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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, FEBRUARY 21, 1868.

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Oranges and Lemons, boxes and frails almonds, qrs
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English and French Groceries, and balance cargo of
Sugar and Molasses ex St. Joseph, from Barbados,
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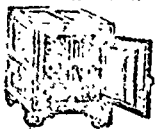
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 Charles Cammell & Co., (limited), Cyclops, Steel and Iron Works, Sheffield; the Bowling Iron Company (near Bradford, Yorkshire, The Yorkshire Engine Company, (limited), Sheffield; Frost & Co., (late of Derby) Wadley Bridge Iron and Steel Works, near Sheffield; The Patent Shaft and Axletree Company (limited), Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Walker & Hall, Electro-Plate Works, Sheffield; Green's Patent "Solid Drawn" Brass and Copper Tube Company (limited), Birmingham; The Hockley Bolt, Nut, and Rivet Company, Birmingham; Thos. Dunn, Engineer, Windsor Bridge Iron Works, Manchester; Slim & Coventry, "Pontypool" Tin, and "Pontypool" Canada Plates, Liverpool; John Trippett & Brother, Shipping Agents, Liverpool and New York; The Chelsea Rubber Company, Chelsea, P.O.; The Hart Manufacturing Company (late Bilven, Mead & Co.,) New York.
N.B.—A stock of Charles Cammell & Co.'s War-ranted Cast Steel for Tools, Railroay Spring Steel, and "Cyclops" Files always on hand. 33-ly

ROBERT WATSON,
ASSIGNEE, ACCOUNTANT, AUDITOR,
 Commissioner for taking Affidavits for Upper Canada
OFFICE—MERCHANTS' EXCHANGE,
 immediately over the Reading Room,
 Montreal, May 30, 1867. 17

HENRY McKAY & CO.,
COMMISSION MERCHANTS
 Shipping and Insurance Agents,
 No. 1 Merchants' Exchange, MONTREAL. 47-ly

PARTNER WANTED.
PARTNER WANTED in a well established Commission, &c., Business, with £2,000 or £3,000 Capital.
 Applications (strictly confidential) stating Capital, &c., addressed to A. J. C., Daily News Office, will receive attention.
 January 10. 2

BELING & LAMOTTE,
 BREMEN, GERMANY,
 Effect orders for the purchase of goods in Germany, Holland, and Belgium, attend to the forwarding, shipping and insurance of the same. All invoices are settled through their firm
BELING & LAMOTTE, QUEBEC,
Agents for
 Antwerp, Bremen and Hamburg Regular sailing Packets.
 Bremen, Hamburg and Swiss Underwriters.
 E. & M. Bollmann's Triple strong Vinegar, in demi-johns.
 Liberal advances made on consignments. 5-3m

PHENIX
MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

ACCUMULATED FUND OVER \$2,000,000.
 ANNUAL INCOME \$1,200,000.
ISSUE ORDINARY LIFE,
10 YEAR NON-FORFEITING LIFE,
 AND,
ENDOWMENT POLICIES,

At the rates annually charged by responsible Companies and returns all profits to the insured, who are now receiving a return of 60 per cent., or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application.
Usual restrictions as to residence and occupation abolished.
ANGUS R BETHUNE,
 General Agent
 104 St. Francois Xavier Street.
 Active and Influential Agents and Canvassers waited throughout the Dominion 40

HUA & RICHARDSON,
LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in Stock an excellent assortment of FRENCH CALFS KIDS and PATENTS, &c. Also a large supply of O. L. Richardson & Sons' Spanish Sole and Slaughterer Leather, for which they are agents in Canada.
 Consignments of leather respectfully solicited.
 Sole Agents for Alexander's Kid Gloves.
 1-ly St. Peter st., Montreal.

F. SHAW & BROS.
TANNERS AND DEALERS IN
HIDES AND LEATHER,
 Importers of
ENGLISH OAK SOLE LEATHER and STRAP

BUTTS for Belting.
 Agents in Canada for sale of
MILLER'S PATENT EXTRACT OF HEMLOCK BARK.
 No. 14 LEMOINE STREET. 4-ly

CONVERSE, COLSON & LAMB,
PRODUCE AND GENERAL COMMISSION MERCHANTS,
 Tea Dealers and Importers of Groceries, LIQUORS, CIGARS, &c.
 Corner Hospital and St. Bennett's Wharf, John Streets, Halifax, Montreal, Canada. Nova Scotia. 15-ly

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,008,690
 Annual Income 3,286,300
W. H. RAMSAY,
 Manager.

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

ROYAL
INSURANCE COMPANY
 Of Liverpool and London.
FIRE AND LIFE.
 CAPITAL TWO MILLIONS STERLING.
 H. L. ROUTE, Agent, Montreal.

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

COAL OIL.
 200 Barrels favourite brands, in lots to suit purchasers.
 Cash Orders from the Country executed at lowest wholesale rates.
AKIN & KIRKPATRICK,
 47 Corner Commissioners and Port Streets.

THOS. D. HOOD,
FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL
 Show Rooms—79 Great St. James Street.
 Factory—82 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos, Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 42

ROBERTSON, STEPHEN & CO.,
 Successors to
WM. STEPHEN & CO. & A. ROBERTSON & CO.,
 Importers of

STAPLE and FANCY DRY GOODS,
 and Dealers in
CANADIAN TWEEDS, &c., &c.,
 19, 21, 23, & 25 LEMOINE STREET,
 AND
 2, 4 & 6 St HELEN STREET.
 MONTREAL. 6-ly

DRY GOODS.
OGILVY & CO.,
WHOLESALE IMPORTERS,
 495 St. PAUL STREET,
 MONTREAL.
 Just received:

100 pieces Hop Sacking.
 300 pairs Blankets.
 7-ly 20 bales American Cotton Yarn.

OGILVY & CO.,
 Agents for
J. & W. FART'S SCOTCH WHISKY,
BERNARD'S OLD TOM,
 AND
 7-ly **BERNARD'S GINGER WINE**

PLIMSOLL, AUBIN & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 9-ly

WINNING, HILL & WARE,
 389, 391, 394, and 396 ST. PAUL STREET,
 (near the Custom House)
 MONTREAL,
 Importers and Wholesale Dealers in

WINES, LIQUORS, CIGARS, ETC.,
 AND
MANUFACTURERS OF CHOICE FRUIT SYRUPS,
TOM GINS, GINGER WINES, BITTERS,
LIQUEURS, etc., etc., etc.,
 For which the PARIS EXPOSITION OF 1867 awarded a PRIZE MEDAL for purity and excellence of quality.

SOLE AGENTS IN THE DOMINION OF CANADA
 FOR
Ch. DeRancourt . . . Bordeaux . France.
Gustave Gilbert . . . Reims . . . do.
Boord & Son . . . London . . . England.
S. H. Harris . . . do . . . do.
James Kenyon & Son Bury . . . do.
WINNING, HILL & WARE,
 1-ly 389, 391, 394 and 396 St. Paul Street.

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

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

1867—NOVEMBER 18th.—1867
T. JAMES CLAXTON & CO.
ARE weekly receiving large additions to
 their stock, at present low prices.
 Large Lines of Staples.
 Large Lines of Fancy Goods; all the newest styles.
 Orders carefully attended to,
CAVERHILL'S BUILDINGS,
 1-ly **59 St. Peter Street, MONTREAL.**

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURE
 COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 COBLETES,
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPES,
 WATER PITCHERS,
 &c., &c.
 Hyacinth Glasses, Steam Gauge Tubes, Glass Rods,
 Reflectors, or any other article, made to order in white
 or colored glass.
 Kerosene Burners, Collars and Sockets will be kept
 on hand.
FACTORY—ALBERT STREET. Orders received at
 the Office, 338 St. Paul Street.
 4-ly **A. MOR. COCHRANE, Secretary.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE. 14-ly

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

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

WM. MOLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemoino Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented.
 Personal or Letter Orders will have our prompt and
 careful attention. 33-ly

BLACK & LOCKE,
GENERAL COMMISSION
MERCHANTS,
MONTREAL 36-ly

NELSON, WOOD & CO.,
IMPORTERS AND WHOLESALE DEALERS IN
 European and American FANCY GOODS,
 Paper Hangings, Clocks, Looking Glasses, and Plates,
 Stationery, Combs, Brushes, Mats, Toys, &c., &c. &c.
 MANUFACTURERS OF
 Brooms, Matches, Painted Rails, Tubs, Wash-
 Boards, and Dealers in
 WOODEN-WARE of every description.
 29 St. Peter Street, Montreal. 36-3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, FEBRUARY 21, 1868.

BANK RETURNS FOR JANUARY.
WE publish this week the returns of Canadian
 Banks for the month of January, 1868. The
 following is a comparison of the leading items in the
 returns of the Banks of Ontario and Quebec for De-
 cember and January:—

	December.	January
Notes in circulation.....	\$ 8,079,290	\$ 8,718,923
Deposits not bearing interest.	14,317,450	12,975,045
Do. bearing interest.	15,232,337	15,748,143
Coin and legal tenders.	9,089,402	9,770,573
Discounts	50,662,969	51,175,582

From the foregoing figures, it will be seen that bank
 circulation has increased about \$640,000, but their re-
 serve of coin and legal tenders has increased to a lit-
 tle over that amount, while, on the other hand, their
 liabilities to the public in the shape of deposits have
 decreased very close on a million of dollars. Dis-
 counts have increased by about \$500,000.

The return of the Merchants' Bank is noticeable as
 indicating its course with a view to taking over the
 liabilities and business of the Commercial Bank at the
 beginning of next month. Its liabilities are now
 nearly \$500,000 less than its paid-up capital, while
 against those liabilities it holds of cash, exclusive of
 discounted paper, nearly twenty-five shillings in the
 pound. We suppose a considerable portion of the
 \$450,000 of Commercial Bank circulation, still unre-
 deemed, will be presented for payment without much
 delay after the Merchants' Bank of Canada assumes
 the responsibility, but on the other hand, a very great-
 ly increased circulation will ensue almost immediately,
 in consequence of the numerous branches of the
 amalgamated Bank throughout the country, and
 although the precautions are wise, we trust they will
 prove entirely unnecessary, and that the friends of the
 suspended bank throughout the Provinces will give to
 it, in its resuscitated form, a hearty and generous sup-
 port.

The Rutland Railroad is soon to be changed in the
 vicinity of Vergennes, so that the road will run into
 and through that city. There is a steamer being built
 at Shelburne Harbour that may soon be conveying
 passengers and freight between Vergennes and Platts-
 burg. This arrangement will give the Rutland Railroad
 a direct communication with Canada and Northern
 New York.

MORLAND, WATSON & CO.,
 WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE
 Office and Warehouse, 336 and 387 St. Paul Street
MONTREAL.
 Manufactories on Lachine Canal. 1-ly

THE COMMERCIAL UNION ASSURANCE CO'Y
 19 & 20 CORNHILL, LONDON, ENGLAND.
CAPITAL £2,500,000 Stg.—INVESTED over £2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—90 PER CENT. of pre-
 miums now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON P.L.S.
 8-ly

The following is a statement of the Provincial Notes
 in circulation, and of the specie held against them
 on the 6th of February, 1868:

	Notes in Circulation.	Specie.
At Montreal	\$3,367,983	\$450,000
At Toronto.....	879,760	450,000
	\$4,247,742	\$900,000

Proportion of specie to notes in circulation, a little
 over 21 per cent.

GETTING ON ITS FEET AGAIN.
WE refer to the great Southern Railway prospect.
 A very curious history, indeed, had this pro-
 posed line in days gone by, and it is to be hoped its re-
 suscitation is taking place under happier auspices.
 The application for a charter before the Toronto Legis-
 lature, asks for power to extend the Erie and Niagara
 Railway from Fort Erie to Sandwich or some other
 point near Detroit. The name of Southern is thus
 eschewed, but the route is almost identical with that
 proposed some years ago, when Messrs. Morton, of
 Kingston, and Buchanan of Hamilton, figured so large-
 ly in connection with the enterprise. Quite a fight took
 place before the Railway Committee when the applica-
 tion for a charter came up. The Great Western Rail-
 way, through Edmundus Irving, Esq., its Solicitor, op-
 posed the application, and a lengthy and well-written
 document was also submitted from Mr. Swinyard, set-
 ting forth reasons why it was unfair and unjust to the
 Great Western that another railway should be per-
 mitted between that line and Lake Erie. The counties
 through which the road is intended to pass, which may
 be called the Lake Shore Counties, are very strongly
 in its favor. They mustered largely in Toronto, and
 seem to have carried the point successfully. The Rail-
 way Committee not only passed the preamble of the
 Bill the first day, but on a subsequent day, although
 some unusually numerous and important alterations
 had been made in the measure, they still allowed it to
 go through. Taking all these circumstances into con-
 sideration, we think there is every probability that a
 charter will be granted by the Legislature by a large
 majority. It is reported that, if the Bill passes, Amer-
 ican capital will construct most of this road. It is
 understood that the New York and Erie Railway is
 very desirous of having a direct connection with the
 State of Michigan through Canada, and that eminent
 capitalists interested in that road, are prepared to as-
 sist the Great Southern. We trust this is the case,
 for we are not among those who have any fears about
 Americans spending their capital in Canada. The
 more our country is opened up and improved, no mat-
 ter where the means come from, the stronger and
 plethoric will it become, and we shall therefore rejoice if
 the Great Southern not only gets on its feet again, but
 is rapidly pushed forward to completion.

