  
requested to the fact that all our goods are *hand made*,  
and of the very best material. The introduction of  
Pegging Machines having thrown a large number of  
workmen out of employment, and consequently re-  
duced the cost of labor, we are thereby enabled to  
manufacture cleaner and more substantial Boots and  
Shoes, at no greater cost than if made by machinery;  
and are prepared to offer the choicest goods at the  
very lowest possible figures.  
Orders personally or by Post, will have our immedi-  
ate and most careful attention. 1-1y

DISSOLUTION OF PARTNERSHIP.  
THE CO-PARTNERSHIP which existed in this  
City, under the name of "J. TIFFIN & SONS,"  
expired this day by limitation of time. Either of the  
partners of the late firm are authorized to manage  
and settle the outstanding affairs:

J. TIFFIN, SENR.  
J. TIFFIN, JR.  
H. J. TIFFIN.

—AND—  
The business will be continued and carried on by  
Jos. TIFFIN, Jr., and HENRY J. TIFFIN, under the  
name and firm of "TIFFIN BROTHERS." 1-1y

Established 1803.  
LYMANS, CLARE & CO.,

CHEMISTS AND DRUGGISTS,  
MANUFACTURERS OF LINSEED OIL,  
Importers of  
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,  
DYE STUFFS, & AGRICULTURAL SEEDS,  
382, 384, & 386 ST. PAUL STREET,  
MONTREAL, 10-1y

C. L. RICHARDS,  
DIRECT IMPORTER OF  
ENGLISH, AMERICAN, AND WEST INDIA  
GROCERY GOODS,  
Commission Merchant in Flour, Oils, &c., &c.  
40-1y North Wharf, ST. JOHN, N. B.

LADIES' STRAW GOODS,  
By GREENE & SONS  
See next Page. 1-1y

TO CHEESE VAT MANUFACTURERS.  
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wire  
Gauge.

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

BAUKHAGE, BEAK & CO.,  
451 ST. PAUL STREET, MONTREAL,  
IMPORTERS OF DRY GOODS.  
Black Silks and Kid Gloves always on hand. 2-1y

W. J. STEWART, 420 St. Paul St.  
Sole Agent—For FISLAYSON, BROTHERS &  
Co.—Machine, Shoe, and Linen Threads, Gilling  
Twines, &c., &c.  
W. H. SULLIVAN & Co.—Sunc and other Fishing Twines,  
Geo. & Wm. WAITES.—Cheap Shop Twines.  
Wm. CLARKE & SONS—Needles, &c.  
J. & T. JOLLEY.—Lancashire Files and Tools.  
STRENGTH & Co.—Sail Cloth, Twines, &c. 9-1y

GREENE & SONS,  
HATS, CAPS, STRAW GOODS,  
(See next Page.) 1-1y

de B. MACDONALD & CO.,  
MANUFACTURERS OF CRINO-  
LINE WIRE and HOOP SKIRTS, 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. 6-1y

JOHN McARTHUR & SON,  
OIL, LEAD & COLOR MERCHANTS,  
Importers of Window Glass, &c.,  
1-1y 118, 120 and 122 McGill st., Montreal.

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

JOHN H. R. MOLSON & BROS.,  
BREWERS AND SUGAR  
REFINERS, Montreal. 10-1y  
20th March, 1865.

JULES FOURNIER,  
IMPORTER OF GENERAL GROCERIES,  
And Sole Agent in Canada for  
Messrs. George Sayer & Co., Cognac,  
" Charles Coran & Co., do,  
" G. H. Munn & Co., Reims,  
Mr. H. More, Avize, Marno,  
Mr. J. Savoye, do,  
34 St. Sulpice Street,  
(Next door to Messrs. Darling & Co.)  
40-3m Montreal,

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

**ETNA LIFE INSURANCE COMPANY.**

The success of this popular Company is most extra-  
 ordinary. Its policy holders now receive a yearly  
 profit of fifty per cent. in cash, reducing the annual  
 payments to one half the sum usually charge by  
 other Companies.  
 Applications for Agencies in Canada or the Maritime  
 Provinces made to S. Pedlar & Co., Managers, and  
 General Agents, Office, No. 85 St. Francois Xavier  
 Street, Montreal. 23-ly

**R. 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 Fannery. 46-ly

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**

Flour, Oatmeal, Cornmeal Split Peas, Pot Harley,  
 Barrel Pork, Sugar-cured Ham, Bacon, Lard,  
 Cheese, Butter.  
 LONDON, CANADA WEST.

**ROBERT SEATH,**  
**WHOLESALE CLOTHIER AND**  
 IMPORTER of Woollens and Tailors' Trim-  
 mings, No. 10 St. Joseph Street, near McGill Street,  
 Montreal. 31-ly

**JAMES ROBERTSON,**  
 125, 128, 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,  
 18 Lemoine Street. 31-ly

**A. CHARLEBOIS & CO.,**  
**IMPORTERS OF HARDWARE, CUT-**  
**LETRY, IRON, STEEL, &c.,** manufacturers of  
 STOVES, CUT NAILS, &c., 433 St. Paul Street,  
 Montreal. 47-ly

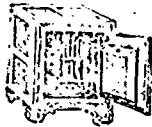
**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL**  
**WHOLESALE GROCERS,** and Commission Mer-  
 chants, corner St. Sacrament and St. Peter streets,  
 Montreal.  
 Wm. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY.  
 8-ly

**ANDREW MACFARLANE & CO.,**  
 Importers of  
**STAPLE AND FANCY DRY GOODS,**  
 258 & 260 St. Paul and 92 & 93 Commissioners Streets,  
 MONTREAL. 1-ly

**JOSEPH BAWDEN,**  
*(Successor to the late Ewen MacEwen, Esq.)*  
**ATTORNEY-AT-LAW,** Solicitor of Patents of In-  
 vention, &c. 10 Anchor Buildings, Kingston  
 C.W. 47-ly

**H. JOSEPH & CO.,**  
**TOBACCO,**  
 323, 325 & 327 St. PAUL STREET.  
 Montreal, Aug. 30, 1866. 33-ly

**KERSHAW & EDWARDS,**  
 ESTABLISHED YEAR 1838.



**IMPROVED FIRE PROOF SAFE.**  
 KERSHAW & EDWARDS,  
 1-ly 82, 84 & 86, St. Francois Xavier street, Montreal.

**GREENE & SONS**  
**HATS, CAPS, STRAW GOODS, &c.**  
 SPRING TRADE, 1867.

**T**HE Subscribers have now on hand, and  
 are receiving, a complete assortment of  
**WOOL HATS, LADIES' STRAW GOODS,**  
**FUR HATS. MEN'S STRAW HATS,**  
**CLOTH CAPS, TWEED HATS,**  
**SILK HATS, BOYS' FANCY HATS,**  
**PLUSH,**  
**HAT & CAP TRIMMINGS, &c.**

Special attention of the Trade is directed to our  
 Stock which embraces all the

**NEW AND LEADING STYLES,**  
 in Men's, Ladies' and Children's wear. Samples sent  
 by Express to parties not visiting the city.  
 We are also manufacturing the Paris and Cunard  
 CASIMERE HAT, specially adapted for spring and  
 summer wear.

Orders promptly executed.  
**GREENE & SONS,**  
 Montreal. 1-ly

**A KIN & KIRKPATRICK,**  
**GENERAL COMMISSION MERCHANTS,** do  
 an exclusively Commission business, and possess the  
 amplest experience and facilities for their efficient man-  
 agement. Consignments of GRAIN, FLOUR, ASHES,  
 PORK, BUTTER, and general produce, receive per-  
 sonal attention. Sales effected, and returns made with  
 the utmost promptitude. Liberal advances made on  
 goods for sale in this market, or shipment to Britain.  
 Charges the lowest adopted by the responsible houses  
 of the trade.  
 Corner William and Grey Nun streets.  
 1-ly

**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

**EVANS & EVANS,**  
**WHOLESALE HARDWARE**  
**MERCHANTS, MONTREAL.**  
 AGENTS FOR THE  
**PROVINCIAL HARDWARE MANUFACTURING**  
**COMPANY,**  
 7 Custom-House Square. 33-ly

**JAMES LOCKHART,**  
**COMMISSION MERCHANT AND**  
**MANUFACTURERS' AGENT,** No. 3 St. Sacra-  
 ment street, Montreal.

**HEAVY FORGINGS AND PLATE WORK.**

**E. E. GILBERT,**  
**CANADA ENGINE WORKS,**  
 MONTREAL,  
 Is prepared to furnish  
**WROUGHT IRON PADDLE SHAFTS** at 5 c. per lb.  
**RAILWAY AXLES** at 4 c. per lb  
**PLAIN ROUND BOILERS & STRAIGHT GIR-**  
**DESKS** at 6c. per lb., &c.  
 The work warranted to be fully equal to the best im-  
 ported or manufactured here. 23-ly

**McCULLOCH, JACK & CO.,**  
 WHOLESALE IMPORTERS OF  
**FANCY AND STAPLE DRY GOODS,**  
 423 & 428 ST. PAUL STREET,  
 corner St. Francois Xavier Street.  
 MONTREAL. 3-ly

**J. Y. GILMOUR & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN DRY GOODS**  
 WHOLESALE,  
 NO. 375 ST. PAUL STREET,  
 MONTREAL. 63-ly

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

**JORDON & BREWER**  
 Commission Merchants & General Agents,  
 Dealers in  
**GROCERIES AND HARDWARE,**  
 Nos. 23 & 24 ONTARIO STREET Corner Brock Street,  
 East side Market Square,  
 38-ly KINGSTON, C. W.

**FITZPATRICK & MOORE,**  
**IMPORTERS AND WHOLESALE**  
**DEALERS** in Groceries, Teas, Sugars, Wines  
 Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.  
 2-ly No. 4 Lemoine st.

**EWART, SHEARER & CO.,**  
 (Successors to RINGLAND, EVERT & Co.)

**CLOTHING, HOSIERY, &c.,**  
 422 ST. PAUL STREET,  
 MONTREAL. 1-ly

**JAMES MITCHELL,**  
**WEST INDIA AND GENERAL COMMISSION**  
**MERCHANT.**  
 In Warehouse and for sale:  
 Hhds Bright Barbadoes and Cuba Sugar,  
 Puns Strong Proof Cuba Rum,  
 Bags Jamaica Pimento,  
 Barrels Extra No. 1 Split Herrings,  
 Barrels Cod Oil,  
 Oils. Large Codfish, &c., &c.  
 And arrive ex brig "Fawn,"  
 230 Hhds Choice Porto Rico SUGAR.  
 No. 7 ST. HELEN STREET.  
 April 4, 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.  
 Bartolomei Vergara, Port St. Mary's.  
 Otard, Dupuy & Co., Cognac. 4-ly

**THOMAS LEEMING & CO.,**  
**PRODUCE AND COMMISSION**  
**MERCHANTS,**  
 St. Nicholas street, Montreal.

Special attention devoted to the Sale and Shipment  
 of FLAX, and liberal Advances made on consign-  
 ments of either Fibre or Seed. 1-ly

**J. C. FRANCK & CO.,**  
 IMPORTERS OF  
**GROCERIES, WINES, LIQUORS, CIGARS, &c.,**  
 25 Hospital Street.  
 Montreal, Aug. 24, 1866. 32-ly

**A. ROBERTSON & CO.,**  
 IMPORTERS OF  
**STAPLE AND FANCY DRY GOODS**  
 478 St. Paul, and 399 Commissioners Streets,  
 MONTREAL.  
 MONTREAL, 16th January, 1867. 1-ly

**JOSEPH PHELAN,**  
 IMPORTER,  
**GROCERIES AND LIQUORS WHOLESALE,**  
 535 & 537 St. Paul Street. 27-ly

**MONTREAL.**

**EXCHANGE BROKERS.**

**C**HAS. T. IRISH, *Exchange*,  
11 Place D'Armes.

**N**ICHOLS, ROBINSON & CO.,  
*Exchange*, 331 Notre Dame Street.

**ADVOCATES.**

**S**TRACHAN BETHUNE, Q.C.,  
55 Little St. James Street.

**W**H. KERR,  
8 St. Sacrament Street.

**L**AFR AMBOISE & ROBIDOUX,  
32 Little St. James Street.

**L**H. DAVIDSON,  
41 Little St. James Street.

**CIVIL ENGINEERS.**

**C**HAS. LEGGE & CO., Solicitors for Canadian  
and Foreign Patents, &c.  
48 Great St. James Street.

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

**T**M. CLARK & CO.,  
5 St. Sacrament Street.

**D**ONALD McLEAN,  
97 Grey Nun and 82 McGill Streets

**P**HILLIPS & CO.,  
Cor. St. Sacrament and St. Nicholas Streets.

**ENGRAVER.**

**T**HOS. IRELAND,  
CARD AND SEAL ENGRAVER,  
72 Little St. James Street.

**FURS—WHOLESALE.**

**B**EVINGTON & MORRIS, London, England.  
SCULTHORP & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**HARDWARE MERCHANTS—WHOLESALE.**

**B**ENNY, MACPHERSON & CO.,  
392 St. Paul Street.

**INSURANCE OFFICES.**

**B**RITANNIA MUTUAL LIFE,  
JOSEPH JONES,  
41 Little St. James Street.

**C**ITIZENS' FIRE AND GUARANTEE,  
G. B. MUIR, Manager,  
10 Place d'Armes.

**C**OLONIAL LIFE,  
See Standard.

**L**ONDON AND LANCASHIRE,  
SIMPSON & BETHUNE,  
101 St. Francois Xavier Street,

**N**ORTH BRITISH & MERCANTILE,  
MACDOUGALL & DAVIDSON,  
31 St. Francois Xavier Street.

**S**COTTISH PROVINCIAL,  
A. D. PARKER,  
Toppin's Building, Place d'Armes.

**S**TANDARD LIFE,  
W. M. RAMSAY,  
47 Great St. James Street

**MONTREAL.**

**LEATHER, ETC.**

**B**EVINGTON & MORRIS, London, England  
SCULTHORP & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**NOTARY.**

**W**A. PHILLIPS,  
41 St. John Street.

**SHIP CHANDLER, ETC.**

**G**ORDON KINGAN,  
26 St. Peter Street.

**PAPER BOX MANUFACTURER.**

**R**JELLYMAN & CO.,  
582 Craig Street.

**WHOLESALE GROCERS.**

**J**A. & H. MATHEWSON,  
1-ly McGill Street.

**L**EWIS, KAY & CO.,  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 275 and 277 St. Paul street, Montreal.

**S. GREENSIELDS, SON & CO.,**  
DRY GOODS, WHOLESALE.  
CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
Montreal. 60-ly