THE BUSINESS AND PROSPERITY OF THE DOMINION.

BUSINESS is rather dull at present. This arises from some obvious causes. Both in the States and in Canada there was an over-imporation of cottons and woollens during the past year; there was a consequent fall in prices; this and other difficulties led to the failure of a very large number of commercial houses in the States, and to the suspension of some in Canada. The stoppage of the Commercial Bank also tended to embarrass our financial affairs; and thus it comes to pass that at present business in Canada is not as brisk as it might be. But, at the same time, it is a great mistake to suppose that the country is not in a prosperous condition. True, there is distress among some classes in the Province of Quebec, and many of the youth of that and of the Sister Province of Ontario, are leaving for the United States. But this sitting about of young men has always taken place, and will always take place as long as the States and Canada are neighbours. This movement of the floating population is not all on one side. As many young men come from the States to make their fortune in the Dominion as go from the Dominion to make their fortunes in the States. There is nothing wrong in this; there is nothing in it from which you can infer a permanent want of prosperity in either country. And as to the distress in some places in the Dominion—such as in Nova Scotia and in Quebec—these are exceptional cases, and do not at all prove that the country is not prospering.

If we want to see whether we are progressing or not, we must look at the whole country, and not confine our views to a few places in it. And taking this extended survey, we find unmistakable evidence that we are thriving, and that there is a bright future opening before us. In the first place, money was never so plenty in the country as it is at present; and that is a good sign. This arises from the fact that for the past few years we have been blessed with good harvests, and the surplus of our harvests has been sold in outside markets, and has brought in a good crop of gold. Then it is a fact that since Confederation our national securities have gone up to an almost unprecedented height; and in consequence of this and of the low rate of interest in England, much English capital has been attracted to our shores. From the other side, too, we have received an addition to our capital. Exquisite protection and extensive bankruptcy have created commercial distrust there, which has driven many small capitalists over to our side of the line.

This accumulation of capital naturally seeks an outlet; and, therefore, we see in our leading journals in the commercial centres of the Dominion, innumerable advertisements of money to lend on good securities. We also see new companies being started here and there; and one of the surest signs of the easiness of the money market, we see railroads projected all over the country. We do not now speak of the Intercolonial Road and of other contemplated lines in the Lower Provinces and in Quebec, but we particularly allude to the railway mania in Ontario. We are certainly going to have one or two railways through Grey and Bruce. Then there is the Toronto and Nippissing scheme. And there is also the Great Southern Railway, to run along the North shore of Lake Erie. Another sign of commercial prosperity is that the farming community of Ontario—the bone and sinew of the country—is nearly out of debt. A few years ago this could not be said. Then every farm in the country bore a light crop and a heavy mortgage. Now this is reversed. The crops are heavy and the mortgages are light, and in many instances have ceased to encumber the land at all. Gentlemen of the legal profession know this to be true. Their business, it is admitted, is very dull indeed now, and has been for a while back, and this dullness does not arise so much from the overcrowding of the profession as from the positive scarcity and absence of business. Litigation is low, the community is not embarrassed, and consequently there is not the necessity that once existed of appeals to the lawyer and the money lender.

Another sign of the prosperity of the community may be found in the fact that in the cities the demand for all kinds of skilled labor exceeds the supply. It is evinced by the records of the daily journals. Let any one take up a number of a Western Journal and he will see for himself that there are more advertisements of persons wanted to fill situations, than there are of persons who want situations. All these things argue favorably for the country. They show most conclusively that we are not deteriorating, or even at

a stand still; but that we are going forward. A colony never makes a great flourish over its progress; and the same may be said of the cluster of colonies that make up the Dominion. On the other hand our Republican neighbour is making the world well acquainted with his advancement. Everyday the United States press does a bit of self-laudation of some kind or another, and daily and hourly the world is invited to take knowledge of the march of the Stars and Stripes. But although it is not in our power, and if it was in our power, it is not our inclination to boast, and bully, and brag, yet for all that we are improving slowly and surely. Our population is increasing at a fair rate, and now that the free grant system has been introduced into Ontario, it will increase much faster. The great North West will be soon opened up on the same liberal principle. The more populous the back country, the greater will be the business of our cities, and the trade and commerce of the country. We see nothing to dash the future of the country with gloom—except it may be the lamentable conduct of a party in Nova Scotia. And even that danger we believe will be removed. There are wise men and patriotic men in that colony, who will not allow their countrymen to be misled, and made disaffected without a cause, and there are wise and patriotic men in Ontario and Quebec, who will lend their best efforts to remove any disabilities under which Nova Scotia may unjustly labor. So that we may reasonably indulge the hope that from the east to the west content and good feeling will attend the new Dominion; and although business may be dull here and there, and although there may be dullness, failures, and distress in a few places in our midst, and some emigration from our shores, yet we may conclude that these things are due to exceptional causes, and that they do not materially lessen our national prosperity.

THE ASSESSMENT LAW.

CHANGES PROPOSED IN ONTARIO.

SOME very important changes in the mode of assessing property throughout the Province of Ontario, are now before the Legislature at Toronto. It will be remembered that this law was largely amended at the last Session of the Parliament of the late Province of Canada. It was thought after the action of the Committee at Ottawa, perfection would almost be reached; but it appears that very many errors crept in, some of which are very objectionable. At an early period of the Session of the Local Legislature, both the Assessment and Municipal Acts were referred to a special committee, and we are now in possession of the changes proposed to be made in the former, most of which, we believe, will be regarded by the country as improvements. The alterations recommended by the special committee are as follow:

1st. The sliding scale of assessing personal property is to be abolished. Formerly a man possessed of \$9,999 worth of personal effects, was put down on the roll for only \$4,000; but if the value was put \$1 more, he had to pay taxes on \$10,000. The Assessor will be required hereafter to put down the actual amount whatever that may be.

2nd. Another very important change with regard to personal property is, that for the future it is proposed that no debts shall be deducted from the total amount. The present law allows the person rated to deduct all the debts which he owes on his personal effects. The change recommended by the committee will make a very serious difference to many business men, in every municipality throughout the Province. We think this a very questionable improvement, and hope that its effects will be fully considered before it is rashly adopted.

3rd. Up to the present time, mortgages have been exempted from taxation, the assumption being that the property covered by the mortgage paid the taxes. Many a municipal squabble has taken place over this clause. The committee recommend that the income derived from mortgages shall be rated, but not the mortgages themselves.

4th. A fourth alteration, if adopted, will remedy a gross injustice and hardship. Under the old Act a working man making \$300 per annum, although barely able to subsist on that amount, was taxed upon it. This was a great hardship to the working classes who were thus not only paying taxes on almost every thing they purchased, but also on the pittance which they daily made. It is gratifying to know this is to be remedied, and that only incomes of \$600 will hereafter appear on the rolls.

5th. In Township municipalities real estate was for many years valued at its actual value, and in cities and towns according to the rental. During the last session before Confederation, the law was made uniform, city, town, and country property, being rated at its actual value, but the Local Legislature of Ontario, seems now determined to go back to the old system, although the other mode has only had one year's trial. We agree with those who express the opinion that rating cities and towns at their actual value should have had a longer trial.

6th. A sixth amendment, and one of considerable importance, has reference to another clause of recent introduction—that one, disfranchising municipal electors who do not settle their taxes before the 10th of December in each year. Provision is to be made to compel collectors to call personally on every payer, fourteen days before the date when disfranchisement would ensue, so that none will be unwarned of the consequences of non-payment. This clause has become absolutely necessary, for cases are known in which partizan collectors have abstained from calling on rate-payers, so that they would be unable to vote at the ensuing elections. These comprise but a part of the alterations proposed to be made in the Ontario Assessment law this Session, but they embrace the points of most importance, and interest to the public. Next session it is understood that both the Assessment and Municipal laws are to be thoroughly overhauled and consolidated.

DAME RUMOUR

HAS it that word has been received from England, that the irrepressible F. C. Capreol, Esq., of Toronto, has induced some leading English capitalists to enter into the Georgian Bay Canal scheme. It will be remembered that some wealthy Americans in Philadelphia and elsewhere, agreed (it is said by bond) to advance \$20,000,000, or at least some very large sum, towards the project, provided English capitalists could be induced to advance a like sum, and a grant of public lands could be obtained from the Canada Legislature. Armed with this document, Mr. Capreol started for England, and has for some time past been engaged in "button-holing" English capitalists regarding his great, all-absorbing idea. We have grounds for saying that letters have been recently received from the indefatigable gentleman, in which he states that the requisite amount of English capital will be obtained; one thing at least is certain, one or two well-known English engineers are countenancing the construction of this canal, but what connection there is between them and Mr. Capreol, or whether they have any visions of prospective employment on the work, we cannot say. A petition for a grant of land from the Ontario Legislature has been presented, and it is understood will be energetically pushed. We hardly think it will succeed. Even the Torontonians themselves—who would be most benefitted by the canal—seem to regard the work as impracticable. Mr. Capreol has been labouring almost single-handed. But if it prove true that both English and American capital is ready to make the canal, as it is now asserted, things may soon assume a new shape. We must confess, however, that we have always entertained the idea that, if such a canal was to be made at all, the Ottawa route was decidedly preferable. It would require less excavation, cost less money, and when constructed, would be much the shortest route from the great West to the seaboard. The engineering difficulties of the route proposed by Mr. Capreol are admittedly of a serious character, and would require an outlay which would almost preclude the possibility of the canal paying anything like a reasonable return on the money invested. We hardly think, notwithstanding current rumours, that either of these works will be gone on with for some years yet. Moneyed men are getting very careful how they invest their capital, and we hardly think sufficient lands could be got from Parliament to induce the commencement of such large undertakings. This appears to be the general opinion, but, notwithstanding, Mr. Capreol works away with indefatigable activity. If his pet project don't succeed, it won't be from want of talking, writing and walking, on his part.

The contract for building the road bed to the Woodstock Railroad from White River Junction to Woodstock (4 miles) was given to Ralph Jones & Co. of Canada, on the 23rd of January. They commence work upon it immediately, and will push it with energy and despatch to completion. It is expected that the road from Woodstock to Rutland will be commenced in the spring.

THE "ALABAMA" CLAIMS.

AN AMERICAN VIEW OF THE SITUATION.

THE New York *Financial Chronicle* says.—Without pretending to apportion accurately either to our own government or the government of Great Britain such blame as is justly due to *somebody*, for the protracted misunderstanding which now enters upon its seventh year between England and America, we must be permitted to say, in the interest of both countries and of that commerce which is the common life of both, that it is time *something* should be done to put an end to a state of things so unsatisfactory and so perilous.