**JAMES P. CLARK & CO.,**  
**D**RY GOODS IMPORTERS, 162  
McGill Street, MONTREAL. 9-ly

**J. G. MACKENZIE & CO.,**  
Importers of  
BRITISH AND FOREIGN DRY GOODS,  
381 & 383 St. Paul Street,  
MONTREAL. 8-ly

**JOSEPH MACKAY & BROS.,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN STAPLE & FANCY DRY GOODS,  
170 McGill Street. 9

**JAMES BAILLIE & CO.,**  
**W**HOLESALE DRY GOODS,  
480 ST. PAUL STREET,  
MONTREAL. 5-ly

**W. & R. MUIR,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN DRY GOODS  
166 McGill street.  
Montreal. 8-ly

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

**MCINTYRE, DENON & CO.,**  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
28-ly Lemoine st., Montreal.

**E. C. JAMIESON & CO.,**  
**M**ANUFACTURERS OF VARNISHES, JAPANS,  
and Dealers in Spirits of Turpentine, Benzine,  
Oils, &c., &c. No. 3 Corn Exchange Buildings, St.  
JOHN STREET, MONTREAL. 69-ly

**MONTREAL.**

**JOHN ANDERSON & CO.,**  
**S**HIPPING AND COMMISSION MERCHANTS.  
IMPORTING, FORWARDING,  
Ship and Insurance Agents and Brokers,  
MONTREAL AND QUEBEC. 42-ly

**W. C. WILLIS,**  
**C**OMMISSION MERCHANT, SHIP-  
PING AGENT, &c., No. 41 City Exchange  
BOSTON. 11

**W. & F. P. CURRIE & CO.**  
100 GREY NUN STREET, MONTREAL,  
**H**AVE 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,  
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Garden Vases,  
Chimney Tops, &c., &c.  
Manufacturers of AMERICAN Sofa, Chair, and Bed  
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**FOULDS & HODGSON,**

**I**MPORTERS OF  
Grey Cottons, Laces, Spools,  
White Shirtings, Blouses, Pins,  
Regattas, Handkerchiefs, Needles,  
Prints, Fancy Dresses, Tapes,  
Red Ticks, Umbrellas, Buttons,  
Denims, Parasols, Combs,  
Silkies, Shawls, Brushes,  
Cobourgs, Hoop Skirts, Hair Oils,  
Orleans, Table Oil Cloths, Colognes,  
M de 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,  
Hosiery, Pipes, Chaplets,  
Gloves, Toys, Crosses,  
Braces, Bag purses, Marbles,  
Ribbons, Pencils, Slates.

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  
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Particular attention paid to purchase and forward-  
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STEEL AND IRON PLOUGHS,  
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A large variety of  
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Boiler Tubes,	Ingot Copper,
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Iron Gas Tubes,	Cake Spelter,
Tube Fittings,	Antimony,
Glass Tubes,	Steel,
Brass Tube,	Steam Gauges,
Lead Pipes	Water do.,

And supplies for Machinists and Steam & Gas Fitters.

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Highest Cash Price paid for the above Goods.  
 Tanners and Woollen Manufacturers at a distance,  
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The very best articles of

AGRICULTURAL IMPLEMENTS  
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Our tools took First Prize at several Provincial  
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All orders promptly attended to

**A. S. WHITING & CO.,**  
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**HVA & RICHARDSON,**  
**LEATHER IMPORTERS AND**  
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 Stock an excellent assortment of FRENCH CALF'S  
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 Consignments of leather respectfully solicited.  
 Sole Agents for Alexander's Kid Gloves.  
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BUTTS for Belting

Agents in Canada for sale of

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 George Thomas, Esq.  
 BOSTON—Messrs. Wise and Russell, Merchants;  
 Messrs. Franklin, Snow & Co., Merchants,  
 HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

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DURING HIS OWN LIFE TIME,

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**A PROVISION FOR OLD AGE**

OF AN IMPORTANT AMOUNT,

Without any payment beyond the Ordinary Premium  
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**WM. STEPHEN & CO.,**

Importers of General

**DRY GOODS,**

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CANADIAN TWEEDS, COTTONS AND LINENS,

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**OGILVY & CO.,**

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Large stock now opening, which they offer low.



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**THE STANDARD LIFE ASSURANCE COMPANY**

Established 1825.

WITH WHICH IS NOW UNITED

THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,000,000  
 Annual Income - - - - - 3,250,000

W. M. RAMSAY,  
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ASSURANCES effected on the different  
 systems suggested and approved by a lengthened  
 experience, so as to suit the means of every person des-  
 irous 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,  
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**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 berried Holland's Gin,  
 Donville & Co.'s old Irish Whisky,  
 R. Thorne & Co.'s fine Scotch Whisky,  
 T. G. Sandeman's celebrated Port Wines,  
 Mackenzie & Co.'s (Cadi) Sherry Wines,  
 J. de Mumm & Co.'s Champagne Wines,  
 P. A. Mumm's Sparkling Hock and Moselle Wines,  
 Guinness' Dublin Stout, bottled by M'achen & Co.,  
 McEwan'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.**

**T. JAMES CLAXTON & CO.,**  
 —MAY 1867—  
 Receive weekly additions to their stock.  
**HAVE** just received 1,000 pieces of Grey  
 Cottons,  
 500 pieces of White Cottons,  
 with many other Staple and desirable Goods, which  
 will be sold at lowest market rates. Orders have  
 careful attention.  
**CAVERHILL'S BUILDINGS,**  
 1-ly **59 St. Peter Street, MONTREAL.**

**THE LIVERPOOL AND LONDON**  
**AND GLOBE INSURANCE CO.**  
 Chief Offices.—Liverpool, London, Montreal.  
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 E. H. King, Esq., (General manager Bk of Montreal.)  
 Capital paid up \$1,350,000; Reserved surplus Fund,  
 \$5,000,000; Life Department Reserve \$7,250,000; Un-  
 divided Profit \$1,050,000; Total Funds in hand  
 \$16,250,000.  
 Revenue of the Comp'y.—Fire Premiums \$2,300,000;  
 Life Premiums \$1,050,000; Interest on Investments  
 \$800,000; Total Income, 1863, \$4,750,000.  
 All kinds of Fire and Life Insurance business trans-  
 acted on reasonable terms.  
 Head office, Canada Branch, Company's buildings,  
**PLACE D'ARMES, MONTREAL.**  
 1-ly **G. F. C. SMITH, Res. Secretary.**

**REMOVAL.**  
**WEST BROTHERS**  
 Have removed to 144 McGill Street.  
**GROCERIES, WINES, LIQUORS AND CIGARS**  
**WHOLESALE 1-ly**

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

**SINCLAIR, JACK & CO.,**  
**WHOLESALE GROCERS AND COMMISSION**  
**MERCHANTS,**  
 413 St. PAUL STREET,  
**MONTREAL.**

**HAVE** now landing from vessels in port,  
 and to arrive, a large and varied stock of  
**GENERAL GROCERIES,**  
 purchased by one of the firm who in Eng'and.  
 The "Cour'er da Canada" from Marseilles, is now  
 overdue with their assortment of MEDITERRANEAN  
 goods, and daily expected, the schooner "Cicero,"  
 direct from Yarra (Ionian Islands) with a full cargo  
 fresh New Crop CORNANTS.  
 Montreal, May 16, 1867. 1-ly

**REMOVAL.**  
**W. McLAREN & CO.** removed to Nos.  
 15 & 17 Lemoine Street.  
 The attention of Country Merchants is invited to  
 the quality and prices of our Stock of  
**BOOTS AND SHOES.**  
 As our work is entirely HAND MADE, it is much  
 more durable than the Machine made work, and our  
 prices are as cheap as the cheapest. 3-1y

**KIRKWOOD, LIVINGSTONE & CO.,**  
**PRODUCE, LEATHER AND GENERAL COM-**  
**MISSION MERCHANTS,**  
 No. 53 St. Paul Street, MONTREAL.  
 CONSIGNMENTS Carefully realised and returns  
 promptly made.  
**ADVANCES**—Cash advances made, and Drafts au-  
 thorized on all descriptions of Produce consigned for  
 Sale in this or British Markets.  
**ORDERS**—Personal and careful attention given to the  
 execution of orders for Flour, Grain, Leather, Provi-  
 sions, Oil, and General Merchandize.

**HUNTER, DUFFY & JOHNSON,**  
 WHOLESALE MANUFACTURERS OF  
**BOOTS AND SHOES,**  
 29 St. HELEN STREET,  
**MONTREAL. 4-ly**

**THE TRADE REVIEW**  
 AND  
 Intercolonial Journal of Commerce.  
**MONTREAL, FRIDAY, MAY 17, 1867.**

The trip of the *Great Eastern* from Liverpool to  
 New York and Brest, was found to be a losing busi-  
 ness. A telegram has been received by the New York  
 agents, stating she would not return to that city for  
 the present.

The traffic returns of the Canadian Railways for the  
 month of April, appear in the *Canada Gazette*. They  
 show an increase over the month of April 1866, of  
 \$26,434. The increase of the *Great Western* was  
 \$22,007; of the *Grand Trunk*, \$3,599; and of the  
 Northern \$2,100.

The following is a statement of the Provincial Notes  
 in circulation on the 1st inst., and of the specie held  
 against them.

	Notes in circulation.	Specie held.
At Montreal.....	\$2,351,685	\$511,000
At Toronto.....	747,615	219,000
	\$3,099,300	\$730,000
Debentures held by the Receiver Gen ..		\$3,000,000

The P. E. Island Legislature in its last session im-  
 posed an additional duty of sixpence per gallon on  
 Rum, Gin, &c., and also a duty of one and sixpence  
 per barrel on Flour. It appears that the change was  
 made in such a bungling manner, that the importers  
 were enabled to order and get out of bond before the  
 new duties came into operation, sufficient spirits to  
 last the Island population for about a year's consump-  
 tion. We do not hear whether any similar operation  
 was carried out with respect to flour. Whatever may  
 be said in favour of the imposition of duties on spirits,  
 we cannot for the life of us understand the policy of  
 imposing duties on flour. One would suppose the  
 price was high enough to the consumer already. Per-  
 haps the growers of oatmeal require protection.

**THE EUROPEAN QUESTION.**  
 THE very gratifying information has reached this  
 continent over the Atlantic cable, that for the  
 present at least, the peace of Europe is not likely to be  
 disturbed. The mediation of England has been suc-

**MORLAND, WATSON & CO.,**  
 WHOLESALE  
**IRON MERCHANTS,**  
 AND  
**IMPORTERS OF HARDWARE,**  
 Office and Warehouse, 385 and 387 St. Paul Street  
**MONTREAL.**  
 Manufactories on Lachine Canal.

**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 premi-  
 ums 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

successful in averting from the continent the horrors of  
 a war, which could scarcely fail, once begun, of being  
 long and bloody in the extreme. Prussia and Franco  
 have come to an amicable arrangement on the ques-  
 tion in dispute between them, as to the occupation of  
 the Luxembourg fortress by the Prussian troops. These  
 are to be withdrawn, and the fortress razed to the  
 ground. It has been very generally believed that the  
 Luxembourg question would not in any event be the  
 cause, but merely the pretext, for a war; that the re-  
 sult would be for the supremacy in Europe; that  
 France had brooked the position which last year's suc-  
 cessful military operations secured to Prussia; that  
 Prussians and Germans all would have fought with a  
 will against their ancient enemies the French; that, in  
 fact, the feeling of enmity between the two countries  
 was so strong that sooner or later an armed collision  
 was inevitable, and that the end would not be until  
 from defeat and exhaustion, one of the combatants  
 should be obliged to accept terms of peace dictated by  
 the other. We are happy to know, however that war  
 is postponed, if not ultimately rendered unlikely, and  
 that the year marked by the friendly meeting of  
 nations from all parts of the earth at the Exposition  
 Universelle, may pass without the two leading nations  
 of Europe becoming embroiled in an endless strife.  
 And the consideration that to England's good offices  
 this happy termination of a quarrel is due, does not  
 in any way tend to lessen the gratification we cannot  
 but feel.

**STEAM COMMUNICATION WITH THE LOWER PORTS.**

**WE** understand that the Canadian Government have  
 agreed to accept the offer made by the Quebec  
 and Gulf Port Steamship Company, for a fortnightly  
 service by the steamboat "Secret," on alternate weeks  
 with the *Lady Head*. This arrangement is, of course,  
 only temporary, to afford weekly communication with  
 the Lower Ports during the present season. The pro-  
 position made by the Quebec Company to have the  
 "Secret" also touch at the smaller ports in New  
 Brunswick has been refused by the Government on  
 the grounds that it would entail undue expense, and  
 an increased length of voyage, which would be objec-  
 tionable. This service, the Government is of opinion  
 should be performed by a branch boat, which we sup-  
 pose will be provided for by the Government of New  
 Brunswick, for the present season at all events.  
 The subject of steamboat communication by way of  
 the Gulf was before the conference of delegates in  
 London, when it was agreed that arrangements made  
 by any of the Governments should not extend beyond  
 the present season so that the whole matter should be  
 maturely dealt with by the general government.

## THE DISCOUNT BUSINESS OF ENGLAND.

A VERY curious statement appeared in a late number of the *London Times*:—

A leading dealer in bill stamps had said, so the money article reported, that his sales had fallen off during the year to the extent of no less a sum than £15,000. On this statement the *Times* founded a calculation that the diminution in the bill business of England during the year amounted to at least £300,000,000. This affords a remarkable insight as to the enormous magnitude of the discount business of the bankers and bill brokers of the great commercial metropolis of the world. The reduction is of course owing to the panic of last May. That panic, as the exports of the foreign trade of England proves, has had no effect whatever on the imports and exports of the country, which have actually increased over the immense amounts reported for 1865. The bills relating to foreign trade have doubtless increased also, so that it is not in that direction we can account for any part in the falling off. A large part of the internal trade of the country goes on from year to year in a steady and uniform manner, no matter what may occur in the City, and the customs and excise returns of the Board of Trade show that there can be little diminution, if any, in the trade in the leading articles of consumption during last year. The inquiry is thus narrowed down to a point, and we have to conclude that the decrease enormous as it is, is almost wholly in the class of bills arising out of speculative transactions. To what a prodigious extent the business had grown of raising capital for railways at home and abroad, and all sorts of undertakings involving a permanent outlay of capital, we may see by the circumstance that it is mainly here that we find the explanation of such an enormous reduction in the volume of bills discounted, as £300,000,000.

This fact supplies us with a curious illustration of the working of that financial law by which the money market is alternately elevated and depressed in a regular ascending and descending scale over periods of about 10 years.