It is probably true that the diplomatic discussion of the "Alabama claims," under which general name it has now become the fashion to describe all the questions at issue between the two nations, has, on the whole, been conducted with more coolness and a larger regard to consequences by the American than by the British Foreign Office. This much, at least, is certainly conceded by Lord Hobart, an intelligent English member of the House of Commons, and his opponent of a seat in the Lords who has undertaken recently to bring the matter sharply up for settlement before the British public. Even Mr. Vernon Harcourt, who under the well known signature of *Historicus*, attempts to contravene the position of Lord Hobart in letters to the British press, fails to attack Lord Hobart's impeachment of the temper in which the American claims were originally met by the late Whig occupant of the British foreign office, Earl Russell. On the other hand, it is only just to admit that so far as our difficulty with England has been made a theme of debate in the British Parliament and in our Congress, the advantage in point of judicious language and statesmanlike self command rests rather with the elder of the two legislative bodies. This being the case it is clear that the matter has by no means passed the stage at which a rational and manly settlement of it is practicable. For, while in respect to our foreign relations, the action of Congress is less decisively important than the action of the State Department, the reverse precisely is true of the comparative importance of the British Foreign Office and of the British House of Commons in respect to the like relations of Great Britain. It is fortunate, therefore, that on both sides of the Atlantic we find a disposition to forbearance manifested in exactly that quarter in which forbearance is most important and can produce the best results. This would be true were Earl Russell still in power in England. But Earl Russell has been succeeded by a statesman, Lord Stanley, whose treatment of the case so far has been much less open to criticism than that of his predecessor, saving and excepting that he, too, while conceding arbitration in principle, has insisted upon certain reservations in the submission of the difficulty to arbitration which neither the American State Department, nor the Congress, nor the people of this country can accept. The arrival in this country of a new British minister brings the matter prominently forward at the precise moment when it is apparent that something decisive must be done, and makes it desirable that public opinion here should find full and moderate expression upon the real demands of the United States. These, as we have said before are not represented by the average tone of recent Congressional utterances on the subject. It is unfortunate that the suspension just at this time of the *habeas corpus* act in Ireland should have led certain local authorities in that part of the British Empire into measures which have exasperated popular feeling here; but thoughtful Americans sincerely desirous to have the real difficulty between ourselves and Great Britain properly adjusted, will not permit themselves to confound with that difficulty a merely passing and temporary matter, about which there can be no sort of question either as to our abstract rights, or as to the impolicy of interference with them. No respectable or responsible British organ of opinion, no British public man would for a moment think of denying that the arrest of American citizens on British soil, for words spoken or deeds done beyond the sphere of British sovereignty, is utterly indefensible. This is so certain to be the case, that while the arrest of American citizens in such cases may make an excellent topic of popular declamation, it will hardly be so much as debated in any diplomatic conference. Putting that aside, therefore, as a point already settled in our favor, and about which only the details of the satisfaction proper to be made to persons aggrieved can remain to be discussed, let us reiterate our hope that serious public opinion here will at once make itself felt in favor of peace between the two countries, by giving the new British Minister and his Government to understand clearly and unmistakably that the American people not the passionate and unthinking but the grave and weighty public of the United States, expect of England now to make the offer to us which, when made by us to her, was so hastily declined.

A decided demonstration in this sense here cannot be considered in a just sense a hostile demonstration by Great Britain. The questions upon which we asked before, and should now be willing to accept arbitration, are not in themselves so formidable as they have become formidable by over long gestation. Whether Great Britain was or was not over-hasty in conceding belligerent rights to the Southern States, Lord Russell chose to consider a question not proper to be discussed in an arbitration upon British responsibility for certain results not perhaps brought about by but certainly made possible by that concession. But surely the question is of a large general interest—affecting not merely Great Britain and the United States, but the possible relations of all states. We never asked such a decision of it as should require of Great Britain, were that decision unfavorable to her policy either apology or compensation for that policy. We simply insisted and insist that to a decision concerning her responsibility for losses inflicted upon our commerce by vessels which would never have got to sea had she not recognized the belligerent rights of the Southern States, an examination

of the propriety of such recognition by her is necessarily germane, and must be of interest to herself and to other powers as well as to ourselves.

As has been frequently set forth in these columns heretofore, the question whether Great Britain did or did not properly execute her existing laws is of less significance than the question whether her existing laws, so far as they affect international relations in time of war, are or are not suited to the requirements of international justice and amity in those days. In short, the "British difficulty" is far more a difficulty of temper and feeling than of conflicting national dignity and inherent rights on the one side and on the other. This, which makes it particularly dangerous, should also make it particularly easy of settlement. The longer it remains under discussion the more dangerous it becomes. It keeps up a sort of feverish, vague, national ill feeling on both sides. It inflames every such incident as this to which we have alluded in connection with the actual political condition of Ireland. It lies ready, to the use of political parties in this country as a means of capturing this or that class of popular sympathies. It is always in the mind of the Continental cabinets in their calculations upon the part which England may be made or expected to play in the growing complications of Europe.

Let it then be settled—settled for the benefit of both countries, even though the apparent triumph in the settlement should be with the United States. We have no wish to humiliate England, no interest in her humiliation, no sort of belief that a decision in our favor as to her liability for acts done by her subjects during the recent civil war would really be to her a humiliation. Modern political economy has revealed this truth that whatever clearly establishes the right between any two countries is a positive boon to both. Now that Mr. Thornton is in Washington, and the most important business a British Minister has for years been called upon to transact is vividly "on the order of the day," let it be distinctly made known that the opinion of this country insists upon a prompt and final reference of the matters in dispute between us to a competent arbitration.

PROSTRATION OF AMERICAN MANUFACTURES.

THE prostration of all domestic manufactures in this country, in spite of high protection, is universally felt, and the subject of much complaint. The fact is in contradiction to the theories of the protectionists. Our manufactures cannot compete with foreign imported articles, even in our own markets, though subject to high duties and gold payments. Formerly, we had markets abroad for our manufactures, and cotton, wool, iron, &c., to a great extent. Now, we are informed from the best sources that there is not one article of American manufacture which can be exported to compete with the foreign articles of the same kind in any foreign market. The causes of this prostration have been erroneously supposed by some to be the late contraction of the currency, and taxes on manufactured goods.

In the convention of manufacturers, lately held, the true causes have been but partially explained. Mr. Guthrie, when Secretary of the Treasury, held the opinion that manufactures, under a proper tariff, would increase to such an amount that, besides diminishing imports they would supply foreign markets, and that the loss of revenue from imports thus occasioned would be amply supplied by the small exchequer upon the manufactured products. In pursuance of this policy the tariff of 1857, reducing the duties on raw materials, or making them free of duty, was framed.

The war tariff since adopted would, it was contended, be of vast benefit to the manufacturers and producers of wool iron, &c. The wool-growers especially were to be benefitted by making wool dear and forcing the manufacturers to purchase it at five times the price at which it could be imported. The result is, that new wool is unsaleable, and the woolen factories are even more depressed than those of cotton. Mr. D. A. Wells recommends, in his reports, a return to the system of low duties on raw materials which enter into domestic manufacture.

This subject was fully discussed in the deliberations of Congress upon the tariff in 1833 and 1842. It was then ably maintained by the opponents of a protective policy that manufactures could only be encouraged and built up as a permanent interest by the natural process and harmonious development of the productive powers of the people in all branches of industry. It was strongly maintained by Mr. Calhoun and others that American manufactures would best flourish under a strictly revenue tariff, which should be equally just to all sections and interests of the country. It was then argued too, with much force, that our manufacturers must not be confined to production for the home market, but must look to foreign countries for an extensive and profitable market. To effect this object they must have a sound currency and low taxation. The evils complained of by the manufacturers then, as now, were chiefly the result of a deranged, redundant, and fluctuating currency. With a sound currency and low taxation our manufactures may revive and flourish, and form one of our chief articles of export; but not until our currency and revenue system shall be thus reformed. The manufacturing interest has itself contributed largely to the evils of which it complains. When, in the course of time, a better state of things shall exist they may be benefitted by measures which they now deprecate. A great reduction in the cost of labor and material and the expense of living must take place before our manufactures can find a market abroad in competition with foreign industry.—*National Intelligencer*.

RAILROADS IN NEW YORK.

A Capital of \$140,000,000—Length of Tracks 4,900 Miles—217 Persons Killed in One Year

MR Barnes, the late Deputy State Engineer and Surveyor has presented a report of the condition of the Railroad Companies in New York, for the year ending September 30, 1867. It points out the following result:—

ROADS OPERATED BY STEAM.

Amount of capital stock by charter and Acts of Legislature	\$139,000,000 00
Amount of capital stock subscribed for and paid in by last report	115,677,058 88
Amount of funded debt, as by last report	99,038,226 71
Amount now of funded debt	113,630,331 64
Amount now of floating debt, as by last report	74,003,527 59
Amount now of floating debt	74,317,691 26
Total amount now of funded and floating debt	4,947,483 55
Total cost of construction and equipment	6,811,116 39
	78,024,807 65
	162,016,749 02

Length of road in miles	3,693 45
Length of roads laid	2,918 74
Length of double track, including sidings	1,233 20
Length of branches laid	704 64
Length of double track on same	43 43
Length of equivalent single track	4,900 10
Number of engines	1,076
Number of first-class passenger cars	127
Number of second-class cars	187
Number of baggage, mail, and express cars	326
Number of freight cars	16,625
Miles run by passenger trains	8,765,959
Number of passengers, all classes, carried in cars	17,377,465
Number of miles traveled by passengers, or number of passengers carried one mile	658,624,676

EXPENSES.

Allotted to passenger transportation	\$5,141,277 62
Allotted to freight transportation	9,990,732 09
Expenses not classified	269,128 66
	\$16,401,137 67
Roads operated by horse power, &c	6,181,682 77

EARNINGS.

Roads operated with steam—From passenger business	\$16,169,655 87
From freight business	30,842,452 23
From other sources	2,631,4 21
Total earnings	\$49,671,672 20

Roads operated with horse power—From passenger business	\$7,673,795 83
From freight business	9,869,9 23
From other sources	797,189 23
Total earnings	\$8,469,848 97

PAYMENTS.

Roads operated with steam—For transportation expenses	\$34,874,178 23
For interest	5,297,111 81
For dividends on stock	5,987,427 89
Amounts carried to surplus funds	889,660 57
Payments not included above	2,323,914 15
Total payments	\$49,362,186 94

Roads operated with horse power—For transportation expenses	\$6,627,600 17
For interest	548,829 44
For dividends on stocks	810,370 10
All other payments	308,221 06
Total payments	\$8,196,200 67

ACCIDENTS.

Number of passengers killed	13	20
" " injured	79	49
" " employees killed	67	3
" " injured	65	—
" " others killed	185	19
" " injured	68	19
Total number killed	175	42
" " injured	203	68

REGISTERED LETTERS.—The Toronto *Globe* says—In our telegraphic dispatch from Montreal it was lately mentioned that 10,000 registered letters had been received at the post-office in that city during the month of January of this year. We were very glad to notice the fact as indicative of a good amount of business being done by the Montrealers. We are, if possible, still better pleased to learn from our *Western Postmaster*, that Toronto has something even better to show. During the month referred to, 20,732 registered letters were received at the post-office here. Of these 12,978 were for city delivery, 8,114 were posted for dispatch by mails and 5,640 were received at mails for other offices. During the same month \$50,855 51-100 were paid on money orders, and \$7,668 62-100 received for money orders issued, while \$5,628 postage stamps were sold to agents. This, we think, is an interesting and satisfactory statement, and we hope that every town or city in Ontario can exhibit a proportionately encouraging state of things.

BANK OF UPPER CANADA.

A MEETING of the shareholders of the Bank of Upper Canada was held yesterday in the Mechanics Institute for the purpose of electing a trustee to represent the shareholders, in accordance with the provisions of the Act passed at the last session of the House of Commons. There was a good attendance of shareholders representing nearly all the principal towns of Ontario.

Hon. D. L. McPherson was, on motion of Mr. J. C. Street, seconded by Reverend Duggan, called to the chair, and Mr. B. Morton was chosen secretary.

The chairman, after calling the meeting to order, stated its object, and at the suggestion of Mr. Duggan, the secretary read the Act which referred to the provisions of which were explained by the chairman to the meeting. He stated that the Act gave new powers to the trustees which he hoped would tend very much to the satisfactory disposal of the land belonging to the shareholders. Every shareholder, too, had a vote which was, in his opinion, a very great improvement. They had also authority to bring the affairs of the Bank before the Court of Chancery by a very simple process, and the trustees will also require to have quarterly statements of the Bank affairs published, and to hold semi-annual meetings, when they will be called on to give full information as to all the trust. The meeting was called under authority of the 11th clause to elect a trustee to represent the shareholders but while that was a special business he was not aware but that the trustees had prepared a statement of the affairs up to the present time. He had no doubt, however, but that they were prepared to answer any reasonable questions put to them.

After a short discussion as to the order of business, a motion to read the balance sheet was carried, and it was then read by the secretary as follows—

Balance Sheet of the Trustees of the Bank of Upper Canada, January 31st, 1868.

LIABILITIES.	
Bank notes in circulation	\$ 250,000 00
Due to depositors on old accounts	157,034.83
Due to depositors on Trustees' certificates	219,760.73
Due to Banks in Canada	6,885.15
Due to Glyn & Co	\$267,024.76
Less sundry amounts remitted by Glyn & Co's Trustees	59,670.60
	207,278.09
Government	1,133,430.75
Dividends unclaimed...	9,026.66
Total Liabilities	\$2,003,466.11
Balance at credit of profit and loss account.	1,380,888.01
	\$3,384,354.12
ASSETS	
Specie and balance with banks	\$ 8,089.68
Debentures and bonds	22,162.62
Real estate	1,832,344.26
Do paid, but deeds not completed	41,768.10
Mortgages	\$62,200.83
Do in course of completion	4,220.91
	130,423.87
Bills discounted judgments &c	1,843,211.71
Total assets	\$3,384,354.12

Mem.—The above does not include interest accruing which has not been added either to the assets or the liabilities. It also states as to the above balance sheet at the same figures at which they were handed over by the Bank of Upper Canada to the trustees.