Looking back for a period of about seven years we should have found scarcely a trace of that vast file of speculative transactions whose collapse last May convulsed the nation. At that time the people of England were beginning to breathe freely after the panic and crash of 1857. Money was accumulating in the hands of bankers and brokers, and there was a contest commencing between the spirit of distrust which refuses to incur a repetition of losses, by undertaking even ordinary risks, and the desire to gain which constantly impels men to make the most of what means they have. This period of uncertainty is always ended after a time by the gradual breaking down of the barrier of distrust and fear, which prevents new undertakings being entered upon. People, even the most patient and cautious, get tired of letting money lie in the bank at one or two per cent, or at no interest at all, and when they are so tired, the way is open for the voice of the charmer who comes with her projects and speculations, and enterprizes, sure to yield, not a miserable two per cent, but 10 or even 20. Then begins the reign of that extraordinary individual, (so purely a creation of the modern style of financing) the promoter, whose business it is to get up companies and engineer them through the first stages until they can stand in their own strength.

Through the first five years of one of these financial decades the promoter has generally nothing to do. Nobody will listen to him. People retain a too lively recollection of former losses to permit of their being bitten again. But during the second five years he generally manages to drive a prosperous trade which goes on increasing at a rapid ratio, until the crash of the decade brings people to their senses. Each decade has its peculiarities, and the business of the promoter is to pander to the popular taste, and bring out his companies to suit the prevailing opinion of the times.

The five years previous to last May was distinguished by an extraordinary development of the Limited Liability Joint Stock principle, and also by a mania for extending the business of banking and money lending to the remotest corners of the earth. Companies sprang up one after another, under the manipulations of the promoter, for raising the wind to carry on all sorts of schemes, and these companies gave birth to others whose business it was to raise the wind for them. Thus the Finance Company, the Credit Company, the Discount Company, and the Bank, were all curiously dovetailed and intertwined

in one another's affairs, the edifice of paper money and bills afloat rising higher and higher until it toppled to the ground by its own weight. There we have the origin of the \$300,000,000 of paper discounted (but not alas! paid), the adjustment and settlement of which is providing such a harvest for lawyers and accountants, and is burdening the Court of Chancery. And when we state that one old firm alone, have now a claim pending against the directors of a resuscitated bank for services rendered in liquidating its affairs last year, of no less a sum than £25,000, we may form some idea of what the complications are which are connected with such an immense decrease of discounts as £300,000,000.

## A DARK PICTURE.

SEVERAL of the New York papers are making most extraordinary charges of bribery against the members of the State Legislature. If we are to believe their statements, corruption stalks through the halls of the capitol at Albany in open day, and has become so defiant as no longer to fear public exposure. It is said that not a single bill to confer privileges on companies or private individuals can become law without the purchase of votes, which are almost as openly offered for sale by some *honest* representatives as sheep are at the shambles. These are certainly astounding developments, and the *Tribune* and other journals are not content with broad assertions, but cite cases which they allege prove the charges which they have advanced.

We cannot find room for all the counts in the indictment brought against the Albany Legislators. The following is an abbreviated statement of some of the assertions made against them. "At no time within a dozen years have there been ten men in the Senate or thirty in the Assembly, who would vote spontaneously, or upon principle, for a city railroad grant or any scheme of a personal character, or intended to benefit individuals! \* \* \* Since 1858, the Central Railroad Company has had to pay more than \$500,000 to protect itself from injurious and aggressive legislation! \* \* \* The whole amount paid in 1855 to members of the Legislature and outsiders did not vary much from \$100,000! \* \* \* The price of votes varied according to circumstances, \$25,000 being the maximum and \$2,000 the lowest!" The writer finishes up this picture as follows: "During all the years I have been accustomed to observe the character of legislators and the proceedings of the body, I have never seen anything to compare with the present assemblage of representatives, in point of shamelessness, rapacity and recklessness of consequences!"

This is certainly a frightful picture of the state of political morality among Albany legislators. Much has been said of corruption in the days of Walpole by English historians, but no parallel to the state of matters in the New York Legislature can be produced. The *New York Times* now goes so far as to say that the members have actually passed laws with regard to bribery, the result of which is to prevent corruption from being exposed and punished! No man, it appears, who has been called upon to "stand and deliver," and has had to submit to the demand for bribes, is allowed to testify against the *worthy* members—for he thereby subjects himself to the same penalty awarded to them. Speaking of this, the *Times* says "this is the most cunning device yet discovered for converting a Legislature into a den of thieves, and sheltering them by law from the possibility of discovery and punishment." Granting that there may be a little exaggeration in these charges, and making allowance therefor, there can be no doubt that a system of wholesale corruption exists at Albany, which is a disgrace to Republican institutions.

Thank Providence we are yet comparatively free from this vice in British America. Charges of corruption have occasionally been made against individual members of Parliament, and it is probably true that a few isolated cases of members being influenced by the Government patronage, have occurred; but anything like such a state of things as exists in New York, is utterly unknown among us. So strong is public feeling on this point, that the member who simply lay under suspicion of being influenced by pecuniary considerations, would, if he could not clear the matter up, be driven from Parliament in disgrace. This is a compliment to the excellence of our institutions, and we trust that the future will see our standard of political morality advance rather than recede.

## KING COTTON!

WE now hear little throughout the United States about "King Cotton" compared to what used to be uttered during the *regime* of the Southern chivalry. But the cotton question still holds a position of great importance in England, as indeed throughout the whole world. Will the supply of cotton be short or abundant? Will prices rule high or low?—are still questions of vital interest both to the growers of cotton, to manufacturers, and to consumers.

Intelligence received from England, indicates that predictions freely uttered early last winter, with regard to the cotton supply and cotton goods, have not proved to be correct. At the period stated, the supply of the raw material in England was limited, there being only about 100,000 bales in Liverpool, and under the expectation of a deficient supply, it was generally supposed that the beginning of the new year would witness a decrease of stocks and a considerable increase of prices. The expectations have been disappointed. The receipts of cotton from the United States have been much larger than was expected, so much so that although India, Egypt and Brazil, have rather fallen below the mark, the cotton supply has actually increased, and prices, instead of augmenting, have declined. In Manchester and other great manufacturing centers, the cotton trade has been very dull and unprofitable, and doubtless not a few heavy losses have been encountered. One of the Liverpool circulars from which we glean the above facts, gives an estimate of the amount of cotton which they expected to arrive during April, May and June. The following is the statement:—

From America for 12 weeks, at 32,000 bales per week	884,000 bales.
From India and China for 12 weeks, at 18,000 bales per week	216,000 bales.
From Egypt, Brazil, Smvrna, West India, &c., for 12 weeks, at 20,000 bales per week	240,000 bales.
Present Stock in Liverpool	840,000 bales. 667,980 bales.
	1,507,980 bales.
Deduct Consumption 12 weeks at 40,000 bales per week	480,000
Deduct Export 12 weeks at 15,000 bales per week	180,000
	600,000 bales.
Probable stock on 30th June, 1867	847,980 bales.

If this estimate is at all near the mark, the English manufacturers will have abundance of cotton, and unless an usually active demand arises for cotton goods, the prices of both raw material and the finished fabrics, be affected thereby. The above estimate was based on the state of the cotton market during the three months ending the 30th March, and allowed a reasonable margin on the safe side for changes which might take place; nevertheless it is well to remember that, after all, it is only an estimate, and, like the predictions last fall, may prove to be unsound. The expected supply from cotton growing countries, may not come up to the mark—or, it may be, that an increased demand for fabrics in which cotton is used, may cause manufacturers to consume much larger quantities of the raw material than was anticipated. Aside from these contingencies, we should conclude that the above estimate is pretty trustworthy, and that no scarcity of cotton is likely to arise for some time to come.

After a few years the crop of cotton promises to be so abundant, that the royal name of "King" will no longer be applicable at all. The falling off in the American supply, arising from the civil war, greatly stimulated production in India, Egypt, and Brazil, and now that the Southern States are again beginning to enter largely into the production of cotton, the probability of anything like a cotton famine again, is rendered very improbable. Each year promises to see the extent of the crop increase, and the effect of this on prices, must inevitably be felt through course of time.

LUMBER!—A correspondent of the *Boston Bulletin* writing from Albany, says:—The lumber business constitutes one of the most important interests of Albany, a very large amount of capital being invested in it. C. F. Norton & Co. handle 30,000,000 feet per year, J. Rathbun & Co. 12,000,000, and some twenty other firms smaller quantities. Messrs. Whitney of Detroit, the great manufacturers of Michigan, have an agency at Albany. Rodney Vose handles yearly about 3,000,000 shingles. The Whitneys sell about 10,000,000 per year of all varieties, Michigan lumber principally. W. H. Weaver & Co have a saw mill at Glen's Falls and handle 10,000,000 per year; while Arnold, Folsom & Co., deal largely in the Canadian growth.

## EXPENSE OF LIVING IN THE UNITED STATES.

WE publish in another column, an extract from a letter, which appeared in the London *Standard* written by its New York correspondent, under date of April 5th. The writer is considered one of the ablest of American contributors to the London press. He draws a contrast between the prices of provisions in 1861 and as they are now in 1867, and the evidence is conclusive that a dollar in gold, to say nothing of "legal tenders," fails utterly to contain the purchasing power possessed by it in 1861. Living has become so expensive that at although of some classes of labourers there is an over supply, still wages are forced up by combinations from the mere fact that without such advance the labourer would be unable to support himself and his family. People may talk as they please of the vast recuperative powers possessed by the people of the United States, of their enormous resources, of the mines of gold and of silver, of coal and of iron, of the fields of rice and plantations of cotton, the teeming prairies and the boundless forests, but let us ask what have they now to show for all these opportunities of wealth? Where are their exports, the touchstone of their prosperity? Look at their enormous imports, the measure of their needs. See the prices they pay to us Canadians for our wheat and our flour, our cattle and our lumber, and then let any one who chooses talk of the wonderful, yea boundless resources upon which our neighbours have to draw. So long as foreign peoples are willing to lend to the government of the United States, and the government spends freely at home, so long probably will the evil day be postponed. But just as soon as the United States bonds shall be exhausted, or become of ill savour abroad, and the people, hedged in as they are by a high protective tariff, are left to the profitable employment of "swapping jack-knives" amongst themselves, so soon we may look for a bursting of the soap-bubble of apparent prosperity, and a period of long continued depression in trade, and consequent suffering. It is true that abundant harvests on this continent and high markets in Europe might for a while assist in preserving the balance of trade; and even by stimulating the great interest of agriculture stave off the threatened ruin altogether, but we have not faith in the working of any miracle to open the eyes of the wilfully blind, and fear that our neighbours will learn the true teachings of political economy from very severe experience.

## THE ST. LAWRENCE AND BAY OF FUNDY CANAL.

WE have just perused an abstract of an Act passed in the last session of the Nova Scotia Legislature, for incorporation of "The St. Lawrence and Bay of Fundy Canal Company." Some time ago we in a brief statement of facts, ventured to call public attention to the importance of this work with reference to Canadian trade with the rich and populous districts on the shores of the Bay of Fundy, and advocated its construction as a Government work. Since then the present company has been formed for the purpose, and the act above alluded to passed. While we should be sorry to throw any impediment in the way of the construction of this most necessary work, yet the bill itself invests the company with such extraordinary powers, that we are surprised at its passing the Nova Scotia legislature in the shape it has. It seems incredible that an act should have passed for the construction of a canal which neither provides for its width or depth, nor specifies the rate of tolls to be levied, nor whether any or what distinctions are to be made between British and foreign shipping, yet such is the literal fact. We quote from some of the sections of the Act to show the extraordinary nature of the powers conferred. The early sections are as usual taken up with matters relating to the organization of the Company, the capital of which is fixed at \$500,000 with power to increase to \$800,000, and also power to issue mortgage bonds. Section 8 relates to the construction of the canal, and provides that it may be "of such breadth, depth, and dimensions as they (the company) may deem necessary." It also gives powers to the company, "generally to use and appropriate all waters of the lakes, streams, and rivers of the said isthmus and the channels and water courses thereof, to and for the use and benefit of and for rendering effectual, navigable, and useful, the said intended canal or water communication from the Gulf of St. Lawrence to the Bay of Fundy." Section 10 provides that the canal shall be open to all Her Majesty's sub-

jects on payment of "tolls to be established by the company." Section 15 provides "that the company may from time to time drain any marsh bog or swamp land covered with water through which the canal may run or in the vicinity; and they may flow such lands with the water for the purpose of converting the same into productive marsh. In case the owners or occupants of lands thus improved decline to pay the company's assessment for expenses incurred where such assessment does not exceed \$1 50 per acre, they (the owners, &c.) may appeal to the sessions where the assessment exceeds \$1 50 per acre, the company shall ask for a conference with the owners, who shall appoint one assessor, the company a second, and the custos of the county a third, and the whole or a majority of them may assess the expenses. If the owners refuse or neglect to appoint, or the assessors appointed neglect their duties, the assessor appointed by the company may make the assessment." Section 16 provides that in case any such lands cannot be let for a sufficient time to pay rates, costs, and expenses assessed, the sheriff at the request of the company may sell the same, or so much thereof as is necessary to meet these charges. Section 17 gives power to the company to appropriate any ungranted land required for the canal, as well as all that may be reclaimed or rendered productive by its construction. Section 18 provides that the company shall be exempt from all rates, taxes, and assessments until their dividends of profits on paid up capital equal the legal rate of interest. Section 19 provides that the act shall expire if effective operations under it be not commenced within five years.

From the above it will be seen that the powers conferred upon the company by this act are almost unlimited, and that the public interests are left entirely at its mercy. As some portion of the proposed canal must pass through New Brunswick, and it is intended to apply to the legislature of that Province for similar powers, we hope that it is not too late to rectify the mistake made by the Nova Scotia legislature in passing this bill. It will be too bad to convert what might be made a work of great public usefulness and importance into a pernicious monopoly. We offer these remarks in no captious spirit, but simply from a feeling that no company whatever ought to possess such absolute powers, and that they are more than likely in the long run to prove inimical to their own interests.

## SEWING MACHINES.

NEXT to the steam engine and the electric telegraph the sewing machine may justly be regarded as the most remarkable invention of modern times. It has completely revolutionized a great many branches of trade, and the rapidity with which it performs its work, is not more remarkable than the wonderful range of employment to which it is capable of being applied. To use the words of an advertisement now lying before us, "it can be warranted to sew anything from the finest muslin to shingles." To the Americans belong the merit of at least perfecting, if not of actually inventing the sewing machine, and there is probably no modern invention which has yielded more ample returns than to those who have invested their money in the various patents connected with its manufacture.