Mr. Munro made some enquiries with a view of obtaining some information in reference to the true value of the debentures and bonds mentioned in the statement, to which the secretary replied that the valuation made when these securities were handed over to the trustees was still retained.

Mr. Alexander—one of the Trustees—made some explanatory remarks on the statement pointing out that the trustees had reduced the liabilities by \$568,000 and the assets by \$677,000, showing a loss of \$109,000 of the assets as taken from the bank. No new valuation had been made by the trustees of the real estate or other securities of the bank but put the same value upon them as when received from the bank.

Mr. Boulthée asked if it was true as he was told that Mr. B. Cassels the manager of the bank, had bought a quantity of bank stock and afterwards paid for it out of the funds.

Mr. Hime stated with regard to the question, that as far as the matter came under his notice, the security given Mr. Cassels was held for the trustees of the bank.

Mr. Cassels then stated that he bought the shares and paid the money on account of the bank itself. But as he was answerable for it, he has given an agreement that he will meet any loss arising from these shares.

Mr. Boulthée—Did he take the money out of the bank?

Mr. Street—Yes he took it out of the funds of the bank.

Mr. Boulthée—But I understood that they were not only paid from the bank funds, but he and Mr. Street bought jointly at the time.

Mr. Street—I paid myself for every fraction that I bought.

Mr. Boulthée—Then although Mr. Cassels and Mr. Street were buying together Mr. Street was buying for himself, Mr. Cassels for the bank.

Mr. Kirkpatrick there was no authority from the directors of the bank for the purchase. He would like to know something more as to the bond given by Mr. Cassels and talked of in the meeting. It was, as he understood, a bond and not a note to make up any deficiency in the stock bought by him. This was taken

by Mr. Hime, and by him given, he understood, over to the trustees.

Mr. Hime explained—He was not aware at the time that he had changed the bond to a past due bill of Mr. Gamble's. If he had known that, he certainly would not have taken it, and would not have withdrawn proceedings in Chancery.

Mr. Munro. It would be satisfactory to know if the trustees think it will ever be got back.

The Secretary stated that when the trustees got the bond they found that it was on the condition that any deficiency arising would be made up, and was therefore useless, but they still expected to get it all from Mr. Cassels.

Mr. Keeling asked how was not this found out by Mr. Cassels?

Mr. Hime stated that Mr. Cassels held claims against the bank trustees for salary. These they did not recognize, however.

Mr. E. G. Hime was a trustee at the time he accepted his own bond.

Mr. Gamble stated that they could not recover upon the bond, but if the facts are as they were stated, Mr. Cassels is perfectly responsible, and can be made to pay. There was no doubt but under these circumstances he was personally answerable, and will have to pay it. Mr. Cassels has property in the country. The subject then dropped.

After some discussion as to certain alleged defects to the Act, on a motion introduced by Mr. Duggan, afterwards withdrawn, the business of electing a trustee was then proceeded with. Messrs. Duggan, Mortimer and Hime were chosen scrutineers. The ballot was then taken, and the result announced in the evening, showing Mr. Peter Patterson to have been elected, the vote standing as follows—

Peter Patterson	11,157
T. H. Mead	16,200
H. C. Barwick	678
C. J. Campbell	507
Washington Boulthée	16
Blank	29

The meeting then adjourned.

Mr. Barwick was not a candidate, the votes cast for him having been given by his friends, unknown to him, and without having previously obtained his consent.

GOLD MINING INTELLIGENCE.

THE RICHARDSON MINE.—We do not find any allusion in the Belleville papers to a rumor which was current in that town in the early part of this week, to the effect that the whole amount of the gold obtained from the ore crusher at the Richardson Mine since its own machinery has been at work, was only \$400. It is also currently reported that the amalgamating process adopted has proved quite unsuited to saving the gold from the ore of this country, and that entirely fresh arrangements will have to be made. In the meantime it is understood, the directors have determined to have a large quantity of rock put through the other crushing mills at Eldorado. The result, we need scarcely say, is anxiously awaited by all interested in mining enterprise, as the delay in the predicted dividend of 12 per cent. in thirty days, is producing anything but the intended effect.

THE EMERALD MINE.—At this mine, three shifts of hands are now regularly employed day and night. From ten to fifty tons of rock will be sent forthwith to Scott & Taylor's works to be reduced. The Company consisting of only five persons, will, we are informed very shortly proceed to put up a mill capable of crushing and amalgamating twenty tons a day. Arrangements will also be made for saving the copper in which this mine is also rich. Mr. W. C. Smith has been appointed managing superintendent of the mine.

THE HAVILLAT.—About half of the rock hitherto taken out of this shaft has been discharged as probably worthless. Last week, however, by way of experiment, a fire assay of some of this discarded rock was made by Mr. Smith, when the yield proved to be at the rate of \$21. As the first-class rock previously selected yielded by assay \$50 to the ton, the average from crushing all the rock would be a paying return.

An assay by Mr. Smith of rock taken about forty feet from the surface of the Caledonia shaft on Mr. H. Seymour's land, Madoc village, gave \$24 43 to the ton.

Mr. Hale exhibited on Friday, a button of gold worth \$11 to the produce of a ton of rock from the Merchants Union, on McBeath farm, crushed by Enley & Co. Bert.

Dr. Eamor has obtained some shows of gold from an opening he has made on his village lot. From present appearances, therefore, there is every reason to anticipate that the village of Madoc and its immediate vicinity will be about the busiest scene of operations in the whole district, in a very short time.

We were shown by Mr. C. Brooks a piece of gold weighing five grains, assayed at Turley & Gilbert's, from two lbs. of ore from the Breckenridge lot, on the town-line of Huntingdon and Rawdon. Value per ton, \$133.

ROSS' MINE, QUEENSBORO.—We have been shown by Mr. S. D. Ross, the three buttons of gold obtained from the ore from this recently commenced mine, which was crushed at Messrs. Turley & Gilbert's mill. The first ton of ore was taken from the opening of the tunnel, which is being driven into the bank of Black Creek, in the vicinity of Messrs. Ross's saw-mill and yielded a button worth about \$8. The second ton was taken from about five feet further in, and yielded two buttons, the larger one being the quantity of gold which was determined in the leachery after the mercury had been distilled through it, and the smaller one being the result obtained from the strained mercury when returned. These two buttons together weigh 300 grains equal to \$14 per ton. Twenty-five more tons of this ore will shortly be sent to Turley & Gilbert's to be crushed. *Madoc Mercury.*

Several of the Banks have filed their returns for January. The Commercial Bank return of that month compares as follows with the previous returns for December and January.

	LIABILITIES.		
	Nov.	Dec.	Jan.
Circulation	\$ 821,531	655,418	458,166
Liabilities due	285,284	254,078	223,841
Non-interest Deposits	740,574	607,578	492,249
Interest Deposits	619,683	641,369	567,107
Total Liabilities	\$2,767,477	2,018,246	1,716,900

	ASSETS.		
	Nov.	Dec.	Jan.
Coin and Prov. Notes...	\$ 220,129	200,606	296,084
Real Estate...	283,725	257,110	285,111
Government Securities	400,000	400,000	400,000
Bills of other Banks...	65,110	26,223	36,819
Liabilities due	88,427	170,041	163,875
Discounts	6,655,070	5,858,890	6,682,000
Other Debts	637,270	631,628	607
Total Assets	\$1,227,518	1,401,472	1,810,099

The Merchants' Bank returns for the same months compare as follows:

	LIABILITIES.		
	Nov.	Dec.	Jan.
Circulation	\$ 91,897	80,740	69,614
Balance due	181,478	120,270	176,018
Non-interest Deposits	136,064	161,731	104,543
Interest Deposits	850,876	712,938	629,167
Total Liabilities	\$1,240,210	1,075,683	979,342

	ASSETS.		
	Nov.	Dec.	Jan.
Coin and Prov. Notes...	\$ 358,476	391,626	627,856
Real Estate	60,163	68,871	65,000
Government Securities	128,969	128,966	123,486
Bills of other Banks	244,035	142,318	28,804
Liabilities due	160,445	899,631	834,244
Discounts	1,863,858	1,669,686	1,289,814
Other Debts
Total Assets	\$2,781,966	1,641,101	2,557,689

The following will show the imports (exclusive of specie, from foreign ports to New York for the week ending February 7, and since Jan. 1, compared with the two preceding years:

	1866.	1867.	1868.
Dry Goods	\$ 4,741,870	\$ 2,411,470	\$ 2,639,268
Gen. merchandize	1,833,660	3,814,629	2,448,716
For the week	\$ 6,674,936	\$ 5,729,869	\$ 5,047,984
Prev. reported	26,170,072	19,163,477	18,565,613
Since Jan. 1st.	\$31,745,008	\$24,892,785	\$18,562,617

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FOREIGN TRADE OF THE UNITED STATES.

THE New York Bulletin says.—It has been very generally supposed that, since the close of the last fiscal year the course of our foreign exchanges has been much less decidedly against us than during late years. The last monthly circular of the directors of the Bureau of Statistics, however fails to support this assumption. In fact the returns of imports and exports for the first four months of the current fiscal year show that for that period the imports were at the rate of \$32,000,000 per annum and the exports estimated at gold value at the rate of \$20,000,000. We have made the following compilation from the figures in the Director's report, reducing the exports of domestic produce to gold on the basis of 141 as our average price for the four months.

	Imports.	Exports.
July	\$ 34,390,756	\$ 24,980,784
August	34,440,793	3,496,632
September	31,713,183	69,903,767
October	30,416,688	4,614,756
Total	\$130,962,220	\$102,101,183

The exports, it will be seen, fall below the imports \$28,800,000, or at the rate of over 1 1/2 millions per week. It is impossible to form from these figures any very precise estimate as to the real balance of accounts between the United States and foreign countries. On the one hand there is a certain amount of smuggling and of under-invoicing of imports in order to evade the duties; while, on the other, there is a certain degree of neglect in entering all the exports at the Custom Houses. Perhaps, however these opposite considerations may be taken as about offsetting each other. Again we are constantly shipping bonds to Europe, to set off our current indebtedness, while on the opposite side we have to pay probably \$35,000,000 per annum interest to our foreign creditors.

It will readily be seen that, with so many unknown quantities in the calculation, it is out of the question to venture any precise estimate as to the balance of our accounts with the rest of the world. We are disposed, however, to think that the net balance for the period under review, was considerably against us; and on this supposition we are enabled to explain the unusually large shipments of specie since January 1st.

ANNUAL TIMBER REPORTS.

IN reviewing the trade of this port in wood, during the past year, there has been a decrease in the tonnage compared with 1866, the total tonnage employed in the importation of wood to this port having been 330,378 tons, during the past year, against 338,552 tons in the previous year. Future prospects are hopeful, for, although certain furniture woods have become depressed in value, this depression has now certainly reached its lowest point, while other woods which are of a less fancy description will continue in large consumption. Wood did not, like cotton, advance in value, and therefore no consequent reaction has to be sustained. Money is low in value, and wood offers a better investment, combined with consumption, than perhaps any other raw material. Our trade is said to follow the depression of general trade, but this cannot be said now, it never having been unreasonably elevated in price for a long series of years, the repeal of the protective duties having brought about this steadiness in the timber trade generally, and the exception being certain fancy woods above stated, and shipbuilding woods generally through the freer use of iron, though Moulmein teak is recovering its value, and the low value of mahogany and other fancy woods is leading to a prodigious increase of consumption. The total imports from the British North American colonies have decreased nearly 2½ per cent. during the past compared with the previous year, there having been employed 307,337 tons against 314,379 tons in 1866. From Quebec the imports have been 1 per cent., and from St. John, N. B., 3 per cent. less than the previous year. Quebec Yellow Pine Timber. At this time last year the stocks were the lightest which has been held over for at least 20 years, consequently, the prospects of the year then just entered upon were regarded as satisfactory, and it was anticipated that shipping operations would prove remunerative; but these anticipations, it is feared, have not been realised, owing to the depression which has prevailed in almost all trades throughout the country. The stock now on hand is very light, say only 154,000 feet more than at the like time last year; and as it is the general feeling that we have seen the worst of the bad times, it is expected that with low freights the forthcoming season will result more satisfactorily to importers than the last has done. From St. John, N. B., all the pine timber which has been imported during the past year has been on timber dealers' account and the sales having been by private bargain, the prices have not been made known but it is understood that they have been good; therefore, cargoes of the best quality would sell readily at auction at full rates. From the lower ports the import of fir in the log is growing less and less each year, the past being not quite one half of that in the previous year. It has been generally of medium quality and small sizes.