Although machines have been made in England for some years, yet it does not appear that the English machines have ever supplied the home demand, or been exported to any extent. The American manufacturers early learnt the value of the European market and the "Singer" machine, the "Wheeler & Wilson," the "Grover and Baker," and several others, soon entered into successful competition, and probably five-sixths of the vast number of machines now sold in various parts of the world are manufactured under American patents, and the chief benefits derived from the business has been by American citizens. The manufacture in the United States is now, however, encumbered with such an immense number of patents, and the cost of both material and labor so very largely increased that great inducements are offered to other countries to engage in the business; and there are probably few countries better situated for carrying it on successfully than British America. It was considerations of this nature which led a short time since to the establishment in St. John, N.B., of the "North American Manufacturing Company," which is exclusively engaged in the manufacture of sewing machines under what is known as the "Weed" patent. A hasty visit to this establishment enables us to give a short sketch, which may be both useful and interesting. The com-

pany commenced operations in February 1863, and have kept their machinery constantly running ever since. During the year 1866 they turned out 189 machines, which were thus distributed: 100 to Great Britain, 40 to Germany, 25 to South America, and 24 were sold in the British provinces. We understand that the demand in Germany is rapidly increasing, and that it is the intention of the managers, as soon as the customs duties shall have been removed by confederation to cultivate and seek to enlarge the home trade. Judging from the universal testimony of those who have used their machines, their can be little doubt of their doing so successfully. It is impossible to convey an accurate idea of the various ingenious processes by means of which the manufacture is carried on; they must be seen to be appreciated, but we may state that every part of the machine, from the rough castings to the shuttle, is made here, and that everything which it is possible to perform by the aid of the most delicate and ingenious machinery is here performed. The utmost care is taken in the selection of good material; the iron is all annealed in furnaces prepared for the purpose, and every machine, after being put together, is subject to the inspection of skilful workmen, whose sole business is to examine and to remedy any defect that may appear. They are then subject to a further test, by being placed on a frame prepared for the purpose, and run at full speed for several hours. If then found perfect, they are at once boxed for exportation. The present capacity of the works is equal to the production of 400 machines per month, and 50 hands are constantly employed, of which number 41 are first-class machinists. Two classes of machines are made—one for family purposes, and another of a heavier description for manufacturing uses, but the principle of motion is alike in both, and both are what are called Shuttle and Lock Machines. We were particularly struck with the order and regularity which reigns throughout the establishment, and the best possible feeling appears to exist between employers and employed. We had expected to find a majority of the workmen employed to be Americans, but the highly intelligent manager (himself an American) who accompanied us through the factory states that such is not the case, and that his experience leads him to prefer provincial workmen, as being more to be depended on. We are glad to record this fact; it is very gratifying, and is one more proof that with ordinary enterprise and facilities we need not fear competition.

## WORKINGMEN'S CO-OPERATIVE ASSOCIATIONS.

THE long struggle between the two great elements of industry, capital and labor, has been going on for ages, and the efforts of statesmen and legislators have, so far, been unsuccessful in reconciling their antagonistic pretensions, or only to a very limited extent. The interest of the capitalist is to purchase labour at a low rate, while the interest of the workman is to raise the price of labour. To combine these jarring interests is a problem that has yet to be solved, if indeed it ever can be fully demonstrated. The Protectionists have attempted the feat and failed; Socialism in its manifold phases has tried it in vain, and Free Trade, that has done so much for commerce, is a not yet done this. Probably the nearest approach to it is to be found in the Workingmen's Co-operative Societies, which have been in operation in England for over twenty years, and which have lately commanded a good deal of public attention in this country. As incorrect and exaggerated notions are sometimes entertained on the subject of these associations, we shall repeat here some of the leading facts connected with their history and career.

In England the Co-operative Societies are of several descriptions. 1st, the co-operative stores for the sale of provisions and other articles of common use in families. These have been formed with the view of providing the members with such articles at a low price and of good quality. The goods are bought for cash at wholesale prices, and sold also for cash, as they neither give nor take credit. The original scheme was confined to those who set the business afloat, and who were at once the proprietors and customers of the store, though each might be so in proportion to the sums invested. The profits are divided among the stockholders and those who have purchased at the store—the former receiving a dividend on their stock, and the latter a bonus on the amount of their purchases, which in some instances has reached 12 per cent. 2d, There are the co-operative manufacturing



associations. These are composed of workmen who invest their money in the concern, and besides receiving wages, divide among them the profits of the business. Workmen who are not stockholders are merely paid wages as by ordinary employers. 3rd. There are associations in which great manufacturing capitalists permit their employes to enter into partnership with them, by embarking their savings in the business, the workmen receiving a share of the profits. 4th. There are the associations in which the men employed are given a portion of the profits without investing their savings in the concern.

We are not in possession of sufficient valuable data to enable us to form an opinion of the real value of this movement. That in some instances the results have been most gratifying is beyond a doubt. The Rochdale Equitable Pioneer Society, which opened a store in 1844, with a capital of less than £35, was able to boast that in the quarter ending December 1896 its sales for this quarter in cash amounted to £68,216 18s 3d; that the profits for that period were £31,934 3s 9d. There are others which have been almost equally prosperous. But this is the bright side of the question. There have been numerous failures; and in London, Birmingham, Sheffield, Liverpool, Glasgow, and Edinburgh, the formation of co-operative societies has been attended with slight or no success. In Canada a further difficulty would be found in the migratory character of the working population of the large towns and cities. For ourselves we shall only say in conclusion, that however well calculated these co-operative schemes might be, in many respects, to elevate and improve the position of the labouring classes throughout the world, we cannot but suspect that they are not based on sound economic principles.

**JEFFERSON DAVIS.**

There are but few men, endowed with manly instincts, who will not rejoice that at last after two years criminal delay on the part of the government of the United States, scant and tardy justice has been done to the man who whatever evils he may have helped to bring upon the land of his birth, however he may have miscalculated the resistance the North would make to the disruption of the Union, was at least, in his conduct, actuated by no selfish motives, and against whom, even his bitterest enemies have been unable to bring any well-founded accusation, except the one that he denies not, that he had levied war against the United States. Jefferson Davis has been admitted to bail, is at last set free from the unjust imprisonment which has been wearing out his life, and is even now on his way to Canada to see his wife and children, resident at Montreal.

For two long years, the government of the United States has sought with a persistency that can hardly be understood or credited, for the evidence of Jefferson Davis's complicity in the assassination of Abraham Lincoln, and in the cruel treatment of the inmates of Andersonville military prison. Money was freely, lavishly spent for the purpose of convicting the unfortunate statesman of crimes for which the law might justly deprive him of life. To sentence him to death as a political offender, the American Government did not dare, such a course would have covered them with an infamy which would have been eternal. They refused to grant him a trial, refused again and again his earnest demand for the rights which were his had he been the vilest criminal in the land; and it is only now after the lapse of two tedious years, when all efforts to obtain convicting evidence of other crime against him have entirely failed, when the voice of even his strongest opponents and the life long enemies of slavery, has been raised, calling for justice to be done him, that the government have permitted a writ of *habeas corpus* to be issued in his favour, and, pending preparations for his trial, have admitted him to bail.

It was always exceedingly easy for the citizens of the United States to cry shame to the despotic monarchies of the old world, when the law of self-preservation seemed to render it necessary to act with severity against those whose efforts had been to cause revolutions. We regret, though it has not been a matter of surprise, that those who had always been thus vociferous in their condemnation of others, have not attained in practice the high standard they had assumed in preaching, and that the touch stone of circumstances that aroused their own passions proved them to be moulded after no very different fashion from their progenitors in an older world.

**TRACTION ENGINES.**

The use of Traction Engines on ordinary roads would undoubtedly be found of great benefit, as, being capable of hauling heavy loads, beyond the capacity of horses, and at a fair rate of speed, they would serve a medium purpose between waggon transportation and the carriage of freight by railways. And from the following extract from a letter written by Mr. James Worts, (of the firm of Gooderham and Worts, and President of the Toronto Board of Trade,) it would appear that the expense is not nearly as great in using these engines as in employing horses, and that they are managed without difficulty. Mr. Worts, who writes from England whither he has gone to purchase one of these engines, thus speaks of them:—

“Wednesday, March 27.—Yesterday I made an appointment with Mr. Howland, to go and see a traction engine. We had previously written to the proprietors to have steam up on our arrival. On our arrival at the manufactory, we found them with an engine of eight horse power with steam up and a truck loaded with three cast iron pillars, each about 15 in. square, and 24 feet long, weighing over 19 tons—a most ungrainly load. They hitched on without difficulty, went through narrow streets, passed all kinds of waggons, carts, horses, &c. In some places the road was very narrow, and would scarcely allow two common carts to pass; ascended a hill, longer, and quite as steep as the hill at Lambton (so Mr. Howland thinks), stopped anywhere, started again without any difficulty, and was handier with that ugly load than any horse could be. When we had gone far enough, they commenced turning the engine and truck—how that was to be done where the road was not forty feet wide we could not tell, but they did it in one quarter the time it could possibly be done with horses. We proceeded down the hill, the engine going faster than I and Mr. Howland could walk, and under perfect control, stopped in the middle to allow us to get up and started again; they could guide it to an inch; passed several horses, some in gentlemen's carriages. When the horses appeared frightened we stopped, and sent a man to take their heads until they passed. The manufacturers advise our getting only an eight-horse-power double geared as the most suitable—it will cost about \$2,000 laid down in Toronto. I am satisfied it will go on middling bad roads, carrying 100 barrels of flour. I am satisfied by what I have seen and ascertained respecting these engines, that in our own case, by running twice a day to Malton from Meadowvale, and having men to load the trucks at both ends, we could haul wheat from Malton to Meadowvale, and four from Meadowvale to Malton, at the following cost, as compared with horses—take what we now pay, viz:—

200 barrels of flour at 8 cents. ....	\$16
800 bushels of wheat at 1 1/2 cents .....	12
	\$28

With an engine—take the calculations of the manufacturers, and add fifty per cent. to it to cover contingencies:

Cost of working the engine per day.....	\$5.30
Labour.....	2.60
Wear and tear.....	2.45
	\$10.35

Add 50 per cent. ....	5.17 1/2
	\$15.52 1/2

The latter calculation is just about half what it costs us now, and this is an outside calculation—so far as fuel is concerned it would not cost as much.

Mr. Howland received a letter from—of—who wants to see if he cannot get such an engine to haul lumber from his saw mills to Lake Ontario, about 30 miles, all stone road. Mr. Howland thinks it would answer admirably, and when not used on the road, could be employed at anything it might be required for.”

**RAILROAD APPROPRIATIONS.**

No one can read the *Press* but must be amused at the varied modes of attack made by some of its correspondents upon the prospect of the city loans to the Portland and Rochester and Portland and Ogdensburg Railroad Companies, few of which even touch upon the merits of the subject, while the many cavil at the one or the other, and sometimes both, as if there was no necessity for either. One complains that the Portland and Rochester is the legitimate successor of the old York and Cumberland, and that that road is to be made one of the thoroughfares to the West; that the pecuniary affairs of the York and Cumberland were disastrous; that the old directors were good at promising, and as some of them were still in the board, the present directors of the Portland and Rochester would follow in the same channel of non-performance. Then, again, that the same directors repudiated certain bonds “as illegally issued”—that finally the incumbrances were paid and the company organized as the Portland and Rochester Railroad Company. This settlement and re-organization appears to be the chief objection to the loan, save the interest avowed in the widows. That the roads are antagonistic, and that the applicants like Herod and Pilate, are ready to crucify to obtain their ends; that they even refer the expediency of the one and the security of the other to the mayor and the aldermen of the city, whom the writer personally is unwilling to trust, lest their virtue should be so easy that they would be bought up, as were the Legislatures of Wisconsin and New York, and the members of Congress of the United States. Another writer is alarmed at the proposition for two railroad loans of \$700,000 each, the Portland and

Rochester and Portland and Ogdensburg, \$250,000 of which is to be issued to the former unconditionally. Is that so? Does not the Portland and Rochester propose the mortgage of the entire railroad which has cost more than a million of dollars, and is free of encumbrance, to secure the loan? The same writer admits that “one railroad connecting Portland and Ogdensburg, with the lakes is a necessity to the future development and growth of the city,” but desires the postponement of the subject, and fears that two railroads might injure it. Still another thinks that the iron is very much warped, and don't appear to be aware that \$70,000 in addition to the new already furnished with the proceeds of the old, would re-clothe the entire road from Portland to Secco River with new iron. So that adding the \$70,000 to the \$250,000 proposed, the city would receive the entire railroad from Portland to Alfred as security for the \$320,000, even if she finished it herself. The main question is, do we want a connection with the Lakes? Is it a necessity? We have now the Grand Trunk railroad, and it is found insufficient for the local business of Portland. This road, poor as it is, is our only connection with the Lakes; it runs through a foreign country in connecting our own, and it is liable to political embarrassments, commotions and wars, with the new and old world. Let us think of its stoppage without a substitute, and that is not a great stretch of the imagination. What would be the situation of mercantile property upon Commercial street? The stores would be depopulated, and rents would fall fifty per cent. at least. Your heaviest business gone, what the effect upon your retail stores? The rents have been raised fifty per cent. of the stores lately rebuilt and which can only be maintained by opening new channels of trade. With such prospects ahead, shall the opportunity to place the city in an independent situation by a connection of railroads within our grasp, when the loaning of the city's credit for the insignificant sum asked for, which is to be secured to the satisfaction of the Mayor and Board of Aldermen before it is granted can secure it within the year? What do we gain? By the Portland and Rochester alone, with the assurance of \$700,000 endorsement, Portland opens an avenue by which she draws to herself the trade of the western part of York county, and with the northern portions of New Hampshire and Vermont connects with the Boston and Maine, the Great Falls and Conway, the Dover and Winnipiseogee, the Boston, Concord and Montreal, the Northern Vermont Central, Ogdensburg, the White River and Rutland, the Saratoga and Whitehall, the New York Central and Michigan railroads, not only opening the way to Ogdensburg, but furnishing an all-rail route to Schenectady, Oswego, Detroit, Chicago, Milwaukee, and St Paul, with the cheering prospect of being a portion of the magnificent line of roads connecting the Atlantic with the Pacific ocean. The completion of this railroad will also secure the continuance of the present line of British steamers to this port throughout the year, draw hence the major portion of emigrant ships, and in a few years will permanently establish steam communication with France and Germany.—*Portland Argus.*

**WHAT IT COSTS TO LIVE IN THE UNITED STATES.**

Trade has not been so dull since 1857 as at the present time. The warehouses are filled with idle dealers, the shops with idle clerks, the streets with idle mechanics. The spring business is already over. The merchants are preparing for a storm. The people are wearing their old clothes, drawing on the savings' banks, and giving another turn to the economical screw. Rents and provisions are enormously high; and although dress goods are cheaper than at the same time last year the people have no inclination to buy. I am confident that a month will not elapse before the failure of some of our oldest mercantile houses is chronicled. The depression is noticeable in every department of trade. The newspaper proprietors, with one exception, are drawing on their capital. The business of the railway companies is much smaller than at the corresponding period last year. The Woollen and Cotton mills are running upon short time, and some of them will soon suspend work altogether. And, a worse sign, the clamour of the Gold Room and the Stock Exchange are more furious than ever. People are ever, where grumbling about the “high taxes.” The nigger question is being lost sight of in the financial question. A hundred circumstances betoken great uneasiness in the public mind—trouble in the present and fears for the future. The statements of the Secretary of the Treasury are satisfactory, as showing a reduction in the public debt, and a heavy balance of gold in the Treasury; but when the bills of expenses incurred by Congress become due the show will have a different colour. We have wantonly deprived ourselves of the benefit of the resources of the most fertile half of our domain. While adding to the burdous of the North, we have paralysed industry in the South.

During the war, we burned the candle at both ends. The attention of the crowd was directed to the illumination. Engaged in a gigantic war, her children were never before so prosperous. Fortunes were never before made so rapidly. The mechanic was never before so busy and so well paid. So rich were the Americans that they were able to make a free gift of one hundred of millions of dollars to their volunteer soldiers—so rich were they, that they were able to waste hundreds of millions by paying bounties to swindlers and thieves! The day for that sort of talk has gone by. While we were contented to accept the fiction that paper is money, all went well. The working man lived in clover; he received for his labour twice the pay that he had ever received before. And then came Petroleum, with its immense profits. And there was the great monster of the Army, keeping other armies of mechanics and labourers busy, and paying them with

paper. "Money" was a drug in the market Gold became a commodity.

All this has changed. The Army has disappeared. The hundreds of workshops where army clothes and munitions were manufactured are closed. The workmen have used up their savings of paper. To go sure, the paper dollar is, when compared with the gold dollar, worth more than it was a year ago, but it will buy less than then. Take the condition of the ordinary working man. A carpenter for us say. While at work, he receives, if an adept in his business, three dollars and a half a day. Before the war, he thought himself fortunate if he obtained one dollar and a half a day. But he now pays 25 a week for the rent of three rooms, before the war, he paid a weekly rent of \$1.50 for the same rooms. For 100 of medium quality flour he now pays 20 he buys it for the barrel \$12 to \$15 per barrel or at the rate of \$17 to \$20 per barrel, he buys it for the sack or small parcel, before the war he rarely paid more than \$5.50 or \$6 for a barrel of flour of the same quality. The bread that he buys for his Sunday dinner costs him now 18 cents a pound, in 1861, he got as good a quality brought 10 to 15 cents a pound. Potatoes now sell for 1 1/2 a bushel, before the war, potatoes were dear at 20 cents a bushel. Mutton sells in 1867 for 18 cents a pound, in 1861, it sold for 6 and 8 cents a pound. Turkeys and chickens were to be had in plenty in 1861 for 10 cents a pound; but now our carpenter, if he ventures upon the extravagance, must pay 20 or 25 cents a pound. The advance has been correspondingly great in provisions of all sorts. Butter, in 1861, 15 to 20 cents a pound, in 1867, 38 to 50 cents. Cheese, in 1861, 6 to 10 cents a pound; in 1867, 23 to 30 cents. Eggs, in 1861, 8 to 10 cents a dozen; in 1867, 25 to 35 cents. Yeal, in 1861, 4 to 7 cents a pound, in 1867, 18 to 23 cents. Pork, in 1861, 6 to 10 cents a pound, in 1867, 17 to 25 cents. Bacon, in 1861, 8 to 9 cents a pound; in 1867, 18 to 20 cents. Lard, in 1861, 5 to 7 cents a pound; in 1867, 17 to 25 cents. Red onions, in 1861, 40 cents a bushel; in 1867, \$2.25 to \$2.40. Beets, in 1861, 25 cents a bushel; in 1867, \$1. White turnips, in 1861, 31 cents a bushel, in 1867, \$1.25 to \$1.30. White cabbage, in 1861, 2 to 3 cents a piece, in 1867, 10 to 12 cents. Marrow squash, in 1861, 10 to 12 cents a piece, in 1867, 60 cents a pound. White onions, in 1861, 75 cents a bushel; in 1867, \$1. Red cabbages, in 1861, 8 to 10 cents a piece; in 1867, 25 to 30 cents. Carrots, in 1861, 20 to 25 cents a bushel, in 1867, 75 cents to \$1. In fish and shell-fish the advance has been quite as great. Clothing costs three to four times what it did in 1861. A mechanic could lay up money out of \$10 a week before the war, he can save nothing now out of \$20 a week. And now the time of general prostration is apparently closed at hand. What will an army of working men, mechanics, and clerks do when the crash comes? for the prices of food and clothing will not be less in time of financial and commercial distress than they are now.

But while mechanics and working men have been enabled to obtain an increase of at least 100 per cent in wages, a large class of the population—clerks, agents, reporters, &c.—have been favoured with no corresponding advance. And the case of the members of this class is a peculiarly hard one. They are for the most part people who are compelled to get a great part of their living in restaurants. The doors of the better sort of eating-houses are practically closed to them, and they cannot without repugnance patronize the lower sort. When they resort to down-town merchants, bankers, and men of means resort to Delmonico's, to pay a dollar for an ordinary steak, 25 cents for a cup of coffee, 25 cents for a roll, 75 cents for a cut off the joint, 25 cents for sandwich, 75 cents to 1.25 for a chop or cutlet, &c. the brokers' or merchants' clerks visit a house like the "Belmont" in Fulton street, or "Crooks," in Park row, and pay 45 cents for a cut off the joint, or 60 cents for a bit of omelette or two-and-a-half inches square, of ordinary steak, to a dollar and a half for a "porter-house" steak, 10 cents for a roll or a bit of bread, 15 to 25 cents for a dish of potatoes (we in the district) 15 cents for a cup of coffee, 15 cents for a sandwich, and 15 to 25 cents for "vegetables" according to the season. The poor clerk who gets \$800 a year or a little over \$15 a week, and must pay at least a 1/2 a week for his lodgings, finds that living in restaurants, even the cheapest, even if his investment be confined to a mere lunch each day, consumes a great portion of his salary. When one adds the cost of clothing—and the clerk must always dress better than the mere mechanic—it will be seen that the most sensitive, and, perhaps, the hardest worked class of the community, are in the most deplorable condition financially. Working men sometimes increase their wages by strikes but who ever heard of a "strike" of clerks or reporters? Our labor market is now greatly overstocked, and this condition of affairs will not mend for months to come. Indeed, it is to be feared that the most appalling distress threatens a large portion of the community. It is to be hoped that people abroad, who have been so incited by the eloquence of political agitators to think seriously of emigration to this "land of plenty and independence," may be induced to forego that purpose, at least until such a time as the whole shall be employment for the thousands of our own people now idle.—N. Y. Correspondence London Standard.

CALIFORNIA TRADE. QUARTERLY REVIEW.

TRADE at this point throughout the first quarter of the present year has been extremely limited, transactions as compared with corresponding periods heretofore showing a marked falling off, the decrease in certain branches being equivalent to 20 or 30 per cent, and in exceptional cases even more. This decline is easily accounted for the causes resting in a condition of things partly accidental and temporary. The extreme severity of the winter, extending over the entire coast, has rendered the roads throughout the country all but impassible, thereby laying an embargo on the transportation of goods to the interior. Over

the Sierra Nevada, beyond which lies one of our best customers, not a ton of freight has been able to pass for weeks at a time, the cost of transport, owing to the depth of snow, having been so excessively high, which, when added to the greatly discouraged shipment of goods to this quarter, where foreign merchants and others doing business there have bought nothing beyond what their most urgent necessities required. As a consequence of these high prices, often aggravated by vexatious delays, stocks of all kinds may be supposed to have run pretty low both on the coast and on Nevada side of the mountains. With a water like the past the importance of rail-road communication between the seaboard and the back country becomes amply apparent, both as a means of imparting cheapness to trade and accommodating inland travel. Consistent with foreign and eastern home ports trade has been less restricted, goods and commodities of export going forward with unobstructed freedom, the aggregate value thus disposed of for the past quarter amounting to nearly five millions of dollars, exhibiting a marked increase over the corresponding time of the period last year. Of this sum over the month was an account of articles of domestic production, such as flour, wheat, wine, wool, leather, hides, tallow, butter, copper, quick-silver and borax, with a variety of other minerals, agricultural products and ores, among the latter of which may be included about 100 tons of manganese, an article that is likely to hereafter constitute quite an important item in our foreign exports, there being a heavy stock of it, and of a superior kind, on Red Rock, a small island in the bay, 12 miles north of San Francisco. This ore can be exported with the greatest facility, and placed on shipboard at small cost, vessels being able to lie within cable's length of the mine.

Excepting treasure wheat has been our most valuable article of export during the quarter we are considering, about 70 cargoes having been sent abroad in this time. Of these, 60 were destined for Europe, 12 for Atlantic home ports, and 7 for China, with some smaller consignments to Asia and other parts of the world. Since the 1st of July last, we have exported three millions seven hundred thousand bushels of wheat, being over a third more than was ever done in a like period before, though this amount would have been largely increased had ample tonnage been earlier in the season. The treasure shipments for the quarter sum up \$9,825,000, the total value of treasure and merchant exports being over fourteen and a half million dollars. The amount of bullion received in this city during the quarter from various points on the coast and from the interior reaches about \$8,000,000, considerably less than the receipts of other years, the falling off being attributable to the bad condition of the roads, which, during nearly the whole of this time, have been so deep with mud or blocked up with snow as to prevent free shipment of bullion from the mining districts, more especially those east of the Sierra Nevada, where it has in consequence accumulated in large quantities.

The deposits at the U. S. Branch Mint in this city for the quarter have amounted to \$16,100,000, the total of coinage having been \$2,116,000, of which \$1,965,000 was gold and the balance silver. The price of gold bars has fluctuated considerably during this period, ranging at the close at \$80 to \$76.

Our treasure exports for the first quarter of the present year show an increase of \$2,276,000 as compared with those of last year, the shipments for the period first mentioned having been substantially as follows: To New York \$5,879,602; Panama, \$8,700,000; England, \$1,441,800; Mexico, \$2,000,000; France, \$2,410,000; Chile, \$723,431; China, \$1,223,225; Central America, \$20,000; Japan, \$1,685; British Columbia, \$5,000.

Making a total of \$9,825,000 (We make no account here of clandesine treasure shipments by the U. S. Sub-Treasurer.)

The number of passengers arriving at this port by water (exclusive of those from Oregon) were 6,300, against 4,876 last year, departures 3,828, against 4,833 last year showing a gain of population, arrivals and departures combined, of nearly 3,000 for the quarter, being at the rate of 11,000 for the present against 15,000 last year. The largest addition to our population, however, generally, comes to us overland, but whether this will turn out to be the case this present season or not is a question of doubt. Montana and Idaho presenting strong attractions just now to the overland emigration.

Immigration movements of the port show 59 arrivals for the quarter, being at the rate of 2.30 for the current year, against 2.27 last year, while departures have been for the quarter 179 vessels, being at the rate of 7.16 for the present against 7.75 last year.

Importations thus far this year, without being excessive, have been ample to all our wants, the extent to which we are now manufacturing a great variety of articles formerly purchased abroad sensibly affecting this branch of commerce, while on the other hand our export trade is growing rapidly, there being an insufficiency of ships to carry away our cereal crops, wine, wool, ores, and other staple products.—San Francisco Market Review.

MADDOX NEWS.—About two months since, we duly noted the fact of a little "difficulty" having occurred at the "Desperado" mine, Upper El Dorado, on the occasion of a small mob undertaking to pull down the shanty put up by Messrs. Brown and Johnson who had obtained permission to work a claim on the Conlin farm, just north of the Richardson mine, in consideration of an agreement that they should expend a certain amount of money and labour in making a thorough prospect. Since that time they have, unimpeded, kept at work. In due course they found a good show of gold, but little was said about it, as, although there was sufficient to encourage themselves, it would not have been enough to satisfy the eager crowds who

would have flocked to see it, and wanted a specimen, on the quality of denouncing the discovery as a humbug, as soon as it was made public. Their original claim being only 200 feet by 100, they persevered to procure a larger space, as they could not get a sale to Mr. Jones, of Millwaukee, and the Hon. Sidney Smith, Dr. Elmore accordingly agreed to give them an acre and a quarter of land on consideration of the receipt of \$500, in cash paid down. The bargain was concluded on these terms. Within an hour after wards, Messrs. Brown and Johnson transferred their right to Messrs. Jones and Smith for \$1000. The new prospectors then applied to Dr. Elmore for the lease of a plot of ground, suited for the erecting of a quartz-crushing machine. He, rightly estimating the advantage to this section of the fair location of such machinery, liberally agreed to give the desired territory, on condition that the site of the machine should be selected. This offer was accepted, and we understand that it is in contemplation to put up a crushing machine, costing from \$2000 to \$3000, according to the number of stamps it contains. The nature of the course to be held here, but the proverb, "Nothing venturing nothing gaining" will be applicable to all mining and mining enterprises, is especially so in gold mining. We have concluded to run—and it is again pouring down both heavily and steadily—has a depressing effect preventing the working of many claims and to a great extent discouraging prospectors from exploring the surrounding country, but the evil will be borne with more cheerfulness, in case of the improvement in the value of gold lands than will follow the introduction of proper machinery. The result of the embargo which it was known to last night has been laid in the barrels of treasure taken from the Richardson mine, and deposited at El Dorado, to which place it had been shipped, will be awaited with great curiosity and lively interest.—The Mercury.

THE LUMBER TRADE.

WE are given to understand from Mr. Stubbs, who has been travelling upon the Ottawa during the past winter, that the quality of the pine lumber manufactured upon that river and its tributaries is very superior with some few exceptions. He gives the following figures as an approximate estimate of the quantity got out.

Table with 2 columns: Location and Quantity. Rows include Ottawa and Tributaries (12,745,000), St. Lawrence Bay (5,900,000), Ottawa and St. Lawrence (17,745,000), Total White and Red Pine (18,645,000).

We are also informed by Mr. Stubbs that an unusually large business has been done in saw logs, which seem to have superceded nearly all other the manufacture of that class of small and indifferent square timber hitherto got out of this market.

It will be seen from the foregoing figures that the supply of square white pine will be quite ample, while at the same time it is a matter for congratulation that the quantity of red pine got out this season is comparatively small. Messrs. Poiry & Co's circular of 1st December last, shows a stock of Five Millions. This is an average supply for exportation for 2 years.