EDWARD CHALLONER,
Liverpool.

The trade in wood during the past twelve months, with the exception of some few descriptions, has not been satisfactory to importers, not profitable to ship owners. The comparatively light stocks with which the year opened out, combined with the low rates of money, afforded encouragement for the season's operations, but the financial difficulties arising from the panic of the preceding year had so utterly disorganised the general trade of the country and prostrated all spirit of enterprise, both in the local and in the manufacturing districts, as to unfavourably influence the course of this branch of commerce, and though the supplies of most of the staple articles have not been equal to an average of the last four years, yet they have proved more than sufficient for the reduced requirements of the market. The trade with Canada has all along been marked by unusual depression, and though freights have been moderate throughout the year, ranging from 25s. to 28s. per load, yet the transactions in general have resulted unfavourably to importers. Many of the cargoes brought forward, consisting chiefly of white pine, have been stored in preference to selling ex ship; and it remains to be seen during the forthcoming spring whether this course will prove advantageous or otherwise. From New Brunswick and adjacent provinces the supply of spruce and pine deals is somewhat similar to the preceding year, which has been encouraged by moderate cost and low freights during the greater part of the shipping season; latterly, however, there has been a considerable rise in freights at St. John's, to which our market here has not responded, as shown by the recent sales both by private bargain and public auction. In European woods there has been more than the usual average business done, especially in Russian and Swedish red deal and battens, those from Archangel and Onega taking precedence in estimation over other ports, and as regards quality and manufacture are now well established in this district. From Prussia and Sweden there has been an average supply of fir timber, but at rates so remarkably low as to counteract any tendency upwards in wood from the colonies. The United States have again yielded a large supply of pitch pine from the Southern States; low freights have materially assisted importers in meeting the reduced quotation which have been current throughout the whole of the past year, leaving little or no margin for profit. The continued low price of Quebec red pine and Baltic fir timber has operated unfavourably against this article; but, on the other hand, consumption has been stimulated by its cheapness, and with any improvement in trade this wood ought to be one of the first to participate. Shipbuilding woods, which at this period last year were at a very low ebb now shows a very decided improvement, more particularly East India teak of which not a single log was imported during the past year whilst the stock, which is extremely light consists chiefly of old and inferior quality. Of African teak none was imported, and the stock of this is also light and of good quality. Greenheart having been supplied to meet the demand

In this locality and at the outports, has not correspondingly advanced in value with East India teak, but is worth fully 25 per cent. beyond the rates current at the commencement of the year. Furniture woods in general have experienced a retrograde from the prosperity which accompanied most descriptions for many years anterior to the past and preceding seasons; and perhaps no branch of our trade has suffered greater depreciation. The supplies of Cuba and St. Domingo mahogany have been in excess of the curtailed requirements of the country at large—the exception being very choice selections of logs and curbs, which have throughout the year fairly maintained their value;—whereas the plain undersized logs, forming the great bulk of the cargoes introduced, have, in most cases, where sales have been pressed, realised very unsatisfactory prices. Honduras and Mexican mahogany have also experienced a like depreciation—more particularly the latter, which has been freely supplied, and gone extensively into consumption. There has not been much fluctuation in the rates of the chief articles imported, and the few clothes without any peculiar feature to distinguish it, beyond the state of inactivity which has prevailed more or less from the commencement to the end, and is perhaps more conspicuous now than at any other period; the only redeeming feature being the moderate stocks held of nearly all descriptions of wood.

LALAN, EWING & CO.,
Liverpool.

EUROPEAN LOANS.

NOTICING the universal call for money on the part of European Governments to meet the expenditures caused by the maintenance of enormous military establishments, a foreign correspondent says:

To cover the necessary expenses of these stupendous armaments, some increase their imposts, others borrow, some beg, some pretend to undertake extensive public works, and give their bonds—in short, all try to get money the best way they can. Italy loves a tax upon incomes, which is the commencement of bankruptcy. Its bankers say to the public: "We owe you a hundred francs interest on money you have lent; but we will not pay more than 80." And another Italian loan is also expected to cover the existing deficit, which is supposed to amount to a milliard. Spain has formed a national bank, with a capital of 100,000,000 francs, which seems to be a loan disguised by the name of business, but which in reality is intended to take from the pockets of whoever may be its creditor the hundred millions of which Spain has need.

Turkey is negotiating a loan of £100,000 under the pretence of erecting public works at the mouth of the Danube. Doubtless the Pashas, the armaments and the seraglios will absorb a large portion of this loan intended for the Danube. But who of the French or English creditors will have permission to go and investigate whether the money is properly employed?

Portugal is making a loan of 137,000,000 francs. The country is not arming, for no one menaces it. There is neither famine or pestilence within its borders. The reason is that on account of mal-administration the government has need of funds to cover its unwarlike expenditures.

Under pretext of building a railroad in Hungary Austria is borrowing—I do not remember how many millions—and in order to make negotiations as easy as possible, glowing descriptions of the fertility and wealth of Hungary are met with everywhere. One of the agents of the government asked me if I would write a series of articles on that country. Its agriculture, mines, customs, &c. to which I could only reply that I was not a drummer for loans.

The Pope has literally gone begging at every door in the Catholic world. The Catholic Journals are everywhere urging the claims of the good cause. There are on every side Papalini, Peter's Pence, offerings, collections, indulgences and benedictions—all for money. This seems to be the sole object of the head of Christianity in 1867. The Sovereign Pontiff, the Apostle of Peace, the Demi-Dieu, has also need of an army. If respect did not arrest my pen, I should not be able to find language to express a just indignation at this anti-Christum monopoly. France is again obliged to resort to a loan, and for no other reason than the inordinate and inconsiderate expenses of the government. Meanwhile a million of earnings lie idle in the bank and distrust of the future will tend to keep it there. For ten years France has loaned to different governments more than three milliards of francs and, tired of this, money is hoarded in expectation of better times.

FROM LAKE SUPERIOR TO THE PACIFIC.—There is a bill pending in Congress that provides for extending the Sioux City branch of the Pacific Railroad to the Northeast via Mankato and St. Paul to Lake Superior. It was introduced by Mr. Donnelly, and provides that the government subsidies and land grants that have been conferred on the Pacific road shall be granted also to the Minnesota Valley and to the Superior lines. The subsidy alone would go far toward completing the track from Sioux City to Mankato and from there to the Lake. These roads, when finished, will open up a rich and magnificent country, will add more than they cost the government to the value of the public lands, and the aid conferred will be the best investment that the United States can make in railroad enterprises. Nebraska, Iowa, Minnesota, Wisconsin and Michigan, with nearly 4,000,000 people, are directly interested in this line of railroad, and its benefits will extend to all the sections of the country that border upon the great lakes and the lakes of navigation and land carriage with which they are connected.—St. Paul Pioneer.

THE FOREIGN VINTAGE OF 1867.

THE New York Bulletin says: The vintages of the past year on the continent of Europe, can now be estimated both as to quantity and quality, and although the season was not considered unminutely favorable to grape culture, the result is generally more satisfactory than had at first been anticipated.

Of Sherry the yield has been about three-fourths of the usual quantity but the quality shows promise of being very fine. The exports for 1867 show an increase of 2,168 butts over '66.

The Port vintage having been favored by excellent weather, some very superior wines have been obtained. The quantity has, however, been seriously affected by mildew, which caused a loss of about one-third of the grapes. The production of the year is estimated at about 45,000 pipes, against 60,000 in 1866, and 48,000 in 1865. About 10,000 pipes of 1867 may be considered of superior quality, and 25,000 good and medium, and the remainder suitable only for the still and home consumption.

In Champagne we have to record a medium vintage. The grape was at first affected by the unfavorable weather, and although the latter part of the summer was fine, the general vintage was not stored in under propitious circumstances. At the close, however, fine weather again appeared, and enabled those who had deferred gathering to produce a very good wine, but at the present moment the vintage is doubtful, and may in the end produce about an average. It is generally thought that the 65's will be among the finest wines ever produced.

Claret is reported deficient in yield, although it is satisfactory to learn that the new wine is of a good useful quality which will probably compensate the growth of the prices they will realize for the great falling off in the quantity. We annex a table showing the result as relating to the different growths:

	—Tonnes—	1867.	1866.
First growths	293	470	
Second "	721	1,488	
Third "	768	1,235	
Fourth "	453	977	
Fifth "	854	1,663	
Margaux, &c.	502	833	
St. Estephe	397	2,141	
Soussans, &c.	1,513	2,801	
St. Laurent, &c.	7,014	2,164	
Lower Medoc	716	1,846	
	7,653	15,102	

Madeira is satisfactory both in quantity and quality, and although steadily on the increase is scarcely in ratio with the enormous strides of the two preceding years. The production, however, will never equal what it was prior to 1851, when the annual average was 80,000 pipes, as a great portion of the land then cultivated is now devoted to the growth of sugar cane and cereals.

On the Rhine and Moselle, little sun and heat, with too much wet and cold have caused a most unsatisfactory vintage. The unfavorable weather that accompanied the vintage precluded all chance of the grapes maturing and thus prevented their perfect fermentation, thereby leaving an unusually large remnant of undecomposed saccharine matter, which will cause the wine to be in a most precarious condition when the heat of the spring approaches. Owing to the vintage of 1866 also having been so bad, the fine wines of 1862 and 1865 have much augmented in value.

For these details of the vintage of 1867, as regards especially our own consumption, we are indebted mainly to "London Wine Trade Review," as well as to several circulars issued by the large firms established in the above mentioned districts.

PORTLAND AND OGDENSBURG RAILROAD.—The projectors of the Portland and Ogdensburg Railroad have not as yet completed the preliminary arrangements for the formal presentation of the matter to the public, although nearly a year has elapsed since the first move in the affair. There has been considerable detail in the consideration of every part of the plan, both as to the surveys, contracts with connecting roads in New Hampshire, Vermont and New York, and we are informed on the best of authority that not until spring or early summer will matters be in a state to call the public meeting for the consideration of the enterprise and the subscription of stock. The special legislation asked of the Maine Legislature has raised up considerable opposition, and a remonstrance has been presented to the City Government signed by some one hundred prominent persons, and a copy has been sent to Augusta. We are informed that said remonstrance was obtained through a misapprehension, it being aimed against the Legislature granting the city of Portland authority by a two-thirds vote to take stock or aid the said road, as desired. There exists already such authority but the projectors desire a re-affirmation of the same so that their contracts may be the more definitely made. They also ask for authority to enter into contracts (or purchase or lease) with the several roads contemplated and existing between here and Ogdensburg, the same authority other long roads now have. This in substance what is asked for and many of the remonstrants are now satisfied that they were alarmed without cause. The feasibility of the route via the Notch is much doubted by some, but the projectors are unanimous as to its successful result, no less than eight experienced engineers having endorsed it. Several parties have also made proposals for the construction of the road although it will take some time to complete the desired arrangements, the projectors, in conjunction with the rail and committee of citizens chosen last spring, are busy with the work, and will report as soon as possible.—Portland and Boston Journal.

DECADENCE OF THE U. S. SHIPPING INTEREST.

THE attention of the Legislature of Maine has been directed to the idle condition of the shippings in that State, and to the fact that the enormous tonnage formerly owned there is rapidly passing out of existence. A report just made by a legislative committee shows that the situation is even worse than represented heretofore. A reference to official documents shows the amount of registered tonnage to have been as follows:

Table with 2 columns: Date (June 30 1869, June 30, 1868) and Tonnage (730,840, 274,468). Includes a row for 'Decrease in seven years' with value 465,372.

which is a decline of nearly two-thirds in a comparatively brief period. The valuation of the tonnage which has disappeared in this short interval is something like \$14,000,000.

Referring more specifically to the embarrassments which paralyze the shipping interests throughout the country, the report to the Maine Legislature says:

Your committee have carefully investigated the expense of building for the years 1859, 1860, and 1861 and find the average cost for those years per registered ton, when rigged and ready for sea, not to have exceeded \$48, and the cost of the same class of vessels in the years 1865 and 1868 was not less than \$76 per ton, making a difference in favor of the first named period in building and fitting for sea a ship of one thousand tons of \$27,000, and the extra expense of insurance, taxes and interest would amount to more than \$6,000. To illustrate this we will quote the cost of a few ships built in Rockland under the immediate observation of some of the members of this committee.