If the lumbermen continue to act with the same caution for another year, we may hope to see red pine revive and once more command a remunerative price as well for the lumbermen as the shippers.—Quebec Daily News.

NOTICE TO OWNERS OF U. S. BONDS.—The following notice has been issued from the Treasury Department of the United States:—

In consequence of the increasing trouble, wholly without practical benefit arising from notes which are constantly received at the Department respecting the loss of coupon bonds, which are payable in bearer, and of Treasury notes issued and remaining in blank, at the time of loss, it became necessary to give this public notice that the Government cannot protect and will not undertake to protect, the owners of such bonds and notes, against the loss of the coupons of their own fault, or misfortune. Hereafter all bonds notes and coupons, payable in bearer, and Treasury notes, issued and remaining in blank, will be paid to the party presenting them in pursuance of the regulations of the Department in the course of regular business, and no attention will be paid to events which may be alleged for the purpose of preventing such payment.

The business in the office of the Comptroller of the Currency is greatly retarded by the action of banks in sending mutilated currency in for redemption without complying with the requirements of the circular issued in September 1863. Mutilated National Bank notes sent in to the Comptroller's office for redemption should be sent in amounts of \$5.00 or its multiple, and should be cancelled in all cases before sending by cutting out the signatures of the officers. When this is not done the notes are invariably returned.

THE SPRING TRADE IN BRANTFORD.—As the trade for the spring has about closed we are in a position to state that it has been unusually prosperous, not only from the amount of goods sold but more particularly from the nature of the goods, such as the principal sales being for cash. The country is now in a good harvest, from the excellent crops we have had for the past two seasons has prevented the necessity of the farming community sitting into the merchants' books, and as a consequence a healthy business has been transacted. The summer trade is about commencing, and will commence as soon as we have summer weather—and the merchants have laid in their usual stock of varieties for the season, and are displayed so as to tempt the most fastidious.—Brantford Courier.

## NORWEGIAN LIGHT RAILWAYS.

TRONDHEIM, Aug. 24, 1864.

DEAR SIR,—Through the kindness of Mr. Pihl, the Engineer of the Government, I have been enabled to carefully inspect the works on the various railways in this country.

The railway from Christiania to Eidsvold, which was constructed by an English company is of the 4-8½ gauge, and of ordinary construction. Its chief peculiarity is a long incline of 1 in 42 which is worked by the use of a bank, or assistant engine, at the back of each train in ascending. The permanent way on this line consists of bridge rails, fastened by wood screws to inferior longitudinal timbers, kept in gauge by frequent cross sleepers.

The Swedish Government having adopted the 4-8½ gauge, the Norwegian Government has, in the construction of the line from the above mentioned railway to the Swedish frontier, been compelled to make use of a similar gauge. The works on this line are very well executed, but do not call for special remark.

The Norwegian Government have constructed, and have in full operation, two lines of railway of the 3-6 gauge, one of which has been open two years, from Grundset to Hamar, on the Miosen Lake, a distance of 24 English miles, and one which has been opened for some months from Trondhjem to Storø, on the road to Christiania, a distance of 20 English miles. Having passed twice over each of these lines on the locomotive, and having examined their details with much care, I would report as follows:—The Grundset and Hamar line runs through a fairly easy country, has considerable lengths of 1 in 70, with curves of 1,600 feet radius, and has cost including rolling stock and stations, £3,600 per mile. The train on which I was consisted of six carriages and a break van and we ran, with great ease and perfect steadiness, at the rate of 32 miles per hour; the working speed, however, does not exceed 15 miles per hour, including stoppages. The engines, which are almost identical with those sent out to Queensland, with the exception that they are tank engines, and provided with arrangements for coal burning instead of wood, weigh, in steam, 14 tons. They were constructed by Messrs. R. Stephenson & Co. are without bogies, and run with great ease and steadiness, and with great economy of fuel. They with ease take a gross load of 90 tons upon this line, running at 18 miles per hour, and using 120 lbs. steam. The works on the line generally are of a substantial character; the bridges are, however, strongly constructed in timber. The line is kept in a most creditable state of repair, not surpassed by any English railway, and my impression certainly is that the running of the trains is particularly free from any vibration. Two trains each way are run during the summer, and one train each way during the winter, in each case being mixed passenger and goods.

The Trondhjem and Storø line runs through a difficult country, has but very small portions of horizontal, and chiefly gradients of 1 in 100; there are, however, 5 miles of 1 in 52, and in the opposite direction from the summit, 4 miles of 1 in 42 followed by 4 miles of 1 in 65, and 1 in 100. Frequent curves are found throughout the line, but especially on the heavy gradients, where they are chiefly osculating curves, ranging from 700 feet to 1,000 feet radius.

The earthworks on the line are heavy, including several rock cuttings, and some embankments of very bad clay. There are 12 large bridges, on the length of 30 miles, 3 of them of great height and length the largest being the "Sloppen" bridge over the river "Nid," which is 620 feet in length, and has 5 principal spans, of 70 feet each, the piers being 100 feet in height. The piers to high water level are of masonry, to resist the ice, but the rest of the bridge is entirely timber, substantially and securely constructed, and showing but very slight vibration during the highest wind. The timber girders are 10 feet in depth, and 11 feet apart, and are upon Warren's principle.

There are two terminal stations, and six intermediate stations and three stopping places. The stations are well arranged, and are buildings of wood, substantial and carefully constructed. There is also a considerable length of sidings and workshops at the Trondhjem terminus. The rolling stock consists, at present, of 3 locomotives, 2 brake vans, 6 passenger carriages, 40 goods' waggons of several kinds, and 50 ballast waggons. The total cost of the railway, including rolling stock and stations, has been £6,000 per mile. The working speed does not exceed 15 miles an hour, including stoppages, or an average running speed of 12 miles per hour on the steep incline, and 18 miles per hour on the remainder of the line. The train with which I came consisted of 6 goods' waggons full, 1 ditto empty, 1 cattle wagon full, 4 passenger carriages nearly full, and the brake van, on an aggregate load with the engine of 118 tons, which we ran with at sometimes 30 miles per hour with perfect ease. Nothing can exceed the steadiness of both engines and carriages. In ascending the steep incline of 1 in 52, an assistant engine was attached, increasing the gross load to 133 tons, or 66½ tons of gross load per engine, which was taken up with the greatest ease, at from 12 to 15 miles per hour. It is not found necessary to have horizontal portions on the inclines, except where a station occurs, in which case it is advisable, in order to facilitate stopping and starting. Although the curves on these lines are not very sharp, yet in the stations they have curves of 330 feet radius, and these are taken with great ease. The engine on which I rode was made by Messrs Slaughter, Gruning, & Co., and with the exception of being a tank engine, and for coal burning, is made from the same pattern as those for Queensland. It is fitted with a Bissell's bogie, which acts beautifully; when first received on the line, not long since it had considerable swaying movement, and this was found to arise from the driving wheels not having the balance weights properly adjusted; this having been done, the engine has given great satisfaction since, and can, with ease, take gross load of 75 tons up the inclines of 1 in 42, and 1 in 52, at 12 miles per hour. The traffic in winter is very large,

and two trains a day are then run each way, which in the summer are reduced to one mixed passenger and goods.

Upon both of these lines I would remark as follows: The permanent way consists of rails of almost exactly Queensland section, weighing 37 lbs. per yard on the level portions, and 40 lbs. on the inclines, fished at every 21 feet with fishes 11 inches long, and secured to transverse sleepers 2 feet 6 inches apart from centre to centre by dog spike only, no bolts or joint plates being used. The sleepers are of pine, 6 feet 6 inches long, uncreosoted, 9 inches by 4½ inches, half round, laid round side up, and this is added so as to increase the bearing of the rail to from 4 inches to 5 inches, and an inward cant of 1 in 20 is given to the rail. The ballast, which is of good quality, is 3 feet 6 inches wide, and 1 foot 8 inches thick. The crossings are reversible, and the switches self-acting. The fencing is a very substantial post and 4 rail fence of ordinary design. The line are 14 feet wide at formation level; semaphore signals are only used at important stations, flags sufficing for every purpose in other places. The engines are very nearly all alike, with the exception of the bogie, which is only fixed on that made by Messrs. Slaughter, Gruning & Co. They make ample steam for the tractive and adhesive power of their driving wheels. The rolling stock very much resembles the Queensland stock. The passengers' carriages are 19 feet long, on 4 wheels, without bogies, 6 feet 6 inches wide, and 9 feet 3 inches high outside. The goods' waggons are 21 feet long and 6 feet 6 inches wide, but are found to be less convenient than waggons 14 feet long. The stock is only provided with one buffer in the centre, forming also the drawbar, but I still think the usual double buffers are preferable. The under frames of the stock are of good, that being so cheap here.

The general repairs on the line only employ one man to every mile, and I would again testify to the excellent condition of all the works on the line. The permanent way some of which has stood the test of two Norwegian winters, is, without exception, the smoothest road I have been on, and though the dog spikes seem insecure, when compared with the bracket chair, yet they have never been known to fail, and I should recommend their being used, except on very steep inclines.

These lines, which run through a thinly populated district, already more than pay their expenses, a result far beyond what was anticipated for the present.

The Government are now busily engaged in the construction of a further length of 56 miles of these railways, and I have the assurance of Mr. Pihl that so thoroughly satisfactory have the results proved, that nothing but the 3 feet 6 inches gauge will be used in this country on any lines which may be independent of the Swedish gauge. The Government have just ordered two more engines of similar design from Messrs. Slaughter, Gruning & Co.

I have pleasure, in conclusion, in recording my opinion that these lines are capable of carrying a very considerable traffic with economy and safety, at speeds exceeding 12 miles per hour, and that these light railways are fully equal to the necessities of this or any other rising country, such as Greece or Honduras.

I have the honour to be,

Dear Sir, Your obedient servant,

CHARLES DOUGLAS FOX.

E. HASLEWOOD, Esq.,  
Founders' Court, Lothbury, London.

## FARNWORTH AND JARDINE'S TIMBER CIRCULAR.

Liverpool and London Chambers,  
And 9, Canada Dock,  
Liverpool, 26th April, 1867.

THE arrivals from British North America during the past month have been 9 vessels, 8,333 tons.

In spruce deals there is a little improvement, but the advance is very slow. We have rarely known the trade to be so bare of stock, particularly of dimension deals, and at the same time show so little desire to purchase. Under ordinary circumstances, many things just now would be favourable for higher price—the stocks are low and little coming forward, and prices moderate; but, on the other hand, the demand is limited, and the low prices at which Baltic deals are selling on the East coast prevent any material advance in price here.

CANADIAN WOODS—Holders are becoming more anxious to realise as the import season approaches and several parcels of Quebec pine have been sold at declining prices. Red pine is very low in stock, but its value is kept in check by the extremely low price of pitch pine. For elm prices are firm, owing to the light stocks, but there is little demand. For oak there has been less inquiry, and the market is very dull. In pine deals transactions have only been by retail. Staves are in very little demand, and prices are declining.

The aggregate tonnage from the British colonies to this date in 1865, 1866 and 1867, is respectively 14,194, 14,528, and 16,532.

## COLONIAL WOOD.

Pine Timber—The prices have not transpired of some parcels sold during the month, but they are understood to be at a considerable decline on previous rates.

Red Pine, Oak, Elm and Ash—Sales have only been by retail.

Hardwood—Of Quebec, 112 logs, ex Michigan at 15½d per foot.

Pine Deals—Have been sold at £7 7s 6d, per standard.

Boards and Scantling—The former have been sold at from £7 10s to £7 12s 6d, and the latter at from about £7 to £7 5s per standard.

Quebec Deals, Lathwood, and Quebec Staves—No sales reported.

## PRICES OF QUEBEC PRODUCE.

Timber—Yellow pine, per cubic foot, 1s 3d to 1s 7d; Waney board, 1s 9d to 2s; Red pine, 1s 2d to 1s 7d; Oak, 2s to 2s 1d; Elm, 1s 4d to 1s 8d; Ash, 1s 3d to 1s 6d; Birch, 1s 3d to 1s 7d.  
Masts—Red, 1s 5d to 1s 9d; Yellow, 1s 6d to 2s.  
Spars—Spruce, 10d to 1s.  
Deals—Yellow, 1st quality, per standard, £16 10s to £17; 2nd quality, £11 10s to £12 10s; 3rd quality, 8 to £8 10s.  
Boards—Spruce, &c., per standard hundred, £7 5s to £7 10s.  
Staves—Quebec standard, per M, 1st quality, £67 10s to £70; do 2nd do, £60; do W O Punccheon, per M, 1st quality, £21 to £23; do 2nd do, £17 to £18.  
Oars—Ash, per run; lag foot, 3d to 4d.  
Handspikes—Hickory, per doz. at 16s to 18s. Ash and Birch per do 7s. 6d.  
Lathwood, per fathom 4 feet, at £2 to £5 10s.

FARNWORTH & JARDINE.

Never in the history of the "commercial metropolis" of New Brunswick have "shavers" done a large and lucrative business as during the last twelve months. Almost fabulous rates have been paid for money on the street. There is little doubt that many persons engaged in business have paid 15 to 20 per cent. per annum for the use of funds, while not a few, rather than allow their names to be dishonoured, have not hesitated to borrow at short dates paying interest rates equal to 30 or 40 per cent. a year. At present the money market is extremely tight, although the Banks are doing all they possibly can to meet the wants of traders. But the trouble is, that their capital is entirely inadequate to the demands of trade. Perhaps relief will come when, under Union, the commercial and banking systems of the several Provinces are assimilated, and branches of the larger Canadian banks are established in New Brunswick. In the meantime, however, we would hope in case application be made to our present Legislature by the local Banks for power to increase their capital, or other reasonable facilities in aid of their operations, that their wishes may be complied with.—*St. John Telegraph.*

A BRIDGE FROM DOVER TO CALAIS—How to cross the Channel ferry without sea-sickness is still a problem engaging French attention. In America they manage these things better; and there is no doubt that were the Channel near the shores of that country, we should soon see flying bridges traversing it. A bolder, though not novel plan is, however, engaging attention here. M. C. Boutet, favourably known for his mechanical abilities, has designed a fixed bridge between Blanc Nez, near Calais, and the Shakespeare cliff, at Dover. All the drawings have been made and the cost, estimated at 400,000,000 francs, it is considered, would be more than met by the enormous traffic which such a bridge would monopolise. But while the design looks feasible on paper, its practicability is very dubious; and, although M. Boutet has provided for accidental shocks occasioned by heavy seas, or ships being driven against the piles, by protecting them with buffers, thirty feet thick, it is by no means probable that such protection would prove sufficient during fierce storms. Fame and fortune await the enterprising individual who succeeds in bridging over these angry waters; and although the difficulties of a flying bridge may be great, they are not absolutely insuperable.—*Athenaeum.*

## ST. JOHN TRADE REPORT.

St. JOHN, N.B. May 11, 1867.

WE have no change of importance to notice in the general business of the week, every branch is much duller than is usual at this time of the year, and the backwardness of the season contributes very much to this result. The freshet on the river is unusually high, and we hear of considerable damage being done in various parts of the Province. No lumber has yet come to market, and until the river subsides very considerably, the lumbermen cannot attempt to raft. One good will probably result from the heavy freshet, it will enable the small streams to be cleared out, and the whole of the winter's work will be available, whereas in some former seasons large quantities of logs have been "hung up" so long that they might almost as well have been reckoned from the first as a total loss. No sensible relief has yet been experienced in the money market, and the heavy drain to our resources caused by the continued high price of breadstuffs is felt to be quite a serious matter.

The shipping arrivals of the week have been comparatively unimportant. The barque "Dr Kane," arrived from Londonderry, after a fine run of 29 days with 370 tons of pig iron, she also brought 38 Irish and Scotch emigrants, consisting of mechanics and farm laborers, who were all landed in good health. There have been four vessels from Portland, with flour; one from Rotterdam, with guano, &c.; and a few others in ballast.

LUMBER.—The clearances for the week of this staple have been very light. There have been one vessel for Liverpool, with timber and deals; one for Havana, with shooks; one for Tenerife, with boards

and laths; and a few small vessels for American ports. There is a considerable amount of tonnage here now unengaged, and will probably remain so until the new season's lumber is in the market for shipment. Under these circumstances the freight market is weaker though there is no actual change to report in prices.

**Flour**—The market has been a good deal excited during the week, and a further advance has taken place since our last report. The weight of the week amount to 4,650 bbls. The necessities of the country always require a considerable quantity of flour at this season of the year, yet compared with former seasons the demand cannot be said to be brisk, the extremely high range of prices checking consumption very materially. We quote to-day, Strong superfine, \$10 to \$10 25; ordinary brands do, \$9 50 to \$9 75; rye flour, \$7 to \$7 25, corn meal, \$8 25 to \$8 50, oatmeal, \$6 50 to \$8 75. It must be understood that the outside quotations of flour are only for choice and reliable brands. Flour is now in the market a large quantity of very inferior flour for which it would be difficult to give quotations at all.

**Provisions and Groceries** are unchanged. Considerable quantities of Casporean or adowives, are now being taken in our harbor, and a few salmon and shad have begun to make their appearance. A large number of the Casporean are cured and smoked and in this state find a ready market both here and in the United States. Last week about 300 bbls were taken at four basis of the same.

A fine ship named the "Anna Louise," was launched from the yard of Messrs. Gass, Stewart & Co., last week. She is built of hackmatack and pitch, pine is iron keel and copper fastened, and is a very handsome and substantially built ship. Her measurement is 1,250 tons, and she classes 7 years at English Lloyd's. She goes to England for sale.

Messrs. Nevins and Fraser have also just launched a splendid new ship called the "Oxfordshire." She measures 1,200 tons, is built of hackmatack, and classes 7 years at Lloyd's. This vessel is beautifully finished and is in every respect a credit to her builders.

The same firm have also two other vessels nearly ready for launching, one a spruce ship of 1,320 tons, and the other of hackmatack, measuring 800 tons, and classing like the "Oxfordshire," 7 years at Lloyd's.

The New Brunswick Legislature was opened on the 11th inst. The "Speech from the Throne" was more than usually vague and non-committal in its character. A surplus of revenue over expenditure is announced, but it is quite silent regarding any changes to be made in the local constitution of the Province.

The heavy rains and consequent sudden melting of the snow, have caused great floods in most of the rivers on the north shore of the Province. Two large saw mills on the Ronchebougais, were swept away, together with some 6,000,000 feet of logs. The bridge over the river was a so carried away.

BY TELEGRAPH.

St. John, N.B., May 15th, 1877.

**PROVISIONS** generally unchanged; flour market firm at prices again advanced. Receipts of wheat five thousand barrels, demand very moderate. Strong superfine \$10.25 to \$10.50, Ordinary brands \$9.75 to \$10; Oatmeal higher, \$7 to \$7.25; Cornmeal \$5.25 to \$5.57. Oats 53 cts. per bushel. No change in provisions.

THE DRY GOODS TRADE.

- |                           |                         |
|---------------------------|-------------------------|
| Ballie, James, Co.        | MacKay, Joseph, & Bro.  |
| Bankhart, Benk & Co.      | May, Joseph.            |
| Dunstone, James, & Co.    | Nat, Thomas, & Co.      |
| Clark, Jas. P. & Co.      | McColloch, Jack & Co.   |
| Lawson, T. James, & Co.   | McIntyre, Dennis & Co.  |
| Davis, Welch & Co.        | Moss, S. H., & S.       |
| Ewart, Stewart & Co.      | Muir, W., & L.          |
| Forbes & Holman.          | Mundorsh & Sterncken.   |
| Gault, Ross & Co.         | Ogilvy & Co.            |
| Gilman, J. Y., & Co.      | Pillarall, Aubin & Co.  |
| Greenhalgh, A., Son & Co. | Robertson, A., & Co.    |
| Hingston, James, & Co.    | Ray, Jas., & Co.        |
| Lewis, Kay & Co.          | Stephen, William, & Co. |
| Newlands, Andrew, & Co.   | Stirling, McCall & Co.  |
| MacKenzie, J. G. & Co.    | Thomas, Thibault & Co.  |

**WE** have again to report trade in this department quiet and unsatisfactory, owing in a great measure to the weather continuing unfavourable for active trade. Rain, continuous rain is the order of the day, with scarcely a gleam of sunshine to cheer the hearts of our desponding importers, the matter now begins to look serious, not only for the importers but also for the country merchants who are not doing half the usual trade, and in consequence are not remitting at they would desire. We look anxiously for a permanent change for the better soon. Orders from travellers are coming in very slowly, and those that come are for

small items to assort stock. Quite a number of buyers have been in town from the back districts and from up the Ottawa, all are purchasing cautiously, so that should trade improve, more goods will be wanted later on. Stocks are reasonably well assorted, on the whole we think better than is usually the case at this season, and each week's steamer brings additions, so there is no difficulty in buyers getting all they want. Cotton goods are easier to buy on the other side of the Atlantic, but not coming out as low as expected, prices are correspondingly lower here. Should a spell of fine weather set in, trade would revive, and stocks soon get well reduced in staples and desirable styles of general goods.

THE GROCERY TRADE.

- |                          |                         |
|--------------------------|-------------------------|
| Baldwin, C. H., & Co.    | Anderson, John & Co.    |
| Bayliss, Fraser & Lytle  | Angus & A. Watson.      |
| Chapman H., & Co.        | Levelling, Thomas & Co. |
| Clude, George, & Co.     | Macleod, James, & Co.   |
| Convers, Colman & Lamb   | McLain, Joseph.         |
| Davis, Clark, & Chynton, | Robertson & Beattie.    |
| Fitzpatrick & Moore.     | Roberts, David.         |
| Foundler, Jules.         | Sivelsky, Jack & Co.    |
| Frank, J. C., & Co.      | Tiffin, Jas., & Co.     |
| Gillispie, Moffat & Co.  | Thompson, Murray & Co.  |
| Jeffery, Brothers & Co.  | Torrance, David, & Co.  |
|                          | West, Bros.             |

**THE** continuance of wet weather, during, but with one exception, every day of the week which has elapsed since our last report, has very greatly interfered with business; and the trade sales of teas and general groceries, to take place during the coming weeks, have induced very many to postpone making purchases until then. Dullness therefore is still the prevalent feature of this market, and transactions generally are only to a limited extent.

**COFFEE**—Very little doing. Some small sales of Java reported at 25c.

**FRUIT**—Is without animation, and prices are unchanged.

**MOLASSES**—Has had more inquiry, with sales of British Island, at 55c.; clayed is held at 38c. to 40c.; Muscovado, Cienfuegos and Porto Rico, held at 42c. to 43c.

**STARCH**—There has been some inquiry for medium grocery grades, of which, however, the stock is exceedingly low, and transactions consequently have been small. Sales in lots of 5 and 10 bbls. at \$7.75 to \$8 for fair Cuba and Barbadoes.

**TEAS**—In view of approaching trade sales buyers are inclined to operate to any great extent. A few lines have changed hands, of uncoloured Japans, at prices ranging from 47c. to 61c. and of fine Moyune Young Hysons, at 55c. to 56c. Some lines of Imperial have also been sold. Purchases have been mainly to meet actual wants.

THE HARDWARE TRADE.

- |                            |                        |
|----------------------------|------------------------|
| Birch, George.             | Gilbert, E.E.          |
| Charlebois, A., & Co.      | Hall, Kay & Co.        |
| Crashers & Coverdill.      | Ireland, W. H.         |
| Currie, W., & F. P., & Co. | Keshaw & Edwards.      |
| Fraser & Evans.            | McLain, William, & Co. |
| Fraser, John Henry.        | Mulholland, & Baker.   |
| Ferrier & Co.              | Robertson, Jas.        |
| Fraser, F.                 | Round, John & Sons.    |
|                            | Waddell & Pearce.      |

**WE** have at last to report the market as getting lively. The demand for general goods was better than was anticipated, so much so that goods are going out as fast as received. Prices of many staples have given way, and we quote about the market rates at which goods can now be got, rates which we think are lower than will rule in a short time. Prices of heavy goods are almost certain to advance.

**PIE IRON**—Nearly all the lots arrived have been sold at fully over the rates we now quote. Quotations given are for lots to arrive, which are nearly all taken up as fast as the vessels get in. The quantity so far arrived is not sufficient for the wants of Western Canada alone, and had it not been for the strikes among the men in the Western States, prices would in all probability have been \$1 to \$2 higher than they now are. Many holders of lots to arrive are refusing to sell at present rates.

**BAR IRON**—Scotch bars are selling from yard at \$2.10 per 112 lbs. Stocks are by no means complete as yet, first arrivals having been picked up before assorted in yard, and it will be a week before any specifications can be filled. Of Refined Bars none have as yet been received to assort; prices quoted \$3.

**HOOPS AND BANDS**—Are now in full supply at our quotations.

**BOILER PLATES**—No arrivals as yet. Plenty of inch still held at old rates.

**CANADA PLATES**—None yet offered. Prices nominal.

**TIN PLATES**—There have been several arrivals, and the assortment is now complete. The market is very dull, however, buyers anticipating a reduction, and holders firm. We quote price 7/10 under last week's quotations.

**CUT NAILS**—Stock is very short. Makers cannot deliver for some time orders already received. In consequence the price is firmer, but we quote no advance, although it is anticipated that prices will be higher.

Subjoined is the frommasters' circular of yesterday. In 10 lbs kegs inclusive: a fair assortment with not over one quarter shingles—under 25 tons ..... \$3 12 1/2 per keg. 25 tons and over ..... \$3 12 1/2 per keg. Shingle Nails, when sold alone, (extra) over assortment ..... 20c. per keg. 2lb. and 5lb Nails, when sold alone (five per cent being allowed in assortment) 10c. per keg.

**SHELL GOODS**—Stocks are getting complete, and demand is good. Prices do not vary from last year.

THE LEATHER TRADE.

- |                    |                  |
|--------------------|------------------|
| Huck & Richardson. | Stewart, M. H.   |
| Shaw, C. E.        | Shaw, F. & Bros. |
|                    | Smith & F. 1877  |

**THE** business of the past week has been fair without marked activity, and prices generally continue steady, with no particular disposition on the part of dealers to make concessions, as much as hides are advancing, which will leave a bare margin to tanners at present quotations.

**SPANTH SOLE**—The stock on hand is very limited when compared with previous seasons, and sales are about equal if not in excess of receipts at previous rates.

**SLAUGHTER SOLE**—Has had rather more inquiry but the market is poorly supplied.

**HARNESS**—This stock is still scarce, the receipts having been light—and in consequence prices are well sustained.

**WAXED UPPER**—A round lot of several hundred sides averaging 9 lbs., has been marketed here by a Toronto house at 46c. Apart from this we learn of no large sales. The receipts are still very small, and the stock in market low.

**BUFF AND PUMPLED**—There is an accumulation of ordinary buff, and to some extent of pebble also, which holders are pressing at a slight reduction. Prime stock still commands previous rates.

**PATENT AND ENAMELLED**—Sales are irregular, the demand being chiefly for small lots and prices are firm.

**CALFEKINS**—Choice stock would find ready sale, but poor is neglected.

**SPLITS**—The demand is less active, with a somewhat increased stock particularly of heavy, but prices are unchanged.

**SHEEPSKINS**—The stock of Russetts has been reduced, but apart from some inquiry for light stock, the market is quiet.

**HIDES**—Sales of green salted Buenos Ayres have been made at 12c, and of Western, at 10c equal to cash.

MONTREAL PRODUCE MARKET.

- |                             |                          |
|-----------------------------|--------------------------|
| Aikin & Kirkpatrick.        | Lal Law, Middleton & Co. |
| Camron & Ross.              | Levelling, Thomas & Co.  |
| Conroy, Colin & Lamb.       | Mitchell, B. & Co.       |
| Crawford, James.            | Robb, Thomas W.          |
| Hudson, Thomas, & Co.       | Stewart, Jack & Co.      |
| Kirkwood, Livingstone & Co. | Seymour, C. E.           |

**LOUR**—We have to note more quiet during the week than for the fortnight previous, little speculation being indulged, and operations being comparatively small on account of the Quebec and Lower Port demand for the time being filled, and while the local enquiry as hitherto has been restricted, the slender receipts have kept the market pretty steady. The higher grades are in limited supply and only in retail demand. Superfine ranges from \$3 25 to \$3 40, the demand being mainly restricted to the better brands adapted for baker's use. No. 2 has not a good demand, and sales have latterly been made at \$8 75 to \$8 85. Fine of the better qualities have commanded some attention, and have sold at \$8 to \$8.75, the lower grades are less in favour, Rye flour being substituted to a considerable extent, bringing \$6 20 to \$6.30, according to sample. *Bag Flour*—Continues to do sparingly supplied, and for the better samples a high range of prices has ruled, we quote \$4 50 to \$4 60 for strictly good and strong, and from \$4.40 to \$4.50 for fair to good.

**OATMEAL**—Continues in speculative demand; ruling rate for good Upper Canada brands, \$6.75;

some holders demanding \$7, but without finding buyers.