The ship Jennie Beals, built in 1859, of white oak and hard pine, 1,092 tons, rated A1, cost ready for sea, \$48,000, or \$44 per ton. Ship Martha Cobb, built in 1861, all white oak, 1,192 tons rated A1, cost ready for sea, \$58,000 or about \$47 per ton. Ship Ottago, built in 1865, white oak and hack, cost ready for sea, \$76,000, or nearly \$90 per ton. All the above mentioned ships were built by the same party, and as much care bestowed upon one (as to economy) as upon the others. Owing to decrease in price of labor and materials a ship can be built at less cost this year than it could a year ago, and by consulting with prominent shipbuilders, we find a ship can now be built for \$63 per ton.

By a careful investigation of the duties upon materials entering into the construction of a ship we find that they would amount in round numbers to \$7 per ton in gold, reducing the cost of building a ship at present time \$68 in currency to a gold basis and in round numbers, it would be \$11, deducting duties \$7 per ton it would be \$51 per ton, which is as cheap as a spruce and hack ship could be bought for in the provinces.

As Maine builds something like one-third of the whole tonnage of the United States, these figures will afford material for the consideration of Congress, should that body at any time see fit to lift the hand which now rests upon the industry of the country with such a crushing pressure.

THE SUGAR DUTIES.

THE London Grocer of the 11th January contains a review of the "New Tariff in Canada." in the course of which it says:-

The new tariff which has come into operation contains several changes which are important. The duty on spirits has been raised from 10 to 80 cents per gallon, if not overproof. Domestic wines, such as ginger, lemon, &c., which have been paying 16 per cent ad valorem, will henceforth be put in the same list as other wines, and pay specific duties of 10 and 25 cents, according to the quantity of alcohol contained in them. On malt a specific duty of 40 cents per bushel has been placed, and on tinctures of 50 cents per gallon instead of 16 per cent ad valorem. A reduction has been made in the articles of tea and molasses. Green tea continues to be charged with 15 per cent ad valorem, and a specific duty of 7 cents per lb. Molasses, now paying 70 cents per 100 lbs, will continue to do so if used for refining purposes, or for the manufacture of sugar, but if not so used will only pay 55 cents. The change in the tariff on sugars will not be made at present; it will be reserved, the evidence now in the possession of the Government not warranting any alteration. The changes which were rendered necessary by the convention in the English tariff were exceedingly slight. On only three classes was any change required at all. Sugar-candy, brown or white, refined or rendered by any process equal thereto, was reduced from 12s 10d to 12s 8d; white clayed, or equal thereto, not refined, from 11s 8d to 12s 3d; and brown Muscovados, or equal thereto, was raised from 9s 4d to 9s 7d per cwt. But comparing the new English duties which came into force March 1st, with the Canadian duties, the following is the result:-Sugar candy, brown or white, refined or rendered by any process equal thereto, was taxed, according to the British scale, 12 60/100, as compared to \$2; white clayed, or equal thereto (if not refined) \$2 44/100 as compared with \$2 60/100. Brown clayed, or equal thereto (not white clayed), or yellow Muscovado, or equal thereto, \$2 27/100, as compared with \$2 25/100. Brown do \$2 68/100, as compared with \$1 90/100. Other kinds inferior to brown Muscovado, \$1 74/100 as compared with \$1 37/100; and molasses, 75/100 as compared with 78c. It will be seen from these figures, that on the higher grades of sugar the duty is much higher in Canada and on the inferior, which are used entirely for refining, they are lower. The effect of this is to prevent the direct importation of the higher grades of sugar together, and

to interfere very seriously with the foreign trade of the Province. The refineries of Montreal have thus an enormous and undue protection over the English or continental refineries. They have not only the higher duty on refined sugar, but they have added to it the lower duty on the raw material which they issue, the whole amounting, in some cases, to 75c on the 100 lbs. And in addition to this, they have an indirect protection to the extent of ocean freight and insurance, and the difference of exchange. There is no good reason why the great body of the consumers should be taxed for the benefit of the Montreal establishments—a branch of trade which, in the very nature of things, can hardly become a general branch of manufacture in the country.

MONEY MARKET.

THERE is no particular change to note in the condition of the money market. The Banks though not discounting very largely, do not refuse any good paper from their customers, and the rate of interest on such paper is about 7 to 10 according to circumstances.

STERLING EXCHANGE is quiet but firm at quotations, the rate in New York being now 109 1/2 for first class Banker's 60-day bills.

GOLD drafts on New York have been in demand at par, but they are less wanted now, and may be quoted par to 1-16 of one per cent discount.

SILVER in consequence of the movement going on for the exportation of a large amount from this city is scarcer, and the quotations are now buying at 4 and selling at 3 1/2 per cent. discount.

The following are the latest quotations of Sterling Exchange, &c:-

Table of Sterling Exchange rates: Bank on London, 60 days sight (110 1/2 to 110 1/4); Private, 60 days sight (None); Bank in New York, 60 days sight (109 1/2); Gold Drafts on New York (par to 1-16 d.); Gold in New York (140); Silver (3 1/2 to 4 ds.).

THE DRY GOODS TRADE.

- List of agents and firms for the Dry Goods Trade, including Baker, Popham & Co., MacKenzie, J. G. & Co., Clark, James, & Co., MacKay, Joseph, & Bro., etc.

WE have no new feature to note in the business of the past week in textile fabrics, as the same perfect quietness exists as previously reported. The feeling is that there will not be a very heavy trade done this Spring and but for the great advance which has taken place in the Liverpool Cotton market, goods would undoubtedly have been sold at very low figures. Our telegraphic advices, however, report a still further advance during the week of 1d, the closing quotation being 9 1/2 to 9 1/4 for Midling Uplands, and 9 1/2 to 9 1/4 for New Orleans, with a buoyant market. The Manchester market has sympathized with that for the raw material, and manufactured goods are firm at a corresponding advance. To the falling off in the shipments from the United States, and the more than fears that the amount will prove to be much less in that country than was at first reported may be attributed this rapid advance in Cotton, and there is no likelihood of lower prices obtaining for the present.

THE GROCERY TRADE.

- List of agents and firms for the Grocery Trade, including Baldwin, L. H. & Co., Mathewson, J. A. & H., Chapman, Frazer & Tyce, Mitchell, James, etc.

THE week past has been one of very great quietness in this branch of trade, and any transactions reported have been of very small magnitude.

On Wednesday, Messrs. D. Torrance & Co., offered at public auction about 5,000 packages of Teas. The attendance was only fair, and the bidding without much animation. The prices realized consequently falling short of expectation only about 1,000 packages were disposed of, and the balance including nearly all the Young Hysons were withdrawn. Below we give the particulars of the sale, the prices and amounts sold.

- List of tea and coffee prices: GUNPOWDER—47 half-chest 68c; 10 do do 66c; 24 do do 85c; SERIAL—10 half-chests 41c; 10 do do 41c; 19 do do 41c; 13 do do 42c; 82 do do 41; 60 do do 40c; 28 do do 40c, 89 do do 43c; HYSON—12 half-chests 64c; 48 do do 41c; 26 do do 47c; NATURAL LEAF JAPAN. 40 half-chests 49c; 30 do 48c; 60 do 64c; 60 do 63c; 60 do 66c; 25 do 65c; 60 do 63c; 10 do 66c; 10 do 66c; 60 do 44c; 10 do 46; 25 do 55c; SONCHONG CONGOU—20 half-chests 87c; 23 do do 87c; 14 1/2-chests do 87c; YOUNG HYSON—23 half-chests 42c

THE LEATHER TRADE.

- List of agents and firms for the Leather Trade, including Black & Locke, Hyson, Campbell, Bux & Richardson, Seymour, C. E., etc.

TRADE still remains very quiet, without any indications of immediate improvement. Stocks meanwhile, especially of inferior grades of curried leather are accumulating, and are being offered at reduced rates.

Some considerable shipments of sole are being made to Britain, which has the effect of keeping the market steady. In other respects there is no change in this branch of business since last report. City slaughter hides have receded half-a-cent.

MONTREAL PRODUCE MARKET.

- List of agents and firms for the Montreal Produce Market, including Alin & Kirkpatrick, Black & Locke, Hobson, Thomas, & Co., etc.

FLOUR.—The stagnation so often noted has continued unbroken. Arrivals, owing to storms, have been small and irregular, and save a few round lots of indifferent Supers from Western Wheat at the opening at \$7 40, we have no business of consequence to report. Small lots and single hundreds of good Supers are taken to a limited extent for local use at current quotations. The higher grades are saleable in small lots at unchanged rates. No. 2 and grades below are comparatively scarce, and continue to command high relative rates. Bags are unlimited supply, and range from \$3.60 to \$3.75, according to sample. The protracted inaction in all the leading markets begins to create misgivings in the minds of holders, and the opinion seems to be gaining ground that ere long a decline more or less serious must take place.

CORN.—Continues without notable change, either in supply or demand.

GRAIN.—Wheat.—We are without transactions on which to base quotations; \$1.70 is still the nominal rate for U. C. Spring. Peas.—There are no transactions on the spot. A fair demand exists for Spring delivery, \$1 per 68 lbs being the rate generally offered. Oats, though less active, continue firm at former rates. Barley.—Limited transactions may be noted at 95c to \$1 for ordinary to fair samples, for strictly choice, of which there is little offering, more is obtainable.

PROVISIONS.—Pork.—Transactions continue restricted to broken lots of Mess for consumptive use, which command \$19 to \$19.50 according to quantity, fair grades are practically nominal, no late transactions transpiring. Hogs.—Arrivals though fair for this advanced stage of the season, have materially fallen off. There is a good demand for choice, for which if allowed to select, comparatively high rates would be given, but as dealers have considerable light on hand, and most of those remaining in first hands are of the same description, it is difficult to move the parcels in stock at satisfactory rates. It is hoped however that as the season wears on the trade will become less discriminating and that ultimately the whole will be worked off to good advantage. Lard continues dull at 97c to 10c, sales being of a retail character. Butter.—There has been a good demand for a week or more past, and though from the generally inferior quality in stock, purchases have been reluctantly made at rates demanded, yet considerable has changed hands at rates mostly ranging from 16c to 19c according to quality. There are still a few parcels in market of inferior quality, which nothing but positive dearth will force into consumption, and which have thus far been jacked by though offered comparatively low, somewhat later as the market becomes clearer, they will probably come into notice.

ASHEs.—Pots have met an active competition owing to one or two orders being in market, and rates have slightly improved, closing quiet at \$5.80 to \$5.25 according to sizes. Peas continue neglected and nominal at unchanged rates.

STATEMENT OF BANKS

Acting under Charter, for the Month ending January 31st, 1888, according to the returns furnished by them to the Auditor of Public Accounts.

Table showing financial statements for banks in Ontario and Quebec, Nova Scotia, and New Brunswick. Columns include Name of Bank, Capital (Authorized and Paid up), and Liabilities (Promissory Notes, Balances due to other banks, Cash deposits, etc.).

Table showing Assets for banks in Ontario and Quebec, Nova Scotia, and New Brunswick. Columns include Name of Bank and various asset categories such as Cash, Provincial Note, Landed or other property, Government securities, etc.

STOCK MARKET.

Table listing stock market prices for various banks, railways, mines, and bonds. Includes columns for Bank/Security Name, Price, and Last Week's Price.

CANADIAN SECURITIES IN ENGLAND.

Table listing Canadian securities in England, including government securities and railways, with columns for security name and price.

RAILWAYS.

Table listing railway securities, including Atlantic and St. Lawrence, Buffalo and Lake Huron, etc., with columns for name and price.

BANKS.

Table listing bank securities, including British North America, with columns for name and price.

MISCELLANEOUS.

Table listing miscellaneous securities, including Atlantic Telegraph, Canadian Land, etc., with columns for name and price.

JOHN LANGTON, Auditor.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table showing receipts of produce via Grand Trunk Railway and Canal, with columns for item name, quantity, and price.

PRICES OF GRAIN.

Table showing prices of grain, including Flour, Oatmeal, etc., with columns for item name and price.

WEEKLY PRICES CURRENT.—MONTREAL FEBRUARY 20, 1868.

FEB. 15, 1868. HALIFAX. ST. JOHN.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GROCERIES, FRUIT, OILS, SPICES, TOBACCO, WINES, SPIRITS, LIQUORS, and BEER.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for HARDWARE, IRON, LEAD, POWDER, DRUGS, OILS, PAINTS, and AC.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GLASS, SOAP AND CANDLES, BOOTS, SHOES, and FURS.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for COTTON, LEATHER, BUTTER, FLOUR, GRAIN, MEAT, FISH, and VEGETABLES.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for MARKET PRICES OF COUNTRY PRODUCE, GRAIN, FOWLS AND GAME, and VEGETABLES.

JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
No. 463 and 465 St. Paul Street,
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,
MONTREAL.

JOHN HENRY EVANS,
Sole Agent for Canada
For the TROY BELL FOUNDRY, 14-1y

RAILWAY TRAFFIC RETURN.
FOR THE MONTH ENDED 31st JANUARY, 1863.

NAMES OF THE RAILWAYS.		Passen- gers.	Mails and parcels.	Freight	Total.	Total com- pound- ing period of 1862.
Great Western Railway	111,604	19,346	185,476	316,225	822,920	
Grand Trunk Railway	127,837	20,709	396,423	456,470	452,615	
London and Port Stanley Railway	935	102	967	2,011	3,416	
Welland Railway	7,202	163	19,783	27,950	24,063	
Northern Railway	2,277	293	6,071	7,637	7,417	
Port Hope, Lindsay & Havelock Railway	2,293	1,992	4,938	8,383	6,436	
Cobourg and Peterborough Railway	3,318	721	6,383	6,662	6,319	
Brookville and Ottawa Railway	1,992	721	4,938	6,662	6,319	
Prescott and Ottawa Railway	1,992	721	4,938	6,662	6,319	
Carleton and Grenville Railway	1,992	721	4,938	6,662	6,319	
St. Lawrence and Industry Railway	1,992	721	4,938	6,662	6,319	
New Brunswick and Canada Railway	1,992	721	4,938	6,662	6,319	
European and North American Railway	1,992	721	4,938	6,662	6,319	
North Scotia Railway	1,992	721	4,938	6,662	6,319	
Total	200,000	30,000	600,000	800,000	1,000,000	

* No Returns.
† Road closed.
JOHN LANGTON, Auditor.
Audit Office, Ottawa, 31st January, 1863.

Stocks in New York.—The following is a statement of the stocks of leading articles of merchandise at dates given:—

	1867. Feb. 1.	1868. Feb. 1.	1869. Jan. 1.
Beef, tics and bbls.	23,046	61,002	62,037
Pork, bbls.	89,926	74,764	64,993
Tobacco, foreign, bales	9,834	7,184	7,748
Tobacco, domestic, hhds.	16,922	20,659	23,876
Coffee, Rio, bags	42,023	116,856	183,900
Coffee, other, bags	24,243	19,484	26,530
Coffee, Java, mata	23,639	17,248	18,570
Sugar, hhds.	23,639	6,833	13,670
Sugar, boxes	118,825	4,811	24,337
Sugar, bags	118,825	5,853	10,353
Molasses, hhds.	6,751	3,178	8,274
Molasses, bbls.	423	423	1,076
Hides, No.	44,700	163,000	134,100
Petroleum, crude, bbls.	16,239	5,176	26,600
Petroleum, refined, bbls.	21,506	33,740	30,400
Cotton, bales	160,000	64,251	33,248
Rosin, bbls.	105,188	81,624	83,160
Crude turpentine, bbls.	1,657	1,690	1,370
Spirits turpentine, bbls.	8,206	1,778	8,425
Tar, bbls.	6,173	2,233	2,450
Rice, E. I. bags	16,942	4,942	2,632
Rice, Carolina, trs.	253	924	593
Gunny Cloth, bles.	14,750	28,500	35,110
Gunny bags, bles.	8,969	26,000	26,550
Lime, bags	5,700	93,615	108,000
Saltpetre, bags	37,200	29,242	19,630
Jute, bles.	10,164	4,165	7,789
Manilla Hemp, bles.	14,500	20,040	21,890
Tin, slabs	3,200	11,900	7,900
Spelter, tons	1,100	520	700
Iron, tons	2,600	11,000	12,000
Lead, tons	2,000	3,800	8,800

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Bolvin, N. A.	Compton	A. W. Smith.
Beattie, John	Markham	Jas. Robinson.
Dean, Almond	Cobourg	T. McNaughton.
Dundas, R.	Woodstock	Geo. McKellar.
Ronsberger, D. E.	Halifax Centre	Geo. Calver.
Lemieux, Leon	Quebec	Wm. Walker.
L'Heureux, Jos	Quebec	Do.
McLennan, F.	Bishop's Mills	H. C. Jones.
Niger, F. H.	Montreal	W. Morwood.
Hobson, E.	Montreal	John White.
Widney, L. W.	St. Thomas	J. Ardsgrave.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Angus, James	Cobourg	April 20
Bell, James	Arapahoe	" 21
Bishop, John	London	" 28
Crawford, Thomas	Emilly	Feb. 19
Denison, R. D.	Toronto	April 19
Dutton, Samuel	London	" 19
Hill, Thomas & William	Perth	" 19
Kennedy, A.	Montreal	" 19
Leggat & Heay	Montreal	Feb. 19
Marke, T. J.	Stanley	March 19
Motley, James & William	Stowmanville	April 19
Moore, A.	Kington	" 19
Perreault, N.	Montreal	" 19
Thompson, James, junr.	Quebec	" 19

WRITS OF ATTACHMENT ISSUED.

DEPENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Samuel Graham, Toronto	John McDonald	Feb. 8
Donald MacEachern	D. Cowan & Wm. Sicy	Jan. 10
James Shaw, junr	Robert Muir	Feb. 10
T. Salmon & Henry Samuel	Robertson & Beattie	Feb. 8
Sherbrooke		

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers), Havana Prices Current of Imports, dated Feb. 7, 1863:

Commodity	Price
Lard, No. 1, Refined in tins	\$3.50 per 100 lbs.
" " " " "	"
" " " " "	"
Butter, Yellow, kegs and boxes	5.50
Cheese, American	4.50
Hams, American, in cans	1.75
Salt	1.25
Beef, mott in bbls.	2.75
Pork, "	4.50
Bacon, clear and unsmoked, in boxes	0.75
Beans, White, Egg, and Starvo	0.80
Tobacco	0.72
Onions	0.40
Corn, Yellow, Round	0.40
Oats	0.35
Wheat, Shipping Shuff	0.87 1/2
Hay	0.31
Oil, Petroleum	2.20
Tallow	1.07 1/2
Paper, Straw, Wrapping	2.00
Doors	6.14
Lumber, Yellow Pine	11.00
White Pine boards	11.00

DAVID TORRANCE & CO.
EAST AND WEST INDIA MERCHANTS,
Exchange Court,
1-1y MONTREAL.

THOMPSON, MURRAY & CO.
GENERAL COMMISSION MERCHANTS AND IMPORTERS
42 St. Sacrament Street, Montreal,
Sole Agents in Canada for
J. Denis, Henry Mounie and Co., Brandica,
Wolfe's Schiedam Schnapps.
1-1y

PICTOU, N. S.
JOSEPH F. ELLIS,
GENERAL COMMISSION MERCHANT,
AND
Agent Royal Insurance Company,
PICTOU, N.S.
Having a capacious warehouse for the storage of Produce and Merchandize, respectfully solicits consignments. Best prices realized, and cash advances made when necessary.
Good references given if required. 30-1y

TORONTO.
THE MERCANTILE AGENCY,
Established 1841.
FOR THE
PROMOTION AND PROTECTION OF TRADE.
DUI, WIMAN & CO.,
Proprietors.
Toronto Office, 4, 5 & 6 Merchants' Exchange.
44.

RIDOUT, AIKENHEAD & CROMBIE,
(Late Ridout Brothers & Co.)
Corner of King and Yonge Streets, Toronto,
Importers of and Dealers in
IRON, STEEL, NAILS, COPPER, LEAD, TIN, CUTLERY, PAINTS, CORDAGE,
Fishing and Shooting Tackle,
And every description of
British, American, and Domestic Hardware.
42-3m

THE CHEAPEST BAGS IN THE DOMINION OF CANADA.
100,000 SEAMLESS LINEN BAGS.
Price reduced to 27 1/2 cents.
These Bags are the product of the Streetsville Linen Mills, and are made from pure Canadian flax.
For sale by the principal Wholesale Merchants, and by the subscribers.
GOODERHAM & WORTS,
10 and 11 Exchange Buildings,
Toronto, Ont.
42-1y

WATCHES.
THOS. RUSSELL & SON,
WATCH MANUFACTURERS,
LONDON AND LIVERPOOL.
Branch House—57 Yonge Street, Toronto.
W. Learmont, Agent, Montreal.
P. R. Thompson, St. John, N.B. 30-1y

TORONTO.

BROWN'S BANK.

(W. R. BROWN. W. C. CHEWETT.)

60 KING STREET EAST, TORONTO.,

TRANSACTS a General Banking Business, buys and sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds, and Uncurrent Money. Receives deposits subject to cheque at sight, makes collections, and discounts commercial paper.

Orders by Mail or Telegraph promptly executed at most favourable current quotations.

Address letters, BROWN'S BANK, Toronto. 39-1y

BOOT & SHOE MANUFACTURERS.

SESSIONS, TURNER & CO.,

(Successors to Sessions, Carpenter & Co.)

Manufacturers, Importers, and Wholesale Dealers in
BOOTS, SHOES, LEATHER & FINDINGS,
No. 8 Wellington Street West,
Toronto, C. W. 37-ly

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in
LAMPS, Etc., Toronto, C. W.

37-ly

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,
MONTREAL,

AND

58 Yonge Street,
TORONTO.

39-3m

TORONTO AUCTION MART.

Established 1881.

WAKEFIELD, COATE & CO., Manu-
facturers' Agents, Auctioneers and Commission
Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. FREDERICK W. COATE
39-1y

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

WHOLESALE & MANUFACTUR-
ING STATIONERS, Dealers in BOOKBIND-
ER'S MATERIALS, &c., King Street, Toronto, have
now received a large and complete assortment of
General and Fancy Stationery, selected personally
from the producers, which they can confidently re-
commend, both as regards quality and price. They
continue to manufacture and keep on hand a full as-
sortment of Account Books, comprising all sizes and
styles. Also, Pocket-books, Wallets, Purses, Diaries,
&c., &c. On hand a full supply of Binder's Leathers,
Cloth, Board, and other materials, at low prices. 42-3m

GROCERS.

W. & R. GRIFFITH,

Corner of Church and Front Streets, Toronto,

Are now receiving their Fall stock (*Direct Importa-
tions*) of

GENERAL GROCERIES, WINES & LIQUORS.

Western purchasers are solicited to call and
examine the Goods and Prices before buying their
Fall stock.

All Goods sold at lowest Montreal prices. 37-1y

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,
TORONTO. 25-1y

JOHN BOYD & CO.,

WHOLESALE

GROCERS & COMMISSION MERCHANTS

61 and 63 Front Street, Toronto.

JOHN BOYD. ALEX. M. MONRO. C. W. BURTING.
37-1y

TORONTO.

DRY GOODS.

A. R. McMASTER & BROTHER,

Importers of

BRITISH & FOREIGN DRY GOODS

And Manufacturers and Dealers in

CANADIAN FABRICS,

33 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square,
MANCHESTER, } ENGLAND.
Alexandra Building, James Street,
LIVERPOOL, } 37-1y

FIRST ARRIVAL OF

SPRING GOODS

4 Cases STRAW GOODS.

1 " BLACK SKIRT BRAID.

4 " LADIES' & GENTS' MORROCCO BAGS

1 " CLAPS AND BUTTONS.

2 " SHOP TWINE.

1 Bale DRAB JEANS.

JOHN MACDONALD & CO.,

21 and 23 Wellington Street, } TORONTO.
28 and 30 Front Street, }

Toronto, 4th Feb, 1868. 37-1y

NEW FALL GOODS.

JOHN CHARLESWORTH & CO.,

Wholesale Importers of

BRITISH & FOREIGN DRY GOODS,

MILLINERY, &c.,
44 Yonge Street, Toronto. 37-1y

GEORGE BARKER & CO.,

MILLINERY & FANCY DRY GOODS

10 Wellington Street West,
TORONTO. 37-1y

MILLINERY AND STRAW GOODS.

HENDERSON & BOSTWICK,

Importers and Wholesale Dealers in

MILLINERY & STRAW GOODS,

MEN'S FELT HATS,
Manufacturers of Mantles, Hats, Caps, and Straw
Goods.
18 and 20 Wellington Street, Toronto.

COX & COMPANY,

Wholesale Importers of

MILLINERY & FANCY DRY GOODS,

and Manufacturers of
Mantles, Millinery, and Straw Goods,
23 Wellington Street East, Toronto. 44-1y

TORONTO.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m TORONTO.