GRAIN.—In Wheat we have no sales to report, most holders ask \$2.10 for good samples of U. C. Spring without however effecting sales.

PEAS.—Receipts have been heavy, and promise to continue so for some time, owing to the arbitrary duty recently imposed by the American authorities, and with more anxiety to sell, and the lack of ocean freight prices have been weak and tending downwards, sales were made about a week ago at 93c to 93½c per 63 lbs., the market then temporarily rallied, and a few purchases to fill contracts were made at 95c to 95½c for strictly good, but for a day or two little has been done and any sales noted have been at a decline.

OATS.—Have also suffered a reaction, and 42c to 43c may now be considered full rates.

POBK remains unchanged. The demand is scarcely so active, and buyers are unwilling to operate except at some decline which holders are firm in refusing to accept, confiding in the small stocks now held in the country being all required for consumption. Transactions are therefore mostly by retail.

LARD is in small consumptive demand at about previous rates. Holders in some cases ask an advance which is not yet acceded to.

SEEDS are very dull, the weather being most unpromising for sowing of all kinds.

BUTTER remains in the same inanimate condition that has been so often noticed for the past six months. A few parcels, ordered for peremptory sale by the owners, were lately tried by auction, and the prices realised were very low, ranging from 9 to 9½ cents. No demand whatever exists either for shipment or home consumption at present, and the prospects of improvement either in price or demand are diminishing as new butter will shortly be on the market.

ASHES.—Potash is in moderate demand, but with considerable arrivals; prices are weak and somewhat unsettled; good tares have a decided preference at full quoted rates. Bills showing any considerable loss are dull of sale even at a marked decline. Pearls are in small supply and unchanged.

MONEY MARKET.

DURING the past week there has been an increased demand for money, larger than for some time past, owing in part to the arrival of goods, and the consequent paying of duties thereon. Sterling Exchange is firm at 110 for Bank Drafts at 60 days sight, good private paper being worth 109. New York bankers are drawing at 109½. Gold drafts on New York are abundant, the banks drawing at par.

GOLD in New York has had frequent though not very wide fluctuations, the price varying from hour to hour, and sometimes from one minute to another. The closing quotation yesterday afternoon was 137½.

SILVER is abundant, buying at 4½, and selling at 4 per cent. discount.

ASSIGNEES APPOINTED.

Table with 3 columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE.

APPLICATIONS FOR DISCHARGE.

Table with 3 columns: NAME, RESIDENCE, DATE.

WRIT OF ATTACHMENT ISSUED.

Table with 3 columns: DEFENDANT'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers) Havana Prices Current of Imports, dated May 3, 1867:

Large table listing various goods like Lard, Butter, Cheese, Ham, etc. with prices in dollars and cents.

Table with 2 columns: EXCHANGE, London 60 days, Paris, New York, etc.

RAILWAY TRAFFIC RETURN.

FOR THE MONTH ENDED 30TH APRIL, 1867.

Table showing railway traffic returns for various lines like Great Western, Grand Trunk, etc., with columns for Passengers, Mails, and Freight.

JOHN SIMPSON, Assistant Auditor.

STOCK MARKET.

Table listing stock market prices for various banks, railways, and bonds.

PRICES OF GRAIN.

Table showing grain prices for various types of flour, wheat, and barley.

CANADIAN SECURITIES IN ENGLAND.

Table listing Canadian securities in England, including government securities, railways, and banks.

WEEKLY PRICES CURRENT.-MONTREAL MAY 10, 1887.

MAY 11, 1887. HALIFAX. ST. JOHN.

Main table containing weekly prices for various goods including Groceries, Hardware, Iron, Drugs, Oils, and Produce. Columns include Name of Article, Current Rates, and Current Batches.

MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, May 10.

Table listing market prices for country produce such as Flour, Herring, Butter, and various meats, with columns for Name of Article, Current Rates, and Current Batches.

**CAMPBELL BRYSON,**  
LEATHER COMMISSION MERCHANT,  
9 and 11 LEVINE STREET,  
MONTREAL. 18-1y

MONTREAL, 16th May, 1897.

**IRONMASTERS' PRICE LIST  
MONTREAL CUT NAILS.**

In 100 lbs kegs inclusive, a fair assortment with not over one-quarter shingles, under 25 tons ..... \$3 12½ per keg.  
25 tons and over ..... \$3 12½ per keg  
Shingle Nails, when sold alone, EXTRA over assortment ..... 2c per keg.  
2 lb and 5 lb Nails, when sold alone (the per cent being a level in assortment) 40c per keg. Terms 4 months, or 5 per cent for cash.

H W IRELAND.  
18 BROKER.

**DIRECT FROM SHANGHAE.**

**CARGO OF TEAS,**

EX Barque "AYONDALE" Ogilvie, Master, from Shanghai, to Messrs. D TORRANCE & CO.

WE shall Sell by Auction, on WEDNESDAY, the 20th May inst, the Cargo of the "Ayondale," consisting of:—

6,888 Packages Green Teas,

at the Tea Room of Messrs. D. Torrance & Co. Catalogues will be prepared.

Sale at NINE o'clock.

JOHN LEEING & CO.,

18-2 Auctioneers.

THE undersigned begs to intimate that he has commenced business as an

ACCOUNTANT, ASSIGNEE and AUDITOR.

Office immediately over the Reading Room, Merchants' Exchange, St. Sacrament Street.

Montreal, May 10, 1897. ROBERT WATSON. 17

**LIDLAW, MIDDLETON & CO.,**  
Commission Merchants and Shipping Agents,  
Montreal. 21-1y

**DEPARTMENT OF CROWN LANDS.**

Ottawa, 10th May, 1897.

NOTICE is hereby given that the lands in the township of Cardwell, in the county of Simcoe, Upper Canada, will be open for sale on and after the TWELFTH INSTANT, on the usual condition of actual settlement thereon, and subject to current timber licenses, at 70 cents an acre, cash, or one dollar if paid by instalments; upon application to N. P. Wakefield, Esquire, Crown Land Agent, at Parry Sound.

A. RUSSELL,  
Assistant Commissioner.

**DEPARTMENT OF CROWN LANDS.**

FISHERIES BRANCH,

Ottawa, 25th April, 1897

THE following Fishery Regulations have been approved and adopted by His Excellency the Administrator of the Government in Council, on the 25th instant, under the Statute 21 Vic. cap 77 (Fisheries Act):—

"Fishing by means of nets for the purposes of trade and commerce, except under leases or licenses from the Department of Crown Lands, is prohibited in the waters of Upper Canada."

"Except under leases or licenses from the Department of Crown Lands, salmon shall not be fished for, caught or killed in nets or other apparatus in Lower Canada."

"Within the Counties of Northumberland, Durham, Peterboro' and Victoria, in Upper Canada, no person shall fish for catch or kill bass, pickerel (doree), maskinonge or pike between the twentieth day of April and the twentieth day of May."

Certified.

A CAMPBELL,  
Commissioner of Crown Lands.

**CAMERON & ROSS.**

**COMMISSION MERCHANTS,**  
435 Commissioners Street, Montreal, are regularly receiving and selling on Commission all kinds of country produce—such as Flour, Grain, Butter, Cheese, Pork, Pot and Pearl Ashes, Leather, Wool, Clover, and Timothy and Flax Seeds; also purchasing on country account, Dry Goods, Groceries, Hardware, and General Merchandise.

**DRY GOODS.**—Owing to so much wet weather prevailing for the past three weeks, the retail trade has not been so satisfactory throughout the country as would be desirable. The prospects are fair as soon as the weather settles, of doing a good spring and summer trade, and owing to the healthy state of the country financially, a good trade is likely to be done during the next two months and a half. Country merchants generally have acted cautiously this spring in making their purchases, but sparingly, notwithstanding the inducements offered by the wholesale dealers in order that they might get disposed of their, what then appeared and is still too heavy stocks at least with the most of them. This season's trade with one or two of our leading houses is in excess of that of the spring of last year. It does not appear at present that any difficulty will be experienced by country merchants in getting their orders filled or keeping good their assortment. We notice that the prices realized at the trade sales are not likely proving satisfactory to those who are so disposing of their goods. Common market rather unsettled.

**BUTTER.**—During the last 12 months the ideas of those engaged in the trade, had sufficient opportunity of undergoing various changes; it will be remembered that last season at the close of the reciprocity treaty, mostly all the butter in our country, was cleared out by American dealers at extreme high prices. In 1895 the most of the dealers, or at least as many of them as knew when to stop, experienced a fair share of success. So much was this the case that a considerable number who knew nothing about the trade engaged in it, and owing to the gradual advance of the market for several months were comparatively successful. The merchants throughout the country were feeling that they were sustaining considerable loss on every sale they made, for had they held a few days longer, they would have realized one or two cents per pound more; this state of things made the position of the buyers going through the country not a very enviable one. Although in 1896 it has proved of great value to the large dealers, whose buyers going through the country, and in many instances offering prices which at that time had been spurned at, although if accepted would result in a large loss to the purchaser; had the prices offered in the early part of the season throughout the country been accepted, the losses sustained by the large dealers would have been very serious. During the months of June, July, and August, prices were proportionately higher throughout the country, than they were in the principal markets, this being chiefly caused by a number of inexperienced dealers going through the country and buying up lots at extreme rates, with the idea that the price would advance as it did the previous season. And also merchants afraid if they made a sale that an advance would take place as was the case the year before. Never refuse a good offer at your own store, for any kind of produce you may have for sale. There was a considerable quantity offered at auction during the week, the prices realized being 9c to 9½c per lb; the market at present is quite stagnant owing to the pressing of some lots for sale. The quantity now held is not near as large as we have seen some other seasons. And should the cold backward weather which the country experienced for some time back, continue much longer, it is very likely that prices will somewhat improve. Old for city trade, sells for 11c to 13c per pound; now, 11c to 16c per pound according to quality.

Grain and Flour quotations see those contained in the Review. With regard to flour, the feeling is considerably easier than it has been for some time back. The stock on hand is about the same as that held at the opening of navigation. Opinions vary considerably respecting the quantity of wheat still held by the farmers. If they have not this season departed from an old custom, they must still have a considerable quantity to bring to market. It is customary with the most of farmers to keep sufficient wheat on hand for a year's supply in case the new crop might prove a failure, then during the latter part of June and early in July, when they are sure of the new crop being out of danger, mostly every season at this period a large quantity of grain finds its way to the market.

ASHES—For 100 lbs. \$5.67½ to \$5.60, according to rates. Seconds, \$5.40; Thirds, \$4.30 to \$4.55; First Pea is, \$5.25 to \$5.35.

SEEDS.—Clover 12c per lb.; Timothy \$1.50 to \$1.80 per 45 lbs. Flax \$1.60 per 55 lbs. Eggs 11c to 12c per doz. by the barrel. Egg-oats 1c per pound.

All consignments carefully attended to, all charges as low as is consistent with a view to responsibility. Drafts accepted for two thirds value of consignments, when bill of lading is attached.

CAMERON & ROSS.

**A. H. McMASTER & BROTHER,**  
(Successors to Wm. McMaster & Nephews)  
IMPORTERS OF GENERAL DRY GOODS and Dealers in all Canadian Manufactures,  
32 YONGE STREET, TORONTO.  
Established in 1844. 13-1y

**TURNBULL & CO.,**  
FLOUR AND PRODUCE COMMISSION MERCHANTS, St. John, N. B. Reference: Bank N. America; Messrs. Gillespie, Moffatt & Co., Montreal. 13-5

**JOHN B. CAMPBELL & CO.,**  
GENERAL COMMISSION MERCHANTS AND WHOLESALE GROCERS, ANDERSON'S BUILDING, (Old Merchants' Exchange,) Corner Bedford Row and Prince Street, HALIFAX, N. S.

**MAYFLOWER TOBACCO FACTORY.**—(Celebrated Prize Medal Mayflower, and other choice brands, Flat and Twist Tobacco.) JOHN B. CAMPBELL & CO., Proprietors, Halifax. 17-1y

**STUBBS HOTEL,**  
(opposite the Custom House) 140 PRINCE WILLIAM STREET, ST. JOHN, N. B., JAMES McINTOSH, Proprietor. 2-3m

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

**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, Canadian School Slates. Printing and Wrapping Paper and Strawboard Manufacturer. 307 NOTRE DAME STREET, MONTREAL. 10-32

1867 IRELAND'S 1867  
**FREIGHT AND PASSENGER LINE**  
FROM  
Montreal to Kingston, Toronto, Hamilton, St. Catharines and vice versa.

ON opening of Navigation the following First Class Steamers will form a Line for the Transportation of Freight and Passengers, viz:

OSPREY.....Capt. SMITH  
AMERICA....." MOORE  
BRANTFORD....." HANNA  
[new composite steamer now building at  
Hamilton.....Capt. MALCOLMSON.  
CITY OF LONDON....." POLLOCK.  
The above steamers, having first class accommodation for passengers, will afford to families during the summer months, a cheap and comfortable mode of travelling, and give merchants quick dispatch in the transportation of Freight.

THE STEAMER CITY OF LONDON, will be continued as last year in the Lake Erie trade, viz.—From Montreal to Ports Dover, Burwell, Ryerse, Bruce, and Stanley, calling at Hamilton and Toronto, as the trade may require.

Freights as Cheap as by any other Line. For Freight or Passage apply to  
R. D. MACLAY.....(MacKay's Wharf), Hamilton.  
S. F. HOLCOMB.....Exchange, Toronto.  
NORRIS & NELSON.....St. Catharines.  
Wm. BOWMAN.....London.  
H. W. IRELAND,  
409 St. Paul Street,  
Montreal.





**AMES, MILLARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
**BOOTS AND SHOES,**  
No. 23 St. Peter Street, Montreal.  
Now on hand one of the largest and best assorted stocks ever offered to the trade, warranted to give satisfaction in wear, and at prices as low as the lowest.  
August 3, 1866. 23-ly

**C. DORWIN & CO.,**  
BANKERS AND EXCHANGE BROKERS,  
40-ly 36 St. François Xavier st., Montreal

**FRANCIS FRASER,**  
**HARDWARE AND COMMISSION**  
MERCHANT, Agent for Manufacturers of Birmingham and Sheffield Goods of every description, 28 St Sulpice street, Montreal. 1-ly

**JOSEPH MAY,**  
IMPORTER OF  
**FRENCH DRY GOODS,**  
489 ST. PAUL STREET,  
MONTREAL. 51-ly

**JAMES CRAWFORD,**  
**PRODUCE COMMISSION MERCHANT,**  
and Agent for the Purchase of TEAS, SUGARS, AND GENERAL MERCHANDISE,  
18 ST. JOHN STREET.  
6- MONTREAL.

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