THE LEADER.

THE DAILY LEADER is published
every Morning at \$6 00 a year in advance.

The WEEKLY LEADER is published every Friday
at \$2.00 a year in advance. Contains carefully selected
news from the Daily Edition, with Agricultural
Matter and Market Reports.

THE PATRIOT,

Published every Wednesday, at \$1.00 a year in
advance.

JOB PRINTING executed in all its branches,

JAMES BEATY,

Proprietor,

63 King Street East,

42-1y Toronto.

THE
SINGER SEWING MACHINES.

NORRIS BLACK,

No. 18 King Street East, Toronto,

Is General Agent for these justly celebrated Machines.
The Manufacturing Company have lately made very
valuable improvements in the

No. 2 IMPERIAL MACHINE,

which places it in advance of every other Machine for
Fine, as well as General Shoe work. Their

NEW FAMILY MACHINE

is the most desirable Machine now offered to the
Public. Their Machines are the best for every pur-
pose for which a Machine can be used.

Norris Black is also Agent for the

NEW ENGLAND WAX THREAD MACHINES.

A supply always on hand.

Address Box 1,101, Toronto. 41 1y

LYMAN & MACNAB,

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE

38 King Street East,

TORONTO.

WILLIAM LYMAN. JOHN MACNAB. 39-1y

J. GILLESPIE & CO.,

HATS, CAPS AND FURS,

WHOLESALE,

39 Young Street, Toronto. 40-1y

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF

FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto. 33-1y

TORONTO SKIRT FACTORY.

ROBERT H. GRAY,

Manufacturer of

HOOP SKIRTS and SKIRT MATERIALS,

No. 43 Yonge Street,

37-7 TORONTO.

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURERS.

WE are now receiving from various Manufacturers throughout the Province large and varied assortment of

CANADIAN SPRING TWEEDS,

which we shall offer at specially low rates.

D. McINNES & CO.

Hamilton, Ontario, 15th Feb., 1868.

SPRING 1868.

EARLY SHIPMENTS.

We have now opened:

- Bales Grey Cottons, all widths.
- " New Prints.
- " White Cottons, all widths, and various makes.
- " Printed Regattas.
- " Fancy Wove Regattas.
- " Jean Stripes.
- " Denims—Ticks.
- " Gingham, various makes.
- " Tapestry Carpet.
- " Two-ply do.
- " Union do.

McINNES, CALDER & CO.

Hamilton, 15th February, 1868. 44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,

44-ly Hamilton, Ontario.

YOUNG, LAW & CO.,

HAMILTON,

Hold and offer at low prices, a well assorted stock of

DRY GOODS,

including

CANADIAN

- Twoods, Flannels,
- Hosiery, Yarns,
- Grey Domestics, Twilled Sheetting,
- Cotton Bags, Cotton Yarn.

DUNDAS COTTON MILLS AGENCY. 44

G. H. FURNER & CO.,

Importers of

MILLINERY, STRAW GOODS,
FELT HATS, MANTLES,
&c., &c., &c.,

44-ly King Street, Hamilton.

MARTIN & FERGUSON

BARRISTERS AND ATTORNEYS
D AT LAW, SOLICITORS IN CHANCERY,
CONVEYANCERS, NOTARIES PUBLIC, &c.

Office—Corner of King and James streets,

HAMILTON, C.W.

N B—Collections and Insolvency Matters promptly attended to.
R. MARTIN. J. W. FERGUSON. 52-ly

HAMILTON.

KERR, BROWN & MACKENZIE,
Importers of

BRITISH AND FOREIGN DRY GOODS
AND GROCERIES,

Have always on hand a full stock of Prints, Cottons, Wollens, Silk and Linen Goods, Hosiery, Gloves, Shawls, Ribbons, Laces, Small-ware, Fancy Goods, &c. &c.

ALSO

Teas, Coffees, Sugars, and General Groceries. 44-ly

JAMES SIMPSON,

WHOLESALE GROCER,

Market Square, Hamilton, Ont. 47-6m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario. 44-ly

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WHOLESALE GROCERS,

AND
GENERAL MERCHANTS,

44-ly Hamilton, Ontario.

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelstor Coffee and Spice Mills,
40-ly Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (New York) MACHINES.

J. & R. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; corresponding parts always on hand. 46-ly

EDWARD MAGILL & CO.,

Importers and Wholesale Dealers in

SHELF AND HEAVY HARDWARE,

South Side King Street, Hamilton, Ont. 36-ly

D. MOORE & CO.,

King Street East, Hamilton, Ontario,

Manufacturers of Stoves, Tin and Japanned Ware, Importers and dealers in Tin-Plate, Sheet-Iron, Wire, Copper, and Copper Bottoms Zinc, Block Tin, Rivets and Kettle Ears, &c., &c. Also, Tinmen's Tools and Machines. 44-ly

B. JEWELL DUNSTAN & CO.,

Agents for

British and Canadian Manufacturers,

AND

GENERAL COMMISSION MERCHANTS,

Royal Hotel Buildings, Hamilton, Ontario. 44-ly

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McKENZIE & MACKAY,

9 King Street, Hamilton, Ontario,

WOOL AND FLAX BROKERS,

AGENTS FOR:
The Queen Insurance Company.
" Western Assurance Company of Canada.
" Phenix (Marine) Insurance Co. of Brooklyn. 37-ly

WOOL.

LONG & BISBY.

DEALERS IN FOREIGN & DOMESTIC WOOL
42 James Street, Hamilton, Ontario.

Consignments solicited, and orders promptly attended to. 36-ly

J. H. DAVIS & CO.,

WOOL DEALERS,
COMMISSION MERCHANTS AND BROKERS,

13-King Street East, Hamilton,

Next Door to the Gore Bank.

J. H. DAVIS. H. BURKHOLDER.

Cash Advances made on Consignments. 36-ly

HAMILTON.

HAMILTON POWDER COMPANY.

Manufacturers of the following Brands of Powder:

BLASTING F, FF, FFF, in kegs of 25 lbs! each.

CANNISTER POWDER,

in half-pounds, pounds, and six pound cannisters, of the following celebrated brands, D S, C R.

EXTRA SPORTING AND DIAMOND GRAIN.

Office No. 2 King Street,

Hamilton, Ontario.

BENJAMIN CLARKE. JAMES WATSON,
44-3m Secretary. President.

FOSTER & GALBRAITH,

Manufacturers of

HATS, CAPS, AND FURS,

HAMILTON, Ont. 44-ly

W. H. GLASSCO,

Importer and Wholesale Dealer in

HATS, FURS, & c.,
46-ly King Street, Hamilton, Ont.

KINGSTON.

GROCERS—WHOLESALE.

GEORGE ROBERTSON & CO.,

Importers and Wholesale dealers in

GENERAL GROCERIES.

Special attention of buyers is solicited to our large stock of TEAS. 89-ly

JOSEPH BAWDEN,

(Successor to the late Ewen MacEwen, Esq.)

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W. 47-ly

LONDON—ONT.

ROWLAND & JOHNSON,

OIL WAREHOUSEMEN and Agents

for the sale of Oil. Office:—Richmond Street, opposite City Hall London, Ontario.

FREDERICK ROWLAND. JAMES JOHNSON
43-ly Sunnyside.

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT.

CHANT. Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Bams, Bacon Lard, Cheese, Butter. London, Ont. 43-ly

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

STOVES, PLOUGHS, &c., &c., in great

variety. Prices very low. Send for Illustrated Catalogue and Price List. Address,

WILLIAM BUCK, Victoria Foundry, Brantford. 43-ly

BRANTFORD ENGINE

ENGINES OF ALL SIZES

UPRIGHT PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

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WATERLOO PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

WATERLOO PORTABLE STEAM SAW

PORT HOPE, C. W.

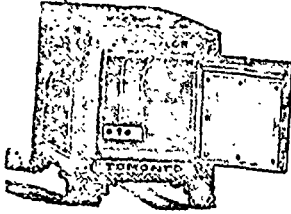
E. S. HOWELL,

Forwarder, General Commission Merchant, and

Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 30-0

TORONTO SAFE FACTORY.



J. & J. TAYLOR'S
PATENT
FIRE & BURGLAR PROOF SAFES

MANUFACTORY:
No. 198 and 200 Palace Street,
TORONTO
Price List Free. 5

OTTAWA.

DEPARTMENT OF INLAND REVENUE,
OTTAWA, January 31, 1868.
NOTICE.

ON and from the First day of February,
1868,

ALL REQUISITIONS FOR
STAMPS

FOR
BILLS AND PROMISSORY NOTES.

To be used in the Dominion of Canada by the various
persons entrusted with the distribution thereof, will
have to be addressed to this Department.

THOS. WORTHINGTON,
For the Minister of Inland Revenue.
7-3w

HENRY GRIST,
OTTAWA, Canada,
PATENT SOLICITOR AND DRAUGHTSMAN,
Drawings, Specifications, and other documents
necessary to secure PATENTS OF INVENTIONS, prepared
on receipt of the model of invention. Copyrights and
the Registration of Trade Marks and Designs pro-
cured. Established 1858. 45-3m

HALIFAX, N. S.

COMMISSION MERCHANTS.

GEORGE J. PAYNE,
Commercial Wharf, Upper Water Street.
References: Messrs. MACLEAN, CAMPBELL & Co.

ROWLAND & JOHNSON,
OIL WAREHOUSEMEN, and Agents
for the sale of Oil. Office:—Richmond Street,
opposite City Hall, London, Ontario
FREDERICK ROWLAND. **JAMES JOHNSON,**
43-ly Sunnyside

FRED. ROWLAND,
GRAIN AND COMMISSION MERCHANT.
CHANT. Flour, Oatmeal, Cornmeal, Split Peas,
Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon,
Lard, Cheese, Butter. London, Ont. 43-ly

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 (celebra-
ted Prize Medal) Mayflower and other choice brands.
Flat and Twist Tobacco.

JOHN B. CAMPBELL & CO.,
Proprietors,
Halifax.

17-ly

ENGLAND.

By ROYAL COMMAND



JOSEPH GILLOTT'S
Celebrated
STEEL PENS.

Sold by all Dealers throughout the World. 45-ly

THOS. MEADOWS & CO.,
35 MILK STREET, CHEAPSIDE, LONDON,
AND
60 and 61 THE ALBANY, LIVERPOOL,
GENERAL COMMISSION, SHIPPING, INSUR-
ANCE, AND FORWARDING AGENTS,
Agents { The British Colonial Steamship Company
(Limited)—London to Canada and U. S.
The American Steamship Company—Liver-
pool to Boston, U. S.
And Canadian Express Company. 4-3m

ANDREWS, BELL & CO.,
COMMISSION MERCHANTS
AND
SHIPPING AND INSURANCE AGENTS,
7 INDIA BUILDINGS, FENWICK STREET,
LIVERPOOL. 42-ly

QUEBEC.

THIBAudeau, THOMAS & CO.,
Wholesale Importers of
BRITISH AND FOREIGN DRY GOODS,
Corner St. Peter and Sons le Fort Streets, Quebec.
A large stock of Teas kept constantly on hand. 41-ly

WHOLESALE GROCERS.

LANE, GIBB & CO.,
WHOLESALE GROCERS AND
COMMISSION MERCHANTS.
Importers of East and West India Produce, General
Groceries, Wines, Brandies, &c., &c.
St. ANTOINE STREET, between GIBB & HUNT'S
Oct. 23. Wharf, QUEBEC. 41-ly

COMMISSION MERCHANTS.

GETHINGS, LeMOINE & REWELL,
COMMISSION MERCHANTS,
QUEBEC.
Branch House—LeMOINE & Co., Montreal. 21-ly

J. & W. REID,
GENERAL MERCHANTS,
40 St. Paul Street, Quebec, dealers in Domestic
and Foreign Paper and Stationery, Roofing Felt, Paper
and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch,
Tar, Eosin, Ship Yarnishes, &c. 41-ly

J. BROWN & CO.,
MANUFACTURERS OF CORDAGE,
18 St. Peter Street, Quebec.
Steam Power Works at La Canardière. 41-ly

ST. STEPHEN, N. B.

JOHN BOLTON,
SHIP BUILDER AND MERCHANT.
10 King Street, St. Stephen, N. B.

ST. JOHN, N. B.

STERRENSON & MCGIBSON,
COMMISSION MERCHANTS,
Are prepared to receive Consignments of Flour
and Canadian Produce realizing the highest
market rates for such, and prompt returns made.
Drafts authorized.
No. 3 North Wharf,
St. John, N. B. 41-ly

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